



Figure 4 - 17. Although small-scale features of the Main Prison Plaza have changed, the feeling and vegetation (open lawn) is similar to the period of significance. Top (c 1915) (cellhse 1915c (AAA).jpg); bottom (2009) (MBD IMG_4135-36.jpg)

Archeological Features

In a May 2009, a draft archeological study was prepared by Leo R. Barker, Park Archeologist, and updated in October 2009. This draft study indicates that twelve archeological sites may exist in the Summit. Each site is noted on the existing conditions map for the Summit (Figure 3-70), and is listed in the following table. Sites (Leo R. Barker's inventory number) 17, 19, 22, 48, 67, 76, 77, 96-99, and 106 were identified as being in the Summit. Many of these represent remains of buildings, removed structures, or small-scale features that are also identified elsewhere in this report.

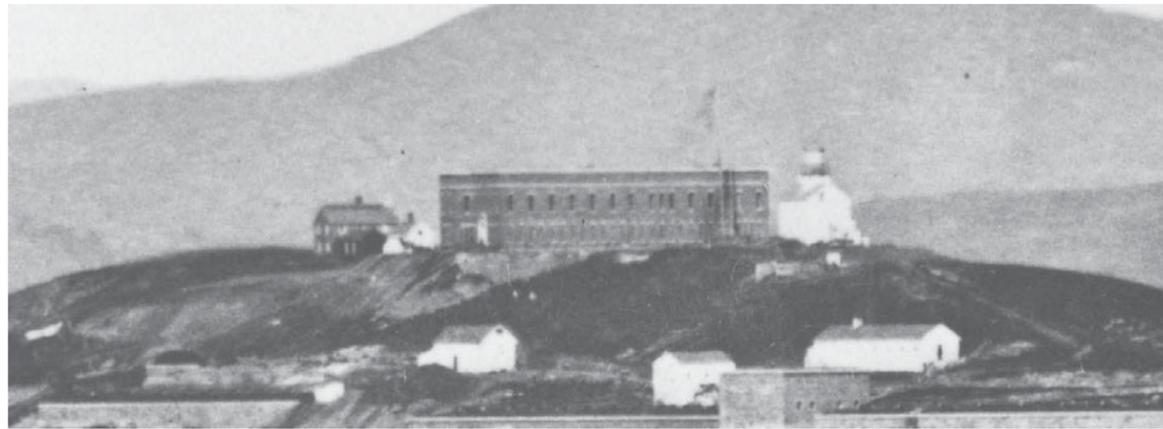
These archeological features should be further explored to understand the extent to which they remain. At a minimum, future work in the Summit character area should include measures to protect areas where these archeological features are likely to occur. Ideally, measures to determine the extent and character of the archeological sites should be included with all future projects at the Summit.

Table 4-12: Archeological - Summit

<i>Feature</i>	<i>ASMIS #</i>	<i>Barker Inv #</i>	<i>Description</i>	<i>Contributing ?</i>
Original Lighthouse (1854)	GOGA 00244	48	(Kelly 1981:2-2, Category; Barker 2009) Possibly under Main Prison Plaza on site of original Lighthouse	Undetermined
Citadel Garden	GOGA 00261	67	(Lehman,Barker) Capped primary and secondary deposits beneath cellhouse	Undetermined
Soils around Warden's House (Bldg 76)	GOGA 00217	17	<ul style="list-style-type: none"> • Toys falling to road below on east (Barker 2009) • Eroding slope on Escarpment 	Undetermined
Warden's Garden Remnants (Bldg 76)	GOGA 00217	17	(Barker 2008)	Undetermined
Open Slope/Cliff behind Warden's House (Bldg 76)	GOGA 00300	106	(Barker 2009:106) <ul style="list-style-type: none"> • Remnant Stairs 	Undetermined
Bakery, Bowling Alley, Possible Garden Remnants	GOGA 00219	19	<ul style="list-style-type: none"> • Removed after 1933 (Kelly 1981:2-1, Category 2) 	Undetermined
Temporary Battery-Single Navy 68-pounder	GOGA 00270	76	(Thompson 1979:27) Located on the NW peak of the island, according to an 1854 map by Tower.	Undetermined
Temporary Battery-(2) 24-pounder siege guns	GOGA 00271	77	(Thompson 1979:27) Located on the SE peak of the island, according to a 1854 map by Tower.	Undetermined

Table 4-12: Archeological – Summit, continued

<i>Feature</i>	<i>ASMIS #</i>	<i>Barker Inv #</i>	<i>Description</i>	<i>Contributing ?</i>
Battle of Alcatraz	GOGA 00290	96	Multiple locations on and in cellhouse(prison), select locations and positions outside, May 2-4, 1946.	Undetermined
Traverse Tunnels and Bombproofs-Stockade/ Recreation Yard Area	GOGA 00291	97	(Kelly 1976:66;1981:1-2, Category 1) Traverse Tunnels demolished and filled with dirt and rocks – c1910	Undetermined
Battery Mansfield (Battery V)	GOGA 00292	98	(Kelly 1981:1-2, Category 1; Thompson 1979: Map 9 and Historical Base Map 1 (1867) Post 1867, a substantial eastern earthwork is built at Battery Mansfield – covered by Stockade/Recreation Yard by 1909 – all closed by 1910 – cistern constructed in central area between earthworks.	Undetermined
Battery Stevens (Battery VI, VII)	GOGA 00293	99	(Kelly 1981:1-2, Category 1; Thompson 1979: Map 9 and Historical Base Map 1 (1867)) <ul style="list-style-type: none"> • Located on the west side of the island, sloping SW from the current location of the South Wall of the Stockade/Recreation Yard. 	Undetermined
Military Defense Features inside Morgue	GOGA 00222	22	<ul style="list-style-type: none"> • Powder magazines, eastern traverse tunnel entry to Batteries VI and VII • Possible historic material beneath floors • Possible historic materials on outside edges of traverse tunnel entrance (Kelly 1976:6-66; Barker 2009) 	Undetermined



1860 Summit View from San Francisco, Source: California State Library (1860c Alcatraz from Telegraph Hill (CSL Watkins).jpg)



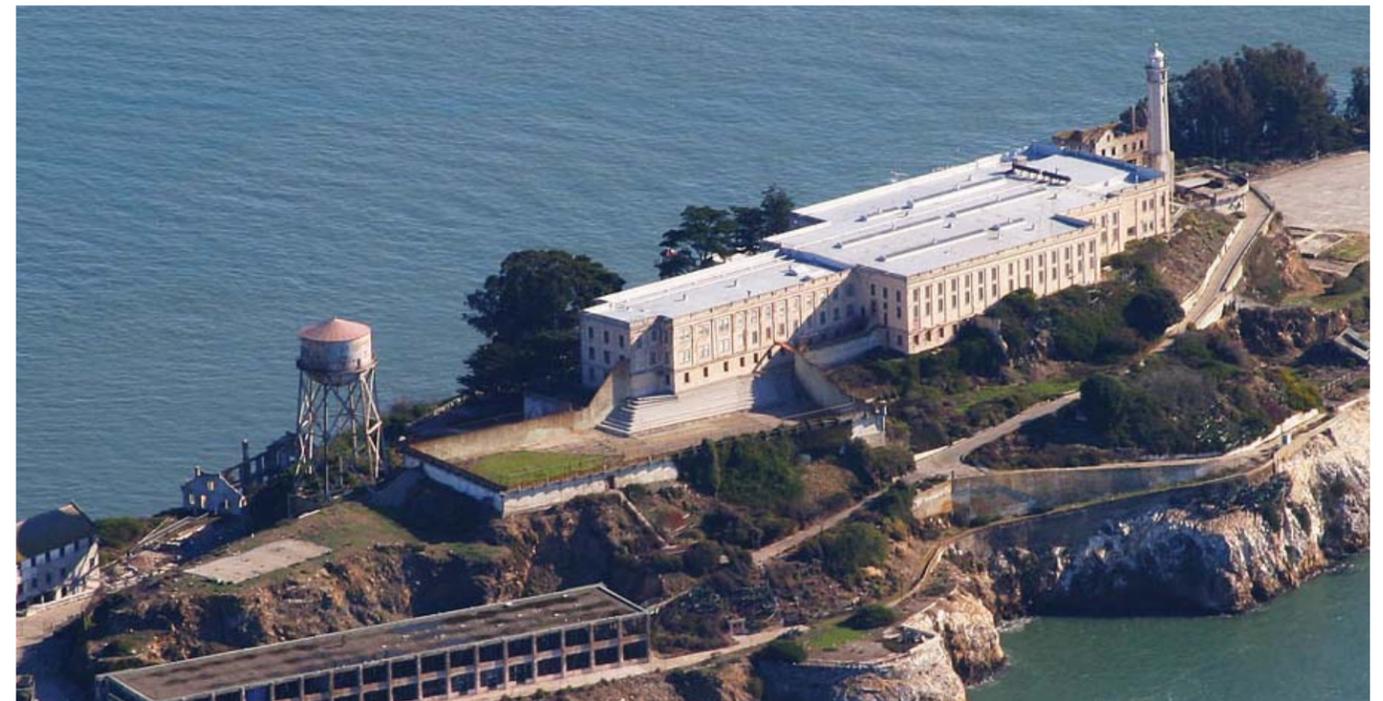
1922 West Side Aerial, Source: Golden Gate National Recreation Area (1922 Army aerial(GOGA)_high res.jpg)



1936 West Side Aerial, Source: United States Army (1936 April 11 (Army).jpg)



2003 East Side Aerial



2003 West Side Aerial

<p>FIGURE 4-18</p> <p>UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE GOLDEN GATE NATIONAL RECREATION AREA</p>	<p>TITLE OF PROJECT CULTURAL LANDSCAPE REPORT LOCATION WITHIN PARK SUMMIT COMPARISONS NAME OF PARK ALCATRAZ ISLAND NATIONAL HISTORIC LANDMARK REGION COUNTY STATE PACIFIC SAN FRANCISCO CALIFORNIA</p>
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Landscape Analysis – Wharf

The Wharf is the primary entry into Alcatraz Island, a use that began with the initial development of the Island by the U.S. Army beginning in 1853. Located on the east side of the Island in a position that was both protected from prevailing winds and out of sight of the Golden Gate, the Wharf includes the present-day dock and shoreline, and extends from the Main Road on the north to the Agave Walk on the south.

Spatial Organization, Topography, Views and Vistas – Wharf

The Wharf and East Shoreline (the Wharf) have been situated at their present location since the initial development of the Island by the U.S. Army in 1853. Access to the Island was historically, and continues to be, solely by boat. The original cove provided a relatively flat area on the otherwise steep and rocky island, creating a natural landing for ships and a sheltered area protected from prevailing winds. It was also out of view of ships entering San Francisco Bay through the Golden Gate.

The Wharf is a level open space with an organization that continues to relate to its use as the main access for people and goods arriving and departing from the Island. The buildings and structures on and surrounding the Wharf have changed and evolved over time, as has the topography on its western edge. But its primary form and spatial organization have not changed significantly over its history. The central open area of the dock and adjacent paved area is completely enclosed on the west by hillsides and Building 64, partially enclosed on the north by the staircase of the barracks and the Dock Tower, and partially enclosed on the south by a sloping hillside. The Wharf opens out towards San Francisco Bay on its east side.

The San Francisco Bay defines the eastern edge of the Wharf, as it has since the Island's initial development. The large mass of Building 64 with its three story facade and row of gun embrasures defines and encloses the western edge. In 1865, during the Initial Military Fortifications and Aids to Navigation period (1852 to 1867), the Wharf's flat area was enlarged by the removal of a portion of its western cliff face to accommodate a multi-story masonry fortification, also referred to as the Bombproof Barracks. In 1874, a new barracks was built on top of the unfinished walls of the fortification and by 1906, the new concrete Building 64 was completed atop the original one story brick building.⁷⁹

When the Parade Ground above the Wharf was excavated in the 1880s, the area south of the Bombproof Barracks was extended with fill material by 1887, enlarging the Wharf. This allowed the Wharf to now accommodate larger ships and provide space for a coal storage shed, engineer's offices, carpenter shop and boathouse. During the Federal Penitentiary period (1934 to 1963) some facilities were modified, but changes primarily related to security. The dock was fenced to provide a receiving station to manage prisoners and visitors arriving or departing from the Island.⁸⁰ Structures included a vehicle shed, garage, bachelor guards' quarters, dock office, fire cart box, pump house, and a handball court south of the building complex.⁸¹ The handball court was relocated to the Parade Ground ca. 1936 as it interfered with the view of the guard in the dock tower.⁸² During 1939-1940 the wooden dock surface was taken up and replaced with concrete. The handball court

⁷⁹ Thompson 1979: 462

⁸⁰ Ibid., 371

⁸¹ Ibid., 250

⁸² Ibid., 406

and BOP structures were demolished in the 1940s. In the late 1980s the southern end of the Wharf was reconfigured to provide a space for visitors. New facilities included a stepped amphitheater at the base of the hillside of the Parade Ground that opened out onto broad open space.

The north edge of the Wharf continues to be defined by the Guardhouse Complex as well as the sloping Main Road, as they have since the 1850s. In 1907, a steel dock supported by steel pilings was completed to provide ample space for unloading materials for construction of the Main Prison on the Summit, as well as for the storage of steamer and domestic coal. The Army added a launch landing in the 1920s⁸³ and a guard tower was added by the Bureau of Prisons in 1934.⁸⁴ During the 1939-1940 rebuilding of the Wharf, the Dock Tower was relocated to its present location and the launch slip rebuilt to its present configuration.⁸⁵ In 1985, a restroom building was built on the northern portion of the Wharf on the earlier location of the pumphouse building.⁸⁶ The new restroom has a larger footprint and larger mass than the original building. It is in the architectural style of the Post Exchange along the Main Road. In 1998-1999 the NPS rebuilt the east side of the launch slip but retained its historic configuration.⁸⁷

The Wharf continues to serve as the Island's main access, providing an arrival space for visitors and staff. Its topography remains intact and the sense of enclosure that existed during its period of significance remains, especially along its western and southern edges where the Building 64 and the sloping hillside remain. A partial sense of enclosure remains on the north due to Guardhouse Complex and Dock Tower that remain. The level flat area of the Wharf remains, but this is more open than it was historically as its original small buildings and structures have been demolished. Even with the loss of these features, the spatial organization, topography and views and vistas of the Wharf retain integrity to the period of significance. The restroom building does not contribute to the significance of the Wharf as it is larger in scale and of a different architectural style than those buildings and structures present during the period of significance. The addition of the amphitheater detracts from the significance and integrity of the Wharf and is not compatible with its spatial organization.

⁸³ Thompson 1979: 310 and 410

⁸⁴ *Ibid.*, 250

⁸⁵ Martini 2009

⁸⁶ *Ibid.*,

⁸⁷ *Ibid.*

Table 4-13: Spatial Organization, Topography, Views and Vistas – Wharf

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
Wharf	3-71	Contributing	The Wharf dates to the period of significance. The location of the Wharf relative to the Island has remained unchanged since the earliest developments.
Plaza West of Building 64	3-72	Contributing	Plaza dates to the period of significance
View to Bay Bridge	3-73	Contributing	Views and sightlines from the Wharf to the Bay Bridge date Federal Penitentiary period
View to East Bay	3-74	Contributing	Views and sightlines from the Wharf to the Bay Bridge date Federal Penitentiary period
View to Summit	3-75	Contributing	Views and sightlines from the Wharf to the Summit date to all historic periods.

The following contributing features refer to qualities rather than built elements, and are therefore not in Chapter 3.

- Uses are related to the movement of people and goods to and from ships situated near to the sea
- Residential and administrative uses housed in buildings at the rear of the dock, most significantly Building 64
- Dock Tower and fencing used to monitor and direct movement of people through the Wharf area
- Organization of buildings to facilitate clear views of area along shore guard tower
- Stairs from dock to north end of Building 64
- Altered portions of the shoreline, which allowed placement of the Bombproof Barracks (current day Building 64)
- Sheltering Cliffs above Wharf
- Hidden from view of the Golden Gate



Figure 4 - 19. Alcatraz Island east side approaching Wharf; top, (c 1909) (source: GOGA); bottom, (2009) (MBD IMG_2690.jpg)

Circulation - Wharf

Access to Alcatraz Island was historically, and continues to be, solely by boat with the Wharf serving as the main entry to the Island since its initial construction in the 1850s. Ships and boats docked at the Wharf and pedestrian and vehicular circulation moved through the Wharf to the Main Road and onward to the remainder of the Island. This pattern continues today with the ferry landing at the dock where passengers disembark and move towards Building 64 and the Main Road. The Wharf connects to the Main Road at its northern end, where pedestrians and vehicles historically shared the road. The center open area of the Wharf now serves as a gathering space for visitor orientation. A secondary route extended from the south end of the Island (after 1920) along the southern shoreline and up the hillside on what is now the Agave Walk, connecting with the Parade Ground.

Access to the back of the Bombproof Barracks (now the lowest floor of Building 64) occurred via the 1866 tunnel on the north side of the fortified walls, and into Chinatown via a ramp leading from the tunnel to a ten-foot passage behind the casemates and by a pair of granite staircases.⁸⁸ After completion of the 3-story concrete barracks (Building 64) in 1906, access to the upper stories was provided by a series of steel ramps crossing the open area between the building and the adjacent granite stairs and landings. On the east facade of the new building porches were provided on the first and second stories. At the building's north end, the first floor porch extended across the Main Road with a staircase descending to the dock. At the south end, another staircase descended to the Wharf from the edge of the building.

Circulation throughout the period of significance remained relatively constant. Most of the features that relate to circulation remain intact including the roads, tunnel, passageway, stone staircases, and steel bridges and ramps. The Wharf retains integrity for circulation.

Character-defining features associated with circulation consist of qualities rather than constructed features. The related built elements are listed elsewhere, under either buildings and structures or small-scale features. Within those features, the following are considered contributing with regard to circulation: main movement of people and goods is from the sea to the Main Road; Chinatown's access ramp, passage, and system of staircases; staircases and ramps from rear of Building 64 to Parade Ground; porch and staircase on front façade of Building 64 leading to Wharf; branch of Main Road providing access to upper stories of Building 64.

⁸⁸ Thompson 1979: 127

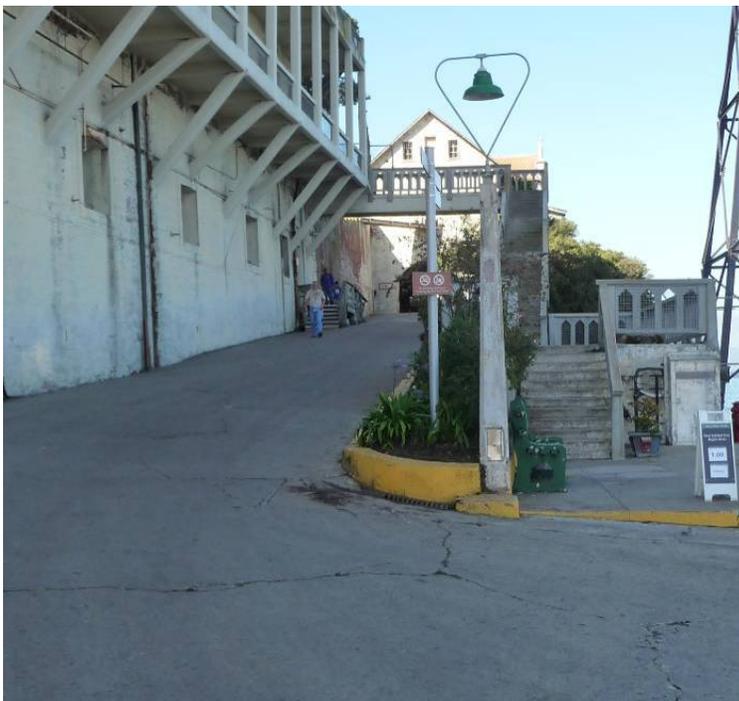


Figure 4 - 20. Circulation through the Wharf is similar to the period of significance; left, (c 1940) (GGNPC); right, (c 2009) (MBD P1020831.JPG)

Land Use - Wharf

The land use of the Wharf has consistently related to its function as the arrival point for the Island and as the primary dock throughout the period of significance. The buildings and structures on and surrounding the Wharf evolved over time, but its primary land use did not change.

In general, maritime uses related to people and goods arriving and departing from the Island have been located near to the water's edge. These included support facilities such as storehouses, engineers' offices and boathouses. Administrative and residential uses related to (and often part of) the Bombproof Barracks were situated at the back of the dock, nestled into the hillside on the Wharf's western edge along with a recreational handball court. The open flat area at the south end of the Wharf originally served as storage (coal bins). Across from these bins, a modern Guardhouse for the Disciplinary Barracks was set against the hillside.

During the Federal Penitentiary period, some of the Wharf facilities were modified to meet BOP requirements, primarily related to security. The dock was fenced as a receiving station to manage people (prisoners and visitors) arriving or departing the Island.⁸⁹ A guard tower (Dock Tower) was added on the Wharf's north edge in 1934 and the handball court was relocated to the Parade Ground ca. 1936 as it interfered with the view of the guard in the Dock Tower.⁹⁰

Present-day land use at the Wharf continues to reflect its historic use as the Island's primary arrival and departure point with support facilities located near the water's edge and the extant Building 64. The GGNRA converted the large level area on the south (where the Guardhouse was located) to a plaza with stepped seat walls. One incongruous addition is the restroom building that was added in 1985. Today, the arrival area provides orientation, and public amenities such as a waiting area and restrooms. These uses are compatible with those present during the period of significance. Land use at the Wharf remains similar to the land uses during its period of significance, and retains integrity.

Character-defining features associated with land use consist of qualities rather than constructed features. The related built elements are listed elsewhere, under either buildings and structures or small-scale features. Within those features, the following are considered contributing with regard to land use: combination of dock facilities, arrival facilities for visitors to the island, and barracks/administrative facilities.

Building and Structures - Wharf

The buildings and structures associated with the Wharf's history include an array of temporary wood buildings that changed overtime with the use of the Island. Only one building, the masonry Casemates, and later Bombproof Barracks, built in 1866 remained constant throughout the Wharf's history.

The first dock, built in 1853, was wooden, and in 1886 the dock was enlarged to accommodate larger shipping vessels. The entire dock structure was replaced in 1907, and in place of the wooden pilings a steel dock supported by steel pilings overlain with wood planks was erected. The new dock provided ample space for unloading materials for the construction of the Main Prison on the Summit, as well as for storage of steamer and domestic coal. Its plank surface was replaced in 1939-

⁸⁹ Thompson 1979: 371

⁹⁰ *Ibid.*, 406

1940 with concrete (the wood planks were considered a fire hazard) and a launch landing slip was added at the same time.⁹¹

The temporary facilities on the Wharf changed over time along with the subtle, but changing, operational needs of the dock functions. These wooden buildings and structures served relatively similar functions throughout the Wharf's history, all related to dock operations: boathouse, coal shed, water tank, storehouse, engineer's office, carpenter's workshop, sutler's store, post exchange, barber/shoe shop.⁹²

The Bombproof Barracks began as a one-story structure of masonry Casemates and was initially built in 1865-1866. Originally designed to be two stories tall with a roof battery, construction was suspended in 1867 after only the first story was completed. In 1874, temporary wooden structures were built on top of the unfinished 1867 Bombproof Barracks that included enlisted soldiers' barracks and related facilities. The smaller buildings included offices, a post exchange, barber shop and shoe shop. The kitchens and mess rooms were placed within the brick Casemates, which brought complaints that the rooms were dark and moldy. In 1899, cannon openings in the Casemates were enlarged and windows installed in part to alleviate this concern and because the Casemates were no longer used in the defenses of San Francisco. Access to the back or western side of the Bombproof Barracks was through a small tunnel connected to the northern fortified wall along a ramp and narrow passageway between the Casemates and the adjacent cliff. The area is known today as Chinatown. Instead of a masonry retaining wall at its back, two tiers of small rooms were built to provide greater resistance to the rock behind. Stairs accessed the different levels. Rooms were used for storage, bathing and washing areas, a blacksmith's forge and a bakery. The entire passageway was covered by iron-grating to allow light in.

After 1900, with an increased need for both prison and housing facilities due to an increase in military prisoner population, the temporary buildings on top of the Bombproof Barracks were replaced with a three-story reinforced-concrete barracks structure, completed in 1906. The new Building 64 provided a larger residential area for U.S. Army personnel servicing the enlarged prison.⁹³

During the Federal Penitentiary period, many of the Wharf's temporary wooden buildings were demolished and the dock was fenced as a receiving area. Structures serving as support facilities remained and included vehicle shed, garage, Bachelor Guards' Residence, dock office, fire cart box, and pump house. Structures related to security were added including the Dock Tower. The gymnasium in the Guardhouse Complex was converted to an indoor pistol range.⁹⁴ The three-story Building 64 remained, its interior converted to apartments, and continued to serve as housing for penitentiary personnel.⁹⁵

Today, all of the extant buildings and structures on the Wharf are used for facilities related to the Island's use as a national park. The Casemates within Building 64 house a bookstore/gift shop, video projection room, and GGNRA offices and operations. A restroom building was added in 1985 by GGNRA and is sited in an area occupied by a smaller wooden pumphouse during the period of significance. Its mass, scale and architectural style is not in keeping with the character of buildings historically located within the Wharf. With the exception of the non-contributing 1985

⁹¹ Thompson 1979: 310 and 410

⁹² *Ibid.*, 250

⁹³ *Ibid.*, 462

⁹⁴ *Ibid.*, 406

⁹⁵ *Ibid.*, 371

restroom building, the buildings and structures associated with the Wharf retain integrity and are significant to the historic character of Alcatraz Island.

Table 4-14: Buildings - Wharf

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
Building 64	3-76	Contributing	Building 64 reflects the Later Military Prison (1908-1933) within the period of significance. The 1 st level is bounded by a Fortification Wall dating to the Initial Military Fortifications and Aids to Navigation (1852-1867).
Gift Shop/ Maintenance Garage	3-77	Contributing	Maintenance Garage dates to the Federal Penitentiary/GSA (1934-1969) within the period of significance. Rehabilitated by NPS in 1999 for use as bookstore and gift shop
Ranger Office	3-78	Contributing	Ranger Office dates to the Later Military Prison (1908-1933) within the period of significance. It was built by U.S. Army as vehicle Shed and used in the Federal Penitentiary as the penitentiary and visitor check-in office. Partially converted by BOP into dock security office and has been modified by NPS twice. ⁹⁶
Restroom (1985)	3-79	Non-contributing Non-compatible	This building does not reflect the scale of mass or style of buildings that were historically sited on the Wharf.
Entrance to Bombproof Barracks (Chinatown)	3-80 3-81 3-82	Contributing	The Entrance dates to the Initial Military Fortifications and Aids to Navigation period (1852-1867) is within the period of significance.

Table 4-15: Structures - Wharf

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
Wharf	3-83	Contributing	The Wharf dates to the period of significance
Storage Vault with SR1	3-84	Vault: Contributing SR1: Non-contributing, Compatible	Storage Vault dates to the Later Military Prison (1908-1933) within the period of significance SR1 is a Decorative Concrete Safety Railing circa 2000, not in the period of significance, however it reflects the original decorative concrete Safety Railing

⁹⁶ Martini 2009

Table 4-15: Structures - Wharf, continued

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
Dock Tower (Partial Reconstruction)	3-85	Non-Contributing, Compatible	The original Dock Tower dated to the Federal Penitentiary/GSA (1934-1969). The current Tower is a Partial Reconstruction, replicating the original design.
Finger Pier (Reconstruction)	3-86	Non-Contributing, Compatible	The original Finger Pier dated to the Later Military Prison, and was remodeled during Federal Penitentiary/GSA (1934-1969). The current Pier is a Partial Reconstruction, reflecting the Federal Penitentiary/GSA design.
Floating Pier	3-87	Non-contributing, Non-compatible	The Floating Pier is an addition by the National Park Service for visitor Ferries from San Francisco, not in the period of significance. The materials used do not reflect those historically present on the Wharf.
Firebox #3 and Equipment Storage	3-88	Contributing	Firebox and Equipment Storage date to the period of significance

Table 4-16: Removed Buildings and Structures - Wharf

<i>Feature</i>	<i>Period</i>
Wharf and Wharf Area Structures	Initial Military Fortifications and Aids to Navigation period (1852-1867)
Wharf Structures	Earthen Fortifications/Early Military Prison and Fortifications (1868-1907) and Later Military Prison (1908-1933) periods



Figure 4 - 21. Dock Tower at Wharf; left, (c 1974) (Courtesy of J. Martini); right, (2009) (MBD DSC_0222.jpg)

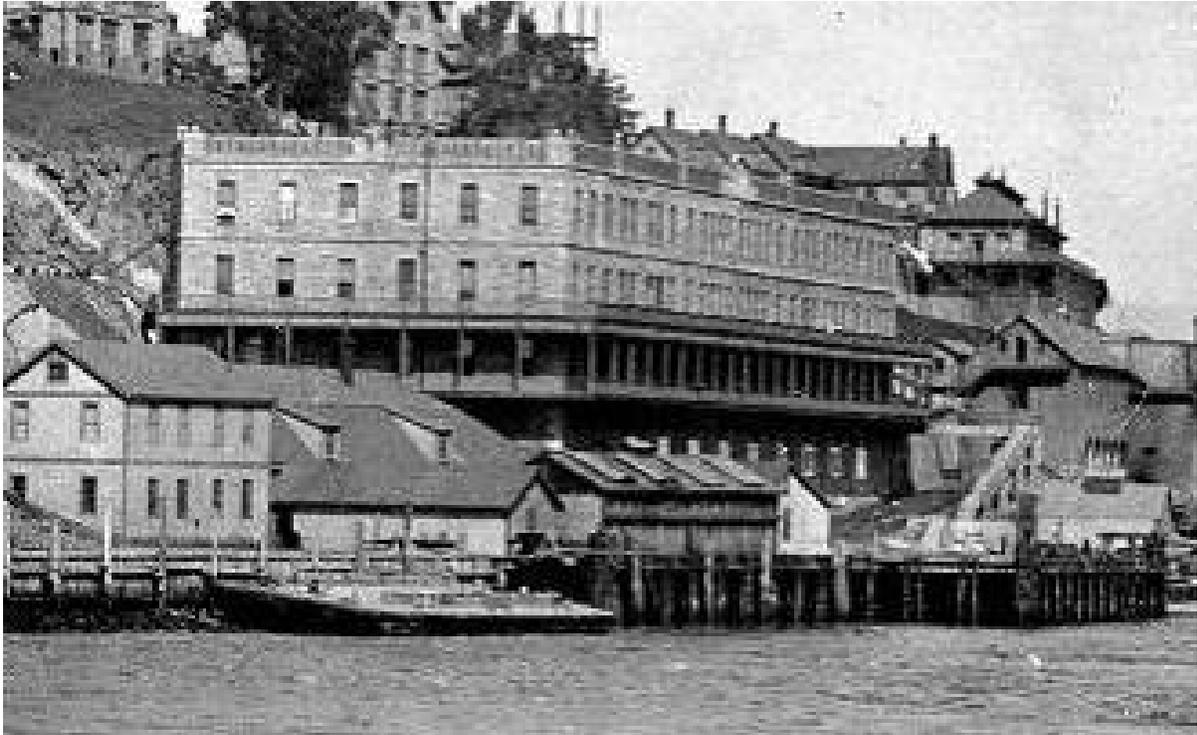


Figure 4 - 22. Buildings on the Wharf were historically utilitarian wooden structures, and the 1985 restroom building (lower photo on right) does not fit with the materials, texture or location of the area's historic buildings; top, (c 1909) (source: GOGA); bottom, (2009) (MBD IMG_2690.jpg)