SAN FRANCISCO
PLANNING DEPARTMENT

CEQA CATEGORICAL EXEMPTION FORM

PROJECT NAME: Central Shops Relocation and Land Transfer Project

PROJECT LOCATION: Bayview/Hunters Point

CASE NUMBER: 2015-004781ENV

PROJECT TYPE: ☐ New Facility ☒ Replacement Facility/Equipment

☐ Repair/Maintenance/Upgrade ☐ Other: _____

1. EXEMPTION CLASS

☐ Class 1: Existing Facilities

☐ Class 2: Replacement or Reconstruction

☐ Class 3: New Construction or Conversion of Small Structures

☐ Class 6: Information Collection

☒ Other: Class 32 - In-fill Development

2. CEQA Impacts

For any box checked below, refer to the attached Environmental Evaluation Application with supporting analysis and documentation.

☐ **Air Quality:** Would the project affect sensitive receptors (specifically schools, colleges, universities, day care facilities, hospitals, residential dwellings, or senior-care facilities)? Would project construction or operations exceed air quality screening criteria using either the SFPUC Air Quality Screening Tool or CalEEMOD?

☐ **Noise:** Would the project conflict with the applicable local Noise Ordinance?

☐ **Hazardous Materials:** Would the project be located on a site included on any list compiled pursuant to Section 65962.5 of the Government Code, or impact an area with known hazardous materials such as a former gas station, auto repair, dry cleaners, heavy manufacturing use, or site with underground storage tanks? If the project site is suspected of containing hazardous materials, would the project involve 50 cubic yards or more of soil disturbance?

☐ **Soils Disturbance/Modification:** Would the project result in soil disturbance greater than 2 feet below grade in an archeological sensitive area or 8 feet in a non-archeological sensitive area?

☐ **Slope/Geological Hazards:** If located on slopes of 20% or greater, in a landslide or liquefaction zone, does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint?

☐ **Hydrology/Water Quality:** Would the project cause flooding impacts, violate water quality standards, result in on- or off-site erosion impacts, or otherwise substantially degrade water quality?

☐ **Biology:** Would the project have the potential to impact sensitive species, rare plants or designated critical habitat? Is the project consistent with the applicable tree protection ordinance?

☐ **Visual:** Is the project located within or adjacent to a designated scenic roadway, or would the project have the potential to impact scenic resources that are visible from public locations?

☐ **Transportation:** Would project construction or operation have the potential to adversely affect existing traffic patterns, transit operations, pedestrian and/or bicycle safety (hazards), or the adequacy of nearby transit, pedestrian and/or bicycle facilities?

☐ **Historical Resources:** Is the project located on a site with a known or potential historical resource?

☐ Other: _____

3. CATEGORICAL EXEMPTION DETERMINATION

☐ Further Environmental Review Required.

Notes: _____

☒ No Further Environmental Review Required. Project is categorically exempt under CEQA.

Timothy J. Johnston

Digitally signed by Timothy J. Johnston
DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Environmental Planning, cn=Timothy J. Johnston, email=timothy.johnston@sfgov.org
Date: 2015.10.28 11:19:13 -07'00'

Planner's Signature

10/28/2015

Date

Timothy Johnston, CEQA Coordinator

Name, Title

Project Approval Action: Public Hearing

Once signed and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.

SAN FRANCISCO
PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	Central Shops Relocation and Land Transfer Project
Funding Source (MTA only):	
Project Approval Action:	SFPUC Commission Hearing
Will the approval action be taken at a noticed public hearing? ☑ **YES*** ☐ **NO** * If YES is checked, please see below.	

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar: CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at http://sf-planning.org/index.aspx?page=3447. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- ☑ 2 sets of plans (11x17)
- ☑ Project description
- ☑ Photos of proposed work areas/project site
- ☐ Necessary background reports (specified in EEA)
- ☐ MTA only: Synchro data for lane reductions and traffic calming projects

SAN FRANCISCO
PLANNING
DEPARTMENT

APPLICATION PACKET FOR
Environmental Evaluation

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

Pursuant to the California Environmental Quality Act (CEQA), public agencies must review the environmental impacts of proposed projects. The CEQA process is codified in the California Public Resources Code, Sections 21000 et seq., the California Code of Regulations, Title 14, Sections 15000 et seq., and Chapter 31 of the San Francisco Administrative Code.

WHAT IS ENVIRONMENTAL EVALUATON?

Environmental evaluation pursuant to CEQA is an objective process that is intended to disclose to decision makers and the public the significant environmental effects of proposed projects, to require agencies to reduce or avoid environmental effects, to disclose reasons for agency approval of projects with significant environmental effects, to enhance public participation, and to foster intergovernmental coordination. In San Francisco, the Environmental Planning Division of the San Francisco Planning Department administers the CEQA review process. More information on the environmental review process and how it is administered in San Francisco is available on the Planning Department's Environmental Planning web pages.

WHEN IS ENVIRONMENTAL EVALUATON NECESSARY?

Projects subject to CEQA are those actions that require a discretionary decision by the City; have the potential to result in a direct or reasonably foreseeable indirect physical change in the environment; or fall within the definition of a "project" as defined by the CEQA Guidelines in Sections 15060(e) and 15378. A project may be determined to be statutorily or categorically exempt from CEQA or may require an initial study to determine whether a negative declaration or environmental impact report (EIR) is required. Planners at the Planning Information Center (PIC) counter (1660 Mission Street, First Floor) may issue an exemption stamp or require that the project sponsor file an Environmental Evaluation Application.

Projects that create six or more dwelling units, and/or projects that involve the construction of a new building or addition of 10,000 square feet or more must first undergo a Preliminary Project Assessment (PPA). **If your project meets these thresholds, you must first submit a PPA Application before you submit the Environmental Evaluation Application.**

HOW DOES THE PROCESS WORK?

The Environmental Evaluation Application may be filed prior to or concurrently with the building permit application; however, the City may not approve projects or issue permits until the environmental review process is complete.

No appointment is required but Environmental Planning staff are available to meet with applicants upon request. The Environmental Evaluation Application will not be processed unless it is completely filled out and the appropriate fees are paid in full. See the current Schedule of Application Fees (available online). Checks should be made payable to the San Francisco Planning Department. Fees are generally non-refundable.

WHO MAY SUBMIT AN ENVIRONMENTAL EVALUATION APPLICATION?

Only the property owner or a party designated as the owner's agent may submit an Environmental Evaluation Application. (A letter of agent authorization from the owner must be attached.)

WHAT TO INCLUDE ON THE PROJECT DRAWINGS

Project drawings submitted with the Environmental Evaluation Application must be in 11x17 format and, in most cases, must include existing and proposed site plans, floor plans, elevations, and sections, as well as all applicable dimensions and calculations for existing and proposed floor area and height. The plans should clearly show existing and proposed structures on both the subject property and on immediately adjoining properties; off-street parking and loading spaces; driveways and trash loading areas; vehicular and pedestrian access to the site, including access to off-street parking and parking configuration; and bus stops and curbside loading zones within 150 feet of the site.

SPECIAL STUDIES THAT MAY BE NEEDED

To assist in the environmental evaluation process, the project sponsor may be required to provide supplemental data or studies, as determined by Planning staff, to address potential impacts on cultural, paleontological, or historical resources, soils, traffic, biological resources, wind, shadows, noise, air quality, or other issue areas. Neighborhood notification may also be required as part of the environmental review processes.

HISTORIC RESOURCE REVIEW

All properties over 45 years of age in San Francisco are considered potential historic resources. If the proposed project involves physical alterations to a building over 45 years in age, you may be requested by Planning staff to provide additional information to determine (1) whether the property is a historic resource, and (2) whether the proposed project may cause a substantial adverse change in the significance of a historic resource. If requested by a Planner, you must submit the Supplemental Information for Historic Resource Evaluation form with the Environmental Evaluation Application.

The property may have already been evaluated as a historic resource through previous survey or analysis. Please consult the Preservation tab of the Property Information Map on the Planning Department's website. Certain types of projects will require a complete Historic Resource Evaluation (HRE) to be prepared by a professional preservation consultant. For further information, please consult with a preservation planner at the PIC counter.

COMMUNITY PLAN EXEMPTION

Community plan exemption (CPE) from CEQA review may be issued for projects within adopted plan areas that would not otherwise be exempt, if they are determined not to create significant impacts beyond those identified in the applicable area plan EIR. There are three possible outcomes of this process: Preparation of (1) a CPE only, (2) a CPE and a focused initial study/mitigated negative declaration, or (3) a CPE and a focused EIR.

PROJECTS THAT ARE DETERMINED NOT TO BE EXEMPT

Projects that require mitigation measures are not eligible for environmental exemption. If Planning staff determines that the project is not exempt from CEQA review, an initial study will be required. The applicable environmental evaluation fee is based on the construction cost of the proposed project. Based on the analysis of the initial study, Planning staff will determine that the project will be issued either (1) a negative declaration stating that the project would not have a significant effect on the environment, or (2) an EIR if there is substantial evidence of one or more significant impacts.

HOW TO SUBMIT THE APPLICATION

The complete Environmental Evaluation Application should be submitted as follows: For projects that underwent Preliminary Project Assessment and already received the PPA letter, send the Environmental Evaluation Application to the attention of Chelsea Fordham. For all other projects, including those that require historical resource review only, send the Environmental Evaluation Application to the attention of Jeanie Poling. A preservation planner will be assigned to complete the historical review. Once an application is submitted, historical review questions may be directed to Tina Tam.

Chelsea Fordham
(415) 575-9071
chelsea.fordham@sfgov.org

Jeanie Poling
(415) 575-9072
jeanie.poling@sfgov.org

Tina Tam
Senior Preservation Planner
(415) 558-6325
tina.tam@sfgov.org

APPLICATION FOR
Environmental Evaluation

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
San Francisco Public Utilities Commission	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
SFPUC 525 Golden Gate Ave., 9th Floor San Francisco, CA 94102	(415) 551-4586 EMAIL: www.sfwater.org

APPLICANT'S NAME:	
Irina P. Torrey	Same as Above ☐
APPLICANT'S ADDRESS:	TELEPHONE:
SFPUC 525 Golden Gate Ave., 6th Floor San Francisco, CA 94102	(415) 554-3232 EMAIL: itorrey@sfwater.org

CONTACT FOR PROJECT INFORMATION:	
YinLan Zhang	Same as Above ☐
ADDRESS:	TELEPHONE:
SFPUC 525 Golden Gate Ave., 6th Floor San Francisco, CA 94102	(415) 487-5201 EMAIL: YZhang@sfwater.org

2. Location and Classification

STREET ADDRESS OF PROJECT:	ZIP CODE:
1975 Galvez Avenue; 555 Selby Street; 450 Toland Street	94124
CROSS STREETS:	
Jerrold Avenue; Hudson Avenue	

ASSESSORS BLOCK/LOT:	LOT DIMENSIONS:	LOT AREA (SQ FT):	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:
N/A / N/A	N/A	N/A	M-2; P; PDR-2	65-J; 80-E
COMMUNITY PLAN AREA (IF ANY):				
N/A				

3. Project Description

(Please check all that apply)	ADDITIONS TO BUILDING:	PRESENT OR PREVIOUS USE:
☒ Change of Use	☐ Rear	Taxi company and equipment rental at Selby and vacant at 450 Toland St.
☐ Change of Hours	☐ Front	PROPOSED USE:
☒ New Construction	☐ Height	New single story building and tenant improvements.
☒ Alterations	☐ Side Yard	BUILDING APPLICATION PERMIT NO.: / DATE FILED:
☐ Demolition		N/A / N/A
☐ Other Please clarify: _____		

4. Project Summary Table

If you are not sure of the eventual size of the project, provide the maximum estimates.

	EXISTING USES:	EXISTING USES TO BE RETAINED:	NET NEW CONSTRUCTION AND/OR ADDITION:	PROJECT TOTALS:
PROJECT FEATURES				
Dwelling Units	N/A	N/A	N/A	N/A
Hotel Rooms	N/A	N/A	N/A	N/A
Parking Spaces	540	450	N/A	450
Loading Spaces	N/A	N/A	N/A	N/A
Number of Buildings	3	1	1	2
Height of Building(s)	30', 28'	28'	35'	N/A
Number of Stories	1	1	1	1
Bicycle Spaces	N/A	N/A	N/A	6
GROSS SQUARE FOOTAGE (GSF)				
Residential	N/A	N/A	N/A	N/A
Retail	N/A	N/A	N/A	N/A
Office	N/A	N/A	N/A	N/A
Industrial	61000	45000	53000	98,000
PDR Production, Distribution, & Repair	N/A	N/A	N/A	N/A
Parking				
Other (Specify Use)	N/A	N/A	N/A	N/A
TOTAL GSF	N/A	N/A	N/A	N/A

Please provide a narrative project description that summarizes the project and its purpose or describe any additional features that are not included in this table. Please list any special authorizations or changes to the Planning Code or Zoning Maps if applicable.

The proposed project includes the SFPUC purchasing two parcels (1975 Galvez Avenue, Assessor's Block 5250 lot 016 and 555 Selby Street, Assessor's Block 5250 lot 015) for use by the San Francisco General Services Agency (GSA) and the GSA leasing one parcel (450 Toland Street Assessor's Block 5230 lot 018) for the site of the new Central Shops. The proposed project also includes demolition of existing structures and construction of a new Central Shops building on the two parcels at Selby and Galvez, and making tenant improvements to the existing structure on 450 Toland Street; relocation of Central Shops operations to the new sites; and minor clean up at the existing Central Shops site for use by the SFPUC Southeast Water Pollution Control Plant (SEP) for its near term repair and replacement (R&R) needs.

5. Environmental Evaluation Project Information

1. **Would the project involve a major alteration of a structure constructed 45 or more years ago or a structure in a historic district?** ☒ YES ☐ NO

   If yes, submit the *Supplemental Information for Historic Resource Evaluation* application.

2. **Would the project involve demolition of a structure constructed 45 or more years ago or a structure located in a historic district?** ☒ YES ☐ NO

   If yes, a historic resource evaluation (HRE) report will be required. The scope of the HRE will be determined in consultation with Preservation Planning staff.

3. **Would the project result in excavation or soil disturbance/modification?** ☒ YES ☐ NO

   If yes, please provide the following:

   Depth of excavation/disturbance below grade (in feet): 5

   Area of excavation/disturbance (in square feet): _____

   Amount of excavation (in cubic yards): 7650

   Type of foundation to be used (if known) and/or other information regarding excavation or soil disturbance modification:

   Note: A geotechnical report prepared by a qualified professional must be submitted if one of the following thresholds apply to the project:

   - *The project involves a lot split located on a slope equal to or greater than 20 percent.*
   - *The project is located in a seismic hazard landslide zone or on a lot with a slope average equal to or greater than 20 percent and involves either*
     - *excavation of 50 or more cubic yards of soil, or*
     - *building expansion greater than 1,000 square feet outside of the existing building footprint.*

   A geotechnical report may also be required for other circumstances as determined by Environmental Planning staff.

4. **Would the project involve any of the following: (1) construction of a new building, (2) relocation of an existing builiding, (3) addition of a new dwelling unit, (4) addition of a garage or parking space, (5) addition of 20 percent or more of an existing building's gross floor area, or (6) paving or repaving of 200 or more square feet of an existing building's front setback?** ☒ YES ☐ NO

   If yes, please submit a *Tree Planting and Protection Checklist.*

5. **Would the project result in any construction over 40 feet in height?** ☐ YES ☒ NO

   If yes, please submit a *Shadow Analysis Application*. This application should be filed at the PIC and should not be included with the Environmental Evaluation Application. (If the project already underwent Preliminary Project Assessment, this application may not be needed. Please refer to the shadow discussion in the PPA letter.)

6. **Would the project result in a construction of a structure 80 feet or higher?** ☐ YES ☒ NO

   If yes, an initial review by a wind expert, including a recommendation as to whether a wind analysis is needed, may be required, as determined by Planning staff. (If the project already underwent Preliminary Project Assessment, please refer to the wind discussion in the PPA letter.)

7. **Would the project involve work on a site with an existing or former gas station, auto repair, dry cleaners, or heavy manufacturing use, or a site with underground storage tanks?** ☐ YES ☒ NO

   If yes, please submit a Phase I Environmental Site Assessment (ESA) prepared by a qualified consultant. If the project is subject to Health Code Article 22A, Planning staff will refer the project sponsor to the Department of Public Health for enrollment in DPH's Maher program.

8. **Would the project require any variances, special authorizations, or changes to the Planning Code or Zoning Maps?** ☐ YES ☒ NO

   If yes, please describe.

9. **Is the project related to a larger project, series of projects, or program?** ☐ YES ☒ NO

   If yes, please describe.

Estimated Construction Costs

TYPE OF APPLICATION: N/A	
OCCUPANCY CLASSIFICATION: N/A	
BUILDING TYPE: N/A	
TOTAL GROSS SQUARE FEET OF CONSTRUCTION: 98000	BY PROPOSED USES: Repair and maintenance of the City's service vehicles
ESTIMATED CONSTRUCTION COST: 40,000,000	
ESTIMATE PREPARED BY: SFPUC	
FEE ESTABLISHED: N/A	

Applicant's Affidavit

Under penalty of perjury the following declarations are made:
a: The undersigned is the owner or authorized agent of the owner of this property.
b: The information presented is true and correct to the best of my knowledge.
c: Other information or applications may be required.

Signature: _____ Date: 10/8/15

Print name, and indicate whether owner, or authorized agent:

Irina P. Torrey

Owner / Authorized Agent (circle one)

○ ◉

Environmental Evaluation Application Submittal Checklist

APPLICATION MATERIALS	PROVIDED	NOT APPLICABLE
Two originals of this application signed by owner or agent, with all blanks filled in.	☐	
Two hard copy sets of project drawings in 11" x 17" format showing existing and proposed site plans with structures on the subject property and on immediately adjoining properties, and existing and proposed floor plans, elevations, and sections of the proposed project.	☐	
One CD containing the application and project drawings and any other submittal materials that are available electronically. (e.g., geotechnical report)	☐	
Photos of the project site and its immediate vicinity, with viewpoints labeled.	☐	
Check payable to San Francisco Planning Department.	☐	
Letter of authorization for agent.	☐	☐
Supplemental Information for Historic Resource Evaluation, as indicated in Part 5 Question 1.	☐	☐
Historic Resource Evaluation, as indicated in Part 5 Question 2.	☐	☐
Geotechnical report, as indicated in Part 5 Question 3.	☐	☐
Tree Planting and Protection Checklist, as indicated in Part 5 Question 4.	☐	☐
Phase I Environmental Site Assessment, as indicated in Part 5 Question 7.	☐	☐
Additional studies (list).	☐	☐

For Department Use Only

Application received by Planning Department:

By: _____ Date: _____

SAN FRANCISCO PLANNING DEPARTMENT

FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**
FAX: **415 558-6409**
WEB: **http://www.sfplanning.org**

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**
Planning staff are available by phone and at the PIC counter. No appointment is necessary.

San Francisco
Water Power Sewer
Services of the San Francisco Public Utilities Commission

Bureau of Environmental Management
525 Golden Gate Avenue, 6th Floor
San Francisco, CA 94102
T (415) 934-5700
F (415).934-5750

October 9, 2015

Timothy Johnston, MP, Environmental Planner
Environmental Planning Division
San Francisco Planning Department
1650 Mission Street, Fourth Floor
San Francisco, CA 94103

RE: CEQA Exemption Request for Central Shops Relocation and Land Transfer
Project Number CWWSIPPRPL91
Index Code Number 573910

Dear Timothy:

The San Francisco General Services Agency (GSA) is the owner of a property at 1800 Jerrold Avenue which has been used as the City Central Fleet Maintenance Shop (Central Shops). The San Francisco Public Utilities Commission (SFPUC) and GSA request your review under the California Environmental Quality Act (CEQA) of the proposed Central Shops Relocation and Land Transfer (Project). The purposes of this letter are to: 1) Provide the Environmental Planning Division (EP) with information on the proposed Project; and 2) Request EP review and concurrence that the Project is categorically exempt under CEQA.

CEQA Guidelines Section 15332 provides exemptions for "In-Fill Development", Class 32, which consists of projects meeting the following conditions:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

The following description and analysis of the proposed activities demonstrates that the proposed project satisfies the above requirements for a categorically exemption under CEQA Guidelines Section 15332.

BACKGROUND

The Central Shops Site at 1800 Jerrold Avenue

The 1800 Jerrold Avenue site is approximately 5.3 acres and is currently occupied by the City's Central Fleet Maintenance Shop (Central Shops) under the jurisdiction of the City's General Services Administration (GSA). Purchase of the property and surrounding land (a total of 40 acres) was approved by the Board of Supervisors (BOS) for sewage facilities in 1945. The SFPUC Southeast Water Pollution Control Plant (SEP) facilities, completed in the early 1950's, did not include the 1800 Jerrold Avenue area and the site was put to the use of Central Shops, the purpose of which is to repair and maintain the City's service vehicles.

The SFPUC Need for Industrial Space near the SEP

The SFPUC has an immediate need in the vicinity of the SEP for an area of at least six acres for storage of equipment and vehicles and temporary relocation of existing uses while it undertakes scheduled repair and replacement (R&R) projects in the next two years. Many of SEP's facilities have reached the end of their useful life and are in need of substantial and constant maintenance. In the longer term, the SFPUC anticipates a continuing need for more space for capital improvement wastewater treatment projects that are in the planning stages related to existing facilities and upgrades to the sewer system as part of its Sewer System Improvement Program (SSIP), including the proposed Biosolids Digester Facilities Project, which is currently undergoing separate environmental review.

The SFPUC has found it difficult to locate suitable industrial space near the SEP for its need for immediate storage and temporary uses. The highly competitive real estate market conditions in San Francisco reflect a strong economy in which there is a shortage of industrial space. In particular such space is not easily available in the vicinity of the SEP. The 1800 Jerrold Avenue site is highly desirable for SFPUC's needs because of its ample size and adjacency to existing SEP facilities.

Opportunity to Relocate 1800 Jerrold Street Operations

The GSA has determined that it would be feasible to relocate Central Shops activities on two separate sites near its current location with one site serving heavy equipment repair and the other serving lighter equipment repair. Under the relocation proposal, GSA and the SFPUC would agree to a jurisdictional transfer of the 1800 Jerrold site to the SFPUC and the relocation of Central Shops to two sites: one to be purchased and the other to be leased by the GSA

using SFPUC funds. Because of the immediate availability of the two identified sites, and the difficulty of locating suitable industrial space nearby in the currently highly competitive real estate market, the GSA desires to proceed quickly to secure the two proposed sites for Central Shops future use.

Project Components

The project consists of the following components:

1975 Galvez Avenue and 555 Selby Street

- Purchase of 1975 Galvez Avenue (Assessor's Block 5250 lot 016) and 555 Selby Street (Assessor's Block 5250 lot 015) by GSA.
- Demolition of existing structures on both parcels.
- Construction of a new building to house the heavy equipment repair operation of Central Shops.

450 Toland Street

- Lease of 450 Toland Street parcel, (Assessor's Block 5230 lot 018) by GSA
- Improvements to the existing structure to house the light equipment repair operation of Central Shops.

1800 Jerrold Avenue

- Relocation of Central Shops Operations
- Site preparation of 1800 Jerrold Avenue for SFPUC uses (debris removal and installation of replacement perimeter security fencing.

Project Agreements and Approvals

In order to implement the proposed project, the following agreements will need to be executed between GSA and the SFPUC and the following approval actions by various City entities would be necessary:

1. SFPUC approval of a Memorandum of Understanding between the SFPUC and the GSA for the Jurisdictional Transfer of the existing Central Shops site at 1800 Jerrold from GSA to SFPUC.
2. SFPUC approval of funding to GSA for the Jurisdictional Transfer and Central Shops relocation.
3. Board of Supervisors approval of the Jurisdictional Transfer of 1800 Jerrold Avenue.
4. Board of Supervisors approval of purchase agreements for the 1975 Galvez and 555 Selby parcels; assigning jurisdiction of the parcels to SFPUC, and authorizing GSA to enter into a construction management agreement with a developer to construct Central Shops facilities on the parcels.

5. Board of Supervisor approval authorizing GSA to enter into a 10-year lease for 450 Toland Street, and authorizing GSA to enter into a construction management agreement with a developer to implement tenant improvements.

GSA would enter into construction agreements with a developer to carry out design and construction of the new Central Shops facilities. The San Francisco Department of Public Works (DPW) has prepared a preliminary design that prescribes the limits of the proposed Central Shops in terms of maximum dimensions, bulk, height, and usable space. Once the purchase agreements, construction agreements, and lease have been approved by the Board of Supervisors, a developer engaged by GSA would carry out the design and construction without exceeding the limits established by DPW in the preliminary design and the following approvals would be required from City agencies:

1. Approval of Lot Line Adjustment (merger) of Block 5250 Lot 016 (1975 Galvez Avenue) and Block 5250 Lot 015 (555 Selby Street by DPW Bureau of Street Use and Mapping
2. Civic Design Review and Approval by the San Francisco Arts Commission
3. Issuance of the necessary Building, Plumbing and Electrical permits by the Department of Building Inspection.

PROJECT SETTING

Current Central Shops (1800 Jerrold Avenue)

The Central Shops site, which encompasses approximately 5.3 acres, is located on the northwest corner of the intersection of Jerrold Avenue and Quint Street, at 1800 Jerrold Avenue,(Assessor's Block 5262 lot 009). The site is currently used to maintain the City's service vehicle fleet (i.e. police, fire, and ambulance, etc.) and is located adjacent to the SFPUC's SEP in the Bayview Hunters Point neighborhood. The north quadrant of the site is zoned M-2 (Heavy Industrial) and the south quadrant of the site is zoned P (Public). The SEP is north and east of the site and the Caltrain railroad right-of-way is west of the site. South of the site is DPW's decommissioned asphalt plant. Other land uses near the site are industrial buildings including warehouses and distribution facilities. Surrounding parcels are zoned M-1 (Light Industrial), M-2, P, and PDR (Production, Distribution and Repair) (see Figure 1. Project Location).

When the proposed relocation takes place, the Central Shops operation would occupy two locations at 1975 Galvez Avenue and 555 Selby Street and at 450 Toland Street.

Selby Street Site

1975 Galvez Avenue and 555 Selby Street are two contiguous parcels collectively referred to here as the Selby Street site, which is approximately 500 feet northwest of the existing Central Shops, across the Caltrain tracks. The Selby Street site is approximately 2.8 acres. The two lots (are zoned PDR-2 (Core Production, Distribution and Repair) in an 80-E height and bulk district. The Interstate 280 Freeway is an elevated freeway located directly above the western portion of the site. It is surrounded by other PDR zoned parcels and adjacent land uses include Circosta Ironworks (scrap metal recycling) to the northeast, the current Central Shops and the former asphalt plant to the east, and industrial warehouses and distribution facilities to the south and east.

450 Toland Street

450 Toland Street is zoned PDR-2 in a 65-J height and bulk district. It is located northwest of the Toland Street and Jerrold Avenue intersection and west of the Interstate 280 Freeway. The site is approximately 1,500 feet northwest of the current Central Shops, and 850 feet west of the Selby Street site. The site is 1.27 acre surrounded by other PDR zoned parcels and adjacent land uses include the produce distribution facility to the south, a commercial warehouse and school bus depot to the west, construction equipment storage to the north, and other industrial warehouses to the east (see Figure 1. Project Location).

DESCRIPTION OF THE PROPOSED PROJECT

The proposed project includes the demolition of the two existing buildings and the construction of a new single story building at the Selby Street site and tenant improvements to the existing building at 450 Toland Street. The project also includes site preparation at the 1800 Jerrald Street site involving debris removal and installation of replacement of perimeter security fencing at the current Central Shops site.

Proposed Activities at New Central Shops Sites

Selby Street Site

555 Selby Street is a 72,788 square-foot lot with a 9,600 square-foot, 30 feet tall corrugated metal building used by two taxi companies for dispatch, maintenance repairs, and storage of approximately 150 taxi cabs. 1975 Galvez Avenue is a 48,338 square-foot parcel with a 7,050 square-foot 30 foot tall corrugated metal warehouse building. It is used by a construction equipment rental company with approximately 15 employees and 75 pieces of equipment and vehicles parked on site including bobcats, compressors, generators and lighting systems. After the City purchases the two lots, it is anticipated that the taxi business would close and the construction equipment rental company would relocate to an un-determined site.

The proposed project would demolish the two existing buildings on 555 Selby Street and 1975 Galvez Avenue properties, remove two above ground fuel storage tanks, and construct a larger building that would be within the two lots. The lots would be merged prior to approval and issuance of the building permit. The proposed new building would be a triangular-shape 35 foot tall single story structure that would be 240 feet wide on average and 286 feet long and approximately 53,000 square feet in area (See Figure 2. Project Plans). Maximum depth of excavation for the proposed building would be down to five feet and piling for the foundation would be drilled as deep as 90 feet below grade. The new building would be used for maintenance and repair of medium and heavy duty vehicles, such as fire trucks, heavy equipment transporters, dump trucks, and street sweepers, as well as for offices and employee amenities.

450 Toland Street

450 Toland Street has an approximately 45,000 square-foot industrial building onsite. The building is approximately 170 feet wide, 250 feet long and 28 feet tall (See Figure 3. Project Plans). It was previously occupied by a wholesale produce distribution business but is currently vacant. The site is surrounded by similar large, warehouse structures.

The proposed project would make improvements to the existing building without any changes to the footprint or height. The majority of the work would be interior modifications including installation of new partitions, new plumbing and construction of ramps and an elevator, which would bring the building into compliance with Americans with Disabilities Act (ADA) requirements. Exterior work would consist of demolition of the loading dock, replacement of three existing 8 foot wide by 10 foot tall roll up doors on the southern face of the building with two larger roll up doors each 14 feet wide and 14 feet high, replacement of existing 6-foot tall chain link perimeter fence with new 10-foot high chain link perimeter fencing, and restriping of the parking spaces. The maximum depth of excavation would be three feet for the installation of the elevator shaft.

Once construction is complete, 450 Toland would be used for maintenance and repair of light duty vehicles, i.e. the City's automobile fleet and pickup trucks, ladder shop, body and paint shop, and metal fabrication and welding shop, and would also include administrative offices and breakrooms and lockers for employees.

Construction

Construction activities would require the use of excavators, loaders, bobcats, dump trucks, a crane, compressors, and hand tools. Demolition and new construction would be completed in approximately 12 months at the Selby Street site and within 9 months to alter the building at 450 Toland Street. Construction would take place between the hours of 7:00 a.m. and 6:00 p.m.

Monday through Friday with occasional work on Saturdays as needed. Evening work would not be required.

Post-Construction

Once construction at the new Central Shops sites has been completed, the current Central Shops employees and operations would be relocated to the Selby Street site and 450 Toland Street. 46 employees would move to the Selby Street site and 45 employees would move to 450 Toland Street.

Site Preparation at Current Central Shops (1800 Jerrold Avenue)

Once the relocation of current Central Shops operations to the new site is complete, the existing Central Shops site at 1800 Jerrold Avenue would be readied for SFPUC's use. The SFPUC would implement the following activities:

- Remove debris, including any discarded equipment, vehicles, personal property, lumber, equipment, trash, or building materials left at the site, such as generators, above-ground tanks, hazardous material cabinets, and a shack.
- Once the site has been cleared of debris, install an eight-foot tall chain link fence covered with non-climbable fabric to replace the existing fence and secure the site.

Proposed activities would not include removal or alteration of any buildings nor would excavation be required. Equipment to be used for the proposed site preparation activities would include loaders, bobcats, pickup trucks and dump trucks to haul off debris. Debris removal would require approximately 45 truck trips. The debris removal would be completed in approximately four weeks. The SFPUC would then proceed to use the site for vehicle and equipment storage and temporary uses associated with ongoing repair and maintenance activities at the SEP.

Compliance with Section 15332 of CEQA Guidelines

CEQA Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects that meet the following conditions. As discussed below, the proposed project satisfies the terms of the Class 32 exemption.

a) The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.

The proposed project is located in the City's Bayview neighborhood and is covered under the Bayview Hunters Point Area Plan of the San Francisco General Plan. The proposed project would be consistent with the following applicable policies of the Bayview Hunters Point Area Plan:

Land Use Policy 1.3 *Maintain buffer zones where housing and industry occur in close proximity to each other to better define the configuration of residential neighborhoods and areas reserved for industrial activity.*

The current Central Shops site is located approximately 700 feet from the nearest residential areas. The proposed project would relocate the operation of Central Shops further away from residential areas, toward the industrial zone north and west of the existing Central Shops, thereby concentrating industrial uses and better defining the configuration of industrial activity.

Land Use Policy 1.5 *Encourage a wider variety of light industrial uses throughout the Bayview by maintaining the newly established Production, Distribution and Repair zoning, by more efficient use of industrial space, and by more attractive building design.*

The proposed project would maintain the Production, Distribution and Repair zoning of the Selby Street site and 450 Toland Street. The project would use the parcels more efficiently by demolishing two smaller industrial structures and constructing a larger structure that would consolidate the functions and services of Central Shops at the Selby Street site. The new building would have a modern, attractive building design that would be approved by the San Francisco Arts Commission's Civic Design Review process.

Zoning

Selby Street Site

The Selby Street site is in the PDR-Use District 2 (Core Production, Distribution, and Repair) and 80-E Height and Bulk District in the Bayview neighborhood of San Francisco. The proposed project would use the sites for maintenance and repair of the City's service vehicles, and this use (automotive repair) is a principally permitted use in the PDR-2 District.

The proposed 35-foot-tall building would comply with the 80-E Height and Bulk District. There are no setbacks required for buildings on PDR zoned lots. The Floor Area Ratio (FAR) for the proposed new building is 0.43 and meets the 6.0 FAR for the designated zoning district and height and bulk district. The Ground Floor Standards for buildings in PDR zone require a minimum 17 foot floor-to-floor height. The proposed building would provide a ground floor height of 35 feet. The proposed project would reduce the number of off-street parking spaces on the Selby Street site from 522 to 428, however, this still exceeds the requirements of 30 parking spaces for the approximately 53,000 square foot occupied floor area of the new construction.

For PDR districts the required bicycle parking is a minimum of two spaces and four Class 2 spaces for any use larger than 50,000 gross square feet. The proposed project would have a minimum of four bicycle parking spaces at the Selby Street site since the new building would be approximately 53,000 square feet.

Section 202.7 of the Planning Code requires demolished buildings in PDR districts be replaced and that if the building proposed for demolition represents 0.4 FAR or less, then the replacement building shall include at least two square feet of Industrial Use for each square foot of Industrial Use in the building proposed for demolition. The total square footage of buildings to be demolished at the Selby Street site is 16,650, on two parcels that total 121,126 square feet, which means that the existing FAR is 0.14, less than 0.4. The new building would be approximately 53,000 square feet which is more than three times the size of the demolished buildings. Therefore the proposed project would comply with the provisions of Section 202.7 of the Planning Code.

450 Toland Street

450 Toland Street is in the PDR-Use District 2 (Core Production, Distribution, and Repair) and 65-J Height and Bulk District in the Bayview neighborhood of San Francisco. The proposed project would use the sites for maintenance and repair of the City's service vehicles, and this use (automotive repair) is a principally permitted use in the PDR-2 District. The existing building at 450 Toland Street is 28 feet tall and complies with the 65-J Height and Bulk District. The FAR for the existing building at 450 Toland Street is 0.81 and meets the 5.0 FAR for the designated zoning district and height and bulk district. The building at 450 Toland Street has ground floor height of 28 feet, which complies with the 17 foot floor-to-floor height requirement. 450 Toland Street site would have 23 parking spaces and two bicycle parking spaces, which meet the requirement in the PDR-2 zone.

The proposed project is consistent with applicable General Plan policies and objectives and applicable Planning Code requirements.

b) The development occurs within city limits on a site of less than five acres surrounded by urban uses.

The Selby Street site and 450 Toland Street total 4.07 acres. They are located within a fully developed area of San Francisco. The surrounding uses near the project site include industrial storage and distribution, freeway overpass and off ramps, Caltrain railroad tracks, and the SEP. The proposed project, therefore, would be properly characterized as in-fill development of less than five acres, completely surrounded by urban uses.

c) The project site has no habitat for endangered, rare or threatened species.

The project site is within a developed urban area and occupied by industrial warehouses and vehicle and heavy equipment parking. There are no trees or landscaping at either project site. Thus, the project sites have no value as habitat for rare, threatened, or endangered species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

The proposed project would relocate the current Central Shops operation to two sites approximately 500 and 1,500 feet away. The project would not generate new vehicle trips but would relocate the existing traffic to other locations nearby. Currently, Central Shops has 89 employees and serves approximately 6,000 city vehicles per year. The new Central Shops would operate from two separate locations; 46 employees would be at the Selby Street site and 43 employees would be at 450 Toland Street.

Proposed Central Shops (Selby Street Site and 450 Toland)

The Selby Street site currently serves two separate businesses, including a taxi company that dispatches up to 150 vehicles per day and another business with approximately 15 employees. Central Shops would replace the existing businesses operating at the Selby Street site and would be occupied by 46 employees and generate approximately 30 truck trips per day from vehicles that would be serviced at the site. Overall vehicle trips to and from the site could be lower compared to current uses of the site.

450 Toland Street is currently vacant; it would be used by 43 employees and generate a maximum of 40 vehicle trips per day from City vehicles that would be serviced at the site. These vehicle trips would be relocated from the current Central Shops and would not represent an overall increase in traffic to and from the local area. In addition the truck trips would be spread throughout the day and would not be concentrated in the peak AM and PM hours.

Overall, the proposed project would not result in an increase in vehicle trips but would relocate existing traffic from the current Central Shops location to locations nearby within the same transportation and air quality setting conditions. The project could lower traffic from existing uses at the Selby Street site and would result in an insignificant level of increase in traffic to and from the 450 Toland Street site. Therefore, adverse traffic effects are not anticipated.

Construction would not require the closure of any roads or generate a substantial number of vehicle trips. There would be approximately 300 truck trips at the Selby Street site and 150 truck trips at 450 Toland Street, over the 18 month long construction period. There is adequate space at both the Selby Street site and 450 Toland Street to accommodate construction staging and laydown, therefore on-street parking would not be affected.

Current Central Shops (1800 Jerrold Avenue)

After the jurisdictional transfer and site preparation activities, use of the current Central Shops site by the SFPUC would consist primarily of staging, storage, and other miscellaneous uses which would not increase vehicle trips from the

current use of the site. Potential use of the site for capital improvement projects would be subject to further environmental review including traffic analyses.

Overall, no adverse effects to traffic and transportation are anticipated.

Noise

Ambient noise in this industrial area includes Interstate Highway 280 traffic noise, freight movement in diesel trucks, and passenger train service on the adjacent Caltrain tracks.

Proposed Central Shops (Selby Street Site and 450 Toland)

There are no residences within 1,000 feet of the Selby Street site or 450 Toland Street. Construction activities would limited to the hours between 7:00 AM and 8:00 PM and noise would be restricted to 80 dBA at 100 feet to comply with the San Francisco Noise Ordinance.

Current Central Shops (1800 Jerrold Avenue)

The closest residences to the existing Central Shops site are approximately 700 feet south. Noise generated during proposed debris removal activities at the current Central Shops site would be very limited due to the short duration and limited scope of work. The work would also be limited to the hours between 7:00 AM and 8:00 PM and noise would be restricted to 80 dBA at 100 feet to comply with the San Francisco Noise Ordinance.

In summary, no adverse noise effects would occur.

Air Quality

The proposed project would relocate the existing Central Shops to two new locations approximately 500 and 1,500 feet away. The air quality setting is the same for all these properties. The proposed project would not expand the operation of Central Shops. The current Central Shops site, once vacated, would be used for SEP operations related to maintenance activities currently conducted at the SEP. Therefore, no additional operational vehicle trips would be generated by the proposed project.

The proposed construction of the new Central Shops facilities would entail use of construction equipment listed above and would generate approximately 300 truck trips for the Selby site and 150 truck trips for the 450 Toland Street site to haul construction materials. Estimated emissions of criteria pollutants calculated by SFPUC Bureau of Environmental Management staff using the SFPUC Air Quality Screening Tool would not exceed Bay Area Air Quality Management District's (BAAQMD) CEQA guidelines and are presented in the table below:

Pollutant	Project Emissions (lbs/day)	Threshold (lbs/day)
PM_{10}	0.15	82
$PM_{2.5}$	0.14	54
NO_x	20.10	54
ROG	0.32	54

The contractor would comply with the City's Dust Control Ordinance which requires the preparation and implementation of a dust control plan.

The proposed project is located in an Air Pollutant Exposure Zone (APEZ) as defined in the City's Clean Construction Ordinance. The project would comply with the amended Clean Construction Ordinance, which requires construction in an APEZ to use off-road equipment with engines that meet or exceed either United States Environmental Protection Agency or State Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 verified diesel emission control strategy (VDECS) while limiting idling to two minutes and ensuring that construction equipment is properly maintained and tuned.

Because the project would not generate emissions greater than the thresholds specified in the BAAQMD CEQA guidelines, and would comply with the Dust Control and Clean Construction Ordinances, adverse effects on air quality would not occur.

Water Quality

There are no wetlands, creeks or other natural water bodies located at the current or proposed Central Shops sites. Project construction would comply with the City's Construction Site Runoff Ordinance to ensure that polluted sediment does not enter the sewer system during construction. Post construction, the project would comply with the City's Stormwater Management Ordinance to minimize run-off from impervious surfaces.

Due to lack of waterbodies nearby and compliance with the City's construction and post construction water quality regulations, no adverse effects to water quality or other waters are anticipated.

e) The site can be adequately served by all required utilities and public services.

The project sites are located in a dense urban area where all public services and utilities are available. The proposed project would be connected to the City's water, electric, and wastewater services. Prior to receiving building permits, the project would be reviewed by the City to ensure compliance with City and State fire and building code regulations concerning building standards and fire protection. The proposed project would not result in a substantial

increase in intensity of use or demand for utilities or public services that would necessitate any expansion of public utilities or public service facilities.

OTHER ENVIRONMENTAL INFORMATION

Aesthetics

Selby Street Site

The Selby Street site (is located in an industrial area of the City surrounded by other industrial uses consisting of large, utilitarian warehouse complexes. Approximately 1/4th of the site is located under the Interstate 280 freeway and the Cesar Chavez Street off-ramp. The site is visible from the freeway but is not a designated scenic highway and the overall visual quality of the site and surrounding area is poor. The proposed project at the Selby Street site would demolish two corrugated metal warehouse buildings and construct a new building in similar, utilitarian style. The two structures to be demolished total approximately 16,000 square feet and are approximately 30 feet tall. The new building would contain approximately 53,000 square feet of floor area and would be 35 feet tall. While the new building would be larger and taller than the demolished buildings, there are other similarly sized warehouse buildings in the vicinity. The warehouse building south of the Selby Street site, across Jerrold Avenue, is approximately 50,000 square feet and the warehouse building west of the site is approximately 60,000 square feet. The proposed new building at the Selby Street site would result in development similar in style and mass to the industrial structures in the surrounding area and be visually compatible with existing development. The proposed building would require Civic Design Review at the Arts Commission prior to issuance of a building permit. Adverse effects on aesthetics from the new building are not expected.

450 Toland Street

Proposed improvements to the building at 450 Toland Street would not result in changes to the footprint or height of the building. The majority of the tenant improvements would be interior renovations. Only minor improvements to the exterior would be made including demolition of the loading dock, replacement of the three smaller roll up doors with two larger roll up doors, and replacement of the existing 6-foot tall chain link perimeter fence with a 10-foot tall chain link perimeter fence. These exterior modifications would not result in any significant visual changes to the building, therefore no adverse effects on aesthetics are anticipated.

Current Central Shops(1800 Jerrold Avenue)

Debris removal activities at the existing Central Shops site would not result in any significant change in visual appearance because no buildings would be altered or demolished. An existing 6-foot high fence surrounds the site. The proposed security fence would be 2-feet taller and covered with non-climbable fabric. The site would be less visible from the street as the result of the

installation of the replacement fence (non-climbable fences consist of one-inch openings compared to the larger openings in the current fence). However, due to the industrial nature of the site and the surrounding areas, the proposed fencing would not alter the visual quality of the site. Therefore, adverse effects to the visual environment at the Central Shops site are not anticipated

Cultural Resources

Archaeological Resources

Sally Morgan, Registered Professional Archaeologist, reviewed the proposed project locations in the confidential archaeological GIS database at Environmental Planning. The closest suspected historic resource is about 0.4 mile distant. This is the location of Butchertown, which consisted of slaughterhouses and meat and hide processing facilities located on the Islais Creek channel. There also are known or suspected prehistoric shell midden deposits between 0.3 and 0.5 mile to the northwest and south. No known or suspected archaeological sites are present at any of the proposed Project sites.

Proposed Central Shops Sites (Selby Street Site and 450 Toland)

The two sites proposed for relocation of the Central Shops facility lie within the area of the Islais Creek marsh as illustrated on the 1869 U.S. Coast Survey map. This marsh area was filled in the 1920s and '30s as part of a reclamation project. Historic archaeological deposits from before this fill period would be unlikely in this wet marsh setting. While it is possible that historic archaeological deposits dating subsequent to the fill placement could be present, none has been recorded in historic mapping.

Modeling of pre-bay topography presented in Far Western's report of geoarchaeological testing at SEP Building 521 (June 2015: Figure 7, on file at EP), illustrates a basal landform at elevation -40 feet at the Central Shops relocation sites. This suggests a steep bay bottom slope where early prehistoric deposits are unlikely to have developed or survived. While it is possible that prehistoric sites may have been present within the marsh, the anticipated shallow depth of proposed Project excavation at these sites for demolition and new construction (maximum 5 foot depth) is unlikely to penetrate the marsh fill and therefore is unlikely to encounter prehistoric archaeological sites. While it is possible that deeply buried prehistoric archaeological sites could be encountered by pile driving if pile foundations are required for the new warehouse, pile driving would not bring any material to the surface for examination. Further, as noted above, the presence of older deeply buried sites is unlikely based on pre-Bay topography. However, if it appears that a pile-driven foundation is required, a geoarchaeological assessment would be conducted determine whether prehistoric deposits associated with the earliest settlement of the bayshore may be present..

Consistent with the adopted policies of the SFPUC, compliance with SFPUC Standard Construction Measure Number 9 (archaeological measures) is included in this project. Archaeological Measure Number 1 would be implemented during construction. Under this measure, construction crews would be informed of the potential to encounter archaeological materials and suspension of work requirements in the event of a discovery. In addition, archaeological measures 2 and/or 3 would be implemented to assess pile driven foundation, to provide for geoarchaeological assessment and geoarchaeological data recovery if a pile driven foundation is required.

Current Central Shops (1800 Jerrold Avenue)

Proposed activities at the existing Central Shops location would not involve any grading or excavation. Therefore the proposed debris removal at 1800 Jerrold has no potential to result in adverse effects to archaeological resources, should any be present. Geoarchaeological testing at the site in 2015 did not reveal any evidence of archaeological resources at this site.

With the inclusion of these measures, no significant impacts to archaeological resources would occur.

Historic Built Environment

Proposed Central Shops Sites (Selby Street Site and 450 Toland)

Environmental Science Associates (ESA) conducted an evaluation of the two structures to be demolished at the Selby Street site and the building at 450 Toland Street (Attachment B), and concluded that the properties do not appear eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or local designation because the buildings lack historic significance and integrity. Therefore, the proposed project would not affect any historic resources.

Current Central Shops (1800 Jerrold Avenue)

JRP Historical Consulting evaluated the current Central Shops site (Attachment A) and determined that two of three buildings on site appear to meet the criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). However, the proposed Project would not affect any of these buildings. Debris removal and uses listed above are proposed for the current Central Shops site. None of these activities would involve any new building construction or alteration or demolition of the existing vehicle maintenance buildings that have been determined to be historical resources.

In conclusion, the project would not result in adverse effects to cultural resources.

Hazards and Hazardous Materials

Proposed Central Shops (Selby Street Site and 450 Toland)

The proposed project would disturb approximately 7,600 cubic yards of soil for construction of the new building at the Selby Street site and less than 50 cubic yards of soil for improvements to the building at 450 Toland Street. SFPUC Bureau of Environmental Management (BEM) staff reviewed the State Water Resources Control Board (SWRCB) GeoTracker and Department of Toxic Substances Control (DTSC) Envirostor databases, which did not identify any "Open" sites within the vicinity (150 feet) of the project sites.

Phase I environmental assessments conducted for 555 Selby Street and 1975 Galvez Avenue, where the new building would be constructed, revealed both parcels have permitted above ground fuel storage tanks. However the reports did not identify any ongoing contamination. The proposed project would remove the fuel storage tanks.

The Selby Street site and 450 Toland Street are located within the "Expanded Maher Area" mapped by the San Francisco Department of Public Health. The construction contractor would comply with Article 22A of the San Francisco Health Code ("Maher Ordinance") to address any hazardous materials discovered on site. The Maher Ordinance requires the identification, transportation and disposal of hazardous material, should they be encountered during project excavation, which would ensure that neither people nor the environment are exposed to hazardous materials. Therefore, adverse effects related to potential exposure of workers or the public to hazardous materials would not occur.

Current Central Shops (1800 Jerrold Avenue)

No ground disturbing activities are proposed at the current Central Shops site. However the proposed activities would involve removal of hazardous materials that have been stored on site. The SFPUC contractor would comply with applicable federal, State and local regulations (including SFPUC or SFDPW standard contract technical specifications) related to the characterization, transportation and disposal of hazardous materials, and therefore, no adverse effects from exposure of the public or construction workers to hazardous materials, contaminated groundwater, soil or vapor would occur.

CEQA Compliance/Recommendation

Based on the above description, the SFPUC recommends EP determine the proposed Project is categorically exempt under CEQA Guidelines Section 15332, In-fill development.

If you have any questions, please contact YinLan Zhang, Environmental Project Manager, Bureau of Environmental Management, at 415-487-5201.

Thank you for your cooperation.

Sincerely,

Irina P. Torrey, AICP, Bureau Manager
Bureau of Environmental Management

Enclosures: Figure 1. Project Location
Figure 2. Project Plans for the Selby Street Site
Figure 3. Project Plans for 450 Toland Street
Figure 4. Site Photos
Attachment A: DPR Forms for Current Central Shops Site
Attachment B: DPR Forms for Proposed Central Shops Sites
Attachment C: Preliminary Archeological Checklist

cc: Shelby Campbell, SFPUC, Project Management Bureau
Rosanna Russell, SFPUC, Real Estate Services
John Updike, GSA, Real Estate Department
YinLan Zhang, SFPUC, Bureau of Environmental Management
Boris Deunert, DPW

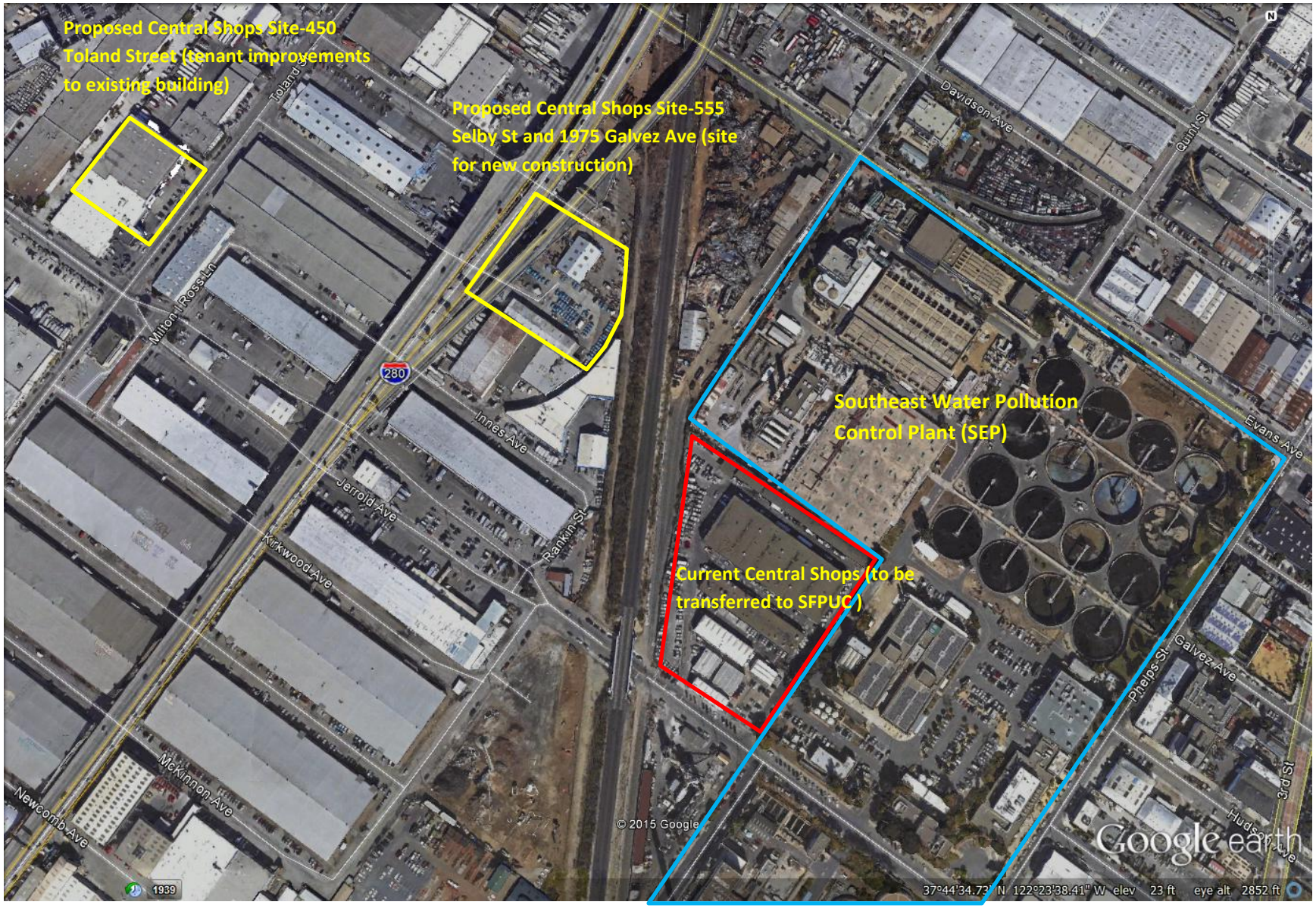


Figure 1. Project Location Map

PROPOSED SITE MASSING

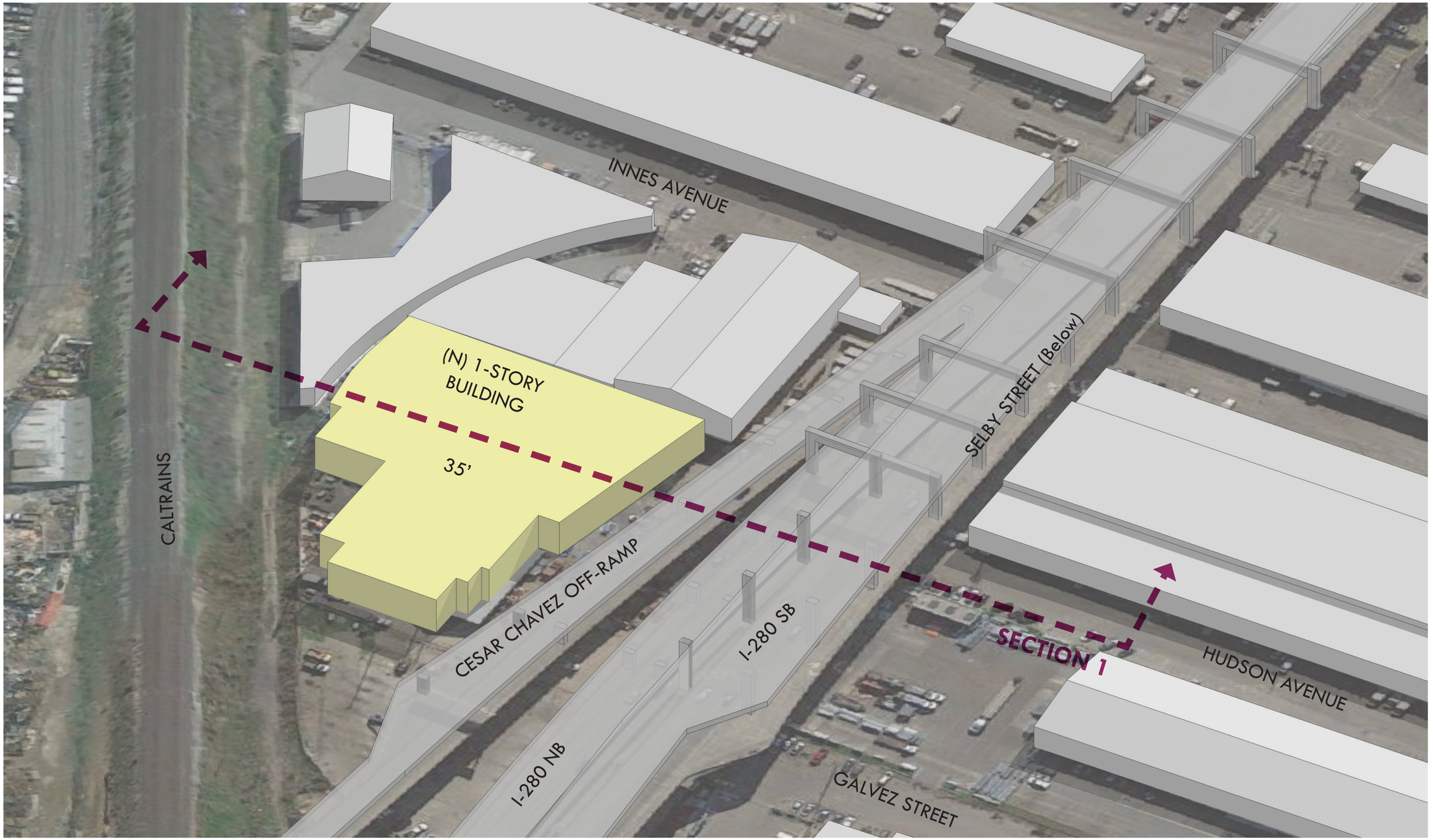
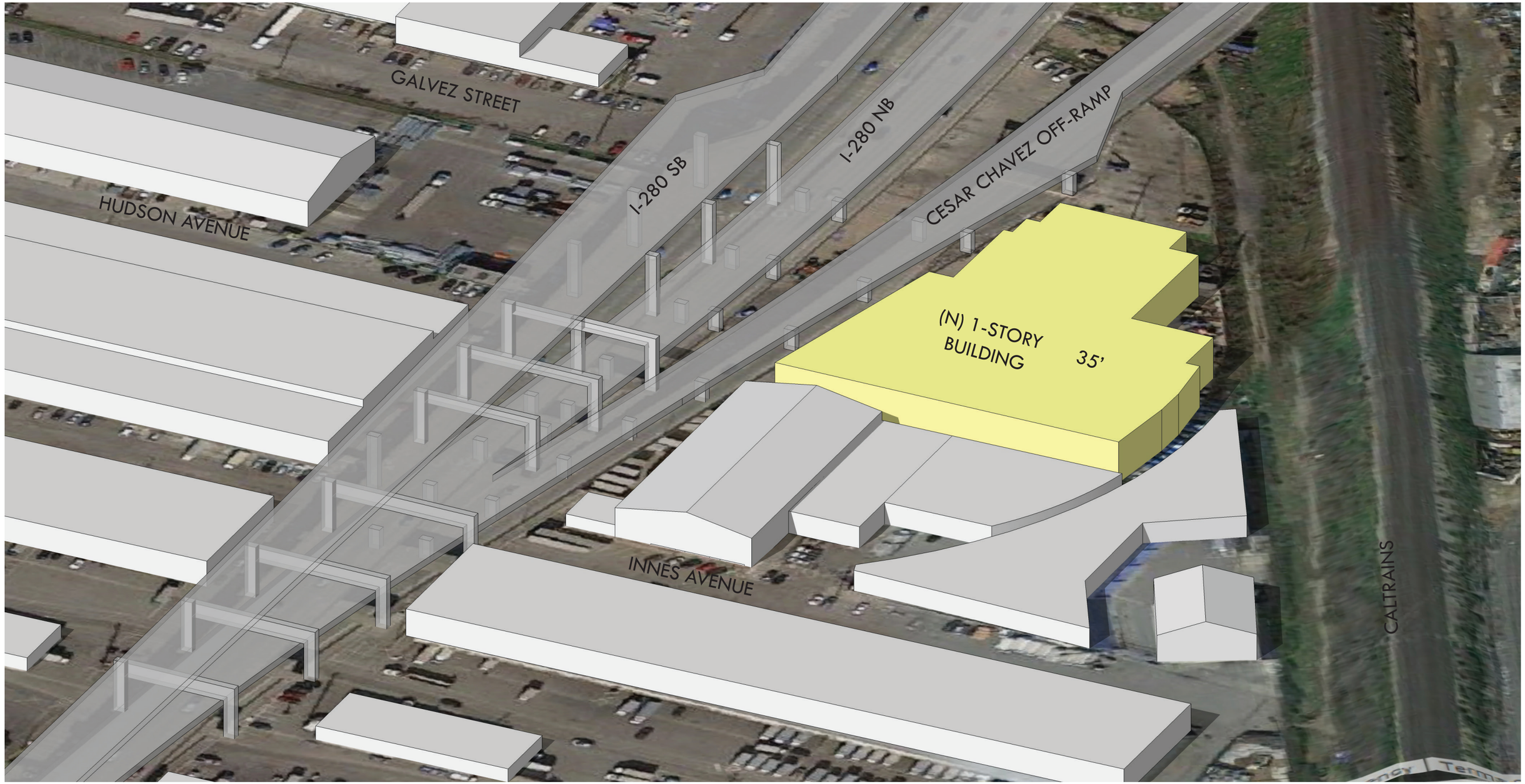
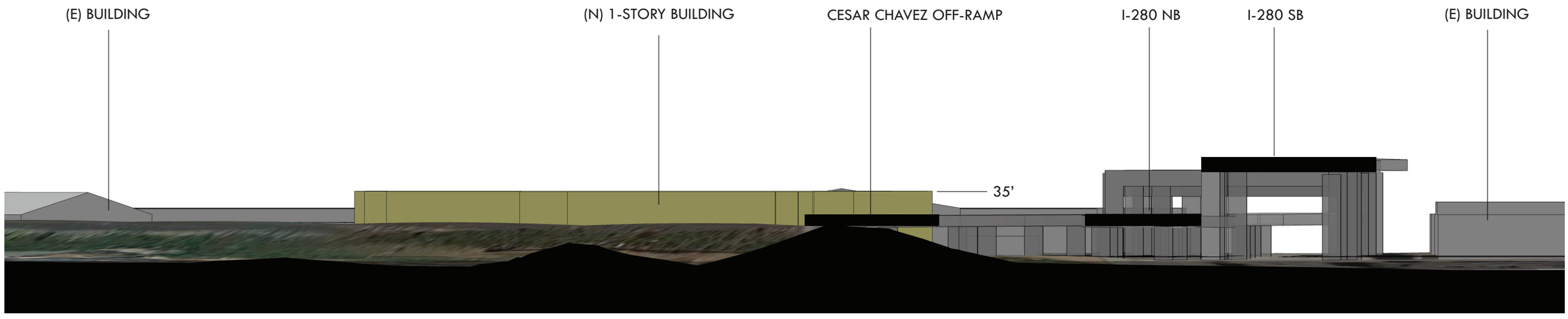


Figure 2. New Building at Selby Street Site

PROPOSED SITE MASSING



SITE SECTION



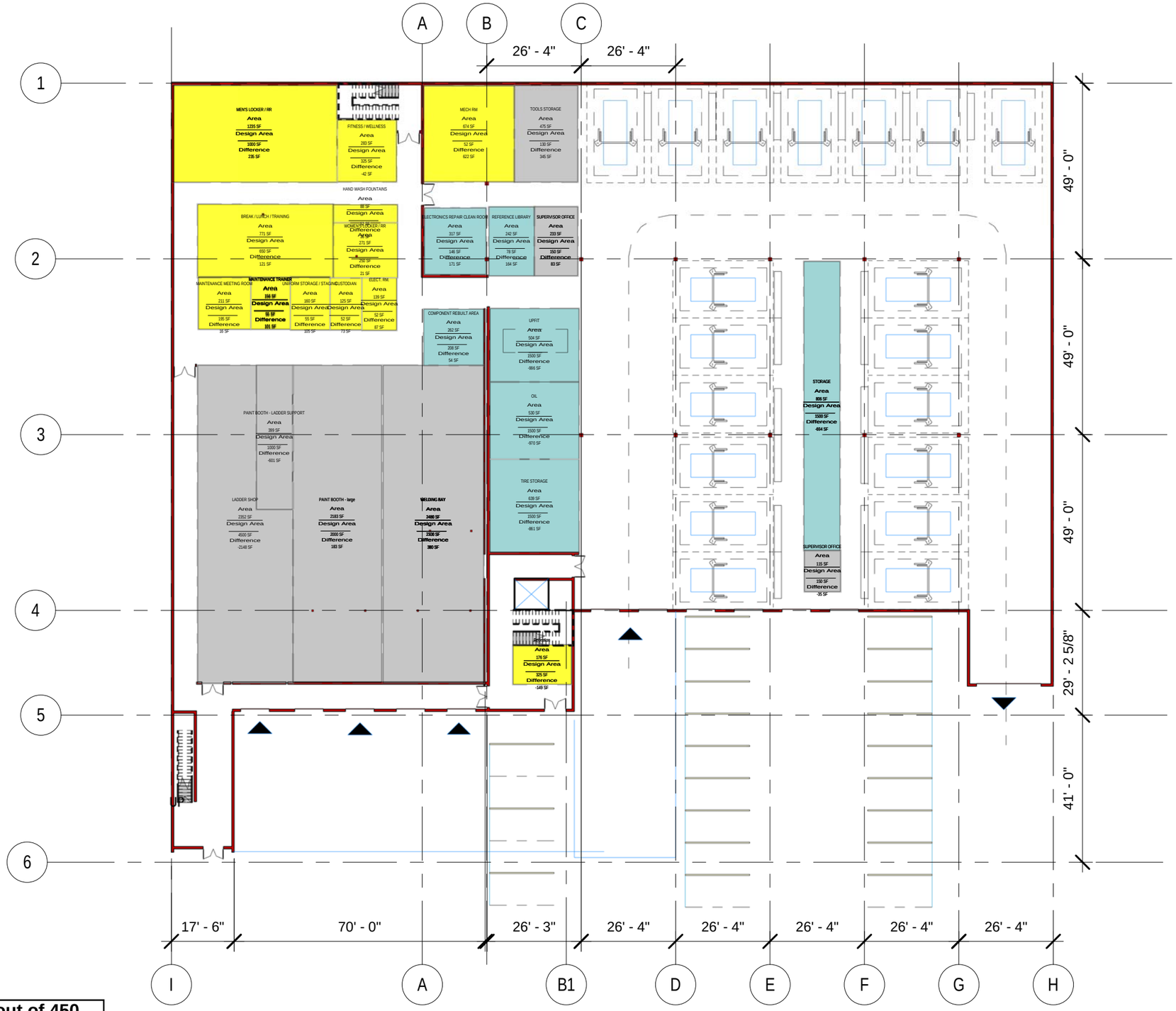


Figure 3. Proposed Interior Layout of 450 Toland St.

SHEET A1

SCALE 1" = 30-0"

JOB No.

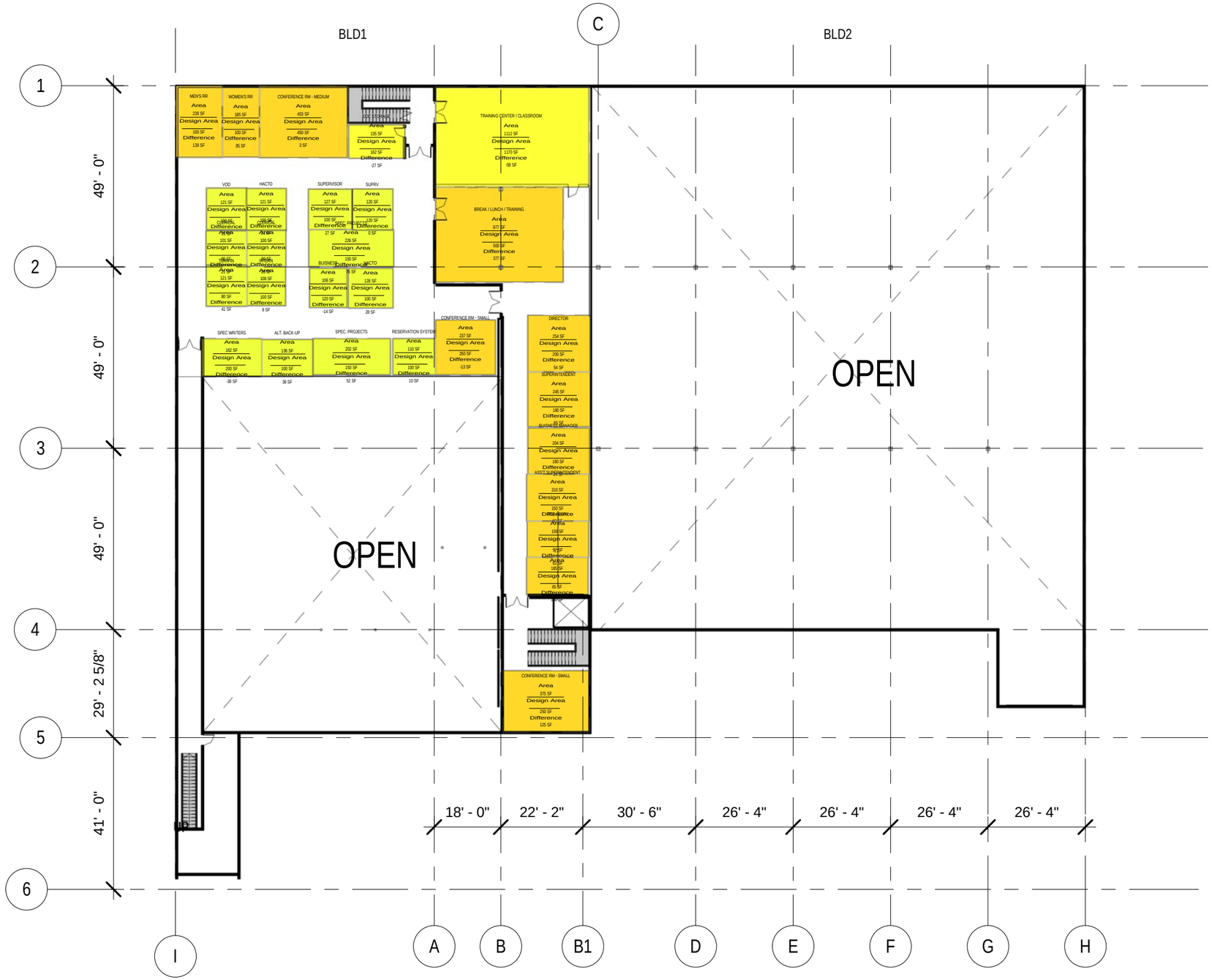
DATE 08/04/15

DRAWN Author

PROJECT NAME 450 Toland

DRAWING TITLE FLOOR PLAN - LEVEL 1

BUILDING DESIGN AND CONSTRUCTION
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO
30 Van Ness Avenue Suite 4100
San Francisco, CA (415)557-4700
94102-6028 Fax (415)557-4701



1 / A2 Level 2

1" = 30'-0"

SHEET A2

SCALE 1" = 30'-0" | JOB No.

DATE 06/24/15 | DRAWN Author

PROJECT NAME 450 Toland

DRAWING TITLE FLOOR PLAN - LEVEL 2

BUILDING DESIGN AND CONSTRUCTION
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO
30 Van Ness Avenue Suite 4100
San Francisco, CA (415)557-4700
94102-6028 Fax (415)557-4701

555 Selby Street Site Photos

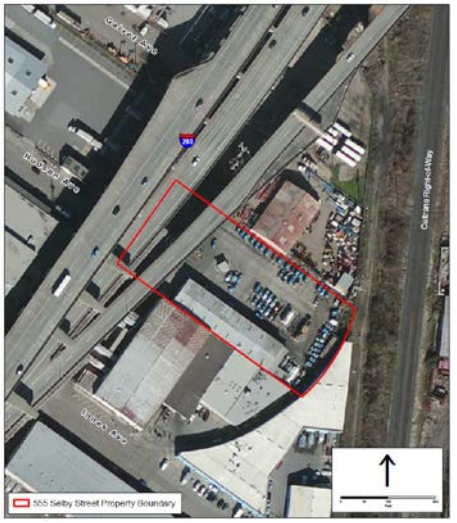
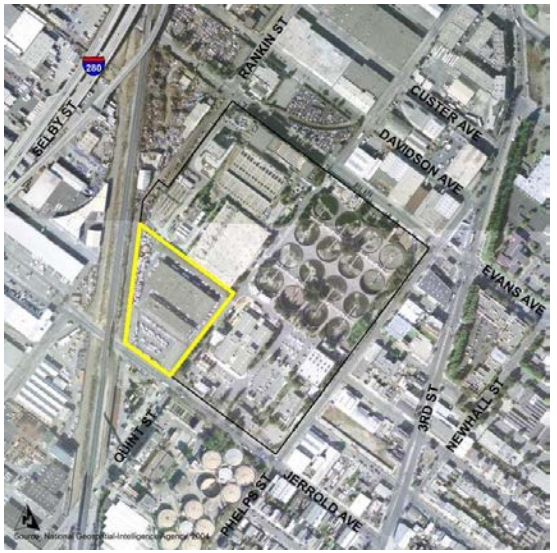


Figure 4. Site Photos

1975 Galvez Avenue Photos

450 Toland Street Photos

1800 Jerrold Avenue Photos



Attachment A

JRP HISTORICAL CONSULTING, LLC

2850 Spafford Street • Davis, CA 95618 • (530) 757-2521 • (530) 757-2566 Fax • www.jrphistorical.com

Stephen R. Wee, Principal / President
Rand F. Herbert, Principal / Vice President
Meta Bunse, Partner
Christopher D. McMorris, Partner

December 4, 2014

YinLan Zhang
San Francisco Public Utilities Commission
Bureau of Environmental Management
525 Golden Gate Avenue, 6th Floor
San Francisco, CA 94102

Dear ~~Ms. Zhang~~ YinLan:

I pleased to submit to you the DPR 523 form for the Central Shops facility at 1800 Jerrold Avenue in San Francisco that JRP Historical Consulting, LLC (JRP) prepared at your request.

The Central Shops at 1800 Jerrold Avenue appears to meet the criteria for individual listing in the National Register of Historic Places (NRHP) under Criterion C and the California Register of Historical Resources (CRHR) under Criterion 3. The property is significant at the local level and it retains historic integrity to convey its significance. Its period of significance is 1959, when it was constructed, and the boundary of the historic property / historical resource is the footprint and layout of Building A and Building B described on the DPR 523 form. This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and is a historical resource for the purposes of CEQA.

Thank you.

Sincerely,

Christopher McMorris

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) 1800 Jerrold Avenue

P1. Other Identifier: 1800 Jerrold Avenue

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** San Francisco

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** San Francisco South **Date** 1993 **T**___; **R** ___; **Sec** ___; _____ **B.M.**

c. Address 1800 Jerrold Avenue City San Francisco Zip 94124

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

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

Assessor Parcel Number (APN): 5262-009

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

This form documents the City and County of San Francisco's Central Shops facility at 1800 Jerrold Avenue. The facility occupies a 6-acre portion of APN 5262-009. The remainder of the parcel contains the Southeast Wastewater Treatment Plant, which is not subject to this inventory. The Central Shops facility consists of three permanent buildings that are designated from south to north Building A, Building B, and Building C. At the south end of this facility are several recently installed temporary buildings not associated with Central Shops. Building A and Building B are of identical construction, the main difference being Building B is about twice as tall as Building A (**Photograph 1**). These two buildings are both rectangular with flat, metal deck roofs supported by clear span steel trusses. Wall framing is also steel and the wall surface is largely industrial steel sash windows. Below the windows is a reinforced concrete apron wall about three feet high. Building A is 17,401 square feet divided into several bays housing the administration office, locker room, body shop, small equipment repair, paint shop, boiler room, and pattern shop (**Photograph 2**). Building A has several glazed metal personnel doors, glazed metal top-hung sliding doors, large glazed metal hinged doors, and two recessed personnel entrances providing access to the office and locker room (**Photographs 3** and **4**). On the south side are a few horizontal sliding sash windows. (See Continuation Sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building

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

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

P5b. Description of Photo: (View, date, accession #) **Photograph 1**: Building B, camera facing northwest, 8/20/2014

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1959 (CCSF Purchasing Dept. Annual Report, 1959)

***P7. Owner and Address:**
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

***P8. Recorded by:** (Name, affiliation, address)
Steven J. Melvin & Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** August 20, 2014

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") None

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

***NRHP Status Code** 3S

***Resource Name or #** (Assigned by recorder) 1800 Jerrold Avenue

B1. Historic Name: City and County of San Francisco Central Shops

B2. Common Name: City and County of San Francisco Central Shops

B3. Original Use: vehicle and equipment maintenance and repair B4. Present Use: vehicle and equipment maintenance and repair

***B5. Architectural Style:** Industrial Modern; utilitarian

***B6. Construction History:** (Construction date, alteration, and date of alterations) Buildings A, B and C were constructed in 1959; a few windows replaced on Building A, date unknown.

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

***B8. Related Features:** ____

B9. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Architecture **Area** San Francisco

Period of Significance 1959 **Property Type** Vehicle Maintenance Facility **Applicable Criteria** C/3

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

The Central Shops at 1800 Jerrold Avenue appears to meet the criteria for individual listing in the National Register of Historic Places (NRHP) under Criterion C and the California Register of Historical Resources (CRHR) under Criterion 3. The property is significant at the local level and it retains historic integrity to convey its significance. Its period of significance is 1959, when it was constructed, and the boundary of the historic property / historical resource is the footprint and layout of Building A and Building B described herein. This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and is a historical resource for the purposes of CEQA. This evaluation is consistent with San Francisco Preservation Bulletin 5, "Landmark and Historic District Designation Procedures," which directs that historic resources be evaluated for local designation using the California Office of Historic Preservation Recordation Manual (as per San Francisco Landmarks Board Resolution No. 527, June 7, 2000). The property is not significance under NRHP / CRHR criteria A/1, B/2, or D/4. There is also no known or potential historic district to which this property would be a contributor. (See Continuation Sheet.)

B11. Additional Resource Attributes: _____

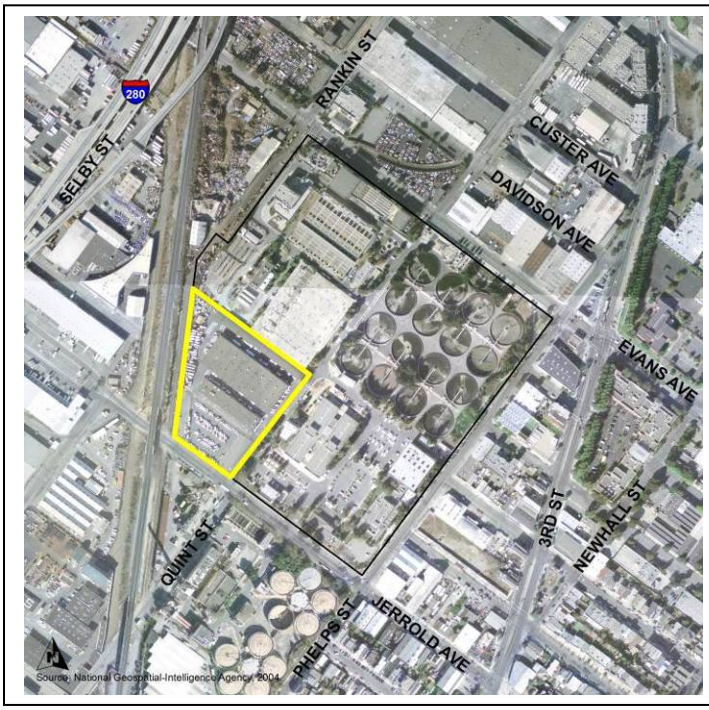
***B12. References:** CCSF Purchasing Department Annual Reports, various years; Sanborn Fire Insurance Maps, various years; Kelley & Ver Planck, *Bayview-Hunters Point Area B Survey, Historic Context Statement*, 2010; *San Francisco Chronicle;* Betsy Hunter Bradley, *The Works: the Industrial Architecture of the United States*, (New York: Oxford University Press, 1999); William Kostura, "Van Ness Auto Row Support Structures: A Survey of Automobile-Related Buildings along the Van Ness Avenue Corridor," prepared for the Department of City Planning, San Francisco, California; Mary Brown, San Francisco Planning Department, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement*, (San Francisco Planning Department, 2010). (See B10 footnotes for additional references.)

B13. Remarks:

***B14. Evaluator:** Steven J. Melvin and Christopher McMorris

***Date of Evaluation:** November 2014

(This space reserved for official comments.)



P3a. Description (continued):

Building B is 49,976 square feet and is divided into the car shop, truck shop, outfitting shop, spray booth, fire engine and apparatus shop, welding shop, machine shop, storeroom, and tire shop (**Photograph 1**). Each bay is accessed by large top-hung glazed double sliding doors or metal roll-up doors (**Photograph 5** and **6**). The car shop, truck shop, and fire shop all are drive through bays with top-hung doors on each end (**Photograph 7** and **8**). Also throughout the building are glazed metal personnel doors.

Building C is at the north end of the facility and is an open sided shed roof building of 13,200 square feet (**Photograph 9**). It is made of reinforced concrete with steel beams supporting the wood board deck of the shed roof. The building has six bays divided by reinforced concrete walls (**Photograph 10**). The bays appear to be used for smog checking, miscellaneous repairs and maintenance, and storage. At the west end of this building is the former facility gas station (**Photograph 11**). It has a small indoor area sheathed in stucco walls and topped by a wide, projecting shed roof porte-cochere supported by steel posts. This element of Building C has a horizontal band of multi-pane windows and glazed metal personnel doors.

B10. Significance (continued):

Historic Context

Industrial Development of Bayview-Hunters Point

The Central Shops at 1800 Jerrold Avenue is located in the Bayview-Hunters Point area in southeast San Francisco that is generally bounded by Cesar Chavez Boulevard (formerly Army Street) on the north, San Francisco Bay on the east, U.S. Highway 101 on the west, and Candlestick Hill on the south. The Bayview-Hunters Point area, along with the Potrero Point area just to the north, developed as one of San Francisco's early industrial districts. Ordinances in the early 1850s pushed slaughterhouses from South of Market to the edge of the city in southeastern San Francisco, where shipbuilding was already established, and the area has retained its industrial nature ever since.[1]

The blocks and lots around the Central Shops were historically occupied by a variety of industries since the late 1800s. This area provided proximity to Islais Creek and Islais Estuary, which factories used for water in their production processes and to carry away wastewater. Some industries located here in the 1880s were the Pacific Rolling Mills Company, Union Iron Works, San Francisco Cordage Factory and Rope Works, California Sugar Refinery, and the City Gas Company. Others included more noxious industries such as tanneries, slaughterhouses, and manufacturers of paints, oils, and petroleum based products.[2]

The Islais Creek area of the San Francisco was served by multiple railroads by the early twentieth century, including Southern Pacific Railroad, Ocean Shore Railroad, and Western Pacific Railroad. Southern Pacific built its Bayshore Cutoff rail line between 1904 and 1907 using several cuts, bay fill, bridges, tunnels, and trestles to move its main line along the bay instead of through Colma. Tunnel No. 3 through Hunters Point Hill is just south of the Central Shops and the Bayshore Cutoff line forms the westside of 1800 Jerrold Avenue. Another railroad, the Ocean Shore Railroad, began operations in 1905 and ran both freight and passenger service. This line passed through the west side of Bayview-Hunters Point, well west

[1] Kelley & VerPlanck, *Bayview-Hunters Point Area B Survey, Historic Context Statement*, 2010, 1; San Francisco, *Manual of the Corporation of the City of San Francisco: Containing a Map of the City, the Declaration of Independence, the Constitution of the United States, the Constitution of the State of California, the Charters of the City, the Revised Ordinances Still in Force, and Certain Laws Relating Particularly to the City of San Francisco* (San Francisco: Published by authority, 1852), 94; San Francisco, *Ordinances and Joint Resolutions of the City of San Francisco* (San Francisco: Published by authority, 1854), 386; Roger W. Lotchin, *San Francisco 1846-1856: From Hamlet to City* (Lincoln, NB: University of Nebraska Press, 1974), 12.

[2] Sanborn Map Company, *San Francisco, California* (New York: Sanborn Map Company, 1886-1887, 1900); USGS, *San Francisco Quadrangle*, 1:62500, 15 minute (Washington: USGS, 1895, 1899); Richard Walker, *Industry Builds Out the City: The Suburbanization of Manufacturing in the San Francisco Bay Area, 1850-1940* http ://oldweb.geog.berkeley.edu/PeopleHistory/faculty/R_Walker/IndustryBuildsOut.pdf (accessed February 28, 2014), 6.

of the Central Shops. In 1920 the railroad ceased operations and Western Pacific Railroad acquired the trackage in Bayview-Hunters Point to serve local industries and connect with its freight slip and terminal located at Potrero Point at 25th Street.[3]

In the early decades of the twentieth century real estate developers looked to southeastern San Francisco as an underutilized area for industrial growth. The main impedance to development was the vast swampy area of the Islais Creek estuary, adjacent to the future Central Shops parcel. In 1909, a reclamation plan proposed condemnation by the State of California to purchase 173 acres of privately owned land in the Islais Creek estuary, but the plan's high cost stalled the project.[4] The project started moving again in 1930 and by September work to reclaim the estuary property and create a new 280-acre industrial district began. Dredged material from the channel was used to fill land on the north side of the creek for a lumber, factory, and railroad district. North of Army Street (now Cesar Chavez Street), the Western Pacific Railroad Company leveled a hill and reclaimed several acres of its own property to provide more useable land for industries and customers for its new peninsula rail line. Reclamation of Islais Creek estuary was officially completed in 1936 and industries began construction on the former swamplands. The reclamation project, however, stopped west of the Southern Pacific railroad line and did not include the site of the future Central Shops, which was on the edge of the estuary, but east of the railroad. As reclamation opened the way for development nearby, the Central Shops site remained swampy and sparsely developed with a few scattered buildings. Improvements to Bayshore Boulevard and Army Street through the area further spurred development, as did the construction of Highway 101 (Bayshore Freeway) and I-280 in the 1950s. These roadways facilitated the movement of products and people in and out of Bayview-Hunters Point and encouraged further development.[5]

Efforts to continue industrial expansion in Bayview-Hunters Point continued after World War II. The first was the creation of an industrial zone called Apparel City. This group of ten industrial buildings bounded by Barneveld Avenue, Oakdale Avenue, and Industrial Avenue, just southwest of the Central Shops, housed apparel and textile assembly businesses. Another large project promoted by the San Francisco Redevelopment Agency was the creation of the San Francisco Wholesale Produce Market, four two-story industrial warehouses on a 25-acre tract of land facing Jerrold Avenue. The market was part of larger industrial park bounded by Rankin Street, Toland Street, Newcombe Avenue, and Hudson Avenue. This area is just west of the Central Shops on the other side of the railroad tracks. Industrial growth continued into the 1960s, with the redevelopment of Butchertown south of Islais Creek, and the India Basin Industrial Park, completed in 1973. India Basin Industrial Park slowly brought more industry and commercial businesses to the area, and is considered an ongoing project. Other industrial and housing redevelopment projects started and stalled throughout the 1970s and 1980s. Into the Twenty-First Century, Bayview-Hunters Point remains the focus of redevelopment efforts such as a 2000 Community Revitalization Concept Plan, but it still retains its industrial character.[6]

City and County of San Francisco Central Shops

[3] Southern Pacific Bureau of News, "Historical Outline," 77; Loren Nicholson, *Rails Across the Ranchos*, Centennial Edition (San Luis Obispo, CA: California Heritage Publishing Associates, 1993), 133-138; "Construction on the Bay Shore Line of the Southern Pacific Co.," *The Railway and Engineering Review* (October 20, 1906): 807-809; Sanborn Map Company, *San Francisco, California* (New York: Sanborn Map Company, 1914, 1950); Jack R. Wagner, *The Last Whistle: Ocean Shore Railroad* (Berkeley: Howell-North Books, 1974), 17, 107; Islais Creek Reclamation District, *Map Showing Property Owners*, May 23, 1927, on file at the San Francisco Public Library History Center, San Francisco Ephemera Collection; USGS, *San Francisco South Quadrangle*, 1:24000, 7.5 minute (Washington: USGS, 1956 [photorevised 1968, 1980]).

[4] Kelley & VerPlanck, *Bayview-Hunters Point Area B Survey, Historic Context Statement*, 73-80.

[5] "Islais Creek District Development Project Will Ne Begun Tomorrow," *San Francisco Chronicle*, September 2, 1930, 7:6; Kelley & VerPlanck, *Bayview-Hunters Point Area B Survey, Historic Context Statement*, 83, 110; Richard Walker, *Industry Builds Out the City: The Suburbanization of Manufacturing in the San Francisco Bay Area, 1850-1940* http://oldweb.geog.berkeley.edu/PeopleHistory/faculty/R_Walker/IndustryBuildsOut.pdf (accessed February 28, 2014), 10; "Islais Creek District Development Project Will Be Begun Tomorrow," *San Francisco Chronicle*, September 2, 1930, 7:6; Sanborn Map Company, *San Francisco, California* (New York: Sanborn Map Company, 1950); USGS, *San Francisco South Quadrangle*, 1:24000, 7.5 minute (Washington: USGS, 1956 [photorevised 1968, 1980]).

[6] Kelley & VerPlanck, *Bayview-Hunters Point Area B Survey, Historic Context Statement*, 101, 102, 120-121, 153-154.

The Central Shops is a City bureau responsible for the maintenance of city-owned vehicles (except for the Department of Public Utilities) as well as mechanical apparatus, fire apparatus, and a variety of other mechanical and machines works and equipment. In the 1950s the Bureau of Central Shops operated under the City and County of San Francisco (CCSF) Purchasing Department and was responsible for approximately 1,200 City vehicles. At this time the Bureau of Central Shops had three major shops, Shops Nos. 1, 2, and 3, and eleven sub-shops and garages. Shop No. 1 was located at 313 Francisco Street and was responsible for fire department maintenance and repairs; Shop No. 2, at 2800 Alameda Street, maintained the automobile fleet; and Shop No. 3 at 1745 California Street (also referred to as 1765 California Street) maintained police vehicles. The various sub-shops and garages were also scattered throughout the City.[7] By the mid-1950s, these multiple facilities had become inadequate and inefficient. Specific problems included lack of space for vehicle repair, lack of modern equipment, and the need to move vehicles that required multiple repairs, such as painting and upholstery work, from one specialty shop to another. In 1956 the Purchasing Department Annual Report described plans to build a new consolidated shop facility: "The hope has arisen that the inadequacy of the City's central repair shops, which has handicapped efficiency and caused delays and high automotive repair costs, is scheduled to be overcome." The plan was to bring Shops Nos. 1, 2 and 3 together at the 1800 Jerrold Avenue site, described in the report as "surplus land acquired for the Southeast Sewage Treatment Plant." The site was ideal because the land was already owned by the City and it was in an industrial area.[8]

The Southeast Sewage Treatment Plant currently occupies the tract of land bounded by Evans Avenue, Phelps Street, Rankin Street and Jerrold Avenue, north and east of the Central Shops Jerrold Avenue facility. Just prior to the construction of the sewage treatment plant, this tract of land was sparsely developed. In the 1940s and 1950s the area contained only scattered small buildings, including livestock pens, a small lumber shed, and an office near Jerrold Avenue and Quint Street. Railroad tracks of the Atchison, Topeka and Santa Fe ran up the middle of Quint Street. The only sizable development was on the north end of this large tract – north of where the Central Shops was later built – where the Scavengers Protective Association processing plant fronted on Evans Avenue between Phelps Street and Quint Avenue. The Lowrie Paving Company was also on Evans Avenue between Rankin Street and Quint Avenue. Historically, the land currently occupied by the sewage treatment plant and the Central shops was on the edge of the Islais Creek estuary, but was just outside of the reclamation project, which stopped on the other side of the railroad tracks. Historic mapping and aerial photographs from the 1940s and 1950s shows this parcel to be low and poorly drained, a condition that likely explains its continued lack of development at this late date.[9]

Construction of the new Central Shops facility was well underway by the spring of 1958 at an estimated cost of $1 million. In June of the following year, Bureau of Central Shops Superintendent Aylmer W. Petan oversaw the move into the three new buildings, which had an address at that time of 800 Quint Street. As planned, the new facility consolidated the operations of Shops Nos. 1, 2, and 3 and thenceforth the majority of the work of the Bureau of Central Shops was conducted at the new facility, while small sub-shops remained in operation throughout the City. The Jerrold Avenue facility was divided into three main areas: automobile, truck, and fire apparatus, as well as several auxiliary shops such as machine shop, blacksmith shop, upholstery shop, paint shop, fire hose shop, ladder shop, tire shop, and wood working shop (**Figure 1**, **Figure 2**, **Figure 3** and **Figure 4**). The facility also housed Central Shops administration offices. By 1959, the fleet of vehicles serviced by Central Shops had increased to 1,400. This increased again the following year to 1,600 vehicles.[10]

[7] City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1954-1955," September 21, 1955, 5-6; City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1955-1956," September 1956, 7-8; City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1957-1958," September 1958, 9.
[8] City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1955-1956," September 21, 1955, 7-8.
[9] Sanborn Map Company, *San Francisco, California* (New York: Sanborn Map Company, 1950), Sheets 807, 808, 817, 818; USGS, *San Francisco South Quadrangle,* 1:24,000, 7.5 minute (Washington: USGS, 1947); HistoricAerials.com, historic aerial images, 1946, 1956.
[10] City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1957-1958," September 1958, 9; City and County of San Francisco, Purchasing Department, "Annual Report," September 1959, 11-12; "Directory of City and County Officers," *City-County Record* 26, no. 6 (June 1959): 9; City and County of San Francisco, Purchasing Department, "Annual Report," September 1960, 18.

During the period when the new Central Shops facility was built, the City was generally interested in improving the efficiency of its various departments. In 1952, Board of Supervisors established the Municipal Government Survey Advisory Committee to study and make recommendations on how to improve the operations of City departments to reduce costs. Budget constraints, however, limited the scope of the study, which did not review all departments and did not include the Central Shops. Interest in cost-saving persisted and in late 1960 Mayor George Christopher formed the Mayor's Committee for Municipal Management to study reducing costs of operation of the City and County of San Francisco government. The consolidation of the Central Shops occurred in this era of heightened efforts by San Francisco to improve efficiency.[11]

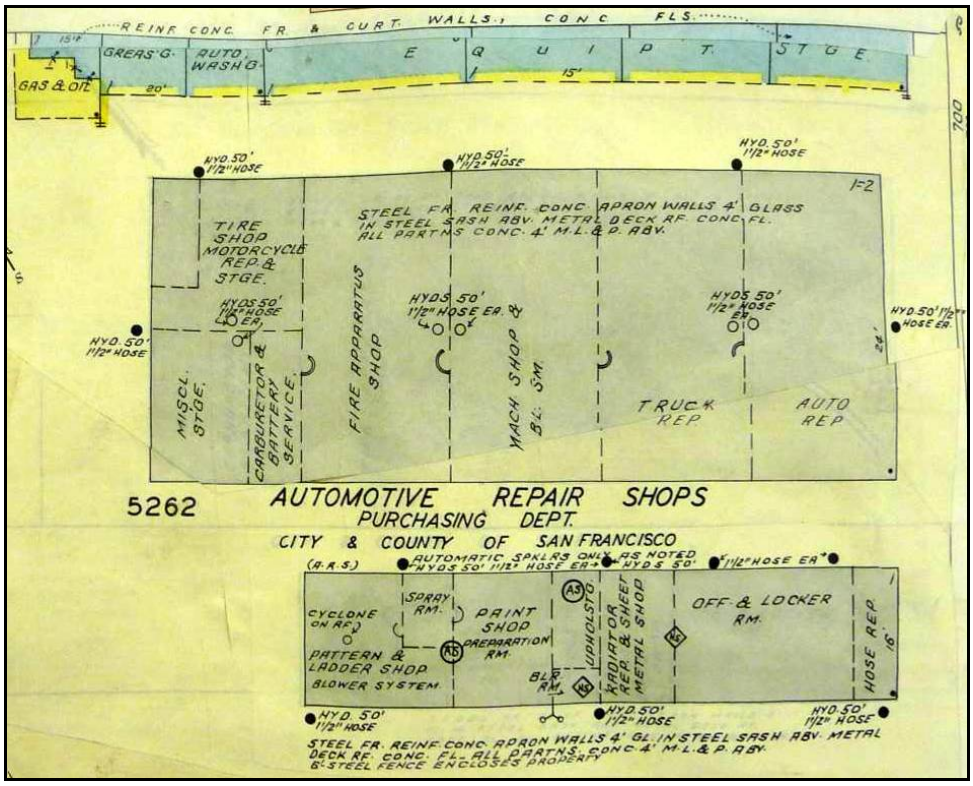


Figure 1. Image from Sanborn Fire Insurance Map. Sanborn Maps were revised on a regular basis and it is not clear when the above plan of the Central Shops was produced, but the image appears to have been revised.[12]

The function of the Central Shops Jerrold Avenue facility continued virtually unchanged in the following decades. In 1960, Albert M. Flaherty assumed the position of Bureau of Central Shops Superintendent and held the position into the 1980s. During that time the Central Shops continued in its primary function as the main repair and maintenance facility for the City's vehicle fleet, as well as maintaining other City equipment and machines. The number of vehicles in the city fleet maintained by Central Shops steadily grew in subsequent years to 1,678 in 1963, 2,408 in 1971, 2,961 vehicles in 1979, and over 4,000 vehicles by 1985. At various times, this facility has also been referred to as the "Quint Street Corporation Yard" or "800 Quint Street." The Central Shops remained under the Purchasing Department of the City into the 1990s. Currently the Central Shops is under the General Services Administration and has five maintenance and repair facilities that provide fleet services to over 6,000 vehicles from 70 City departments. It is also responsible for vehicle acquisitions and dispositions,

[11] City and County of San Francisco, Mayor's Committee for Municipal Management, "A Report to the Blythe-Zellerbach Committee on Modern Management for San Francisco, Summary" Vol. 1, June 1961, 1, 2; City and County of San Francisco, "Report of the Municipal Government Survey Advisory Committee," February 25, 1952, 1, 2.
[12] Sanborn Map Company, *San Francisco, California* (New York: Sanborn Map Company, 1950, revised, 1959, 1963).

equipment specifications, and alternative fuel programs. Central Shops currently completes approximately 34,000 work orders annually.[13]

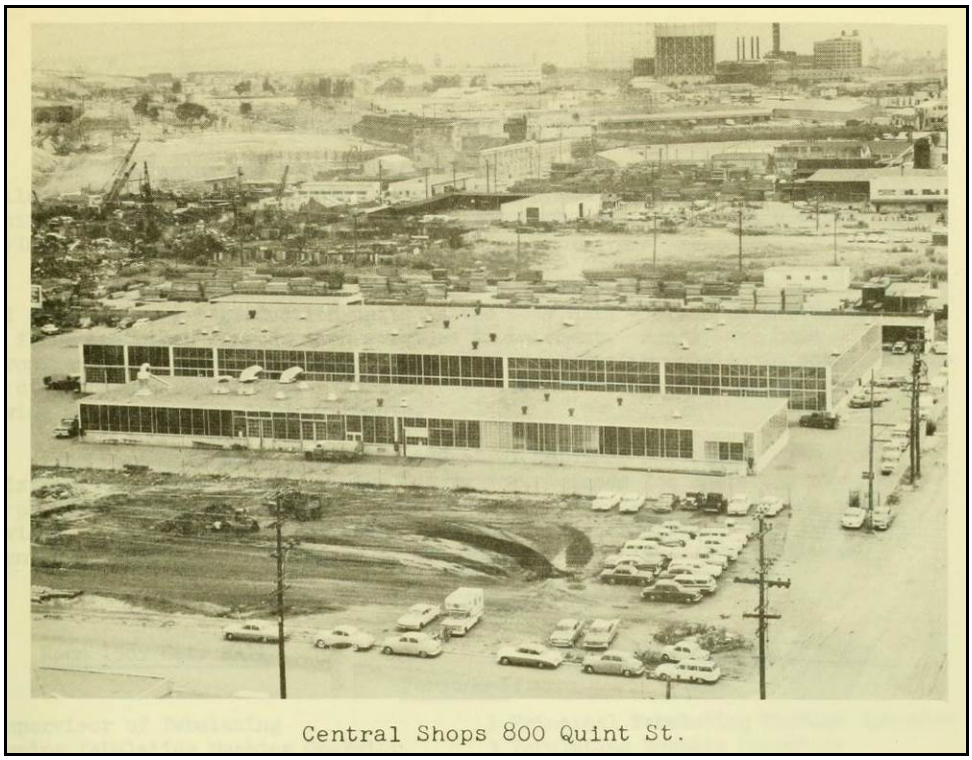


Figure 2. Central Shops, view looking north, ca. 1963. Building A is in the foreground with Building B behind. Building C is largely obscured.[14]

[13] City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1962-1963," September 5, 1963, 14; City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1970-1971," September 1971, 14; City and County of San Francisco, Board of Supervisors Budget Analyst, "Report to the Board of Supervisors of the City and County of San Francisco: Review of the Operations of the San Francisco Automotive Fleet and the Central Shops Division of the Purchasing Department," July 1979, 1-3; City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1985-1986," October 1, 1986, 44; "Directory of City and County Officers," *City-County Record* 27, no. 2 (Feb. 1960): 9; City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1980-1981," February 10, 1982, 17; City and County of San Francisco, Board of Supervisors Budget Analyst, "Report to the Board of Supervisors of the City and County of San Francisco: Review of the Operations of the San Francisco Automotive Fleet and the Central Shops Division of the Purchasing Department," July 1979, 1-3; City and County of San Francisco, "Purchasing Department Quarterly Report, FY 1994-1995, 4th Quarter." July 20, 1995, 9; City and County of San Francisco, General Services Administration, Central Shops, available at http://sfgsa.org/index.aspx?page=45

[14] City and County of San Francisco, Purchasing Department, "Annual Report," September 5, 1963.

Figure 3. Interior of Central Shops Building B, automobile shop in 1964.[15]

Figure 4. Truck outside of Central Shops Building B in 1971.[16]

[15] City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1963-1964" August 28, 1964.
[16] City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1970-1971" September 1971.

Industrial Modern Architecture

The historic context for the design of the Central Shops at 1800 Jerrold Avenue is Industrial Modern architecture, which incorporates twentieth century Modern architectural aesthetic with the design qualities of engineering, manufacturing, and industrial facilities that were built for utility and functionality. Constructed in 1959 to help improve the City's vehicle fleet repair and maintenance services, the Central Shops' straight-forward design shared qualities with industrial design and Modern architecture of its period, including the simple cubic forms, walls of glass on steel frames, open interior floor plans, and lack of applied ornamentation. The design included highly functional expansive glazing that brought extensive natural light into the facility and wide clear spans to maximize flexibility in which to maneuver vehicles and operations. Assimilation of the Modern architectural aesthetic into industrial facilities such as the Central Shops marks an integration of design objectives that merged utilitarian construction with refined architectural concepts of International Style Modernism, such as the purposeful abstraction of building form and expressive visible structure.

During the nineteenth century a schism in industrial design formed that left much of the functional and utilitarian factory and manufacturing facility designs to engineers, as architects of the period remained mostly committed to eclecticism and historicism. Engineer-designed late nineteenth century and early twentieth century industrial buildings were conceived and built to maximize functionality, efficiency, and economy. While some industrial properties included architectural character to aesthetically enhance buildings, the focus of such properties was primarily on the technical and economic aspects of the business for which the property functioned. Industrial buildings often lacked the applied ornamentation, adherence to tradition, and artistic intention practiced by architects at the time for institutional, commercial, residential, and ecclesiastic buildings. Engineers were also at the forefront of the development of modern materials and technologies, and they embraced new building materials and construction methods for their industrial designs. Advances in the manufacture of steel and concrete improved the strength and tensile properties of the materials, allowing them to be used in building framing, for example, that lead to taller structures and wider clear spans that benefited the industrial and manufacturing processes housed therein. Such developments shaped and altered the appearance of industrial buildings. Steel framing allowed wider spans and open interiors, decreasing the area of walls required for structural framing that in turn allowed for larger windows. Maximizing natural light was a priority in industrial buildings and with steel framing engineers could devote a greater amount of wall space to glazing, a trend that culminated in fully glazed curtain walls enclosing and concealing the steel frame. Coinciding with these developments was the innovation of industrial steel sash windows. As compared to wood sash, steel sash was non-combustible, admitted more light, and required less maintenance. With these advantages, steel sashes quickly became the standard window type used in industrial buildings.[17]

Early twentieth century industrial development in San Francisco's Bayview-Hunters Point area included various factories and manufacturing plants with wide open interiors that had plentiful natural light made possible by extensive steel framing and steel sash windows. Remaining examples include the former Link Belt Company facility at 300-400 Paul Avenue, built in 1930, that has a sprawling utilitarian industrial plant behind its Spanish Colonial Revival-style office building. This plant had a massive steel-frame and steel-clad shop with a sawtooth roof and an extensive wall of steel sash glazing. This property illustrated the functional and utilitarian designs of industrial architecture, with its architectural character limited to Link Belt's office building fronting Paul Avenue.[18] Similarly, the Central Waterfront's Union Iron Works / Bethlehem Steel Shipyard at Pier 70 (Illinois Street and 20th Street), north of Bayview-Hunters Point, illustrates the range of architectural character of industrial buildings from the 1880s to the 1940s. The property includes massive utilitarian buildings constructed in brick, concrete, wood frame, and steel frame, with office and administrative buildings fronting the public streets designed in architectural styles popular in the 1890s and 1910s. While various utilitarian buildings on the property from the initial decades of the twentieth century included some traditional stylistic elements, many integrated new building technologies of the period, including steel sash windows and concrete / steel framing. Later buildings from the 1930s and 1940s show the

[17] Betsy Hunter Bradley, *The Works: the Industrial Architecture of the United States*, (New York: Oxford University Press, 1999) 144-145, 166-170, and 203-221.

[18] San Francisco Planning Department, Final Mitigated Negative Declaration 320-400 Paul Avenue Data Center and associated Extension of PG&E 12kV Electrical Distribution Circuits, Case No. 2011.0408E, July 2014; *San Francisco California 1950* (New York: Sanborn Fire Insurance Company, 1950), 887.

effects of mass production on industrial architecture and the growing influences of Modernism. This influenced is illustrated in the Moderne style office on Illinois Street, as well as in the multiple steel frame buildings that lack traditional styling seen on earlier buildings. Many of the steel frame utilitarian structures were built with expansive glazing and open interiors. The Light Warehouse, Building 6, (constructed in 1941) (**Figure 5**) is a prominently situated example along the waterfront. It is a large steel frame building with gable roof trusses creating an expansive open interior lit by steel sash windows running along most of the walls.[19]

Figure 5: Light Warehouse, Building 6, Pier 70[20]

The Central Shops' predecessor automobile and motor vehicle repair facilities in San Francisco developed in the early twentieth century mostly in the vicinity of the Van Ness Avenue Auto Row and included many brick or concrete buildings with large steel sash windows, large interior spaces lit by skylights, and ornamented façades facing the street. While they had less ornate façades than automobile show rooms along Van Ness Avenue, many of the vehicle repair shops from the 1910s and 1920s incorporated Classical-architecture pilasters, molding, and cornices, with some having Romanesque or Mission Revival style elements. As noted, the City used the repair facility at 1765 California Street (also listed as 1745 California Street) (**Figure 6**) as one of its multiple shops for vehicle maintenance. This property, constructed in 1921/1927 and now a grocery store, is a large-scale example of an auto repair shop with a façade that included both large steel sash windows and prominent historic-period revival ornamentation. Many of these properties continued to operate as automobile maintenance buildings into the mid to late twentieth century (and some still do), such as 55 Oak Street and 1641 Jackson Street. Automobile sales and maintenance businesses diffused throughout the City during the mid-twentieth century, with some in the Bayview-Hunters Point area by the late 1950s and early 1960s. These auto repair shops were established in utilitarian buildings, usually with no architectural detail incorporated into the street façades. Such business included Leonard's Automotive Service at 4040 3rd Street (at Hudson Avenue), which is a concrete tilt-up building constructed in 1954 with an addition built in 1960; Harold's Auto & Truck Repair at 1313 Quint Street, which is a concrete block building constructed in 1956; and Bayshore Engine Rebuilders at 271 Bayshore Boulevard, which is a metal building constructed in 1963.[21]

[19] Carey & Co., National Register Nomination Form, Pier 70 /Union Iron Works Historic District, San Francisco, California, 2013. The historic district was listed in the NRHP on April 17, 2014. The nomination and the notification of listing are available at Port of San Francisco website: http://www.sfport.com/index.aspx?page=1498.

[20] Photograph courtesy www.sfport.com.

[21] William Kostura, "Van Ness Auto Row Support Structures: A Survey of Automobile-Related Buildings along the Van Ness Avenue Corridor," prepared for the Department of City Planning, San Francisco, California, 2010, 23-25 and 48-53; *Polk's San Francisco City Directory* 1960 and 1964/65; San Francisco Property Information Map, http://propertymap.sfplanning.org/?dept=planning (accessed November 2014).

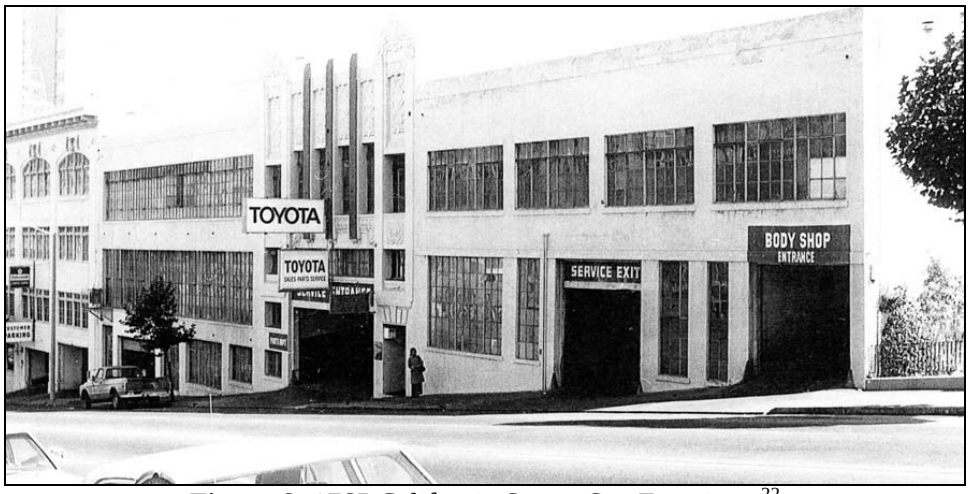


Figure 6: 1765 California Street, San Francisco.[22]

In architecture during the early twentieth century, designs were shifting as architects began seeking greater purity of architectural form and function, increasing use of new technologies, materials, and construction methods, and eschewing applied ornamentation derived from historic architecture. In part, this shift away from historical-based designs came as designers recognized the aesthetic qualities achieved in industrial designs during the late nineteenth century. This recognition was an element in the efforts of Modern design to reconcile the underlying principles of architecture with the progressive transition of contemporary society and culture. In general, Modernism emerged as a dominate influence in architecture in the United States starting in the 1920s, evolving from Art Deco and Moderne (1920s to 1940s) to International Style (1930s to 1960s) and later iterations with various names (1950s to present) that explored design qualities related to form, light, and structure. Use of the Modern architectural aesthetic in industrial, institutional, and commercial properties dates to the 1910s, 1920s, and 1930s, initially as part of the development of new architecture in Europe that became known as the International Style. A seminal industrial example of the International Style is the Fagus Shoe Factory in Germany designed by Walter Gropius and Adolph Meyer, built in 1911-13, which is noted for its curtain wall employed to impress a sense of lightness, as opposed to the weight of traditional masonry exteriors, and its uniform design that presented all portions of the facility with equal aesthetic treatment. The use of Modernism in industrial architecture in the United States began later and is seen in designs like those of Albert Kahn who embraced the primacy of functionalism and new materials, bringing an architect's sense of aesthetics to industrial buildings. Kahn is best known for many Ford Motor Company plants, including the Ford Assembly Plant in Richmond that illustrates his successful integration of highly efficient and effective spaces for manufacturing with an exterior that includes modestly abstracted ornamentation based on the classical tradition.[23]

During the 1930s, 1940s, and 1950s, there was increased construction of Modern style buildings in San Francisco, initially in the Art Deco and Moderne styles and later in the International Style, as well as in its regional Second Bay Area Tradition variation. In San Francisco modernist buildings included the Moderne style Chevrolet dealer at 999 Van Ness Avenue built

[22] William Kostura, "Van Ness Auto Row Support Structures: A Survey of Automobile-Related Buildings along the Van Ness Avenue Corridor," prepared for the Department of City Planning, San Francisco, California, 2010, 53.

[23] Mary Brown, San Francisco Planning Department, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement*, (San Francisco Planning Department, 2010) 76, 78, 88-95, 167-189; Bradley, *The Works: the Industrial Architecture of the United States*, 244-258; Jurgen Tietz, *The Story of Architecture of the 20th Century*, (Cologne: Konemann, 1999) 20; Kenneth Frampton, *Modern Architecture: A Critical History*, (London: Thames and Hudson, Ltd., 1992) 114; "Ford Motor Company Assembly Plant," National Park Service World War II in the San Francisco Bay Area website: http://www.nps.gov/nr/travel/wwiibayarea/for.HTM (accessed November 2014); "Ford Richmond Assembly Plant," Ford Motor History website: http://www.fordmotorhistory.com/factories/richmond/index.php (accessed November 2014); Barbara Lamprecht and Christopher Hetzel, ICF Jones & Stokes, "Ford Motor Company Assembly Plant, 4735 East Marginal Way, Seattle" National Register Nomination Form, 2008-2013, listed in the NRHP 10/9/13.

in 1937 that incorporated large plate glass windows and streamlined architecture, which departed from earlier historic revival styled auto show rooms and repair facilities. After World War II architects and clients were increasingly drawn to the Modernist approach, having been exposed to war-time building efficiencies. During the 1940s and 1950s increasing numbers and types of buildings in San Francisco were constructed with the steel framing and extensive glazing enclosing flexible open interiors that followed the highly influential works of Mies van der Rohe and his glass box expression of the International Style. Such designs highlighted expressive exterior framing with taut glazing, and they became linked with mid-twentieth century corporate architecture. Examples of the Mies-influenced version of the International Style include skyscrapers like the Crown Zellerback Building at 1 Bush Street, constructed in 1959 and designed by Edward Bassett of Skidmore Owings & Merrill (City of San Francisco Landmark #183), along with lower rise office buildings such as the Fireman's Fund Indemnity Company Building at 3333 California Street, designed by Edward Page and built in 1957.[24] The Hunters Point Ordnance and Optical Shop, Building 253, (**Figure 7**) designed by Ernest Kump and built in 1947 incorporates features that correspond with the Mies glass box archetype. While the design likely derives, in part, from other large scale factory-like Navy facilities, such as the massive 1910s and 1920s curtain wall steel / concrete and glass buildings at Mare Island in Vallejo, the Ordnance and Optical Shop includes vast walls of glass hung on an uncluttered structural frame providing very large clear interior spaces and an exterior appearance that highlights volume over mass that makes a stylistic statement that its Naval predecessors do not.[25] The design of the Central Shops is also reminiscent of some metal frame and glass prefabricated automobile service stations from the 1920s and 1930s, which make a similar stylistic statement as the Ordnance and Optical Shop highlighting volume over mass and celebrating the efficiency and functionality of the building's program. This was noted in the book that accompanied the 1932 Museum of Modern Art's exhibition on the International Style (which helped promulgate the International Style in the United States) that featured the Standard Oil Company filling station in Cleveland, Ohio (**Figure 8**). A similar, albeit more modest, example of a prefabricated service station was located near the San Francisco's Central Waterfront at the corner of 3rd and 18th streets (not extant).[26]

Although research for this evaluation did not uncover documentation of the direct or indirect intentions of the Central Shops' designers (nor were the architects of the facility identified), the extant property illustrates an effort to emphasize the importance of this modern consolidated City facility by incorporating the contemporary International Style aesthetic to enhance its vehicle repair and maintenance services. This use of International Style is seen in the Central Shops in its flat roof; simple, boxy massing; steel framing; curtain walls of industrial sash; lack of ornamentation; and uniformity of aesthetic treatment that emphasizes efficiency of the buildings' function and the value of such purpose.

[24] Brown, *San Francisco Modern Architecture and Landscape Design*, 15, 60, 135, Appendix B, 4; "New Fireman's Fund Building," *Architect and Engineer*, September 1957, 11-19.

[25] JRP Historical Consulting Services / PAR Environmental Services, Mare Island Historic District National Register Nomination, 1996 (listed in the National Register in January 23, 1997); JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard, San Francisco, California," prepared for Engineering Field Activity, West, Naval Facilities Engineering Command, September 1997. Mare Island's Building 271 (1918) and the complex Buildings 386, 388, 390 (1922) are excellent examples of early large-scale industrial steel frame curtain wall design.

[26] Henry-Russell Hitchcock and Philip Johnson, *The International Style*, (New York: W.W. Norton & Co, 1995), 120-121 (republished from 1932); San Francisco Public Library Historical Photograph Collection, Photo #aax-0162, available online at http://sflib1.sfpl.org:82/search/a?searchtype=i&searcharg=aax-0162&SORT=D (accessed November 2014).

Figure 7: Ordnance and Optical Shop, Hunters Point Naval Shipyard, 1949.[27]

Figure 8: Filing Station, Standard Oil Company, Cleveland, Ohio, 1931.[28]

[27] SF Public Historical Photograph Collection, Photograph AAB-9060, San Francisco Public Library.
[28] Henry-Russell Hitchcock and Philip Johnson, *The International Style*, (New York: W.W. Norton & Co, 1995), 121 (republished from 1932).

Evaluation

Criteria A/1, B/2, and D/4

Under NRHP Criterion A and CRHR Criterion 1, the CCSF Central Shops property at 1800 Jerrold Avenue is not significant within the context of the post-war industrial development in the Bayview-Hunters Point area or within the context of the evolution and development of CCSF government departments, bureaus, and agencies. This property, built in 1959, is located in an industrial area of the Bayview-Hunters Point neighborhood. Industrial development in this area began in the late nineteenth century and continued in the following decades. Industrial growth intensified after the reclamation of Islais Creek estuary in 1936, just north and west of 1800 Jerrold Avenue and continued after World War II. As such, the construction of the Central Shops Jerrold Avenue facility occurred in a well-established industrial zone and does not have significant associations with the industrial development of this area. The Bureau of Central Shops, a sub-agency of the Purchasing Department, moved to this new facility at 1800 Jerrold in 1959 in an effort to merge vehicle maintenance activities and improve efficiency, consolidating functions that had been in multiple facilities. Creation of this Central Shops facility occurred during a period in which City government worked toward greater efficiency, yet its establishment does not appear to have been prominent within any particular efficiency program in City government. Rather, construction of the new facility was simply part of the Bureau of Central Shops general improvements and resulted in a modern facility with modern equipment and improved efficiency. This property, therefore, does not have significant associations with any events, trends, or patterns of development that would make it eligible for listing in the NRHP or the CRHR under this criterion.

The property is not significant under NRHP Criterion B and CRHR Criterion 2 for an association with the lives of persons important to history. Research did not reveal that any of the individuals associated with the development or operation of this property, including superintendents Aylmer W. Petan and Albert M. Flaherty, made demonstrably important contributions to history that rise to the level of significance under this criterion.

Under NRHP Criterion D and CRHR Criterion 4, this property is not a significant or likely source of important information regarding history. The property does not appear to have any potential of yielding important information about historic construction materials or technologies.

Criteria C/3

The Central Shops is significant under Criterion C / 3, at the local level, for distinctive characteristics of a type, period, and method of construction as an important example of Industrial Modern architecture in San Francisco. This is illustrated in the two fully enclosed shop buildings at the facility, Building A and Building B. The property's period of significance is 1959 when the buildings were constructed. The open sided shed roof building on the north end of the facility, Building C, does not exhibit the architectural qualities of the other buildings and is not significant under Criterion C / 3. Furthermore, the Central Shops is not significant under this criterion as a work of a master as research for this evaluation did not identify the architect of the Central Shops. Also, this property is not one that fully expresses an artistic ideal and is not significant for possessing high artistic value.

As an important example of Industrial Modern architecture for its type, period, and method of construction, the Central Shops Building A and Building B have the distinctive characteristics of International Style Modernism, as articulated in industrial-type buildings. They are a full expression of the pattern of features of this style and have an individuality of this property type not present in other vehicle repair / maintenance facilities in San Francisco. The property also illustrates the evolution of architectural design for support facilities in the city presenting the contemporary style of its period when it was constructed in 1959, just as the International Style (and other iterations of Modern architecture) was coming into full prominence in San Francisco. The Central Shops Building A and Building B have flat roofs; simple, boxy massing; expressed steel structure on concrete apron walls with open interiors; curtain walls of industrial sash; and lack of ornamentation. Emphasizing volume rather than mass, the buildings have a uniformity of aesthetic treatment and do not project an architectural style on a street façade, unlike earlier vehicle maintenance buildings. During the 1950s and 1960s there were multiple design options for constructing a vehicle repair and maintenance facility, like the Central Shops. Small industrial buildings included utilitarian pre-engineered steel frame metal clad buildings, as well as buildings constructed of

concrete block or concrete tilt-up walls, examples of which can be seen throughout San Francisco's industrial areas, including Bayview-Hunters Point. The Central Shops illustrates functional planning that serves the simplicity and clarity of building form and the assemblage of the whole design, expressing the Modernist architectural value of reducing building design to its essence. This also shows the maturity of International Style by the late 1950s, wherein the design of the Central Shops employs the tenants of Modernism based on actual, not symbolic, functionality. Although the Central Shops lacks some of the sophistication of the seminal works of the International Style and Industrial Modern, such as specialized building forms dictated by enclosed machinery, refined exterior detailing, and use of innovative materials, the property demonstrates important values of this style.

The character-defining features of the significant buildings at the Central Shops (Buildings A and B) are their original design and materials, including their exposed steel frame structures on concrete apron walls with steel sash exterior glazing, flat metal deck roofs supported on trusses exposed to the interior, wide interior open spaces that are divided into bays of varying function, and the various glazed metal doors (personnel doors, top-hung sliding doors, and large hinged doors). The design also includes recessed personnel entrances to the office and locker room. While located on a six-acre portion of the City-owned parcel, the boundary of this historic property / historical resource is limited to the immediate surroundings of Building A and Building used for vehicle parking and maneuvering, roughly 40 to 100 feet around the buildings, including the space between the buildings. None of the interior machinery or lighting is specifically character-defining to this property and its significance.

Historic Integrity

In addition to its significance, the Central Shops retains historic integrity. Modest changes to the property include installation of some horizontal sliding windows, painted window panes, additional vents / HVAC equipment on the roof, contemporary flood lights, and several recently constructed temporary buildings situated on the same parcel to the south. These changes do not affect the ability for this property to convey its significance. The enclosed shop facilities (Buildings A and B) retain integrity because they are in their original location with few changes to their setting, and they remain as originally designed with original materials and workmanship of this type of construction providing the property a sense of time and integrity of feeling, along with a direct link to period of construction and integrity of association.

Photographs (continued):

Photograph 2. Building A, camera facing west, August 20, 2014.

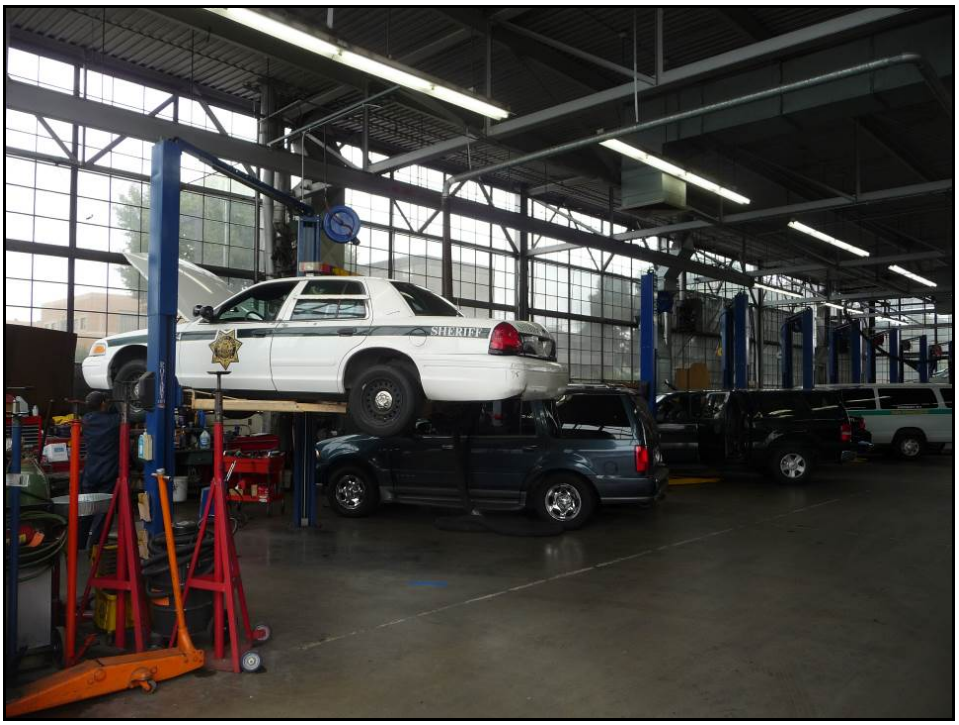
Photograph 3. Building A, north corner, camera facing southeast, August 20, 2014.

Photograph 4. Building A showing entrance to office area, camera facing southwest, August 20, 2014.

Photograph 5. Building B showing car shop, camera facing northeast, August 20, 2014.

Photograph 6. Building B, camera facing northeast, August 20, 2014.

Photograph 7. Building B, camera facing southeast, August 20, 2014.



Photograph 8. Building B showing inside of car shop, camera facing southeast, August 20, 2014.

Photograph 9. Building C, camera facing northwest, August 20, 2014.

Photograph 10. Building C, camera facing east, August 20, 2014.

Photograph 11. Building C, north end, camera facing northwest, August 20, 2014.

Attachment B

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 1975 Galvez Avenue

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted**
***a. County** San Francisco **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** San Francisco South **Date** 1980 **T**____; **R** ____; **Sec** ____; _____ **B.M.**
c. Address 1975 Galvez Avenue City San Francisco Zip 94124
d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Block 5250/Lot 16

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

The structure located at 1975 Galvez Avenue in San Francisco's Bayview neighborhood sits on a 1.11 acre parcel bounded by Galvez Avenue to the north, Selby Street to the west, Hudson Avenue to the south, and a railroad right-of-way to the east containing two sets of parallel railroad tracks, one of which is the Caltrain railroad track. An elevated off-ramp for Interstate 280 (I-280) runs along the west façade, approximately 50 feet east of the building. Access to the site is available from Galvez Avenue. A chain-link fence topped with barbed wire in front of a corrugated aluminum fence and a movable, metal gate are located along the western, northern, and eastern perimeters of the site. A chain-link fence topped with barbed wire and the south façade of the building form the southern perimeter of the site. The fencing encloses a parking area for vehicles and construction equipment associated with BlueLine Rental, the construction equipment rental business occupying the building. The land is owned by WYL Five Star Service Industrial. Provided below is a brief description of the structure and site (see Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, accession #) View looking northeast from parking lot adjacent to structure, 9/4/15
***P6. Date Constructed/Age and Sources:**
■ Historic ☐ Prehistoric ☐ Both
1964 (assessor's data) with alterations in 1972 and 1983 (permit data)
***P7. Owner and Address:**
WYL Five Star Service Industrial
P.O. Box 27025
San Francisco, CA 9412
***P8. Recorded by:** (Name, affiliation, address)
Eryn Brennan, ESA
550 Kearny Street, Ste. 800
San Francisco, CA 94102
***P9. Date Recorded:** 9/4/15
***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
None.

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

***Resource Name or #** (Assigned by recorder) 1975 Galvez Avenue
Page 2 **of** 7 ***NRHP Status Code** 6Z

B1. Historic Name: N/A
B2. Common Name: 1975 Galvez Avenue
B3. Original Use: Construction Equipment Rental Business
B4. Present Use: Office/Repair Shop
***B5. Architectural Style:** Modern Utilitarian-Warehouse
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built originally in 1964, with alterations in 1972 and 1983.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A
Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Utilitarian-Warehouse **Area** San Francisco Bay Area
Period of Significance N/A **Property Type** Industrial **Applicable Criteria** A-D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 1975 Galvez Street has been evaluated against the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criterion A/1, B/2, C/3, and D/4. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is recommended ineligible for listing under any of the NRHP and CRHR criteria due to a lack of significant associations with important historical events, important persons, architectural significance, and information potential. For these reasons, the property would not be considered a historical resource for the purposes of CEQA. This evaluation is consistent with San Francisco Preservation Bulletin 5, "Landmark and Historic District Designation Procedures," which directs that historic resources be evaluated for local designation using the California Office of Historic Preservation Recordation Manual (as per San Francisco Landmarks Board Resolution No. 527, June 7, 2000). (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
HP8 – Industrial Building

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Eryn Brennan and Brad Brewster, ESA

***Date of Evaluation:** 9/21/15

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

P3a. Description (continued):

The approximately 100-foot-long by 70-foot-wide, 1- to 2-story warehouse is a metal-frame structure clad in standing seam steel metal roof and wall panels. The steel cladding utilizes a locking system where each sheet is joined together to prevent water from entering through the sidelaps, and the trapezoidal ribs are designed to shed water more efficiently and requires less purlins to support the roof because they provide greater strength and rigidity.[1] The building sits on a concrete foundation, and one-third of the northern end of the structure is two stories in height, while the rest of the building is one-story in height. The structure has a shallow side-gabled roof.

The southern end of the west (front) façade of the structure contains a large, double-height opening that provides access to the storage area of the warehouse. The northern end of the west façade contains an entrance into the office area accessed via two concrete steps, and one large aluminum-frame, sliding sash window and one small and narrow aluminum-frame, sliding sash window, both of which are covered with security bars and have metal sills. A downpipe extends from the gutter to an outdoor sink to the left of the entrance. The first floor of the north façade contains a small and narrow aluminum-frame, sliding sash window on each end of the building, and a pair of large aluminum-frame sliding sash windows center-right under the gable. The second floor of the north façade contains three sliding sash windows with aluminum frames spaced evenly under the gable roof. The east (rear) façade of the structure has only a large, double-height opening that aligns with the opening on the west façade to allow large vehicles to drive through the building to the rear portion of the lot. The south façade of the structure forms the southern perimeter of the site and has no openings.

The site is completely paved, and the approximately 0.95 acre parking lot is filled with construction equipment and vehicles.

View southeast of the west façade of the structure.

View southeast of the north façade.

[1] Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

B10. Significance (continued):

Project Site History

The building was originally constructed in 1964 on previously undeveloped land in the City's industrial Bayview neighborhood adjacent to city-run operations, such as the Department of Public Work's Central Shops and Asphalt Plant. As the original building permit is no longer on file at the Department of Building Inspection's Records Management Division, the original owner and builder of the structure is not known. Presumably, the approximately 7,050-square-foot building was built as a warehouse, possibly with office space. A 1972 building permit for alterations to the structure identifies the owner as Green Glen Dairy. The alterations included raising the building floor, adding three walk-in refrigerators, adding a loading dock and processing room, and altering the existing office. The permit notes the building was vacant at the time the application was submitted, and the work was conducted by engineer, Howard A. York, for $80,000. In 1983, the owner of record, Patent Scaffolding Company, extended the existing office space into the warehouse to accommodate a computer room.

Brief History of Pre-Fabricated Metal Warehouses

Although patented as early as 1903, steel siding was rarely used in residential or commercial construction due to its susceptibility to water infiltration and rust. In 1939, Frank Hoess patented an advanced interlocking system that prevented water penetration and applied his steel siding on a small residential development in Chicago.[2] However, with the onset of World War II, manufacturing steel and aluminum for any purpose other than that which supported the war effort came to a halt. As the primary building material for war materials, the production of aluminum and steel escalated during the war. The development and popularity of the Quonset Hut, a corrugated steel, pre-fabricated structure with a semi-circular cross section, further promoted the benefits of pre-fabricated metal structures. Initially developed by the US military to meet the needs of a lightweight, pre-fabricated building that could be used for any purpose, shipped anywhere, and quickly assembled with unskilled labor, the original T-Rib Quonset hut was modeled on the Nissen Hut developed by the British during World War I.[3] A redesign of the structure by Otto Brandenberger to make it lighter weight and easier to assemble was approved by the government in 1941, after which it was mass-produced to support the war effort.[4] After the war, an abundance of aluminum and steel led to a plunge in price and an opportunity for architects and engineers to find new applications for the material.[5] Because of its flexibility and resistance to corrosion, aluminum rather than steel became the preferred siding material for residential structures, until vinyl siding was introduced in the 1950s.[6] However, further advances in the exterior treatment of steel to resist corrosion, combined with its greater strength and fire resistance and lower cost, led to the preference of steel cladding over aluminum for large industrial warehouses, such as the one at 1975 Galvez Avenue.[7]

Evaluation

NRHP/CRHR Criterion A/1 (Events). The structure located at 1975 Galvez Avenue was built on previously undeveloped land in 1964 and has been used continuously since its construction as a warehouse and possibly as an office space. Constructed in an industrial area of the Bayview neighborhood, this utilitarian warehouse is surrounded by other similar structures and would not be considered unique or rare in this context. The warehouse also is not associated with any

[2] Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.
[3] Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005), 4.
[4] Ibid., 19.
[5] Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.
[6] Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.
[7] Tata Steel, "Materials used in cladding," accessed 9/21/15.

events that have made a significant contribution to the broad patterns of local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria A/1.

NRHP/CRHR Criterion B/2 (Important Persons). The structure located at 1975 Galvez Avenue is a privately-owned building that is not associated with the lives of any significant persons important to local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria B/2.

NRHP/CRHR Criterion C/3 (Architecture/Design). The structure was built in 1964 and is a utilitarian, metal-frame, steel-clad warehouse, which is a ubiquitous building type in the industrial Bayview neighborhood, as well as industrial areas of towns and cities throughout the state and country. The structure does not exhibit or embody any distinctive characteristics of a particular architectural style or period. Although the earliest pre-fabricated metal warehouses date to the turn of the twentieth century, the building at 1975 Galvez Avenue is a more typical post-war example of this building type and, therefore, is not significant in this context. The structure also does not exhibit the work of a master with regards to methods of construction, nor does it possess high artistic values. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria C/3.

NRHP/CRHR Criterion D/4 (Information Potential). The building located at 1975 Galvez Avenue is a typical utilitarian structure used for storage and light-industrial purposes and has little to no potential to reveal information important to local, regional, or national history. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria D/4.

References

City and County of San Francisco, San Francisco Property Information Map, *555 Selby Street*, accessed online at http://propertymap.sfplanning.org/ on September 16, 2015.

Decker, Julie and Chris Chiel. *Quonset Hut: Metal Living for a Modern Age*. New York: Princeton Architectural Press, 2005.

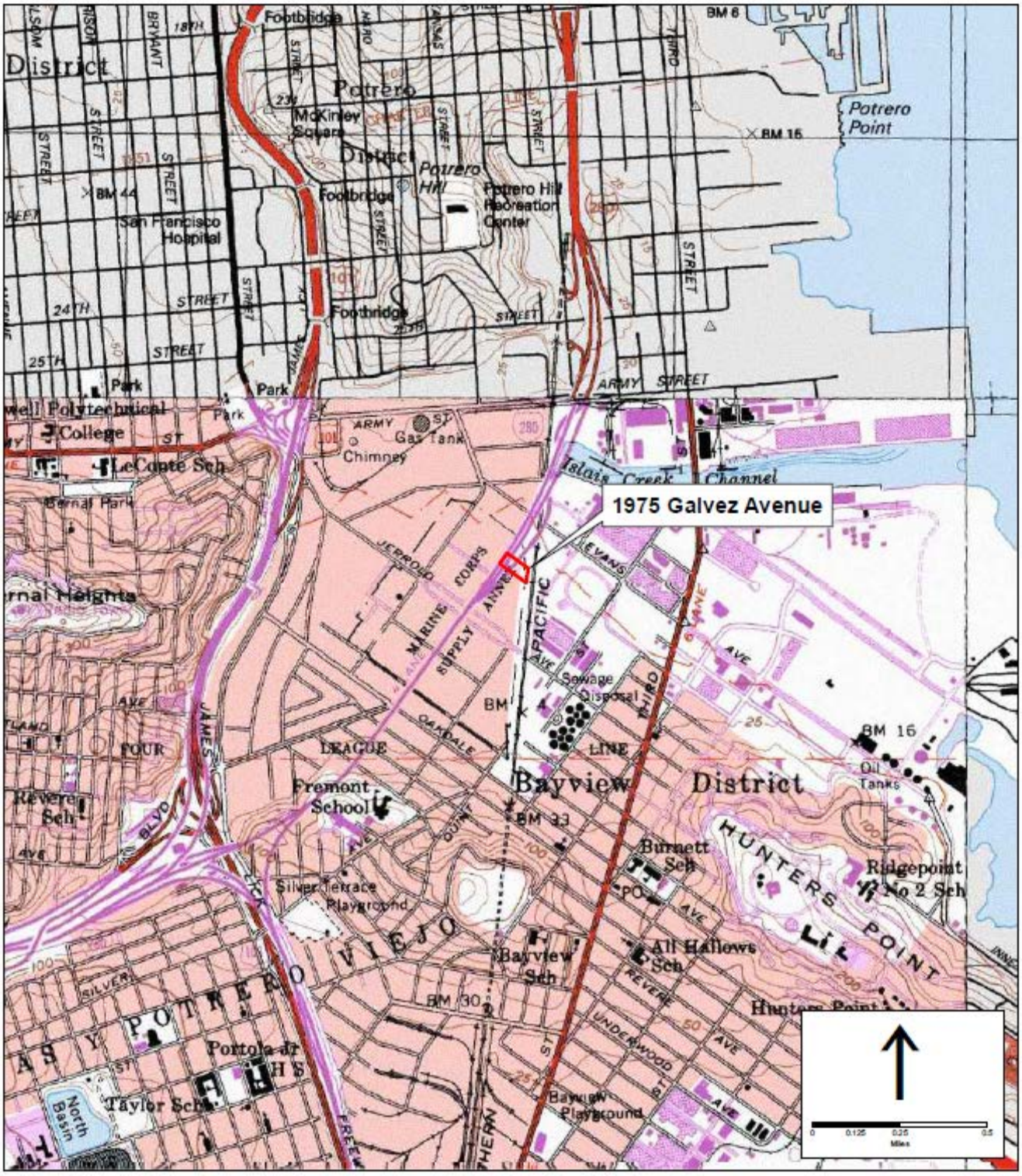
Kaskel, Bruce S. "The Metal and Glass Curtain Wall." Cultural Resources Management 18, no. 8 (1995): 23-27.

Permits: Permit #325980, 9/4/68, *erect one-story, 9,600-square-foot warehouse with future office space*, Permit #331054, 4/11/69, *addition of office space and two toilets*, Permit #884960, 2/3/99, *exterior gas tank canopy and expansion of interior office space,* Permit #893132, 8/30/99, *structural revision to exterior slabs and canopy and revisions to interior lateral resistance system*, Permit #985845, 3/19/02, *exterior and interior improvements, addition of parking striping, construction of new attendant shack*.

Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

Wilson, Richa and Kathleen Snodgrass. "Early 20th-Century Building Materials: Siding and Roofing." *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008).

***Location Map:** USGS San Francisco South 7.5′ Quadrangle *** Scale:** *1:24,000 **Date of Map:** 1980



Sketch Map: NAIP, 2014 Imagery

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) 555 Selby Street

P1. Other Identifier: N/A

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted**

***a. County** San Francisco **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** San Francisco South **Date** 1980 **T**____; **R** ____; **Sec** ____; _____ **B.M.**

c. Address 555 Selby Street City San Francisco Zip 94124

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

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

Block 5250/Lot 15

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

The structure located at 555 Selby Street in San Francisco's Bayview neighborhood sits on a 1.67 acre parcel on Selby Street between Galvez and Innes Avenues. An elevated off-ramp for Interstate 280 (I-280) runs along the west façade, approximately 35 feet east of the building. Access to the site is available from Selby Street. Two ingress and egress points are located off Selby Street. A six-foot-tall plywood fence topped with barbed wire is located along the western perimeter of the site and encloses a parking area for taxis associated with Flywheel (formerly DeSoto Cab Company), the business occupying the 555 Selby Street structure. A six-foot-tall chain-link fence topped with barbed wire is located along the northern, southern, and eastern perimeters of the site. The land is owned by the Selby & Hudson Corporation. Provided below is a brief description of the structure and site (see Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building

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

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

P5b. Description of Photo: (View, date, accession #) View looking southeast from parking lot in front of structure, 9/4/15

***P6. Date Constructed/Age and Sources:**
■ Historic ☐ Prehistoric ☐ Both
1969 (assessor's data), with alterations in 1968, 1969, 1999, and 2002 (permit data)

***P7. Owner and Address:**
Selby & Hudson Corporation
555 Selby Street
San Francisco, CA 94124

***P8. Recorded by:** (Name, affiliation, address)
Eryn Brennan, ESA
550 Kearny Street, Ste. 800
San Francisco, CA 94102

***P9. Date Recorded:** 9/4/15

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
None.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 555 Selby Street

***NRHP Status Code** 6Z

B1. Historic Name: N/A
B2. Common Name: 555 Selby Street
B3. Original Use: Warehouse
B4. Present Use: Office/Repair Shop
***B5. Architectural Style:** Modern Utilitarian-Warehouse
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built originally in 1969; office space and bathrooms were added in the same year. A shed addition was added to the rear circa 1984, and structural upgrades and expansion of the office space occurred in 1999. An attendant's shack was constructed on the site in 2002, and interior office was expanded.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A
Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: James Park (Engineer) b. Builder: Cob Construction
***B10. Significance: Theme** Utilitarian-Warehouse **Area** San Francisco Bay Area
Period of Significance N/A **Property Type** Industrial **Applicable Criteria** A-D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 555 Selby Street has been evaluated against the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criterion A/1, B/2, C/3, and D/4. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is recommended ineligible for listing under any of the NRHP and CRHR criteria due to a lack of significant associations with important historical events, important persons, architectural significance, and information potential. For these reasons, the property would not be considered a historical resource for the purposes of CEQA. This evaluation is consistent with San Francisco Preservation Bulletin 5, "Landmark and Historic District Designation Procedures," which directs that historic resources be evaluated for local designation using the California Office of Historic Preservation Recordation Manual (as per San Francisco Landmarks Board Resolution No. 527, June 7, 2000). (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
HP8 – Industrial Building

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Eryn Brennan and Brad Brewster, ESA

***Date of Evaluation:** 9/21/15

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

P3a. Description (continued):

The approximately 200-foot-long by 50-foot-wide, 22-foot-tall, 1- to 2-story building is a metal-frame structure clad in standing seam steel metal roof and wall panels. The steel cladding utilizes a locking system where each sheet is joined together to prevent water from entering through the sidelaps, and the trapezoidal ribs are designed to shed water more efficiently and requires less purlins to support the roof because they provide greater strength and rigidity.[1] The building sits on a concrete foundation, and one-third of the western end of the structure is two stories in height, while the rest of the building is one-story in height. The structure has a shallow side-gabled roof.

The first floor of the western bay of the north façade has one large, aluminum-frame fixed window on the north end and two sliding sash windows with aluminum frames centered under the gable. Three smaller sliding sash windows are spaced evenly under a gable roof on the second floor. The first floor of the north façade of the two-story portion of the structure has two entrances to access the office and garage areas and a sliding sash aluminum-frame window to the right of the western entrance. The entrance to the garage area is located approximately twenty-five feet east of the office entrance. The second floor of this portion of the building contains five sliding sash windows with aluminum frames spaced evenly above the two entrances. One large, double-height opening with steel roll-up security doors is centered in both the central and eastern bays of the north façade of the structure. The openings provide access to the garage and repair shop areas.

A one-story, flat-roofed addition enclosed on three sides is located on the east end of the building. The plywood addition, constructed circa 1984, is used for storage. The south side of the building abuts structures located at 1970 and 1976 Innes Avenue and is not visible.

The site is completely paved, and a small attendant's shack is located approximately 40 feet north of the western bay of the structure. A fuel storage tank is located approximately 30 feet north of the eastern bay of the building. The approximately 1.45 acre parking lot is filled with Flywheel cars.

View southeast of the north façade of the structure.

View south of the one-story storage addition.

[1] Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

B10. Significance (continued):

Project Site History

The building was originally constructed in 1969 on previously undeveloped land purchased by Ralph Hewett in the City's industrial Bayview neighborhood adjacent to city-run operations, such as the Department of Public Work's Central Shops and Asphalt Plant. The engineer of record is James Park, and Cob Construction is listed as the general contractor on the original building permit. The approximately 9,600-square-foot building was built as a warehouse with future office space noted in the building permit. In the same year, the office space and a bathroom was added in the building. In 1999, likely the year when the DeSoto Cab Company (now Flywheel) purchased the building, an exterior gas tank canopy was added, which appears to have been subsequently removed, and the interior office space was expanded. The architect for this work was Douglas W. Fong with Design + Build. Structural upgrades were also made to the structure in 1999. In 2002 Flory Construction built the attendant shack on the site, as well as new additional office space, restrooms, and a repair shop in the building.

Brief History of Pre-Fabricated Metal Warehouses

Although patented as early as 1903, steel siding was rarely used in residential or commercial construction due to its susceptibility to water infiltration and rust. In 1939, Frank Hoess patented an advanced interlocking system that prevented water penetration and applied his steel siding on a small residential development in Chicago.[2] However, with the onset of World War II, manufacturing steel and aluminum for any purpose other than that which supported the war effort came to a halt. As the primary building material for war materials, the production of aluminum and steel escalated during the war. The development and popularity of the Quonset Hut, a corrugated steel, pre-fabricated structure with a semi-circular cross section, further promoted the benefits of pre-fabricated metal structures. Initially developed by the US military to meet the needs of a lightweight, pre-fabricated building that could be used for any purpose, shipped anywhere, and quickly assembled with unskilled labor, the original T-Rib Quonset hut was modeled on the Nissen Hut developed by the British during World War I.[3] A redesign of the structure by Otto Brandenberger to make it lighter weight and easier to assemble was approved by the government in 1941, after which it was mass-produced to support the war effort.[4] After the war, an abundance of aluminum and steel led to a plunge in price and an opportunity for architects and engineers to find new applications for the material.[5] Because of its flexibility and resistance to corrosion, aluminum rather than steel became the preferred siding material for residential structures, until vinyl siding was introduced in the 1950s.[6] However, further advances in the exterior treatment of steel to resist corrosion, combined with its greater strength and fire resistance and lower cost, led to the preference of steel cladding over aluminum for large industrial warehouses, such as the one at 555 Selby Street.[7]

Evaluation

NRHP/CRHR Criterion A/1 (Events). The structure located at 555 Selby Street was built on previously undeveloped land in 1969 and has been used continuously since its construction as a warehouse and office space, and later a vehicle repair shop. The structure was built by engineer, James Park, and Cob Construction at the behest of the property owner, Ralph Hewett. Constructed in an industrial area of the Bayview neighborhood, this utilitarian warehouse is surrounded by other similar structures and would not be considered unique or rare in this context. The warehouse also is not associated with

[2] Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.
[3] Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005), 4.
[4] Ibid., 19.
[5] Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.
[6] Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.
[7] Tata Steel, "Materials used in cladding," accessed 9/21/15.

any events that have made a significant contribution to the broad patterns of local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria A/1.

NRHP/CRHR Criterion B/2 (Important Persons). The structure located at 555 Selby Street is a privately-owned building that is not associated with the lives of any significant persons important to local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria B/2.

NRHP/CRHR Criterion C/3 (Architecture/Design). The structure was built in 1969 and is a utilitarian, metal-frame, steel-clad warehouse, which is a ubiquitous building type in the industrial Bayview neighborhood, as well as industrial areas of towns and cities throughout the state and country. The structure does not exhibit or embody any distinctive characteristics of a particular architectural style or period. Although the earliest pre-fabricated metal warehouses date to the turn of the twentieth century, the building at 1975 Galvez Avenue is a more typical post-war example of this building type and, therefore, is not significant in this context. The structure also does not exhibit the work of a master with regards to methods of construction, nor does it possess high artistic values. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria C/3.

NRHP/CRHR Criterion D/4 (Information Potential). The building located at 555 Selby Street is a typical utilitarian structure used for storage and light-industrial purposes and has little to no potential to reveal information important to local, regional, or national history. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria D/4.

References

City and County of San Francisco, San Francisco Property Information Map, *555 Selby Street*, accessed online at http://propertymap.sfplanning.org/ on September 16, 2015.

Decker, Julie and Chris Chiel. *Quonset Hut: Metal Living for a Modern Age*. New York: Princeton Architectural Press, 2005.

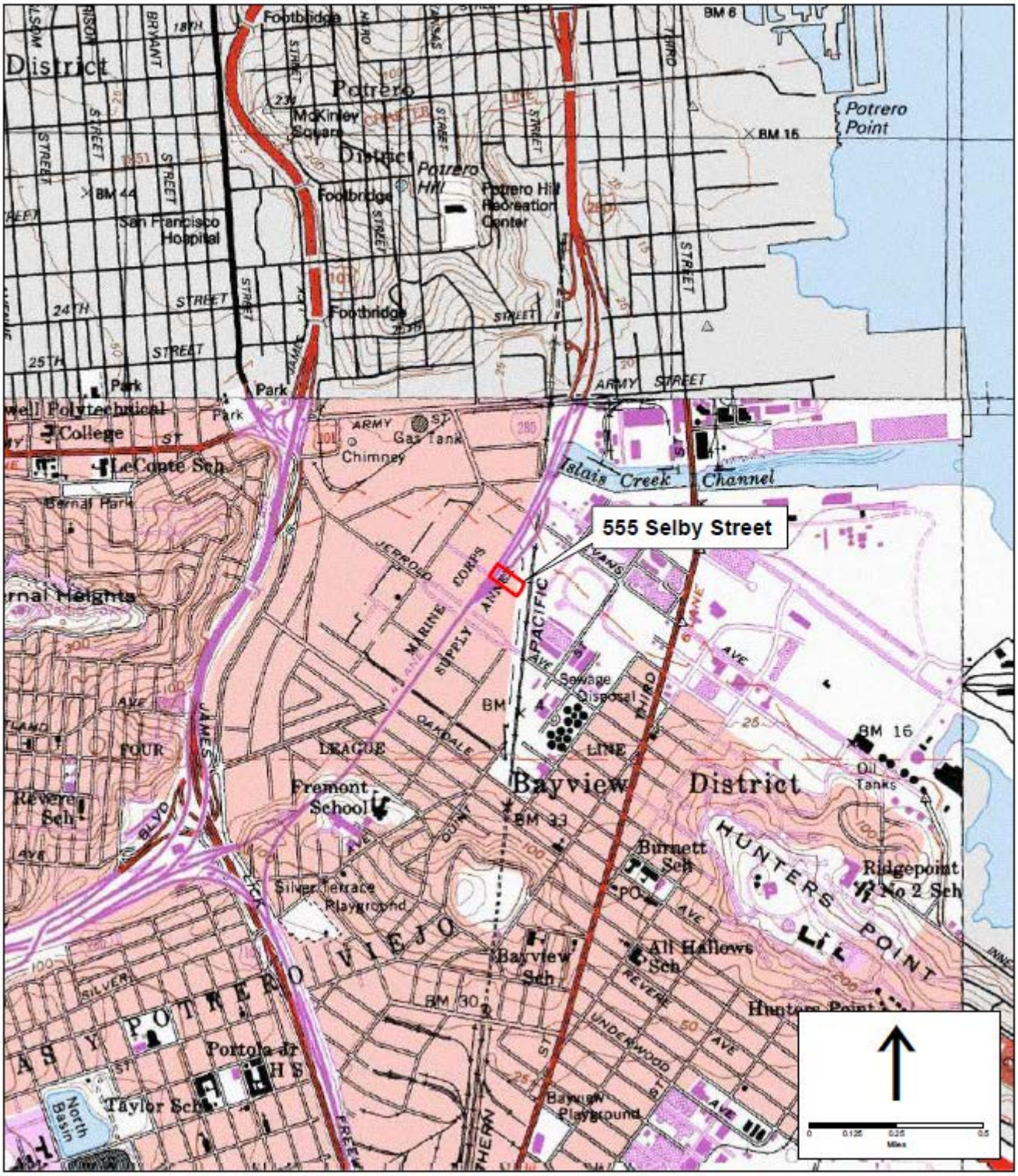
Kaskel, Bruce S. "The Metal and Glass Curtain Wall." Cultural Resources Management 18, no. 8 (1995): 23-27.

Permits: Permit #325980, 9/4/68, *erect one-story, 9,600-square-foot warehouse with future office space*, Permit #331054, 4/11/69, *addition of office space and two toilets*, Permit #884960, 2/3/99, *exterior gas tank canopy and expansion of interior office space,* Permit #893132, 8/30/99, *structural revision to exterior slabs and canopy and revisions to interior lateral resistance system*, Permit #985845, 3/19/02, *exterior and interior improvements, addition of parking striping, construction of new attendant shack*.

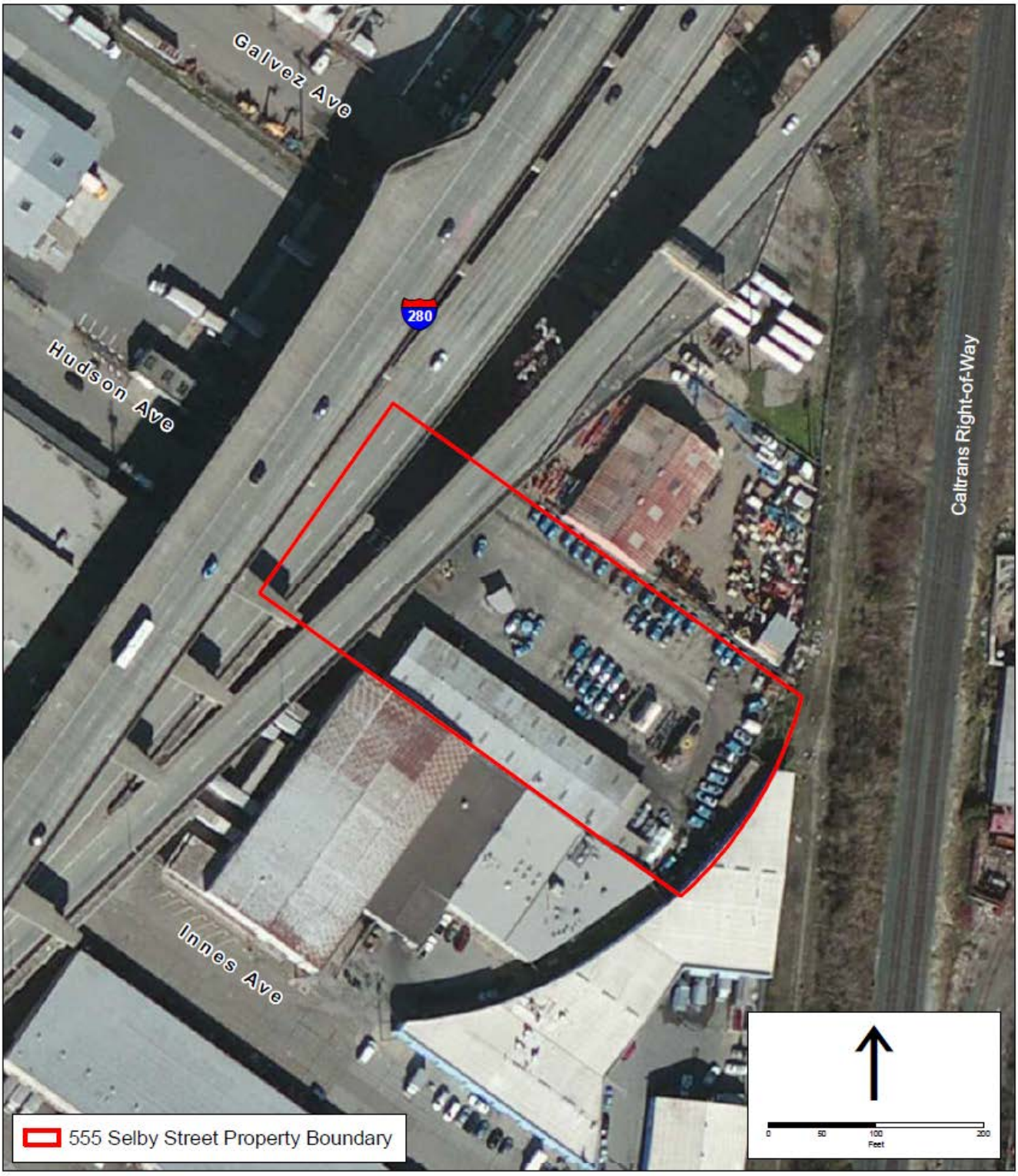
Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

Wilson, Richa and Kathleen Snodgrass. "Early 20th-Century Building Materials: Siding and Roofing." *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008).

***Location Map:** USGS San Francisco South 7.5′ Quadrangle *** Scale:** *1:24,000 **Date of Map:** 1980



Sketch Map: NAIP, 2014 Imagery



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) 450 Toland Street

P1. Other Identifier: N/A

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted**

***a. County** San Francisco **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** San Francisco South **Date** 1980 **T**____; **R** ____; **Sec** ____; _____ **B.M.**

c. Address 450 Toland Street City San Francisco Zip 94124

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

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

Block 5230/Lot 18

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

The building located at 450 Toland Avenue in San Francisco's Bayview neighborhood sits on a 1.27 acre parcel bounded by Toland Street to the east, Jerrold Avenue to the south, and Napoleon Street to the west and north. A pedestrian entrance accessed from the sidewalk via three concrete steps and a landing is located in the office wing at the southeast corner of the building. A vehicular ingress and egress closed off by a chain-link fence topped with barbed wire is located at the northeast corner of the building. A six-foot-tall chain-link fence topped with barbed wire and razor wire encloses the loading area in front of the building along Toland Street. The land is owned by 450 Toland, LLC. Provided below is a brief description of the structure and site (see Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building

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

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

P5b. Description of Photo: (View, date, accession #) View looking west from Toland Street, 9/30/15

***P6. Date Constructed/Age and Sources:**
■ Historic ☐ Prehistoric ☐ Both
1969 (assessor's data) with alterations in 1969, 1976, 1987, 1988, 1989, 1996, and 2006 (permit data)

***P7. Owner and Address:**
450 Toland, LLC
16 Bien Venida
Orinda, CA 94563

***P8. Recorded by:** (Name, affiliation, address)
Eryn Brennan, ESA
550 Kearny Street, Ste. 800
San Francisco, CA 94102

***P9. Date Recorded:** 9/30/15

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
None.

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

***Resource Name or #** (Assigned by recorder) 450 Toland Street

***NRHP Status Code** 6Z

B1. Historic Name: N/A
B2. Common Name: 450 Toland Street
B3. Original Use: Warehouse
B4. Present Use: Warehouse/Office
***B5. Architectural Style:** Modern Utilitarian-Warehouse
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1969; office space was added in the same year. Interior alterations occurred in 1976, and a one-story addition was added on the south end of the building in 1987. Additional interior alterations occurred in 1988, 1989, 1996, and 2006.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: Cecil Wells, Jr. (Architect/Engineer) b. Builder: Richard Holm
***B10. Significance: Theme** Utilitarian-Warehouse **Area** San Francisco Bay Area
Period of Significance N/A **Property Type** Industrial **Applicable Criteria** A-D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 450 Toland Street has been evaluated against the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criterion A/1, B/2, C/3, and D/4. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is recommended ineligible for listing under any of the NRHP and CRHR criteria due to a lack of significant associations with important historical events, important persons, architectural significance, and information potential. For these reasons, the property would not be considered a historical resource for the purposes of CEQA. This evaluation is consistent with San Francisco Preservation Bulletin 5, "Landmark and Historic District Designation Procedures," which directs that historic resources be evaluated for local designation using the California Office of Historic Preservation Recordation Manual (as per San Francisco Landmarks Board Resolution No. 527, June 7, 2000). (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
HP8 – Industrial Building

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Eryn Brennan and Brad Brewster, ESA

***Date of Evaluation:** 9/30/15

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

P3a. Description (continued):

The approximately 43,240-square-foot, 1- and 2-story, 18-foot-tall, flat-roofed warehouse is a tilt-up concrete structure set on a concrete foundation. The building is set back from Toland Street by approximately 60 feet, which allows semi-trucks to pull directly up to the 11 loading docks located along the west façade. A two-story office wing accessible from the sidewalk is located on the south end of the building. With the exception of the of the semi-truck parking area along Toland Street, the building occupies the entire portion of the lot.

The east façade of the original, northern portion of the building constructed in 1969 consists of two end bays flanking a large recessed central bay with four sub-bays, three of which contain two loading docks. The fourth sub-bay contains a trash area accessed via a flight of concrete steps and is fully enclosed with chain-link fencing. The northern end bay contains a loading dock, and the two-story southern end bay contains a group of four fixed, metal-frame windows above the ground floor. Centered above the windows are the words "Diana Supreme" above the logo for the domestic cheese business. Centered in the canopy above the recessed central bay are the words "Imported and Domestic Specialty Foods."

The east façade of the 1987 addition contains a north bay that is flush with the 1969 building, with five sub-bays. The four northernmost sub-bays each contain a loading dock, and the southern sub-bay contains a large, double-entrance metal door accessed via an ADA ramp and railing that extends to the sidewalk. A canopy that extends to the north façade of the office wing is located over the four southernmost sub-bays with the words "Domestic Cheese Co." in the center. The north façade of the office wing contains one wide and one narrow aluminum-frame sash window, both covered with security bars and flanking a double-door entrance that appears to be sealed on the first floor. The second floor contains two aluminum-frame sash windows, one located under the canopy and one located on the east end of the wing. The east (front) façade of the office wing contains an aluminum-frame entrance door with a transom accessed via a short flight of concrete steps. To the left of the entrance door are three large, fixed-sash, aluminum-frame windows with transoms. Similarly, the second floor contains four, aluminum-frame, fixed-sash windows with transoms. The windows, entrance door, and transoms extend across the full length of the narrow east façade of the office wing and are framed by piers that project above the roofline. The entrance and windows on the first floor are covered with security bars. A raised brick planter with a single large shrub is located adjacent to the entrance steps.

The south façade of the 1987 addition abuts a building and is not visible. The north façade and the west (rear) façade of the building have no openings.

View west of the east façade of the 1969 building.

View west of the east façade of the 1987 addition.

B10. Significance (continued):

Project Site History

The original approximately 15,000-square-foot warehouse was constructed in 1969 on previously undeveloped land in the City's industrial Bayview neighborhood adjacent to city-run operations, such as the Department of Public Work's Central Shops and Asphalt Plant. The warehouse was built at a cost of $93,500 for the Domestic Cheese Company, which specializes in the distribution of wholesale dairy and meat products.[1] The owner of record listed on the building permit is Rene C. Grialou. The architect/engineer for the building was Cecil Wells, Jr., and the architect/engineer for construction was Richard Holm. The general contractor was Carl A. Holvick & Co. In the same year, the office space was added. The architect/engineer for this work was Howard A. York and the general contractor was LeCompte Construction Company. The owner of record is listed as Nick Georgatos with the Domestic Cheese Company. Following in 1976, interior alterations including extension of the coolers, a new freezer, and expansion of the office and storage space were undertaken by the architecture firm, Avanessian & Associates. In 1987, an approximately 28,000-square-foot addition was added on to the south end of the warehouse. The addition, also a tilt-up concrete structure set on a concrete foundation and designed by Avanessian & Associates, contained additional cold storage space and loading docks. Gilbert and John Dito are listed as the owners of Domestic Cheese.

Other minor alterations to the building involved the installation of fire sprinklers in 1988; applying a polyurethane coat to the roof in 1989; structural upgrades, the addition of two toilets on the second floor of the office wing, and relocation of the fire sprinklers in 1996; and reroofing the building in 2006.

[1] MacRae's Blue Book, "Domestic Cheese Co Inc," http://www.macraesbluebook.com/search/company.cfm?company=583400, accessed 9/30/15.

Brief History of Tilt-Up Concrete Buildings

Although concrete has been used in construction since the Roman period, and precasting construction materials has been done throughout human history, the development of tilt-up concrete construction was predicated on the refinement of reinforced concrete technology in the early-twentieth century.[2] Tilt-up concrete construction consists of two steps. First, slabs of concrete are cast horizontally on a steel-framed tilt-table. Once these slabs have cured, they are lifted and titled with a crane into place and become wall sections.[3] Robert Aiken is considered the founder of tilt-up concrete when he developed this method of construction for designing reinforced concrete retaining walls at Camp Logan Rifle Range in Illinois at the turn of the twentieth century. Shortly thereafter he built a church in Zion City, Illinois near his farm in 1906, as well as a village of houses in Union, New Jersey in 1908 using this method of construction.[4] Although tilt-up concrete construction did not become popular until after World War II when development of the mobile crane made lifting the concrete panels much easier, some early-Modern architects, such as Rudolph M. Schindler, employed this method of construction. Two fine examples designed by Schindler are the Lovell House in Newport Beach, CA built in 1926 and the Schindler House in West Hollywood, CA built in 1921-22.[5] With the development of the mobile crane and ready-mix concrete, tilt-up concrete construction gained in popularity during the post-war building boom as an inexpensive and efficient way to erect large commercial and industrial structures. Several buildings, particularly in the industrial Bayview neighborhood, were built during this period using tilt-up concrete construction, including the Binks Manufacturing building located at 950 Newhall Street in 1953.[6]

Evaluation

NRHP/CRHR Criterion A/1 (Events). The structure located at 450 Toland Street was built on previously undeveloped land in 1969 and has been used continuously since its construction as a warehouse and office space. Constructed in an industrial area of the Bayview neighborhood, this utilitarian warehouse is surrounded by other similar structures in the area and would not be considered unique or rare in this context. The warehouse also is not associated with any events that have made a significant contribution to the broad patterns of local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria A/1.

NRHP/CRHR Criterion B/2 (Important Persons). The structure located at 450 Toland Street is a privately-owned building that is not associated with the lives of any significant persons important to local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria B/2.

NRHP/CRHR Criterion C/3 (Architecture/Design). The structure was built in 1969 and is a utilitarian, tilt-up concrete warehouse, which is a ubiquitous building type in the industrial Bayview neighborhood, as well as industrial areas of towns and cities throughout the state and country. The structure does not exhibit or embody any distinctive characteristics of a particular architectural style or period. Although the earliest tilt-up concrete buildings date to the early-twentieth century, the building at 450 Toland Street is a more typical post-war example of this building type and, therefore, is not significant in this context. The structure also does not exhibit the work of a master with regards to methods of construction, nor does it possess high artistic values. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria C/3.

---

[2] Concrete Contractor, "Tilt-Up Construction: History and Uses," http://www.concretecontractor.com/tilt-up-concrete/construction-history/, accessed 9/30/15.

[3] Concrete Construction, "A Century of Tilt-Up," http://www.concreteconstruction.net/concrete-construction/a-century-of-tilt-up.aspx, accessed 9/30/15.

[4] Concrete Contractor, "Tilt-Up Construction: History and Uses," http://www.concretecontractor.com/tilt-up-concrete/construction-history/, accessed 9/30/15. See also Tilt-Up Concrete Association, "The Construction of Tilt-Up," http://tilt-up.org/tilt-uptoday/wp-content/uploads/2011/11/CTU-Final-web.pdf, accessed 9/30/15.

[5] Dell Upton, *Architecture in the United States*, (New York: Oxford University Press, 1998), 169. See also MAK Center, "Schindler House (1921-22)" http://makcenter.org/sites/schindler-house/, accessed 9/30/15.

[6] Mary Brown, San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement (San Francisco City and County Planning Department, January 2011), 94.

NRHP/CRHR Criterion D/4 (Information Potential). The building located at 450 Toland Street is a typical utilitarian structure used for storage and light-industrial purposes and has little to no potential to reveal information important to local, regional, or national history. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria D/4.

References

Brown, Mary. *San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement*. San Francisco City and County Planning Department, January 2011.

City and County of San Francisco, San Francisco Property Information Map, *450 Toland Street*, accessed online at http://propertymap.sfplanning.org/ on September 30, 2015.

Concrete Construction, "A Century of Tilt-Up, http://www.concreteconstruction.net/concrete-construction/a-century-of-tilt-up.aspx, accessed 9/30/15.

Concrete Contractor, "Tilt-Up Construction: History and Uses," http://www.concretecontractor.com/tilt-up-concrete/construction-history/, accessed 9/30/15.

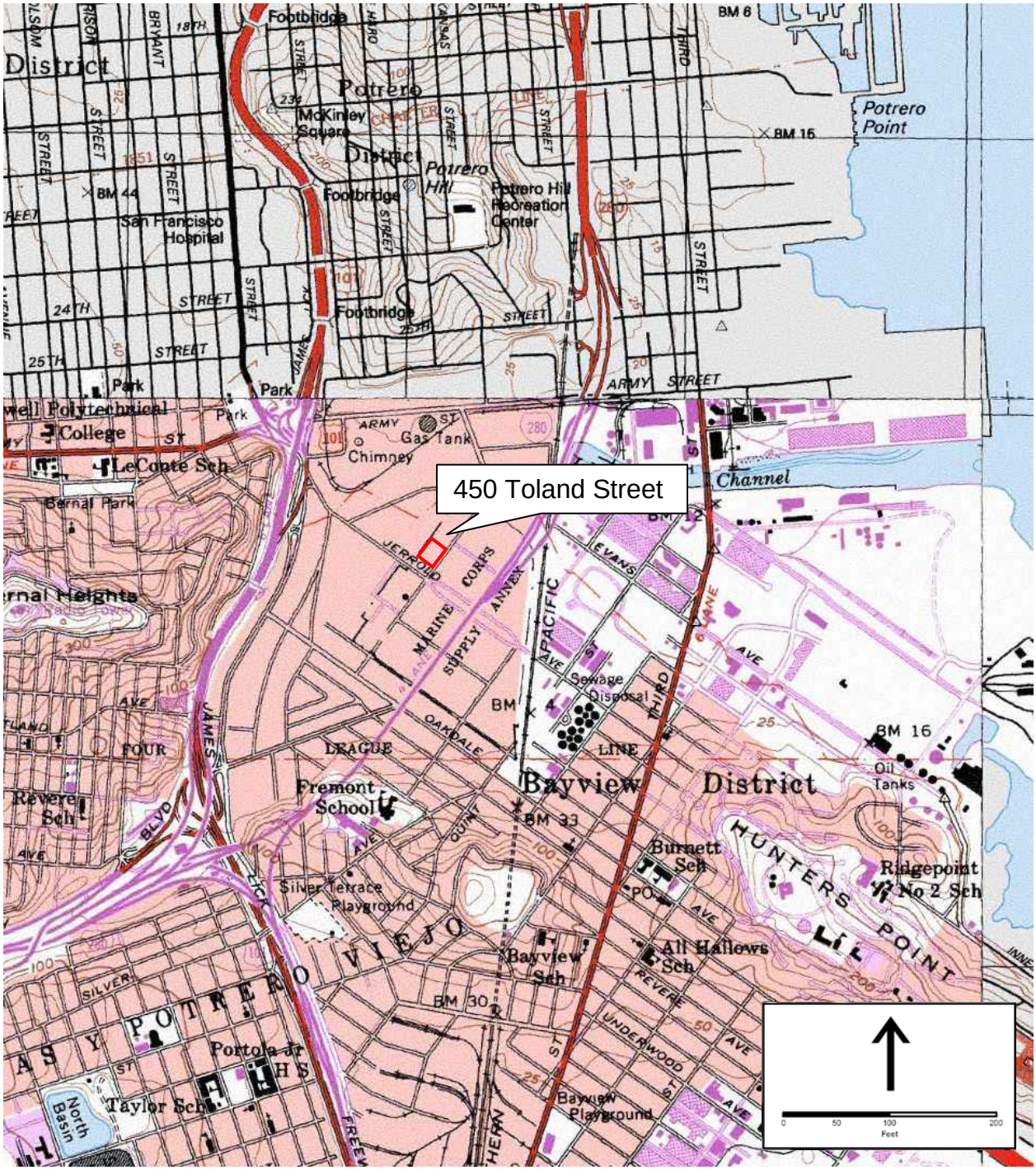
MacRae's Blue Book, "Domestic Cheese Co Inc," http://www.macraesbluebook.com/search/company.cfm?company=583400, accessed 9/30/15.

Tilt-Up Concrete Association, "The Construction of Tilt-Up," http://tilt-up.org/tilt-uptoday/wp-content/uploads/2011/11/CTU-Final-web.pdf, accessed 9/30/15.

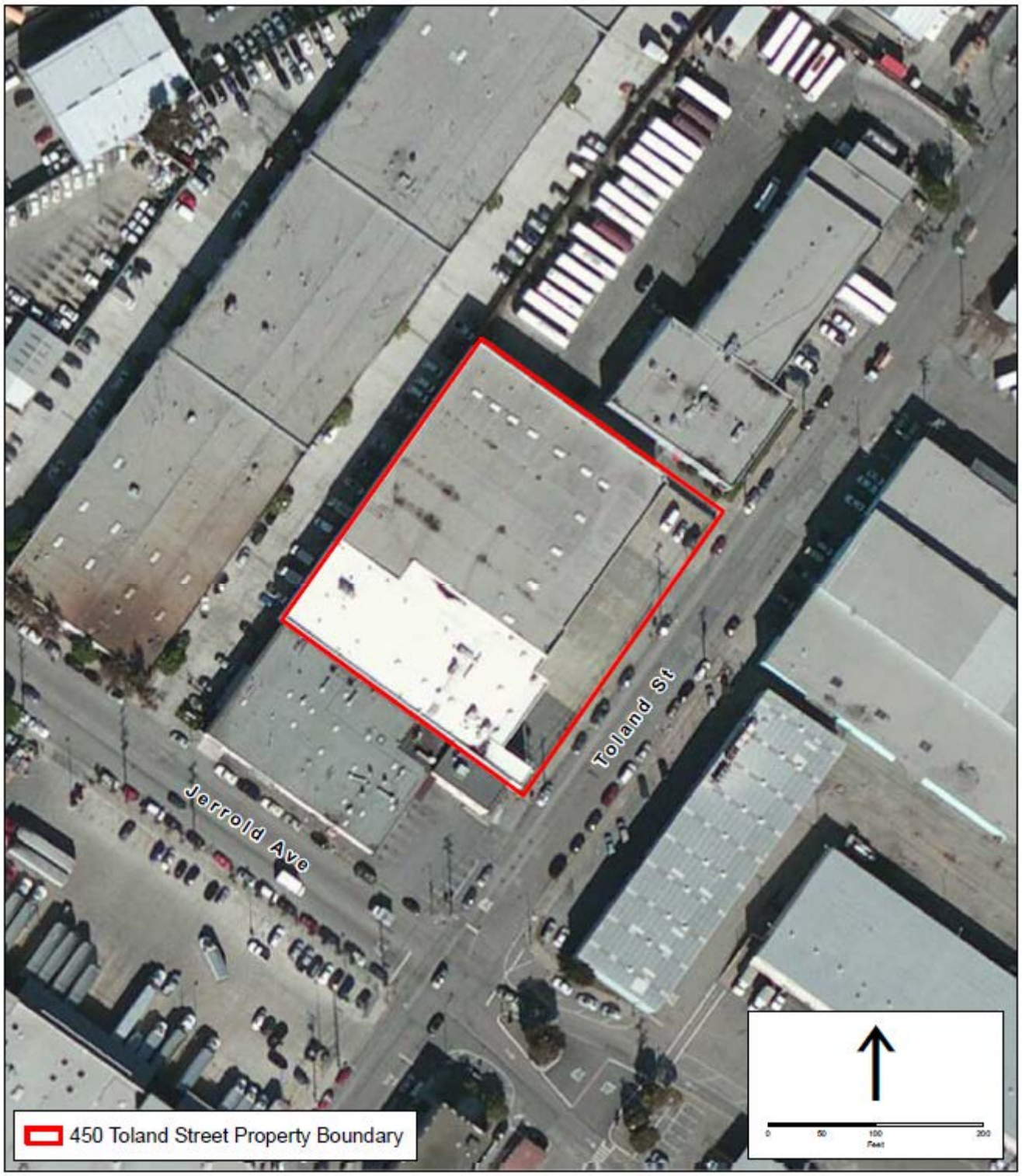
Permits: Permit #355116, 3/28/68, *construct 15,000-square-foot warehouse* $93,500, Permit #338971, 12/2/69, *add office space in for* $2,500, Permit 415006, 7/29/76, *extension of cooler, new freezer, expand storage for* $150,000, Permit #579304, 7/7/87, *construct addition to existing facility for* $1,723,000, Permit #591531, 5/2/88, *install fire sprinkler system fo*r $49,398, Permit #623600, 9/26/89, *polyurethane roof for* $36,300, Permit #807556, 10/28/96, *structural upgrades for* $2,000, Permit #814288, 11/7/96, *add two toiles on the second floor for* $15,000, Permit #808728, 11/13/96, relocated fire sprinklers for $1,000, Permit #1087083, 5/18/06, *reroofing for* $70,000.

Upton, Dell. *Architecture in the United States*. New York: Oxford University Press, 1998.

***Location Map:** USGS San Francisco South 7.5′ Quadrangle *** Scale:** *1:24,000 **Date of Map:** 1980



Sketch Map: NAIP, 2014 Imagery



Attachment C

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

San Francisco Public Utilities Commission Preliminary Archeological Checklist (PAC)

A. PROJECT INFORMATION :

Date: 10/28/2015 **SFPUC Archeological Reviewer**: Sally S. Morgan

Project name: Central Shops Relocation and Land Transfer **Case No**: _____

Application type: ☐ EE ☒ CatEx

☒ In City ☐ Outside of City

Project address: new property 1975 Galvez, 555 Selby, 450 Toland; transfer 1800 Jerrold

EP planner: Tim Johnston **EP Archeological Reviewer designee**_____

APN/Cross streets: 5250/ 15 and 16; 5230/18 OR **City/ County** San Francisco

1. PROJECT DESCRIPTION: (include description of construction methods, all potentially ground-disturbing activities including parking, staging, equipment and spoils storage, temporary and permanent work areas, utility lines)

SFPUC proposes to arrange for the transfer of the existing Central Shops facility at 1800 Jerrold from the SF General Services Agency (GSA) to SFPUC, purchase of existing facilities at 1975 Galvez and 555 Selby, and lease of the 450 Toland property, for development of a new Central Shops facility. The proposed project would demolish the existing warehouse buildings on 555 Selby Street and 1975 Galvez Avenue and construct a new 53,000-sf building that would straddle the two lots. Soils disturbance would include grading and excavation to depths of up to 5' and potentially micropilings to up to 90' depth. In addition, foundation and/or utility improvements would be made to the existing 450 Toland building that would entail ground disturbance to up to 3' deep in that parcel. Work at the abandoned Central Shops facility at 1800 Jerrold would consist of debris removal and fence installation with minor ground disturbance up to 2' deep.

SFPUC Preliminary Archeological Checklist

2. POTENTIAL GROUND DISTURBANCE

Yes	No	Project Component
☐	☐	Excavation (basement, elevator, utilities, seismic retrofit, remediation, underground vaults, septic tank system, culverts, etc.) Maximum depth: overall, 5'; pilings, 90'
☒	☐	Pipeline replacement or installation (specify cut and cover, directional drilling, pipe bursting, etc): minor utility installation, exc up to 3' wide X 3' deep cut and cover
☐	☒	Tunnels, transport storage boxes
☐	☒	Bore pits, test pits
☒	☐	Shallow Building Foundation (Mat, Spread Footings, etc.) Depth: potential slab 5'
☒	☐	Piles, piers, micropiles, pilings, piling replacement
☒	☐	Grading, scraping
☒	☐	Demolition up to 5' to remove existing facilities
☐	☒	Construction staging, spoils on unpaved area, fill
☐	☒	Road construction
☐	☒	Geotechnical trenching (dimensions)_____
☐	☒	New rip rap
☐	☒	Wharf or seawall modification
☐	☒	Other (specify):

Anticipated maximum extent of project ground disturbance:

Vertical 5'/ 90' Horizontal 80,000 sf / 53,000 sf grid

APE Map Attached Y ☐ N ☒

3. PREVIOUS SOILS DISTURBANCE AT PROJECT SITE:

Has the project site been previously disturbed by any of the following?

Yes	No	**Component of disturbance**
☒	☐	Existing Basement --Depth: 5'
☒	☐	Existing Foundation (footings, perimeter, piles, micropiles, etc.) Depth: unknown
☐	☒	Site remediation/UST installation or removal, other excavation. Depth: _____
☒	☐	Site Grading
☐	☒	Demolition
☐	☒	Dredging
☐	☒	Piling installation
☐	☒	Riprap
☐	☒	Seawall construction
☐	☒	Other (specify):

4. Has the entire project area previously been disturbed to the maximum depth of proposed project disturbance? Y ☐ N ☒

(Attach documentary evidence, including plans and profiles of prior trenching, utility street occupancy, historic photos, specifications from prior projects, etc.)

List attachments: All 4 project parcels have been subject to past development; prior uses not well documented.. Relocation parcels are part of the area that was filled during Islais Creek reclamation project. Geoarchaeological testing also indicates fill up to 20-feet deep on the existing Central Shops parcel (FWARG 9/14/15).

SFPUC Preliminary Archeological Checklist

☐ Complete prior disturbance adequately documented, stop here: no further archeological assessment is required. Assessed by: _____

☒ Prior ground disturbance is unknown or cannot be adequately documented (continue to B.)

B. ARCHIVAL AND ARCHEOLOGICAL DATA ASSESSMENT

1. ARCHIVAL AND DATA REVIEW

Dates of review: 2/2015

Resources reviewed:

☒ Maher zone maps. Dates/ origin/ depth of fill if known_____

☒ Geotechnical data for project site and vicinity (Cite report FWARG 9/14/15 for existing site; Selby St: reported by PM)

☒ EP Archeo GIS maps (all layers or specify applicable layers) all layers

_____

☐ Sanborn Insurance maps (1887-93, 1899-1900)

☒ Coast and Geodetic Survey maps (1853, 1857, 1869)

☐ Information Center archeological records search (attach request and response)

☐ USFS/ BLM/ NPS archeological files (upcounty projects)

☐ NAHC Sacred Lands File

☐ Native American/ Ethnic group consultation

☐ Other:_____

Findings:

☐ No previously documented resources present

☐ Archival research suggests resources are or may be present within the project soils disturbance area

If positive results, attach documentation and memo summarizing results.

2. ARCHEOLOGICAL FIELD INVENTORY

☐ Not warranted; no exposed ground surface in project area

☐ Results negative

☐ Results positive

☐ Results inconclusive

Archeologist/ Affiliation_____ Date of Survey_____

Attach Archeological Survey Report/Memo; may combine with results of archival review.

---

3. SUMMARY OF RESULTS

Site History/Formation:

All project parcels are classified by CCSF Maher mapping as "known fill areas not covered by Maher ordinance".The project sites lie within the Islais Creek marsh area, which was filled at various depths in the 1920s and '30s. Precise depth of fill is unknown, but the potential for historic-period resources at the project sites appears to be low because of this marsh setting. Recent modeling based on geoarchaeological testing at the Southeast Plant Bldg 521 suggests that this area also has low potential for prehistoric occupation based on the very low lying topography (-40'), except potentially during the earliest occupation of the bay shore (Far Western 2015: figures 7 and 8): the construction sites likely were submerged starting around 6,000-8,000 BP. Nonetheless, if construction requires pilings, a geoarchaeological coring program during project design, including preparation of an Archaeological Testing Plan, sampling program and sediment dating is recommended, to assess for the potential occurrence of early period prehistoric sites and, if evidence of such an occupation is present, to recover a sample of the material through additional coring.

SFPUC Preliminary Archeological Checklist

Recorded/documented archeological sites/ investigations on/in the vicinity of the project site:
No known sites in immediate vicinity. Historic "Butchertown" about 0.5 mi east; suspected archaeological site noted in 1858 could be about 0.5 mi northwest; SFR-15 and SFR-171 within 0.25-0.4 mi south

C. CONCLUSIONS AND RECOMMENDATIONS

1. NO EFFECTS TO ARCHEOLOGICAL RESOURCES EXPECTED:

☐ Project effects limited to previously-disturbed soils
☐ Project effects limited to culturally sterile soils
☐ Based on assessment under **B**, above, no potentially CEQA-significant archeological resources are expected within project-affected soils.

2. AVOIDANCE AND TREATMENT MEASURES NECESSARY TO AVOID SIGNIFICANT IMPACTS TO CRHR-ELIGIBLE ARCHEOLOGICAL RESOURCES:

☐ Low potential to adversely affect archeological resources may be avoided by implementation of SFPUC Standard Archeological Measure I (Discovery during Construction), with implementation of Standard Archeological Measures II (Monitoring) and/or III (Testing/ Data Recovery) in the event of a discovery during construction.

☐ The potential of the project to adversely affect archeological resources may be avoided by implementation of the SFPUC Standard Archeological Measure II (Archeological Monitoring) during construction.

☐ The potential of the project to adversely affect archeological resources may be avoided by implementation of the SFPUC Standard Archeological Measure III (Archeological Testing) ☒ prior to or ☐ during construction. Geoarchaeological testing plan, sampling and sediment dating if pile driving is required; data recovery, if warranted, could include addtl sampling through coring.

☐ CEQA evaluation of the project requires preparation and implementation of an archeological research design and treatment plan (ARDTP) by a qualified archeological consultant. See attached scope of work for the ARDTP.

D. EP ARCHEOLOGIST/ ERO-ARCHEOLOGICAL DESIGNEE REVIEW

☐ I concur with the conclusions and recommendations provided in Section C, above.

☐ Additional/ alternative measures recommended (detail):
_____
_____
_____
_____
_____
_____

☐ Meeting requested.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) 450 Toland Street

P1. Other Identifier: N/A

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted**

***a. County** San Francisco **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** San Francisco South **Date** 1980 **T**____; **R** ____; **Sec** ____; _____ **B.M.**

c. Address 450 Toland Street City San Francisco Zip 94124

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

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

Block 5230/Lot 18

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

The building located at 450 Toland Avenue in San Francisco's Bayview neighborhood sits on a 1.27 acre parcel bounded by Toland Street to the east, Jerrold Avenue to the south, and Napoleon Street to the west and north. A pedestrian entrance accessed from the sidewalk via three concrete steps and a landing is located in the office wing at the southeast corner of the building. A vehicular ingress and egress closed off by a chain-link fence topped with barbed wire is located at the northeast corner of the building. A six-foot-tall chain-link fence topped with barbed wire and razor wire encloses the loading area in front of the building along Toland Street. The land is owned by 450 Toland, LLC. Provided below is a brief description of the property (see Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building

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

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

P5b. Description of Photo: (View, date, accession #) View looking west from Toland Street, 9/30/15

***P6. Date Constructed/Age and Sources:**
■ Historic ☐ Prehistoric ☐ Both
1969 (assessor's data) with alterations in 1969, 1976, 1987, 1988, 1989, 1996, and 2006 (permit data)

***P7. Owner and Address:**
450 Toland, LLC
16 Bien Venida
Orinda, CA 94563

***P8. Recorded by:** (Name, affiliation, address)
Eryn Brennan, ESA
550 Kearny Street, Ste. 800
San Francisco, CA 94102

***P9. Date Recorded:** 9/30/15

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
SFPUC, Central Shops Replacement Project, Categorical Exemption Request, October 8, 2015.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) 450 Toland Street

***NRHP Status Code** 6Z

B1. Historic Name: N/A
B2. Common Name: 450 Toland Street
B3. Original Use: Warehouse
B4. Present Use: Warehouse/Office
***B5. Architectural Style:** Modern Utilitarian-Warehouse
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1969; office space was added in the same year. Interior alterations occurred in 1976, and a one-story addition was added on the south end of the building in 1987. Additional interior alterations occurred in 1988, 1989, 1996, and 2006.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: Cecil Wells, Jr. (Architect/Engineer) b. Builder: Richard Holm
***B10. Significance: Theme** Utilitarian-Warehouse **Area** San Francisco Bay Area
Period of Significance N/A **Property Type** Industrial **Applicable Criteria** A-D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 450 Toland Street has been evaluated against the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criteria A/1, B/2, C/3, and D/4. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is recommended ineligible for listing under any of the NRHP and CRHR criteria due to a lack of significant associations with important historical events, important persons, architectural significance, and information potential. For these reasons, the property would not be considered a historical resource for the purposes of CEQA. This evaluation is consistent with San Francisco Preservation Bulletin 5, "Landmark and Historic District Designation Procedures," which directs that historic resources be evaluated for local designation using the California Office of Historic Preservation Recordation Manual (as per San Francisco Landmarks Board Resolution No. 527, June 7, 2000). (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
HP8 – Industrial Building

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Eryn Brennan and Brad Brewster, ESA

***Date of Evaluation:** 9/30/15

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

P3a. Description (continued):

The approximately 43,240-square-foot, 1- and 2-story, 18-foot-tall, flat-roofed warehouse is a tilt-up concrete structure set on a concrete foundation. The building is set back from Toland Street by approximately 60 feet, which allows semi-trucks to pull directly up to the 11 loading docks located along the east façade. A two-story office wing accessible from the sidewalk is located on the south end of the building. With the exception of the of the semi-truck parking area along Toland Street, the building occupies the entire portion of the lot.

The east façade of the original, northern portion of the building constructed in 1969 consists of two end bays flanking a large recessed central bay with four sub-bays, three of which contain two loading docks. The fourth sub-bay contains a trash area accessed via a flight of concrete steps and is fully enclosed with chain-link fencing. The northern end bay contains a loading dock, and the two-story southern end bay contains a group of four fixed, metal-frame windows above the ground floor. Centered above the windows are the words "Diana Supreme" above the logo for the domestic cheese business. Centered in the canopy above the recessed central bay are the words "Imported and Domestic Specialty Foods."

The east façade of the 1987 addition contains a north bay that is flush with the 1969 building, with five sub-bays. The four northernmost sub-bays each contain a loading dock, and the southern sub-bay contains a large, double-entrance metal door accessed via an ADA ramp and railing that extends to the sidewalk. A canopy that extends to the north façade of the office wing is located over the four southernmost sub-bays with the words "Domestic Cheese Co." in the center. The north façade of the office wing contains one wide and one narrow aluminum-frame sash window, both covered with security bars and flanking a double-door entrance that appears to be sealed on the first floor. The second floor contains two aluminum-frame sash windows, one located under the canopy and one located on the east end of the wing. The east (front) façade of the office wing contains an aluminum-frame entrance door with a transom accessed via a short flight of concrete steps. To the left of the entrance door are three large, fixed-sash, aluminum-frame windows with transoms. Similarly, the second floor contains four, aluminum-frame, fixed-sash windows with transoms. The windows, entrance door, and transoms extend across the full length of the narrow east façade of the office wing and are framed by piers that project above the roofline. The entrance and windows on the first floor are covered with security bars. A raised brick planter with a single large shrub is located adjacent to the entrance steps.

The south façade of the 1987 addition abuts a building and is not visible. The north façade and the west (rear) façade of the building have no openings.

View west of the east façade of the 1987 addition.

B10. Significance (continued):

Project Site History

The original approximately 15,000-square-foot warehouse was constructed in 1969 on previously undeveloped land in the City's industrial Bayview neighborhood adjacent to city-run operations, such as the Department of Public Work's Central Shops and Asphalt Plant. The Bayview neighborhood developed as one of San Francisco's earliest industrial districts due in part to its proximity to Islais Creek, which provided water needed for various industrial and manufacturing processes, but also because the slaughterhouses formerly located in the South of Market neighborhood continued to be pushed further south into this area of the City beginning in the 1850s.[1] The warehouse was built at a cost of $93,500 for the Domestic Cheese Company, which specializes in the distribution of wholesale dairy and meat products.[2] The owner of record listed on the building permit is Rene C. Grialou. The architect/engineer for the building was Cecil Wells, Jr., and the architect/engineer for construction was Richard Holm. The general contractor was Carl A. Holvick & Co. In the same year, the office space was added. The architect/engineer for this work was Howard A. York and the general contractor was LeCompte Construction Company. The owner of record is listed as Nick Georgatos with the Domestic Cheese Company. Following in 1976, interior alterations including extension of the coolers, a new freezer, and expansion of the office and storage space were undertaken by the architecture firm, Avanessian & Associates. In 1987, an approximately 28,000-square-foot addition was added on to the south end of the warehouse. The addition, also a tilt-up concrete structure set on a concrete foundation and designed by Avanessian & Associates, contained additional cold storage space and loading docks. Gilbert and John Dito are listed as the owners of Domestic Cheese.

Other minor alterations to the building involved the installation of fire sprinklers in 1988; applying a polyurethane coat to the roof in 1989; structural upgrades, the addition of two toilets on the second floor of the office wing, and relocation of the fire sprinklers in 1996; and reroofing the building in 2006.

Brief History of Tilt-Up Concrete Buildings

Although concrete has been used in construction since the Roman period, and precasting construction materials has been done throughout human history, the development of tilt-up concrete construction was predicated on the refinement of reinforced concrete technology in the early-twentieth century.[3] Tilt-up concrete construction consists of two steps. First, slabs of concrete are cast horizontally on a steel-framed tilt-table. Once these slabs have cured, they are lifted and titled with a crane into place and become wall sections.[4] Robert Aiken is considered the founder of tilt-up concrete when he developed this method of construction for designing reinforced concrete retaining walls at Camp Logan Rifle Range in Illinois at the turn of the twentieth century. Shortly thereafter he built a church in Zion City, Illinois near his farm in 1906, as well as a village of houses in Union, New Jersey in 1908 using this method of construction.[5] Although tilt-up concrete construction did not become popular until after World War II when development of the mobile crane made lifting the concrete panels much easier, some early-Modern architects, such as Rudolph M. Schindler, employed this method of construction. Two fine examples designed by Schindler are the Lovell House in Newport Beach, CA built in 1926 and the Schindler House in West Hollywood, CA built in 1921-22.[6] With the development of the mobile crane and ready-mix concrete, tilt-up concrete

[1] JRP Historical Consulting, LLC, "1800 Jerrold Avenue DPR 523 Form," August 2014.
[2] MacRae's Blue Book, "Domestic Cheese Co Inc," http://www.macraesbluebook.com/search/company.cfm?company=583400, accessed 9/30/15.
[3] Concrete Contractor, "Tilt-Up Construction: History and Uses," http://www.concretecontractor.com/tilt-up-concrete/construction-history/, accessed 9/30/15.
[4] Concrete Construction, "A Century of Tilt-Up," http://www.concreteconstruction.net/concrete-construction/a-century-of-tilt-up.aspx, accessed 9/30/15.
[5] Concrete Contractor, "Tilt-Up Construction: History and Uses," http://www.concretecontractor.com/tilt-up-concrete/construction-history/, accessed 9/30/15. See also Tilt-Up Concrete Association, "The Construction of Tilt-Up," http://tilt-up.org/tilt-uptoday/wp-content/uploads/2011/11/CTU-Final-web.pdf, accessed 9/30/15.
[6] Dell Upton, *Architecture in the United States*, (New York: Oxford University Press, 1998), 169. See also MAK Center, "Schindler House (1921-22)" http://makcenter.org/sites/schindler-house/, accessed 9/30/15.

construction gained in popularity during the post-war building boom as an inexpensive and efficient way to erect large commercial and industrial structures. Several buildings, particularly in the industrial Bayview neighborhood, were built during this period using tilt-up concrete construction, including the Binks Manufacturing building located at 950 Newhall Street in 1953.[7]

Evaluation

NRHP/CRHR Criterion A/1 (Events). The structure located at 450 Toland Street was built on previously undeveloped land in 1969 and has been used continuously since its construction as a warehouse and office space. Constructed in an industrial area of the Bayview neighborhood, this utilitarian warehouse is surrounded by other similar structures in the area and would not be considered unique or rare in this context. The warehouse also is not associated with any events that have made a significant contribution to the broad patterns of local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria A/1.

NRHP/CRHR Criterion B/2 (Important Persons). The structure located at 450 Toland Street is a privately-owned building that is not associated with the lives of any significant persons important to local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria B/2.

NRHP/CRHR Criterion C/3 (Architecture/Design). The structure was built in 1969 and is a utilitarian, tilt-up concrete warehouse, which is a ubiquitous building type in the industrial Bayview neighborhood, as well as industrial areas of towns and cities throughout the state and country. The structure does not exhibit or embody any distinctive characteristics of a particular architectural style or period. Although the earliest tilt-up concrete buildings date to the early-twentieth century, the building at 450 Toland Street is a more typical post-war example of this building type and, therefore, is not significant in this context. The structure also does not exhibit the work of a master with regards to methods of construction, nor does it possess high artistic values. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria C/3.

NRHP/CRHR Criterion D/4 (Information Potential). The building located at 450 Toland Street is a typical utilitarian structure used for storage and light-industrial purposes and has little to no potential to reveal information important to local, regional, or national history. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria D/4.

References

Brown, Mary. *San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement*. San Francisco City and County Planning Department, January 2011.

City and County of San Francisco, San Francisco Property Information Map, *450 Toland Street*, accessed online at http://propertymap.sfplanning.org/ on September 30, 2015.

Concrete Construction, "A Century of Tilt-Up, http://www.concreteconstruction.net/concrete-construction/a-century-of-tilt-up.aspx, accessed 9/30/15.

Concrete Contractor, "Tilt-Up Construction: History and Uses," http://www.concretecontractor.com/tilt-up-concrete/construction-history/, accessed 9/30/15.

JRP Historical Consulting, LLC. "1800 Jerrold Avenue DPR 523 Form." August 2014.

[7] Mary Brown, San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement (San Francisco City and County Planning Department, January 2011), 94.

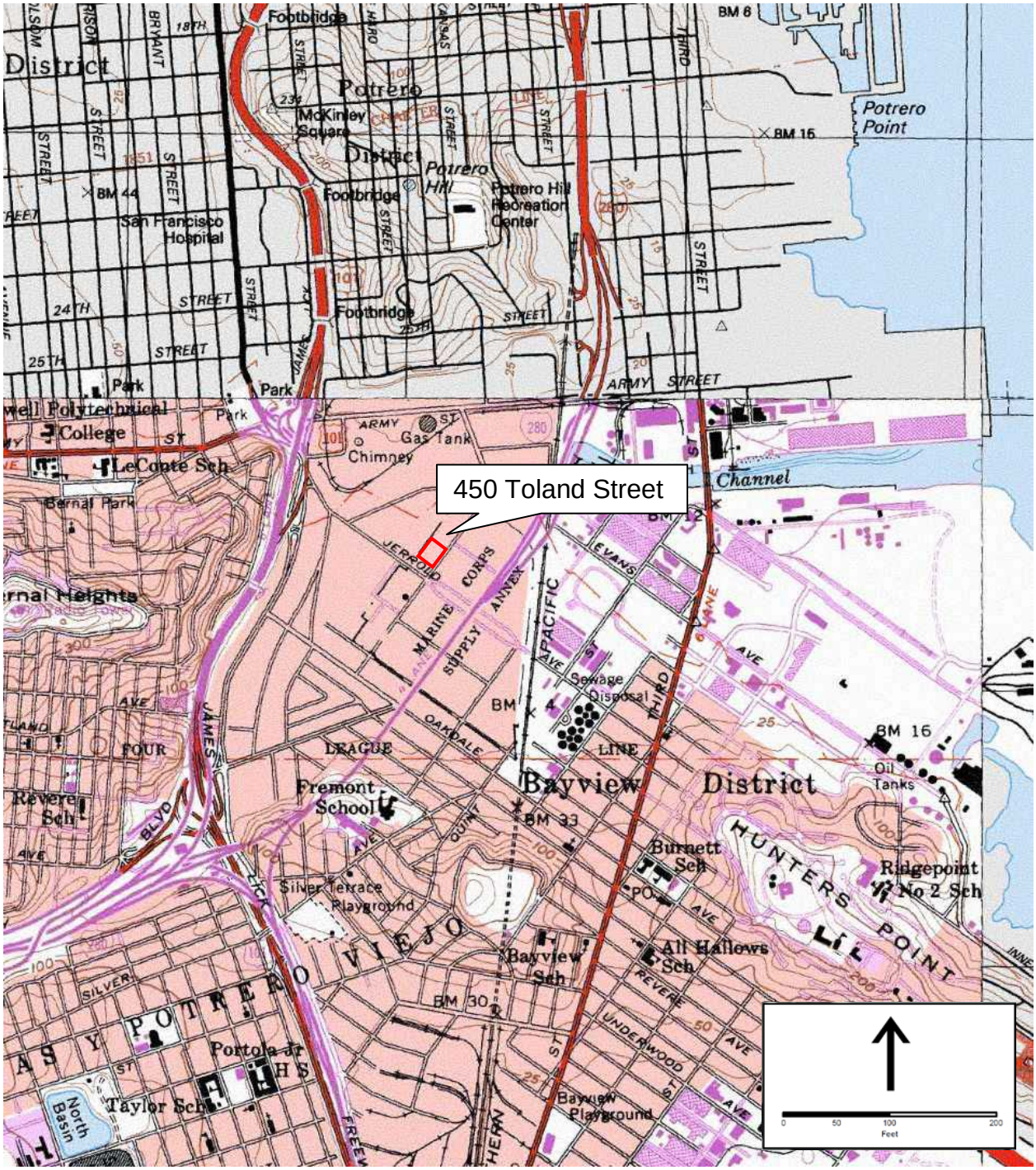
MacRae's Blue Book, "Domestic Cheese Co Inc," http://www.macraesbluebook.com/search/company.cfm?company=583400, accessed 9/30/15.

Tilt-Up Concrete Association, "The Construction of Tilt-Up," http://tilt-up.org/tilt-uptoday/wp-content/uploads/2011/11/CTU-Final-web.pdf, accessed 9/30/15.

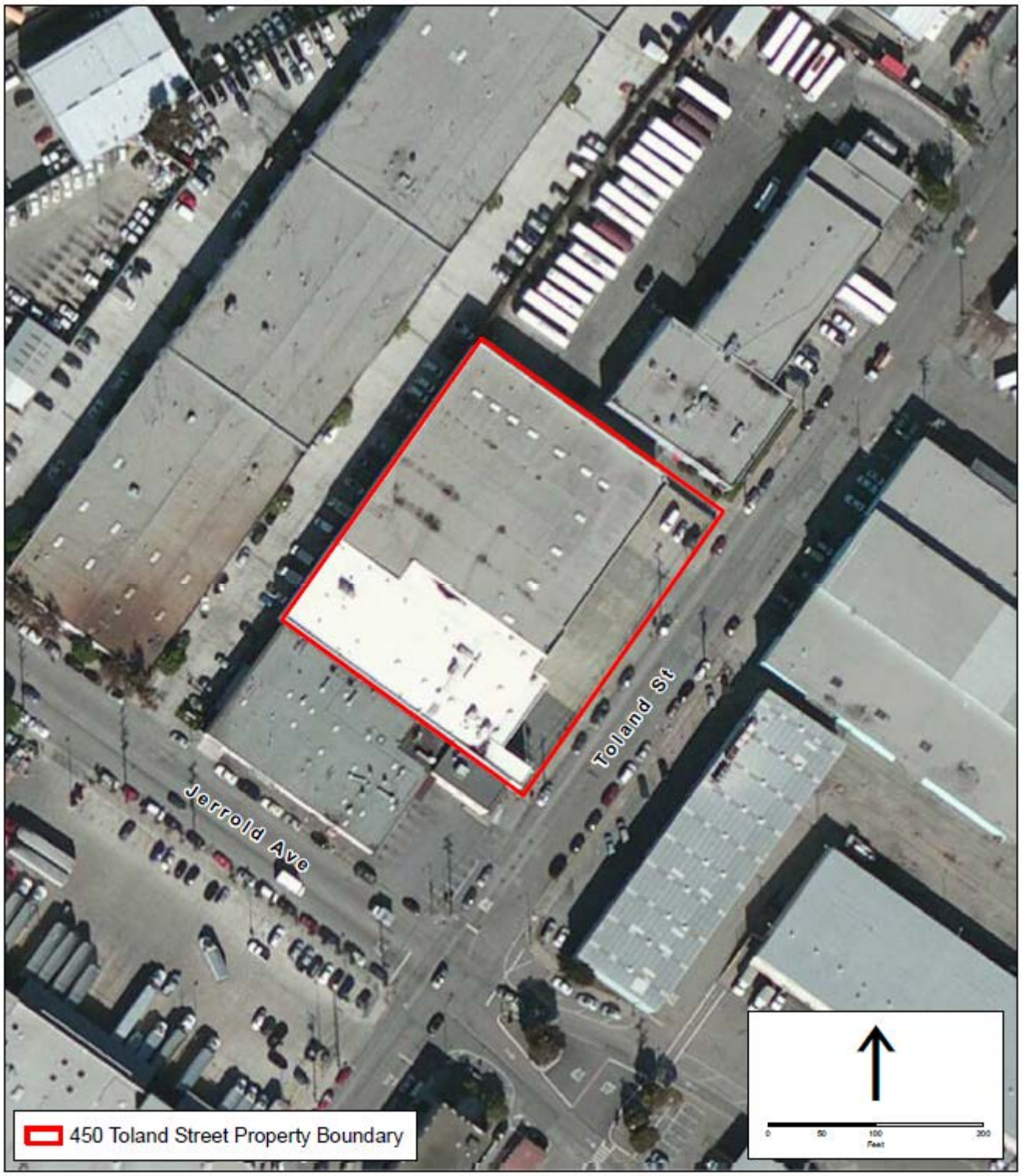
Permits: Permit #355116, 3/28/68, *construct 15,000-square-foot warehouse* $93,500, Permit #338971, 12/2/69, *add office space in for* $2,500, Permit 415006, 7/29/76, *extension of cooler, new freezer, expand storage for* $150,000, Permit #579304, 7/7/87, *construct addition to existing facility for* $1,723,000, Permit #591531, 5/2/88, *install fire sprinkler system fo*r $49,398, Permit #623600, 9/26/89, *polyurethane roof for* $36,300, Permit #807556, 10/28/96, *structural upgrades for* $2,000, Permit #814288, 11/7/96, *add two toiles on the second floor for* $15,000, Permit #808728, 11/13/96, relocated fire sprinklers for $1,000, Permit #1087083, 5/18/06, *reroofing for* $70,000.

Upton, Dell. *Architecture in the United States*. New York: Oxford University Press, 1998.

***Location Map:** USGS San Francisco South 7.5′ Quadrangle *** Scale:** *1:24,000 **Date of Map:** 1980



Sketch Map: NAIP, 2014 Imagery



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) 555 Selby Street

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted**
***a. County** San Francisco **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** San Francisco South **Date** 1980 **T**____; **R** ____; **Sec** ____; _____ **B.M.**
c. Address 555 Selby Street City San Francisco Zip 94124
d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Block 5250/Lot 15

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

The building located at 555 Selby Street in San Francisco's Bayview neighborhood sits on a 1.67 acre parcel on Selby Street between Galvez and Innes Avenues. An elevated off-ramp for Interstate 280 (I-280) runs along the west façade, approximately 35 feet east of the building. Access to the site is available from Selby Street. Two ingress and egress points are located off Selby Street. A six-foot-tall plywood fence topped with barbed wire is located along the western perimeter of the site and encloses a parking area for taxis associated with Flywheel (formerly DeSoto Cab Company), the business occupying 555 Selby Street. A six-foot-tall chain-link fence topped with barbed wire is located along the northern, southern, and eastern perimeters of the site. The land is owned by the Selby & Hudson Corporation. Provided below is a brief description of the structure and site (see Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, accession #) View looking southeast from parking lot in front of structure, 9/4/15

***P6. Date Constructed/Age and Sources:**
■ Historic ☐ Prehistoric ☐ Both
1969 (assessor's data), with alterations in 1969, 1999, and 2002 (permit data)

***P7. Owner and Address:**
Selby & Hudson Corporation
555 Selby Street
San Francisco, CA 94124

***P8. Recorded by:** (Name, affiliation, address)
Eryn Brennan, ESA
550 Kearny Street, Ste. 800
San Francisco, CA 94102

***P9. Date Recorded:** 9/4/15

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
SFPUC, Central Shops Replacement Project, Categorical Exemption Request, October 8, 2015.

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

***Resource Name or #** (Assigned by recorder) 555 Selby Street
Page 2 **of** 7 ***NRHP Status Code** 6Z

B1. Historic Name: N/A
B2. Common Name: 555 Selby Street
B3. Original Use: Warehouse
B4. Present Use: Office/Repair Shop
***B5. Architectural Style:** Modern Utilitarian-Warehouse
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built originally in 1969; office space and bathrooms were added in the same year. A shed addition was added to the rear circa 1984, and structural upgrades and expansion of the office space occurred in 1999. An attendant's shack was constructed on the site in 2002, and interior office was expanded.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A
Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: James Park (Engineer) b. Builder: Cob Construction
***B10. Significance: Theme** Utilitarian-Warehouse **Area** San Francisco Bay Area
Period of Significance N/A **Property Type** Industrial **Applicable Criteria** A-D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 555 Selby Street has been evaluated against the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criterion A/1, B/2, C/3, and D/4. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is recommended ineligible for listing under any of the NRHP and CRHR criteria due to a lack of significant associations with important historical events, important persons, architectural significance, and information potential. For these reasons, the property would not be considered a historical resource for the purposes of CEQA. This evaluation is consistent with San Francisco Preservation Bulletin 5, "Landmark and Historic District Designation Procedures," which directs that historic resources be evaluated for local designation using the California Office of Historic Preservation Recordation Manual (as per San Francisco Landmarks Board Resolution No. 527, June 7, 2000). (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
HP8 – Industrial Building

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Eryn Brennan and Brad Brewster, ESA

***Date of Evaluation:** 9/21/15

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

P3a. Description (continued):

The approximately 200-foot-long by 50-foot-wide, 22-foot-tall, 1- to 2-story building is a metal-frame structure clad in standing seam steel metal roof and wall panels. The steel cladding utilizes a locking system where each sheet is joined together to prevent water from entering through the sidelaps, and the trapezoidal ribs are designed to shed water more efficiently and requires less purlins to support the roof because they provide greater strength and rigidity.[1] The building sits on a concrete foundation, and one-third of the western end of the structure is two stories in height, while the rest of the building is one-story in height. The structure has a shallow side-gabled roof.

The first floor of the western bay of the north façade has one large, aluminum-frame fixed window on the north end and two sliding sash windows with aluminum frames centered under the gable. Three smaller sliding sash windows are spaced evenly under a gable roof on the second floor. The first floor of the north façade of the two-story portion of the structure has two entrances to access the office and garage areas and a sliding sash aluminum-frame window to the right of the western entrance. The entrance to the garage area is located approximately twenty-five feet east of the office entrance. The second floor of this portion of the building contains five sliding sash windows with aluminum frames spaced evenly above the two entrances. One large, double-height opening with steel roll-up security doors is centered in both the central and eastern bays of the north façade of the structure. The openings provide access to the garage and repair shop areas.

A one-story, flat-roofed addition enclosed on three sides is located on the east end of the building. The plywood addition, constructed circa 1984, is used for storage. The south side of the building abuts structures located at 1970 and 1976 Innes Avenue and is not visible.

The site is completely paved, and a small attendant's shack is located approximately 40 feet north of the western bay of the structure. A fuel storage tank is located approximately 30 feet north of the eastern bay of the building. The approximately 1.45 acre parking lot is filled with Flywheel cars.

View southeast of the north façade.

View south of the one-story storage addition.

[1] Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

B10. Significance (continued):

Project Site History

The building was originally constructed in 1969 on previously undeveloped land purchased by Ralph Hewett in the City's industrial Bayview neighborhood adjacent to city-run operations, such as the Department of Public Work's Central Shops and Asphalt Plant. The Bayview neighborhood developed as one of San Francisco's earliest industrial districts due in part to its proximity to Islais Creek, which provided water needed for various industrial and manufacturing processes, but also because the slaughterhouses formerly located in the South of Market neighborhood continued to be pushed further south into this area of the City beginning in the 1850s.[2] The engineer of record is James Park, and Cob Construction is listed as the general contractor on the original building permit. Research revealed no additional information about James Park or Ralph Hewitt. The approximately 9,600-square-foot building was built as a warehouse with future office space noted in the building permit. In the same year, the office space and a bathroom was added in the building. In 1999, likely the year when the DeSoto Cab Company (now Flywheel) purchased the building, an exterior gas tank canopy was added, which appears to have been subsequently removed, and the interior office space was expanded. The architect for this work was Douglas W. Fong with Design + Build. Structural upgrades were also made to the structure in 1999. In 2002 Flory Construction built the attendant shack on the site, as well as new additional office space, restrooms, and a repair shop in the building.

Brief History of Pre-Fabricated Metal Warehouses

Although patented as early as 1903, steel siding was rarely used in residential or commercial construction due to its susceptibility to water infiltration and rust. In 1939, Frank Hoess patented an advanced interlocking system that prevented water penetration and applied his steel siding on a small residential development in Chicago.[3] However, with the onset of World War II, manufacturing steel and aluminum for any purpose other than that which supported the war effort came to a halt. As the primary building material for war materials, the production of aluminum and steel escalated during the war. The development and popularity of the Quonset Hut, a corrugated steel, pre-fabricated structure with a semi-circular cross section, further promoted the benefits of pre-fabricated metal structures. Initially developed by the US military to meet the needs of a lightweight, pre-fabricated building that could be used for any purpose, shipped anywhere, and quickly assembled with unskilled labor, the original T-Rib Quonset hut was modeled on the Nissen Hut developed by the British during World War I.[4] A redesign of the structure by Otto Brandenberger to make it lighter weight and easier to assemble was approved by the government in 1941, after which it was mass-produced to support the war effort.[5] Other industrialists and manufacturers quickly jumped at the opportunity to design and develop their own version of the Quonset Hut, including Emanuel Norquist with the Butler Manufacturing Company, the largest manufacturer of sheet metal (particularly used for grain silos) in the United States at the time.[6] Norquist had collaborated with Buckminster Fuller to develop the Dymaxion Deployment Unit, a low-cost, pre-fabricated metal house. However, even with government approval to build 1,000 units daily, not enough steel could be diverted from the war effort and only a few hundred units were produced for the army.[7] Nonetheless, after the war, an abundance of aluminum and steel led to a plunge in price and an opportunity for architects, manufacturers, and engineers to find new applications for the material.[8] The Butler Manufacturing Company, although having abandoned further development of their own version of the Quonset Hut, called the Butler Hut, shortly after the war, they launched production of their rigid frame design building developed before the onset of the war and remain one of the largest producers of pre-fabricated metal buildings

[2] JRP Historical Consulting, LLC, "1800 Jerrold Avenue DPR 523 Form," August 2014.
[3] Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.
[4] Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005), 4.
[5] Ibid., 19.
[6] Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age*, 52-3.
[7] Ibid. See also, "Butler Manufacturing Company," http://www.butlermfg.com/about_us, accessed 10/17/15.
[8] Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.

today.[9] Because of its flexibility and resistance to corrosion, aluminum rather than steel became the preferred siding material for residential structures, until vinyl siding was introduced in the 1950s.[10] However, further advances in the exterior treatment of steel to resist corrosion, combined with its greater strength and fire resistance and lower cost, led to the preference of steel cladding over aluminum for large industrial warehouses, such as the one at 555 Selby Street.[11]

Evaluation

NRHP/CRHR Criterion A/1 (Events). The structure located at 555 Selby Street was built on previously undeveloped land in 1969 and has been used continuously since its construction as a warehouse and office space, and later a vehicle repair shop. The structure was built by engineer, James Park, and Cob Construction at the behest of the property owner, Ralph Hewett. Constructed in an industrial area of the Bayview neighborhood, this utilitarian warehouse is surrounded by other similar structures and would not be considered unique or rare in this context. The warehouse also is not associated with any events that have made a significant contribution to the broad patterns of local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria A/1.

NRHP/CRHR Criterion B/2 (Important Persons). The structure located at 555 Selby Street is a privately-owned building that is not associated with the lives of any significant persons important to local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria B/2.

NRHP/CRHR Criterion C/3 (Architecture/Design). The structure was built in 1969 and is a utilitarian, metal-frame, steel-clad warehouse, which is a ubiquitous building type in the industrial Bayview neighborhood, as well as industrial areas of towns and cities throughout the state and country. The structure does not exhibit or embody any distinctive characteristics of a particular architectural style or period. Although the earliest pre-fabricated metal warehouses date to the turn of the twentieth century, the building at 555 Selby Street is a more typical post-World War II example of this building type and, therefore, is not significant in this context. The structure also does not exhibit the work of a master with regards to methods of construction, nor does it possess high artistic values. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria C/3.

NRHP/CRHR Criterion D/4 (Information Potential). The building located at 555 Selby Street is a typical utilitarian structure used for storage and light-industrial purposes and has little to no potential to reveal information important to local, regional, or national history. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria D/4.

References

Butler Manufacturing Company, "About Us," http://www.butlermfg.com/about_us, accessed 10/17/15.

City and County of San Francisco, San Francisco Property Information Map, *555 Selby Street*, accessed online at http://propertymap.sfplanning.org/ on September 16, 2015.

Decker, Julie and Chris Chiel. *Quonset Hut: Metal Living for a Modern Age*. New York: Princeton Architectural Press, 2005.

JRP Historical Consulting, LLC. "1800 Jerrold Avenue DPR 523 Form." August 2014.

Kaskel, Bruce S. "The Metal and Glass Curtain Wall." Cultural Resources Management 18, no. 8 (1995): 23-27.

Permits: Permit #325980, 9/4/68, *erect one-story, 9,600-square-foot warehouse with future office space*, Permit #331054, 4/11/69, *addition of office space and two toilets*, Permit #884960, 2/3/99, *exterior gas tank canopy and expansion of interior office space*, Permit #893132, 8/30/99, *structural revision to exterior slabs and canopy and revisions to interior lateral resistance*

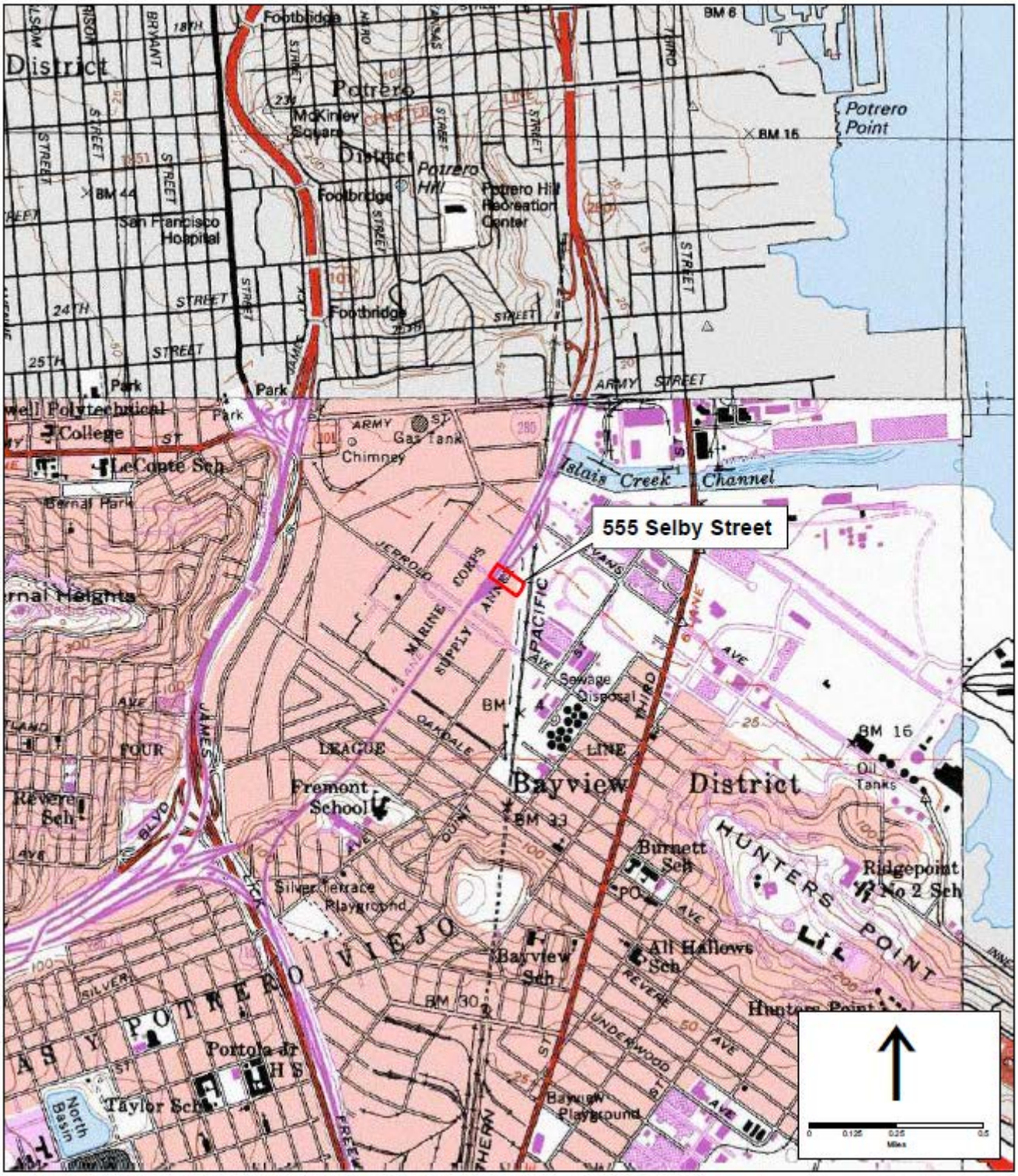
[9] Butler Manufacturing Company, "About Us," http://www.butlermfg.com/about_us, accessed 10/17/15.
[10] Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.
[11] Tata Steel, "Materials used in cladding," accessed 9/21/15.

system, Permit #985845, 3/19/02, *exterior and interior improvements, addition of parking striping, construction of new attendant shack*.

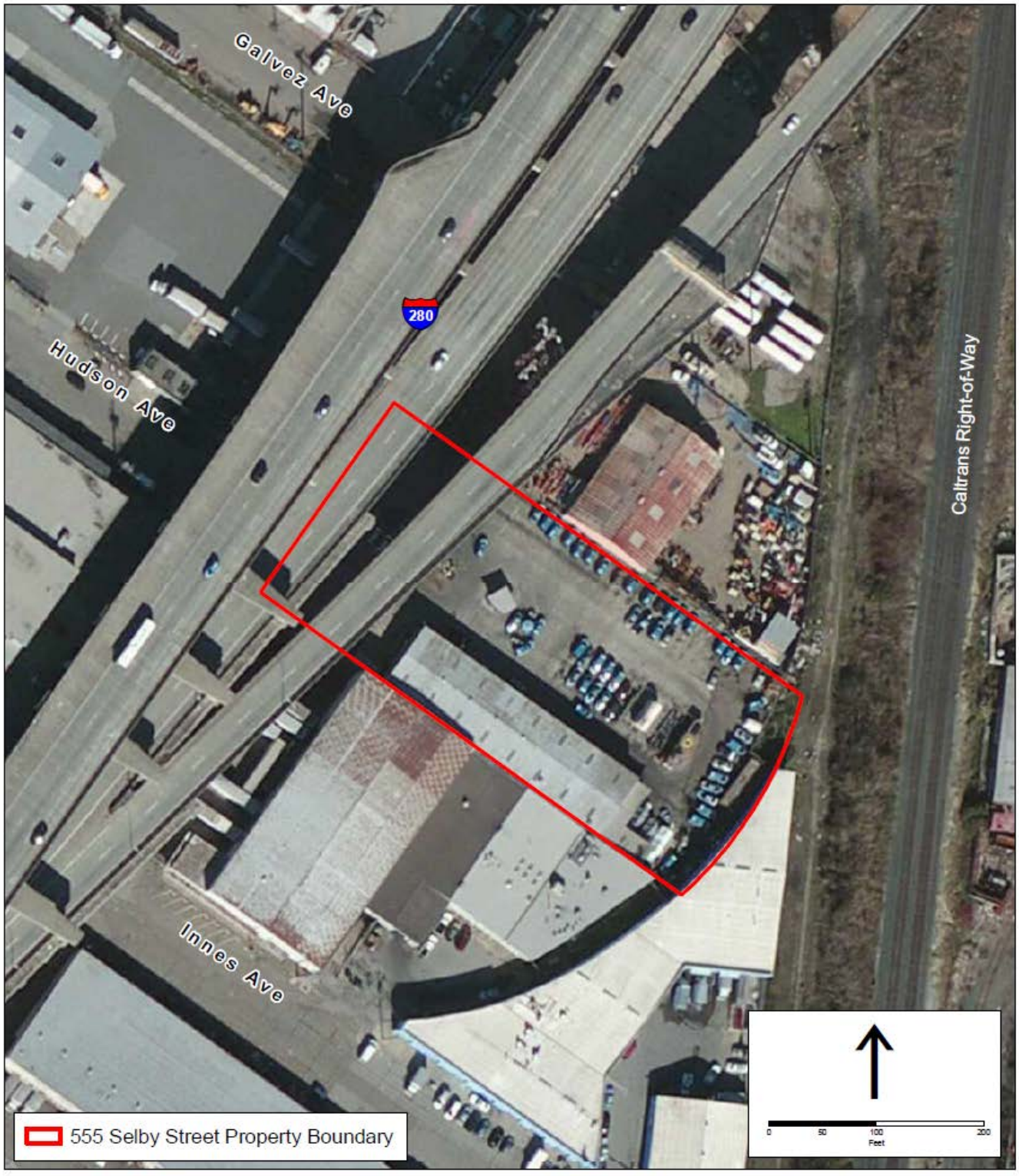
Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

Wilson, Richa and Kathleen Snodgrass. "Early 20th-Century Building Materials: Siding and Roofing." *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008).

***Location Map:** USGS San Francisco South 7.5′ Quadrangle *** Scale:** *1:24,000 **Date of Map:** 1980



Sketch Map: NAIP, 2014 Imagery



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) 1975 Galvez Avenue

P1. Other Identifier: N/A

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted**

***a. County** San Francisco **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** San Francisco South **Date** 1980 **T**____; **R** ____; **Sec** ____; _____ **B.M.**

c. Address 1975 Galvez Avenue City San Francisco Zip 94124

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

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

Block 5250/Lot 16

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

The building located at 1975 Galvez Avenue in San Francisco's Bayview neighborhood sits on a 1.11 acre parcel bounded by Galvez Avenue to the north, Selby Street to the west, Hudson Avenue to the south, and a railroad right-of-way to the east containing two sets of parallel railroad tracks, one of which is the Caltrain railroad track. An elevated off-ramp for Interstate 280 (I-280) runs along the west façade, approximately 50 feet east of the building. Access to the site is available from Galvez Avenue. A chain-link fence topped with barbed wire in front of a corrugated aluminum fence and a movable, metal gate are located along the western, northern, and eastern perimeters of the site. A chain-link fence topped with barbed wire and the south façade of the building form the southern perimeter of the site. The fencing encloses a parking area for vehicles and construction equipment associated with BlueLine Rental, the construction equipment rental business occupying the building. The land is owned by WYL Five Star Service Industrial. Provided below is a brief description of the structure and site (see Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building

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

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

P5b. Description of Photo: (View, date, accession #) View looking northeast from parking lot adjacent to structure, 9/4/15

***P6. Date Constructed/Age and Sources:**
■ Historic ☐ Prehistoric ☐ Both
1964 (assessor's data) with alterations in 1972 and 1983 (permit data)

***P7. Owner and Address:**
WYL Five Star Service Industrial
P.O. Box 27025
San Francisco, CA 9412

***P8. Recorded by:** (Name, affiliation, address)
Eryn Brennan, ESA
550 Kearny Street, Ste. 800
San Francisco, CA 94102

***P9. Date Recorded:** 9/4/15

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
SFPUC, Central Shops Replacement Project, Categorical Exemption Request, October 8, 2015.

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

***Resource Name or #** (Assigned by recorder) 1975 Galvez Avenue
Page 2 **of** 7 ***NRHP Status Code** 6Z

B1. Historic Name: N/A
B2. Common Name: 1975 Galvez Avenue
B3. Original Use: Construction Equipment Rental Business
B4. Present Use: Office/Repair Shop
***B5. Architectural Style:** Modern Utilitarian-Warehouse
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built originally in 1964, with alterations in 1972 and 1983.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A
Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Utilitarian-Warehouse **Area** San Francisco Bay Area
Period of Significance N/A **Property Type** Industrial **Applicable Criteria** A-D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at 1975 Galvez Street has been evaluated against the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criteria A/1, B/2, C/3, and D/4. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is recommended ineligible for listing under any of the NRHP and CRHR criteria due to a lack of significant associations with important historical events, important persons, architectural significance, and information potential. For these reasons, the property would not be considered a historical resource for the purposes of CEQA. This evaluation is consistent with San Francisco Preservation Bulletin 5, "Landmark and Historic District Designation Procedures," which directs that historic resources be evaluated for local designation using the California Office of Historic Preservation Recordation Manual (as per San Francisco Landmarks Board Resolution No. 527, June 7, 2000). (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
HP8 – Industrial Building

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Eryn Brennan and Brad Brewster, ESA

***Date of Evaluation:** 9/21/15

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

P3a. Description (continued):

The approximately 100-foot-long by 70-foot-wide, 1- to 2-story warehouse is a metal-frame structure clad in standing seam steel metal roof and wall panels. The steel cladding utilizes a locking system where each sheet is joined together to prevent water from entering through the sidelaps, and the trapezoidal ribs are designed to shed water more efficiently and requires less purlins to support the roof because they provide greater strength and rigidity.[1] The building sits on a concrete foundation, and one-third of the northern end of the structure is two stories in height, while the rest of the building is one-story in height. The structure has a shallow side-gabled roof.

The southern end of the west (front) façade of the structure contains a large, double-height opening that provides access to the storage area of the warehouse. The northern end of the west façade contains an entrance into the office area accessed via two concrete steps, and one large aluminum-frame, sliding sash window and one small and narrow aluminum-frame, sliding sash window, both of which are covered with security bars and have metal sills. A downpipe extends from the gutter to an outdoor sink to the left of the entrance. The first floor of the north façade contains a small and narrow aluminum-frame, sliding sash window on each end of the building, and a pair of large aluminum-frame sliding sash windows center-right under the gable. The second floor of the north façade contains three sliding sash windows with aluminum frames spaced evenly under the gable roof. The east (rear) façade of the structure has only a large, double-height opening that aligns with the opening on the west façade to allow large vehicles to drive through the building to the rear portion of the lot. The south façade of the structure forms the southern perimeter of the site and has no openings.

The site is completely paved, and the approximately 0.95 acre parking lot is filled with construction equipment and vehicles.

View southeast of the west façade.

View southeast of the north façade.

[1] Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

B10. Significance (continued):

Project Site History

The building was originally constructed in 1964 on previously undeveloped land in the City's industrial Bayview neighborhood adjacent to city-run operations, such as the Department of Public Work's Central Shops and Asphalt Plant. The Bayview neighborhood developed as one of San Francisco's earliest industrial districts due in part to its proximity to Islais Creek, which provided water needed for various industrial and manufacturing processes, but also because the slaughterhouses formerly located in the South of Market neighborhood continued to be pushed further south into this area of the City beginning in the 1850s.[2] As the original building permit is no longer on file at the Department of Building Inspection's Records Management Division, the original owner and builder of the structure is not known. A review of city phone directories from 1964 to 1973 yielded no information about this property. Presumably, the approximately 7,050-square-foot building was built as a warehouse, possibly with office space. A 1972 building permit for alterations to the structure identifies the owner as Green Glen Dairy. The alterations included raising the building floor, adding three walk-in refrigerators, adding a loading dock and processing room, and altering the existing office. The permit notes the building was vacant at the time the application was submitted, and the work was conducted by engineer, Howard A. York, for $80,000. In 1983, the owner of record, Patent Scaffolding Company, extended the existing office space into the warehouse to accommodate a computer room.

Brief History of Pre-Fabricated Metal Warehouses

Although patented as early as 1903, steel siding was rarely used in residential or commercial construction due to its susceptibility to water infiltration and rust. In 1939, Frank Hoess patented an advanced interlocking system that prevented water penetration and applied his steel siding on a small residential development in Chicago.[3] However, with the onset of World War II, manufacturing steel and aluminum for any purpose other than that which supported the war effort came to a halt. As the primary building material for war materials, the production of aluminum and steel escalated during the war. The development and popularity of the Quonset Hut, a corrugated steel, pre-fabricated structure with a semi-circular cross section, further promoted the benefits of pre-fabricated metal structures. Initially developed by the US military to meet the needs of a lightweight, pre-fabricated building that could be used for any purpose, shipped anywhere, and quickly assembled with unskilled labor, the original T-Rib Quonset hut was modeled on the Nissen Hut developed by the British during World War I.[4] A redesign of the structure by Otto Brandenberger to make it lighter weight and easier to assemble was approved by the government in 1941, after which it was mass-produced to support the war effort.[5] Other industrialists and manufacturers quickly jumped at the opportunity to design and develop their own version of the Quonset Hut, including Emanuel Norquist with the Butler Manufacturing Company, the largest manufacturer of sheet metal (particularly used for grain silos) in the United States at the time.[6] Norquist had collaborated with Buckminster Fuller to develop the Dymaxion Deployment Unit, a low-cost, pre-fabricated metal house. However, even with government approval to build 1,000 units daily, not enough steel could be diverted from the war effort and only a few hundred units were produced for the army.[7] Nonetheless, after the war, an abundance of aluminum and steel led to a plunge in price and an opportunity for architects, manufacturers, and engineers to find new applications for the material.[8] The Butler Manufacturing Company, although having abandoned further development of their own version of the Quonset Hut, called the Butler Hut, shortly after the war, they launched production of their rigid frame design

[2] JRP Historical Consulting, LLC, "1800 Jerrold Avenue DPR 523 Form," August 2014.
[3] Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.
[4] Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005), 4.
[5] Ibid., 19.
[6] Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age*, 52-3.
[7] Ibid. See also, "Butler Manufacturing Company," http://www.butlermfg.com/about_us, accessed 10/17/15.
[8] Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.

building developed before the onset of the war and remain one of the largest producers of pre-fabricated metal buildings today.[9] Because of its flexibility and resistance to corrosion, aluminum rather than steel became the preferred siding material for residential structures, until vinyl siding was introduced in the 1950s.[10] However, further advances in the exterior treatment of steel to resist corrosion, combined with its greater strength and fire resistance and lower cost, led to the preference of steel cladding over aluminum for large industrial warehouses, such as the one at 1975 Galvez Avenue.[11]

Evaluation

NRHP/CRHR Criterion A/1 (Events). The structure located at 1975 Galvez Avenue was built on previously undeveloped land in 1964 and has been used continuously since its construction as a warehouse and possibly as an office space. Constructed in an industrial area of the Bayview neighborhood, this utilitarian warehouse is surrounded by other similar structures and would not be considered unique or rare in this context. The warehouse also is not associated with any events that have made a significant contribution to the broad patterns of local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria A/1.

NRHP/CRHR Criterion B/2 (Important Persons). The building located at 1975 Galvez Avenue is a privately-owned property that is not associated with the lives of any significant persons important to local, regional, or national history. For this reason, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria B/2.

NRHP/CRHR Criterion C/3 (Architecture/Design). The structure was built in 1964 and is a utilitarian, metal-frame, steel-clad warehouse, which is a ubiquitous building type in the industrial Bayview neighborhood, as well as industrial areas of towns and cities throughout the state and country. The structure does not exhibit or embody any distinctive characteristics of a particular architectural style or period. Although the earliest pre-fabricated metal warehouses date to the turn of the twentieth century, the building at 1975 Galvez Avenue is a more typical post- World War II example of this building type and, therefore, is not significant in this context. The structure also does not exhibit the work of a master with regards to methods of construction, nor does it possess high artistic values. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria C/3.

NRHP/CRHR Criterion D/4 (Information Potential). The building located at 1975 Galvez Avenue is a typical utilitarian structure used for storage and light-industrial purposes and has little to no potential to reveal information important to local, regional, or national history. For these reasons, the property is recommended ineligible for listing in the NRHP and CRHR under Criteria D/4.

References

Butler Manufacturing Company, "About Us," http://www.butlermfg.com/about_us, accessed 10/17/15.

City and County of San Francisco, San Francisco Property Information Map, *555 Selby Street*, accessed online at http://propertymap.sfplanning.org/ on September 16, 2015.

Decker, Julie and Chris Chiel. *Quonset Hut: Metal Living for a Modern Age*. New York: Princeton Architectural Press, 2005.

JRP Historical Consulting, LLC. "1800 Jerrold Avenue DPR 523 Form." August 2014.

Kaskel, Bruce S. "The Metal and Glass Curtain Wall." Cultural Resources Management 18, no. 8 (1995): 23-27.

Permits: Permit #325980, 9/4/68, *erect one-story, 9,600-square-foot warehouse with future office space*, Permit #331054, 4/11/69, *addition of office space and two toilets*, Permit #884960, 2/3/99, *exterior gas tank canopy and expansion of interior office space*, Permit #893132, 8/30/99, *structural revision to exterior slabs and canopy and revisions to interior lateral resistance*

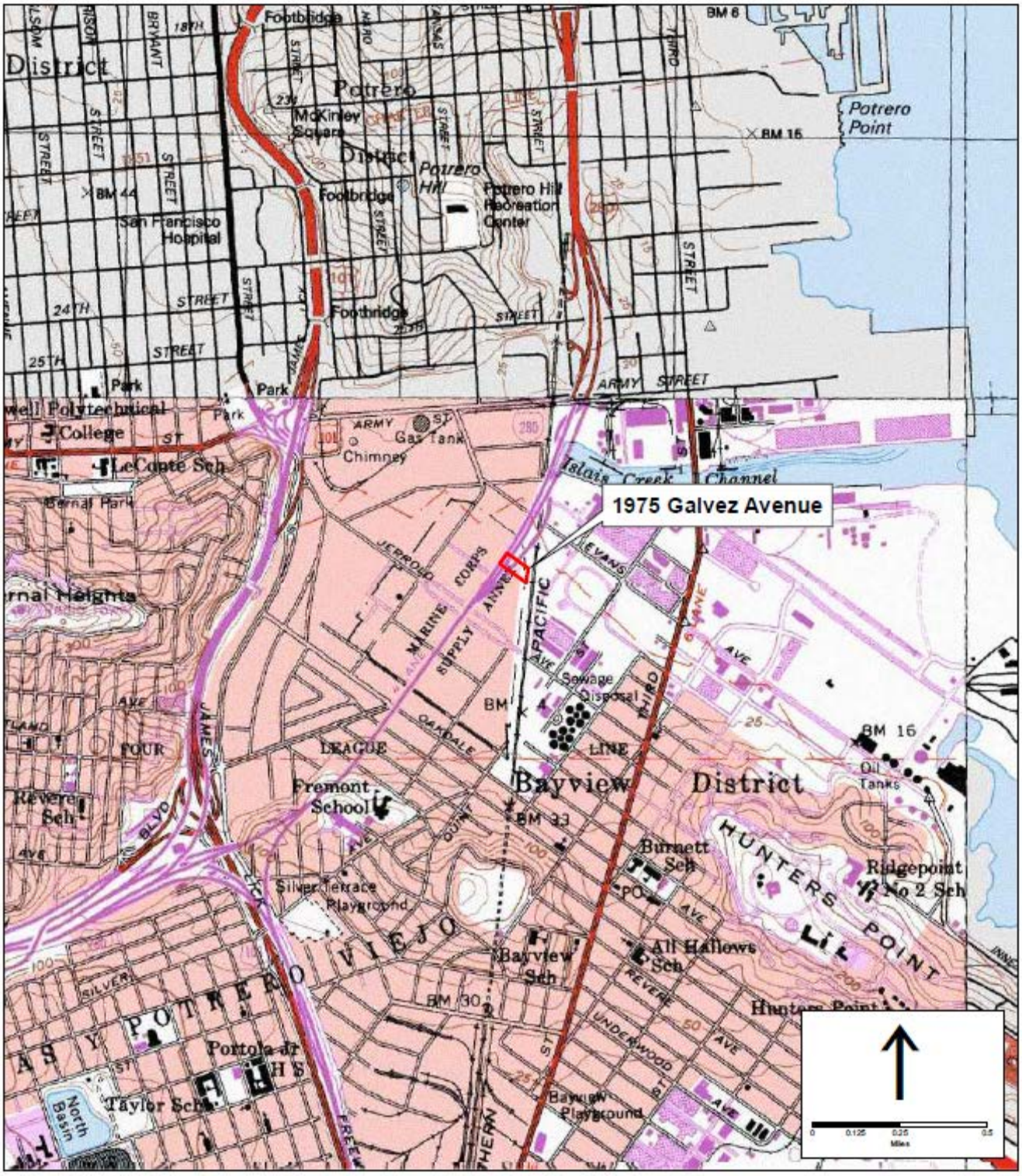
[9] Butler Manufacturing Company, "About Us," http://www.butlermfg.com/about_us, accessed 10/17/15.
[10] Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.
[11] Tata Steel, "Materials used in cladding," accessed 9/21/15.

system, Permit #985845, 3/19/02, *exterior and interior improvements, addition of parking striping, construction of new attendant shack*.

Tata Steel, "Materials used in cladding," http://www.tatasteelconstruction.com/en/reference/teaching-resources/architectural-teaching-resource/cladding/metal-cladding/materials-used-in-cladding, accessed 9/21/15.

Wilson, Richa and Kathleen Snodgrass. "Early 20th-Century Building Materials: Siding and Roofing." *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008).

***Location Map:** USGS San Francisco South 7.5′ Quadrangle *** Scale:** *1:24,000 **Date of Map:** 1980



Sketch Map: NAIP, 2014 Imagery