SAN FRANCISCO
PLANNING DEPARTMENT

CEQA CATEGORICAL EXEMPTION FORM

PROJECT NAME: SFPUC - 1801 Jerrold Ave. Land Reuse Project

PROJECT LOCATION: 1801 Jerrold Ave. & 160 Napoleon St.

CASE NUMBER: 2016-007250ENV

PROJECT TYPE: ☐ New Facility ☐ Replacement Facility/Equipment ☐ Repair/Maintenance/Upgrade ☒ Other: Demolition of non-historic structure

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: _____

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

Planner's Signature

6/2/2016

Date

Timothy Johnston, CEQA Coordinator

Name, Title

Project Approval Action: SFPUC 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:	1801 Jerrold Avenue Land Reuse 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

PLANNING

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-2479

T: 415.558.6378
F: 415.558.6409

APPLICATION PACKET FOR
Environmental Evaluation

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, Section 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 EVALUATION?

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 EVALUATION 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(c) 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 SIGN 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 exemptions (CPE) from CEQA review may be found 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 TO PIC 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:
SFPUC
525 Golden Gate Ave., 9th Floor
San Francisco, CA 94102

TELEPHONE:
(415) 551-4586
EMAIL:
www.sfwater.org

APPLICANT'S NAME:
Irina P. Torrey
Same as Above ☐

APPLICANT'S ADDRESS:
SFPUC
525 Golden Gate Ave., 6th Floor
San Francisco, CA 94102

TELEPHONE:
(415) 554-3232
EMAIL:
itorrey@sfwater.org

CONTACT FOR PROJECT INFORMATION:
YinLan Zhang
Same as Above ☐

ADDRESS:
SFPUC
525 Golden Gate Ave., 6th Floor
San Francisco, CA 94102

TELEPHONE:
(415) 487-5201
EMAIL:
YZhang@sfwater.org

2. Location and Classification

STREET ADDRESS OF PROJECT:
1801 Jerrold Ave, San Francisco, CA

ZIP CODE:
94124

CROSS STREETS:
Quint Street

ASSESSOR'S BLOCK/LOT	LOT DIMENSIONS	LOT AREA (SQ FT)	ZONING DISTRICT	HEIGHT/BULK DISTRICT
5262 / 009	N/A	64,000	P	65-J

COMMUNITY PLAN AREA (IF ANY):
N/A

3. Project Description

Please check all that apply

- ☐ Change of Use
- ☐ Change of Hours
- ☐ New Construction
- ☐ Alterations
- ☒ Demolition
- ☐ Other Please clarify

ADDITIONS TO BUILDING:

- ☐ Rear
- ☐ Front
- ☐ Height
- ☐ Side Yard

PRESENT OR PREVIOUS USE:
Public Work dispatch for Street Repair Division

PROPOSED USE:
SFPUC wastewater treatment facilities

BUILDING APPLICATION PERMIT NO.	DATE FILED
N/A	N/A

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 ADDITIONS	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	N/A	N/A	N/A	N/A
Loading Spaces	N/A	N/A	N/A	N/A
Number of Buildings	N/A	N/A	N/A	N/A
Height of Building(s)	N/A	N/A	N/A	N/A
Number of Stories	N/A	N/A	N/A	N/A
Bicycle Spaces	N/A	N/A	N/A	N/A
		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	N/A	N/A	N/A	N/A
PDR Production, Distribution, & Repair	N/A	N/A	N/A	N/A
Parking	N/A	N/A	N/A	N/A
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 SFPUC proposes the jurisdictional transfer of 1801 Jerrold Avenue, which is adjacent to the SFPUC's Southeast Pollution Control Plant, from Public Works to SFPUC. In exchange, Public Works would obtain jurisdiction of Napoleon Street site, which is adjacent to the DPW Yard from SFPUC. After the jurisdictional transfer is complete, SFPUC would demolish the decommissioned asphalt plant at 1801 Jerrold Avenue and vacate Quint Street extending from the Caltrain berm to Jerrold Avenue. Conditions at the Napoleon Street site would not change.

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): _____

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

   Amount of excavation (in cubic yards): _____

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

   No foundation. Additional information can be found in the attached CE request.

   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 building, (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: BY PROPOSED USES:

N/A

ESTIMATED CONSTRUCTION COST:

ESTIMATE PREPARED BY:

FEE ESTIMATE(S):

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: 5/20/2016

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

Irina P. Torrey

Owner / Authorized Agent (circle one)

○ ⊙

Environmental Evaluation Application Submittal Checklist

APPLICATION MATERIALS	REQUIRED	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 Environmental Only

Application received by Planning Department:

By: Date:

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**

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1660 Mission Street, First Floor
San Francisco CA 94103-2479

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

525 Golden Gate Avenue, 13th Floor
San Francisco, CA 94102
T 415.554.3155
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May 24, 2016

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
1801 Jerrold Avenue Land Reuse Project (Asphalt Plant)
(Project Number CWWSIPPRPL92)

Dear Timothy:

The San Francisco Public Utilities Commission (SFPUC) requests review of the proposed 1801 Jerrold Avenue Land Reuse Project under the California Environmental Quality Act (CEQA). The purposes of this letter are to: 1) Provide the Environmental Planning (EP) Division with information on the proposed project; and 2) Request EP review and concurrence that the proposed project is categorically exempt under CEQA State Guidelines Section 15304, (Minor Alterations of Land), Class 4 and Section 15305, (Minor Alterations in Land Use Limitations).

The project would be conducted in compliance with applicable federal, State and local regulations and under contractual provisions prohibiting work in violation of applicable regulations and plans. Contractors would comply with all applicable SFPUC Standard Construction Measures, issued July 1, 2015, which are on file at EP.

BACKGROUND

The City of San Francisco's Asphalt Plant is located at 1801 Jerrold Avenue (Block 5262 Lot 009), which is immediately adjacent to the SFPUC's Southeast Water Pollution Control Plant (SEP) facilities (See Figure 1). The approximately 1.5 acre Asphalt Plant is under the jurisdiction of San Francisco Public Works (Public Works). The Asphalt Plant was decommissioned in 2009 and is currently used by Public Works for dispatch, storage, and parking of vehicles and equipment for its Street Repair Division. Jurisdictional transfer of the Asphalt Plant from Public Works to the SFPUC is proposed.

The SFPUC has an immediate need in the vicinity of the SEP for an area of approximately 1.5 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 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 wastewater treatment capital improvement projects. Some of these projects are currently in the planning stages and are part of the SFPUC's Sewer System Improvement Program (SSIP), including the proposed Biosolids Digester Facilities Project, which is undergoing separate environmental review.

In exchange for the Asphalt Plant, the SFPUC would transfer a site on Napoleon Street to Public Works' jurisdiction. The Napoleon Street site is approximately 59,000 square feet (1.35 acres) and is located between Cesar Chavez and Napoleon Streets, west of Evans Avenue (Block 43431 Lot 031), and is adjacent to Public Work's 10-acre facility for vehicle and equipment storage located on Cesar Chavez Street (DPW Yard). Public Works is seeking use of the Napoleon Street site to expand the DPW Yard and consolidate its operations, including those currently located at the Asphalt Plant.

Project Components

The project consists of the following components:

- Jurisdictional transfer of the Asphalt Plant from Public Works to SFPUC and jurisdictional transfer of the Napoleon Street Site from SFPUC to Public Works.
- Relocation of Public Works operations from Asphalt Plant to Napoleon Site.
- Demolition of the existing above ground structures at Asphalt Plant and installation of perimeter security fence.
- Street Vacation of Quint Street from the Caltrain Right of Way (ROW) to Jerrold Avenue and installation of control gate (swing arm gate) at Quint and Jerrold.

SETTING

The proposed project would be carried out at 1801 Jerrold Avenue, where the decommissioned 1.5-acre Asphalt Plant currently under Public Works jurisdiction is located. The site is across the street (Quint Street) from SFPUC's SEP in the Bayview Hunters Point neighborhood. The triangular shaped site is bound by Quint Street on the east, Jerrold Avenue on the north, and a Port of San Francisco railroad right-of-way on the west. The Caltrain railroad tracks are located further west and parallel the Port's railroad right-of-way. The site is located in an industrial area of the Bayview Hunters Point neighborhood. In addition to the SEP, and Caltrain railroad tracks, San Francisco's Central Fleet Maintenance Shop (Central Shops) is located north of the site, across Jerrold Avenue.

The Napoleon Street site (approximately 1.35 acres), which the SFPUC would exchange with Public Works for the Asphalt Plant site, is also located in an industrial area of the Bayview Hunters Point neighborhood. The site is north of Napoleon Street and west of Evans Ave. The project area includes a strip of land between two large industrial warehouse structures that is approximately 80 feet wide and 400 feet long and an irregularly shaped parking area to the north. The site is located directly south of the DPW Yard. SFPUC Sewer

Operations staff occupy seven office trailers and approximately 50 vehicles are parked on site. The trailers would remain and would be used by Public Works employees once the jurisdictional transfer is complete.

PROJECT DESCRIPTION

The SFPUC proposes jurisdictional transfer of 1801 Jerrold Avenue (Asphalt Plant) from Public Works to SFPUC and transfer of the Napoleon Street site from SFPUC to Public Works. After the jurisdictional transfers, the SFPUC would demolish the decommissioned asphalt plant, and close an approximately 600-foot section of Quint Street, from the Caltrain railroad berm to Jerrold Avenue to traffic. This portion of Quint Street south of Jerrold Avenue is already a dead end street due to the construction of the Caltrain berm. The SFPUC proposes vacation of the street to maintain and secure the dead end. A swing arm gate would be installed after the street vacation is authorized. Legislation approved by the Board of Supervisors and the Mayor is required to authorize permanent street vacation.

There are no proposed changes to the Napoleon Street site. The seven office trailers would remain; no construction would occur. Approximately 75 SFPUC staff, and approximately 50 vehicles would be relocated to temporary SFPUC facilities to be located at the Griffith Yard site (Block bounded by Griffith, Thomas, Arelious Walker and Underwood). Approximately 60 Public Works employees and 70 vehicles would be relocated to the Napoleon Street site.

Asphalt Plant Demolition

Once the jurisdictional transfer of 1801 Jerrold Avenue from Public Works to SFPUC is complete, the SFPUC would demolish all above-ground structures on the 1.5-acre site, including the batch plant and four buildings that were used for offices, locker room, control center, compressor storage, and carport. The structures would be dismantled and loaded onto dump trucks to be disposed of at an approved landfill. The demolition activities would be limited to the above-ground structures and would comply with San Francisco Construction and Demolition Debris Recover Ordinance. No excavations would be required. After demolition activities, the site would be cleared and an eight-foot high chain link fence would be installed around the site for security.

Equipment and Personnel

Equipment to be used during construction would include the following:

Aerial lift	2
Torch cutters / welding machines	4
Crane	1
Front-end loaders	2
Water truck	1

Small drill rig	1
Excavator	1
Wrecking ball	1
Flat bed trucks	2
Dump trucks	5

A maximum of 10 construction personnel would be onsite each day.

Equipment would be staged on site or in the parking lanes on the streets surrounding the property.

Schedule

The proposed demolition would take approximately 5 months to complete. Work would take place between the hours of 8:00 a.m. and 6:00 p.m. Monday through Friday. Evening and weekend activity is not anticipated.

Quint Street Vacation

The SFPUC also proposes permanent vacation of Quint Street from the new Caltrain berm to Jerrold Avenue, which is approximately 600 feet in length. By closing the street to traffic, the SFPUC would be able to maintain and secure the dead end resulting from construction of the Caltrain berm. Caltrain obtained approval to vacate the section of Quint Street that intersects with its railroad tracks resulting from the need to replace the deteriorated steel railroad bridge with a berm. Construction of the berm is complete and Quint Street is now a dead-end street. After the street vacation has been approved, the SFPUC would install a swing arm gate across Quint Street.

ENVIRONMENTAL INFORMATION

Based on the above project description, the environmental issues requiring evaluation are discussed below.

Aesthetics

The proposed demolition of the existing asphalt plant and appurtenant structures and installation of the chain link fence would change the appearance of the site. However, because the site is in an industrial area with no sensitive viewsheds or designated scenic highways, and is surrounded by other industrial uses, the change does not represent an adverse effect to the visual resources of the area. In addition, potential use of the site for equipment storage and staging would not be out of character with the surrounding area. Therefore, adverse effects to the visual environment at the Asphalt Plant site are not anticipated.

Air Quality

The proposed project would entail usage of the construction equipment listed in the table above and would generate a 462 truck trips for hauling away the demolished Asphalt Plant facilities. Estimated emissions of criteria pollutants

would not exceed Bay Area Air Quality Management District's (BAAQMD) CEQA guidelines and are presented in the table below:

Criteria Pollutant	Project Emissions (lbs/day)	Threshold (lbs/day)
PM_{10}	1.28	82
$PM_{2.5}$	1.18	54
NO_x	32.09	54
ROG	2.58	54

The demolition contractor would comply with the City's Dust Control Ordinance which requires the 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 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, the short duration of the demolition activity, and based upon compliance with the Dust Control and Clean Construction Ordinances, and implementation of SFPUC Standard Construction Measure Number 2, Air Quality, adverse effects on air quality are not expected.

Biological Resources

The proposed demolition activities would take place on a developed site in an industrial area of the city. There are no special-status species or critical habitat present in the project area. The project site does not contain any jurisdictional aquatic resources. The proposed project would not involve any tree removal.

Therefore, adverse effects to biological resources are not anticipated.

Cultural Resources

The proposed project would not involve any excavation therefore adverse effects to potential subsurface archeological resources are not anticipated.

Directed by the SFPUC, Environmental Science Associates (ESA) evaluated the 1801 Jerrold Avenue site for historical resources and concluded that "In summary, ESA recommends the Asphalt Plant ineligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) due to a lack of association with important historical events, important persons, and architecture/design. The Plant also has little

ability to provide information important to history or prehistory. In addition, the Plant's integrity has been compromised as nearly all the asphalt production machinery has been replaced or installed within the last 25 years, and the site is no longer operational for its originally intended use. As such, the Plant would not be considered an historical resource as defined by CEQA." ESA's assessment was approved by JRP Historical Consulting as adjunct staff to the EP staff on August 18, 2015. Therefore adverse effects to historical resources are not anticipated.

Hazards and Hazardous Materials

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 proposed project.

1801 Jerrold Avenue is located within the "Expanded Maher Area" mapped by the San Francisco Department of Public Health. The SFPUC and its construction contractor would comply with Article 22A of the San Francisco Health Code ("Maher Ordinance") to address any hazardous materials discovered on site. Moreover, the SFPUC and its construction contractor would be required to comply with the Standard Construction Measure Number 6 which requires identification, transportation and disposal of hazardous material, should they be encountered during project construction, 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 are not anticipated.

Noise

The proposed demolition is approximately 650 feet away from the nearest residential sensitive receptors and would be completed in five months. The project would comply with the City's Noise Ordinance. Vehicles and equipment would be equipped with noise control mufflers as required and would be properly maintained. Daytime ambient noise levels in the surrounding area is relatively high due to the operation of the Caltrain commuter railroad, commercial vehicles travelling to and from the nearby Wholesale Produce Market and other warehouse uses in the vicinity. As stated above, evening and weekend demolition activity is not anticipated.

Due to compliance with the City's Noise Ordinance, distance from residences, and limited duration of construction, adverse noise effects are not anticipated.

Transportation

Demolition of the Asphalt Plant facilities would require 462 two-way truck trips over five months and 10 construction personnel per day, which would not represent a significant increase in traffic volume. The project would implement a traffic control plan as required by the SFMTA Department of Parking and Traffic and Municipal Railway Service Planning.

The proposed project includes the closure (street vacation) of a section of Quint Street from the Caltrain berm to Jerrold Avenue, which is approximately 600 feet long. Caltrain obtained San Francisco Board of Supervisors approval in May 2014 (Resolution 145-14) to vacate the segment of Quint Street that intersects with the railroad. Caltrain recently converted the former railroad bridge to a berm, therefore Quint Street between Jerrold Avenue and the Caltrain railroad is a dead end street. Extending the street closure to include the segment proposed under this project would not result in significant impacts to traffic flow.

Due to the proposed implementation of a traffic control plan, and the closing of a segment of Quint Street that would be a dead-end street, adverse effects to traffic and transportation are not anticipated.

CEQA COMPLIANCE/RECOMMENDATION

Based on the description of the proposed activity and evaluations above, the SFPUC recommends EP determine the proposed 1801 Jerrold Avenue Land Reuse Project is categorically exempt under CEQA Guidelines Section 15304, Class 4, Minor Alterations to Land, and Section 15305, Minor Alterations in Land Use Limitations.

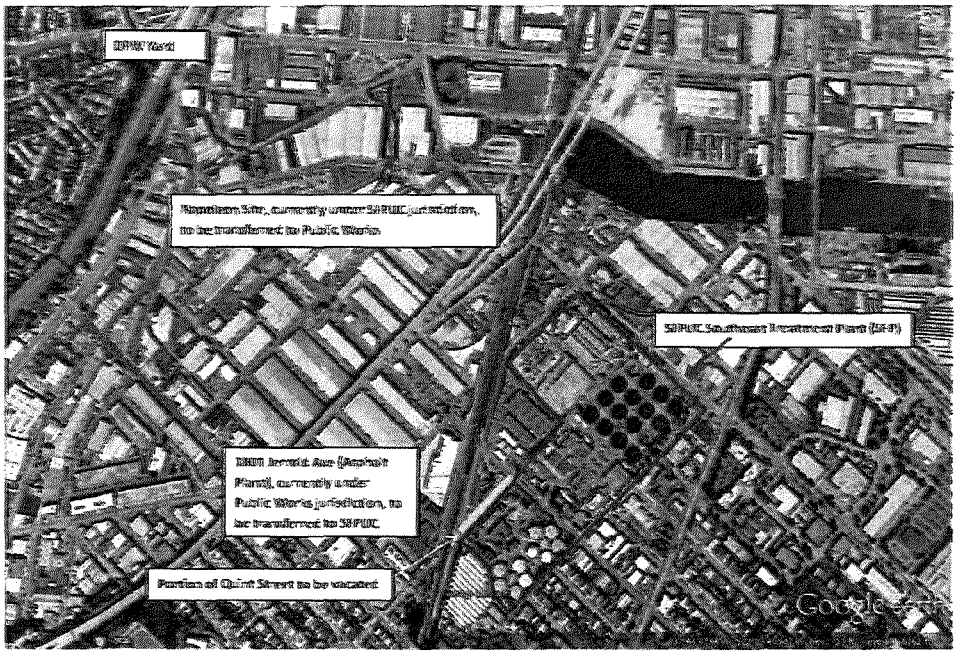
Should you have questions or require additional information, Environmental Project Manager YinLan Zhang can be reached at (415) 487-5201.

Sincerely,

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

cc: Shelby Campbell, SFPUC Project Manager
YinLan Zhang, Environmental Project Manager, SFPUC BEM
Rosanna Russell, SFPUC Real Estate

Figure 1. Project location Map



From: Smith, Steve (CWP)
To: Johnston, Timothy (PUC)
Subject: FW: Asphalt Plant 1801 Jerrold Avenue
Date: Monday, May 16, 2016 11:09:06 AM

Not sure if you are working on an exemption application for the Asphalt Plant, but forwarding the attached as an FYI in case it's relevant...

Steven L. Smith, AICP, LEED AP
Senior Environmental Planner

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6378 | Fax: 415-558-6409
Email: steve.smith@sfgov.org
Web: www.sfplanning.org

From: Chris McMorris [mailto:CMcMorris@jrphistorical.com]
Sent: Monday, May 16, 2016 11:03 AM
To: Zhang, Yin Lan (PUC)
Cc: Smith, Steve (CWP)
Subject: Asphalt Plant 1801 Jerrold Avenue

YinLan,

I received your voicemail on May 13, 2016 regarding the historic resource evaluation for the Asphalt Plant at 1801 Jerrold Avenue, San Francisco. In my role as extension of Planning Department, Environmental Planning Division staff I reviewed and provided comment on the DPR 523 form that ESA prepared for the Asphalt Plant. ESA concluded that the subject property is not eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. I provided comments regarding the form on July 16, 2015 and July 21, 2015. ESA submitted the final DPR 523 form for the Asphalt Plant on August 18, 2015. I agreed with ESA's conclusion. Thus, the Asphalt Plant at 1801 Jerrold Avenue is not a historical resource for the purposes of compliance with the California Environmental Quality Act (CEQA), as defined in the CEQA Guidelines Section 15064.5.

Please let me know if you require any additional information about this. Thank you.

Chris

Christopher McMorris
Partner

JRP HISTORICAL CONSULTING, LLC
2850 Spafford Street
Davis, California 95618
530-757-2521 ext. 30
530-757-2566 fax
www.jrphistorical.com

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

Primary #
HRI #
Trinomial
NR/HP Status Code 6Z
Other Listings
Review Code Reviewer Date

 *Resource Name or # (Assigned by recorder) SFDPW Asphalt Plant

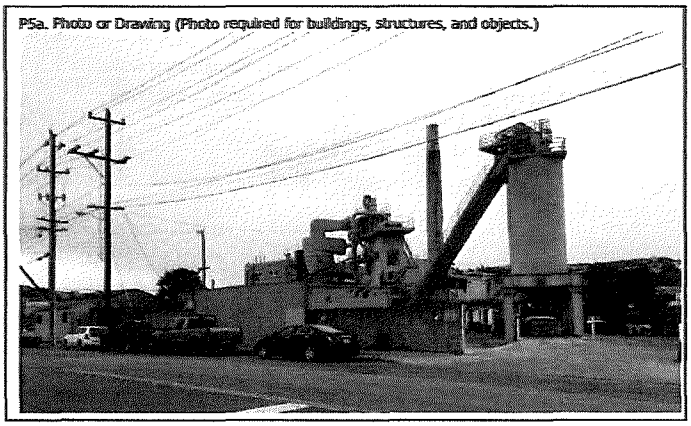
P1. Other Identifier: N/A
*P2. Location: ☐ Not for Publication ■ Unrestricted *a. County San Francisco
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad San Francisco South Date 1980 T 2S ; R 5W ; ¼ of ¼ of Sec ; M.D. B.M.
c. Address: 1801 Jerrold Avenue City: San Francisco Zip: 94124
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Block 5251/Lot 001

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The San Francisco Department of Public Works (SFDPW) Asphalt Plant at 1801 Jerrold Avenue in San Francisco's Bayview neighborhood sits on a 1.5-acre triangular parcel, bound by Quint Street on the east, Jerrold Avenue on the north, and a railroad right-of-way on the west containing two sets of parallel railroad tracks, one of which is the Caltrain railroad tracks. Two entries to the site are located on Jerrold Avenue, and another on Quint Street. The site is surrounded by 10-foot-tall chain link fencing topped with razor wire. The land is owned and maintained by the SFDPW, Bureau of Streets and Sewer Repairs. Provided below is a brief description of all buildings and structures on the site.

Asphalt Plant Operation
Although the plant is currently non-operational, at one time the plant mixed rock and sand with a petroleum-based emulsion to produce asphalt. Aggregate rock and sand was unloaded by trucks to a bucket elevator, and stored in overhead bins according to size. Petroleum-based emulsion (asphalt oil) was stored underground in heated tanks. When the plant was set into motion for producing asphalt, the rock and sand were metered out of the bins onto a conveyor belt, which transported it to the dryer. (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 #)
Looking south from Jerrold Avenue, 5/21/15

*P6. Date Constructed/Age and Sources:
■ Historic ☐ Prehistoric ☐ Both
1954 (assessor's data)
1992-93, 2004 (permit data)

*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)
Brad Brewster, ESA
550 Kearny Street, Ste. 800
San Francisco, CA 94108

*P9. Date Recorded: 5/21/15

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") City and County of San Francisco, *SFPUC Biosolids Digester Facilities Project, Draft Environmental Impact Report*, 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) _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #: _____
HRI #: _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) SFDPW Asphalt Plant

B1. Historic Name: N/A
B2. Common Name: SFDPW Asphalt Plant
B3. Original Use: Asphalt manufacturing and storage B4. Present Use: Vehicle and equipment storage
*B5. Architectural Style: Modern Utilitarian-Industrial
*B6. Construction History: (Construction date, alteration, and date of alterations)

Built originally in 1954, with alterations in 1992 and 2004. Ceased operation in 2007.

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

Railroad tracks to west.

B9. Architect: SFDPW b. Builder: Unknown
*B10. Significance: Theme Industrial Asphalt Production 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 SFDPW Asphalt Plant at 1801 Jerrold Avenue 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: Brad Brewster, ESA

*Date of Evaluation: 6/16/16

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

*Required Information

*Recorded by: Brad Brewster, ESA *Date 5/15/15 ■ Continuation □ Update

P3a. Description (continued):

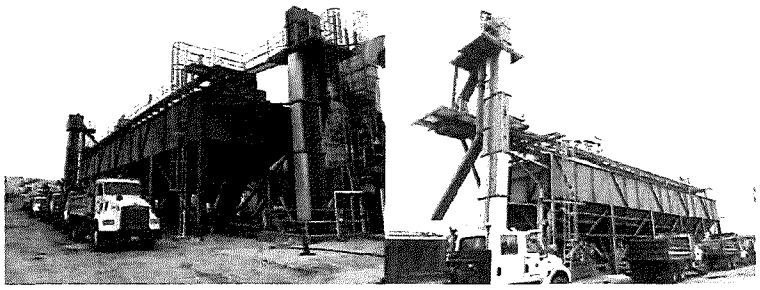
The dryer is a large cylindrical hollow drum set at a slightly sloping angle while a large gas jet flame burns inside. A dryer is needed to dry the aggregate, which often can arrive too wet to achieve the correct consistency in the production process. Rock and sand were introduced at one end of the dryer, and was dried by heating the mixture with gas jets. The aggregates then moved through the drum and exited the other end. From there, a bucket elevator transported the aggregate and sand mixture up into a tower with metal bins that can store the hot aggregate temporarily. There is a bin for each size of rock, plus one or more for sand. When the plant operator decided what type of mix to make, they selected the correct quantity of rock from the bin that held the size needed. The operator then added sand and dumped the mixture into a device called a pugmill which is located beneath the bins in the tower. The pugmill blended the rock and sand together and injected asphalt oil into the mill, mixing the aggregate and oil together in a continuous process until the asphalt batch is done. At that point, the pugmill doors were opened and the load fell into a truck or was stored temporarily in a heated/insulated silo (City and County of San Francisco, 2006).

There are two types of asphalt plants: batch plants and continuous drum plants. The SFDPW Asphalt Plant is a batch plant type, as described above. The batch plant has the advantage of flexibility over continuous drum plants, because the operator could individually select each load that came out of the hopper, and the customer can receive the mix they required on demand. However, batch plants are not as productive as drum plants because they do not operate continuously. Each load must go through its own cycle, after which the pugmill is reloaded for another round (City and County of San Francisco, 2006).

Provided below is a description of all the facilities at the Asphalt Plant, beginning with the industrial machinery listed in order of their operation, followed by a description of the associated buildings and structures.

Aggregate Storage Bins – 1992 Industrial/Utilitarian

Five steel aggregate storage bins are aligned in a row along the eastern edge of the property. Each bin is about 20 feet square and 25 feet tall with a total length of approximately 100 feet. Each bin is supported on steel I-beams with cross-bracing, resting on concrete footers. The base of each bin forms an inverted pyramidal shape, with openings at the bottom which release aggregate on to a steel conveyor belt, located closed to the ground and running directly beneath each bin for the length of the structure. Vertical steel conveyor belts are located on the north and south ends. The northern conveyor belt transferred aggregate to the Asphalt Mixer and Drum Machinery located immediately to the west (see discussion below).

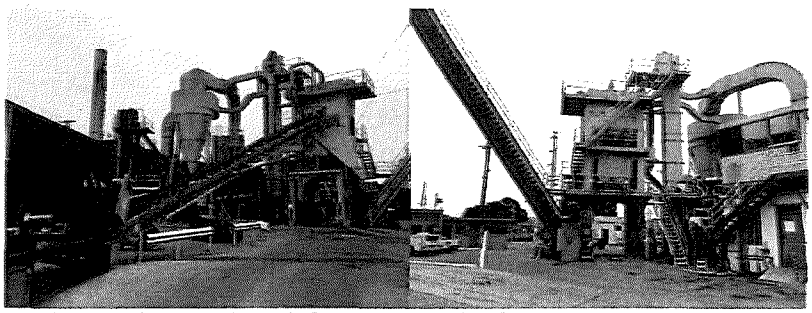


Aggregate Storage Bins and Conveyor Belts, looking southwest (left) and southeast (right)

*Recorded by: Brad Brewster, ESA *Date 5/15/15 ■ Continuation □ Update

Asphalt Mixer and Drum Machinery – 1992 and 2004 – Industrial/Utilitarian

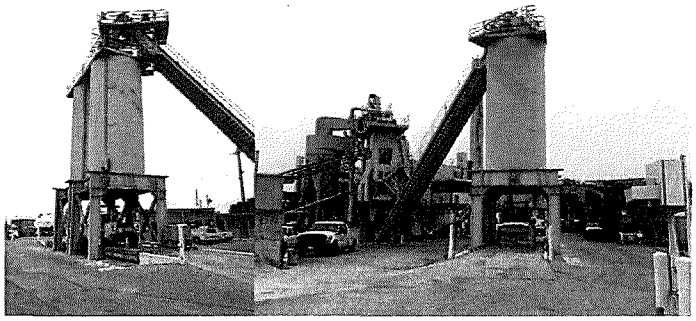
The three-story steel asphalt mixing, heating, and sorting machinery, consisting of a hopper, mixer, drum, dryer, pugmill, baghouse, and conveyor belts is located at the center of the facility north of the Electric Power Room / Control Room. The entire industrial apparatus is approximately 65 feet across and about 40 feet in height. The concrete and steel base of the hopper is accessed by vehicles which drive through and beneath it to receive their load of asphalt from hatch doors above. A steel conveyor belt and stairs lead from the bottom of this machinery to the top of the adjacent asphalt silos (see discussion below). Another steel frame conveyor belt leads to a steel hopper to the north, adjacent to the Women's Restroom and Locker Room. A conical steel dryer with ventilation shafts and other conveyor belts connect this apparatus to other adjacent machinery to the east; the aggregate storage bins (see discussion above). Part of this machinery also includes a 5-foot diameter cylindrical steel drum that mixes and heats the aggregate, which replaced an earlier drum in this location in 2004.



Asphalt Mixer and Drum Machinery, looking south (left) and north (right)

Asphalt Silos - 2004 Industrial/Utilitarian

Two cylindrical steel storage silos, each about 10 feet in diameter and about 30 feet tall, are supported on a rectangular base constructed of steel I-beams that is about 20 feet long, 10 feet wide, and about 10 feet tall. These are located west of the asphalt mixer and drum machinery. The base is accessed by vehicles that drive up a concrete ramp to a steel weighing station directly beneath the tanks. A steel conveyor belt and staircase lead from the top of the tanks (surrounded by a steel walkway with metal pipe railings) to adjacent machinery (see above). When the plant was operational, premixed asphalt material was stored in the silos overnight for morning delivery.



Asphalt Silos, looking north (left) and south (right)

*Recorded by: Brad Brewster, ESA *Date 6/15/15 ■ Continuation ☐ Update

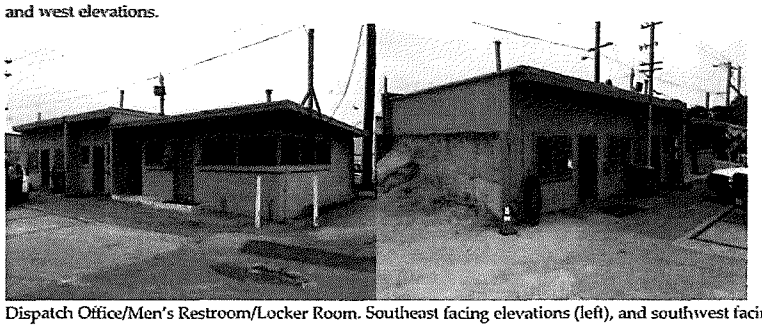
Electrical Power Room – 1954 Modern/Utilitarian, and Control Room – 1992 Modern/Prefabricated

The Electrical Power Room is located near the center of the facility and is a single-story building with a rectangular plan, shallow angle shed roof, with poured concrete construction on a concrete slab foundation. The building is approximately 25 feet long, 12 feet wide, and 10 feet tall. Fenestration is limited to two glass block windows and two solid steel pedestrian doors with steel vents above on the west elevation, and a solid steel pedestrian door on the north elevation. Concrete ramps with pipe railing access the two doors on the west elevation. Placed on top of the Electrical Power Room is the Control Room, a prefabricated steel frame building with a rectangular plan, flat roof, and vinyl siding. This building is approximately 20 feet long, 8 feet wide, and 8 feet tall. Aluminum fixed and sliding windows are located on the north and west elevations. These windows are angled slightly downward to avoid glare. Two solid steel frame doors are located on the west elevation. The Control Room is accessed by an external, steel staircase and walkway with pipe railings that is attached to and supported by the west elevation of the Electrical Power Room. A steel air conditioning unit is attached to the south elevation of this building. When the plant was operational, the Electrical Power Room supplied the electrical power to run the asphalt mixing machinery, and the plant operations were controlled in the Control Room.

Electrical Power Room (bottom) and Control Room (top), northwest facing elevations (left) and southwest facing elevations (right)

Dispatch Office/Bathroom/Locker Room – 1954 Modern/Minimal Streamline Moderne

The Dispatch Office/Bathroom/Locker Room is a single-story building with a rectangular plan, shallow-angle shed roof, concrete masonry block construction over a poured concrete slab foundation, with a steel truss and wood frame roof. The building is located on the north side of the property along Jerrold Avenue and is approximately 60 feet long, 25 feet side, and 10 feet tall on the eastern end, and 12 feet tall at the western end. The building contains two offices, one on either side of a central men's restroom and separate locker room. Eaves with steel flashing project about two feet from the south- and east-facing walls. Vertically-scored T-111 wood siding clads the western end of the south-facing façade. Windows are steel frame and sash awning type units with two panes each, arranged in a row and wrapping around the southeast corner of the building. Other windows on the southwest side of the building are aluminum sliding units. Two south-facing windows are covered by steel security screens. Doors are wood core doors in wood frames. The building lacks fenestration on the north and west elevations.

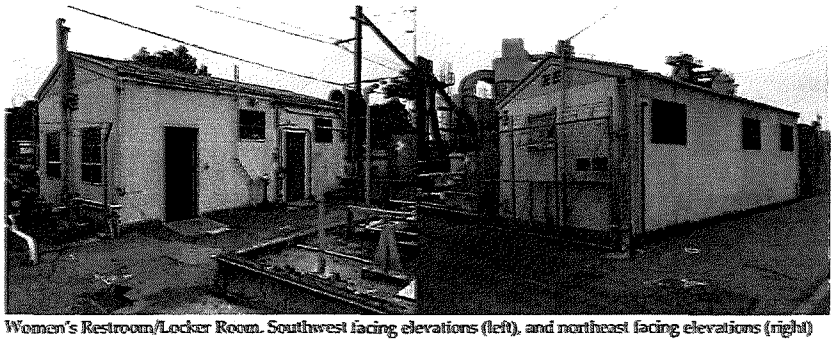


Dispatch Office/Men's Restroom/Locker Room. Southeast facing elevations (left), and southwest facing elevations (right)

*Recorded by: Brad Brewster, ESA *Date 6/16/15 ■ Continuation □ Update

Women's Restroom and Locker Room—1954 Modern/Utilitarian

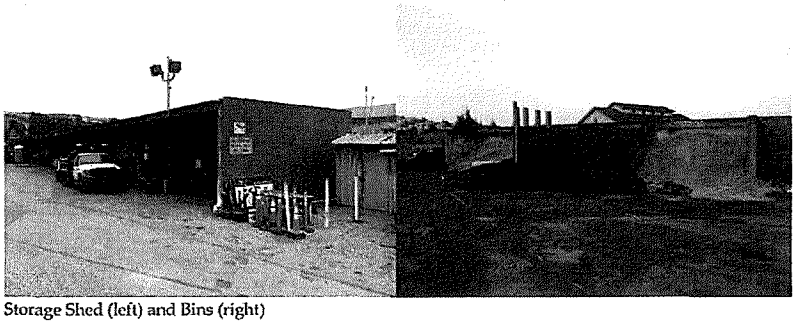
The Women's Restroom and Locker Room is a single-story building with a rectangular plan, gable roof clad in metal seam roofing, metal panel exterior cladding, and steel frame construction over a poured concrete slab foundation. This building is located near the southeast corner of Jerrold Avenue and Quint Street and is likely a prefabricated commercial/industrial building. Windows are steel frame units with awning sashes and 2-over-2 panes on the north, south, and east elevations, and steel frame windows with fixed and awning sashes and 2-over-3 panes on the west elevation. Steel security screens cover the windows on the north elevation. Steel louver vents are located on the gable ends of the building. The building contains a locker room and restroom.



Women's Restroom/Locker Room. Southwest facing elevations (left), and northeast facing elevations (right)

Storage Shed and Bins - 1954 Modern/Utilitarian

The storage shed is a single-story structure with a rectangular plan and a shallow-angle shed roof clad in corrugated metal. The building is situated along the west side of the facility adjacent to the railroad tracks. It is approximately 220 feet long, 25 feet wide, and 12 feet tall. Construction consists of concrete masonry unit bearing walls on the north and south elevations, and internal steel poles supporting I-beams and steel roof trusses over a poured concrete slab foundation. The west elevation is clad in corrugated metal, and the east elevation is open to the yard. The building is divided into 10 equal-sized bays. Some bays are enclosed with plywood, while others are enclosed by chain link fencing. The building is in fair condition, with some evidence of roof damage and rust. Attached to the southern end of the storage shed are open aggregate storage bins. This is a single-story structure, with a rectangular plan, consisting of a poured concrete foundation, side, and rear walls. The structure is approximately 80 feet long, 25 feet wide, and 10 feet tall. The structure is divided into three storage bins which are open along the east elevation. Solid wood walls supported on steel I-beams extend eastward from two of the bins.



Storage Shed (left) and Bins (right)

*Recorded by: Brad Brewster, ESA *Date 6/15/15 ■ Continuation ☐ Update

B10. Significance: (Continued)

Brief History of Asphalt

The following history of asphalt has been summarized from a scholarly article by the National Asphalt Paving Association (NAPA, 2015). According to NAPA, the first recorded use of asphalt as a road building material was in Babylon around 625 B.C., in the reign of King Nabopolassar. In *A Century of Progress: The History of Hot Mix Asphalt*, published by NAPA in 1992, author Hugh Gillespie notes that "an inscription on a brick records the paving of Procession Street in Babylon, which led from his palace to the north wall of the city, 'with asphalt and burned brick.'" The ancient Greeks were also familiar with asphalt and its properties, as the word asphalt comes from the Greek "asphaltos", meaning "secure." The Romans changed the word to "asphaltus," and used the substance to seal their baths, reservoirs, and aqueducts. Many centuries later, Europeans exploring the New World discovered natural deposits of asphalt. Writing in 1595, Sir Walter Raleigh described a "plain" (or lake) of asphalt on the island of Trinidad, off the coast of Venezuela. He used this asphalt for re-caulking his ships.

Despite these early uses of asphalt, several hundred years passed before European or American builders tried it as a paving material. Englishman John Metcalf, born in 1717, built 180 miles of Yorkshire roads. Metcalf used a foundation of large stones covered with excavated road material to raise the roadbed, followed by a layer of gravel. Thomas Telford built more than 900 miles of roads in Scotland during the years 1803-1821. Telford's contemporary, John Loudon McAdam, taught himself engineering after being appointed a trustee of a Scottish turnpike. To construct his roads, McAdam used broken stones to form a hard surface, to reduce dust and maintenance, hot tar was added to bond the broken stones together, producing "tarmacadam" pavements.

The first bituminous mixtures produced in the United States mixes were used for sidewalks, crosswalks, and roads starting in the late 1860s. In 1870, a Belgian chemist named Edmund J. DeSmedt laid the first true asphalt pavement in this country, a sand mix in front of the City Hall in Newark, New Jersey. DeSmedt's design was patterned after a natural asphalt pavement placed on a French highway in 1852. DeSmedt went on to pave Pennsylvania Avenue in Washington, DC, a project that included 54,000 square yards paved with sheet asphalt from Trinidad Lake Asphalt.

Until about 1900, almost all asphalt used in the United States came from the natural sources of Lake Trinidad and Bermudez Lake in Venezuela, although natural sources in California were used on a limited local scale. Refined petroleum asphalts, used initially as an additive to soften the natural asphalt for handling and placing, made an appearance in the mid-1870s and slowly gained acceptance. By 1907, production of refined asphalt had outstripped the use of natural asphalt. As the automobile grew in popularity, new drivers demanded more and better roads from local and state governments. This demand led to innovations in both the production and laying of asphalt.

The first asphalt facility to contain virtually all the basic components of those of today was built in 1901 by Warren Brothers in East Cambridge, Mass. The first drum mixers and drum dryer-mixers, which came into use around 1910, were Portland cement concrete mixers that were adapted for use with hot-mix asphalt. Mechanization took another step forward in the 1920s with the improvement of the tapered bin aggregate storage systems which were more easily moved to the job site. By the 1930s, asphalt was an essential material in nearly every form of highway construction and maintenance. In the four years from 1934 to 1937, asphalt entered into the construction of more than four-fifths of the mileage of highways completed in those years under state highway direction.

During World War II, asphalt technology improved yet again, spurred in part by the need of military aircraft for surfaces that could stand heavier loads. After the war ended, and families moved to the suburbs, road building became a huge industry. In 1956, Congress passed the State Highway Act, allotting $51 billion to the states for road construction. The asphalt plants of the early 1950s included a dryer, a tower with a screed, and a mixer. By the mid-1960s, with air pollution a serious concern across the country, many had added wet scrubbers to reduce air emissions. The other major change in the mid to late 1960s was the addition of surge bins, storage bins, and bag houses. Prior to that, everything was loaded right from the plant into the truck. The bins for storing the mix for short periods of time added surge capacity.

*Recorded by: Brad Brewster, ESA *Date 6/15/15 ■ Continuation □ Update

Project Site History

Although the San Francisco Department of Public Works (DPW) has operated a city-owned asphalt plant since 1909, the current plant was built in 1954 on previously undeveloped city-owned land in the City's industrial Bayview neighborhood adjacent to other city-run operations, such as DPW's Central Shops and the San Francisco Public Utilities Commission's Southeast Wastewater Treatment Plant. The plant was also located along a railroad right-of-way. Operated and maintained by DPW's Bureau of Street and Sewer Repair, the Plant produced asphalt (often called hot-mix asphalt – see description below) for DPW crews to pave, patch and repair potholes in City streets. The Plant also provided asphalt for private contractors that pave City streets (City and County of San Francisco, 2006).

In November of 1989, the Board of Supervisors approved a major rehabilitation of the Plant using $1.5 million of the 1987 Proposition B road improvement bond funds. The approval came in the aftermath of the Loma Prieta earthquake when it was demonstrated the value of the plant's ability to supply asphalt on-demand. The Plant was closed from 1990 to 1993 to accomplish the seismic rehabilitation work (City and County of San Francisco, 2006). According to a review of building permits on file, all of the asphalt mixing machinery was replaced or installed between 1992 and 2004, and the Control Room Building was added to the site (San Francisco Property Information Map, Accessed online June 15, 2015).

In 2004, DPW installed two hot asphalt storage silos with the intent of allowing the Plant to operate continuously to produce all of the asphalt required for a day's paving operations in addition to storing excess asphalt material for private sale, or emergency and weekend work without the need to activate the entire Plant. The additional silos allowed for more cost-effective and energy efficient asphalt production. The silos also allowed the Plant to serve larger projects than was possible at that time, and extend the life of other Plant equipment by limiting the start-stop cycling of the Plant. The total project cost for the silos was approximately $1,730,000 with a 20-year estimated lifespan (City and County of San Francisco, 2006). The large steel drum near the center of the asphalt mixing apparatus was also added at this time according to building plans and permits.

In 2006, the financial feasibility of the plant was investigated, and it was determined that the plant was no longer financially feasible, as private producers could supply asphalt to the City more inexpensively (City and County of San Francisco, 2006). At that time, there were five other asphalt plants in the Bay Area: California Rock & Asphalt, Inc. (Cal Rock) in Brisbane, Graniterock in South San Francisco and Redwood City, Berkeley Asphalt in Berkeley, and Dutra Materials in San Rafael. In 2009, the plant ceased producing asphalt, and the property has been used for the dispatch of asphalt resurfacing crews, crew offices, and as a corporation yard for street maintenance vehicles and other equipment (personal communication, 2015). There are currently eight asphalt plants operating in the Bay Area, including Cal Rock (now EBI Aggregates) in Brisbane, Mission Valley Rock and Asphalt (three locations at Pier 92 in San Francisco, in Berkeley, and in Sunol), County Quarry Products in Martinez, Syar Industries in Napa, Solid Rock Paving in San Jose, and Rock Solid Asphalt Coatings in Hayward (www.yellowpages.com).

Evaluation

NRHP/CRHR Criterion A/1 (Events). SFDPW has run an asphalt plant in San Francisco since 1909; however, the current asphalt plant at 1801 Jerrold Avenue was constructed in 1954 on previously undeveloped city-owned land in the City's Bayview neighborhood adjacent to other city-run industries and a rail line. The plant supplied hot-mix asphalt for DPW crews to pave, patch and repair potholes in City streets, as well as asphalt for sale to private contractors. The plant operated continuously from 1954 until 1990 when it was shut down for three years and all asphalt mixing machinery was replaced to improve seismic stability. At the same time, a new control building was added. After completion of the seismic rehabilitation project, the plant operated once again from 1993 to 2007, with two hot asphalt storage silos added to the plant in 2004. The plant ceased operation in 2007, and has been used for the storage of city vehicles and equipment since that time. There is currently one other asphalt manufacturer in San Francisco and seven others in the Bay Area. While the plant once supplied asphalt for city street repair, there is nothing to suggest that these efforts are significantly associated with important historic events. Street repaving was, and continues to be, one of the many functions provided by the City or its private contractors, and while it is a necessary function, street maintenance is not considered a historically significant event at the local, state, or federal level. The manufacture and use of asphalt was well established by the time the DPW asphalt plant was built in the mid-1950s, and the plant does not appear to be associated with a particularly unique or innovative application of this street paving technology. In addition, the machinery at the asphalt plant was replaced or added to the site within the last 25 years, and the plant is currently non-operational, which has somewhat reduced its integrity. For these reasons, the property is recommended ineligible for listing in the CRHR and NRHP under Criteria A/1.

*Recorded by: Brad Brewster, ESA *Date 6/26/15 ■ Continuation □ Update

NRHP/CRHR Criterion B/2 (Important Persons). The SFDPW Asphalt Plant at 1801 Jerrold Avenue was a City-run operation that is not associated with any single person or group of persons. For these reasons, the property is recommended ineligible for listing in the CRHR and NRHP under Criteria B/2.

NRHP/CRHR Criterion C/3 (Architecture/Design). The four buildings at the SFDPW Asphalt Plant, including the Dispatch Office/Bathroom/Locker Room, Women's Restroom/Locker Room, Electrical Power Room, and Storage Shed, were all designed and constructed in the mid-1950s, and exhibit some elements of the Modern architectural style from this period, but are more utilitarian versions and do not represent the embodiment of this style to the degree that any of them would be eligible for listing in the NRHP or CRHR under criterion C/3. With its shallow-angle shed roof, broad eaves, and steel sash ribbon windows that wrap around the southeast corner, the Dispatch Office/Bathroom/Locker Room exhibits some elements of the Streamline Moderne idiom of Modern architecture, but this too is a more utilitarian version that does not represent the embodiment of the style. All buildings on the site were designed by DPW's Department of Engineering, and are not attributed to any one particular architect or designer. The industrial asphalt machinery, storage silos, and Control Room are utilitarian in design. All of these were replaced or added to the site within the past 25 years and represent typical, rather than exemplary, forms of industrial machinery. For these reasons, the property is recommended ineligible for listing in the CRHR and NRHP under Criteria C/3.

NRHP/CRHR Criterion D/4 (Information Potential). The asphalt mixing, storage, and delivery operations at the plant were well established technologies by the time the plant was constructed in the 1950s, and the plant facilities have little to no potential to reveal information important to history. For these reasons, the property is recommended ineligible for listing in the CRHR and NRHP under Criteria D/4.

References

Asphalt Plants in the Bay Area, accessed online at www.yellowpages.com on June 15, 2015.

City and County of San Francisco, *Municipal Asphalt Plant Study*, 2006.

City and County of San Francisco, San Francisco Property Information Map, *1801 Jerrold Avenue*, accessed online at http://propertymap.sfplanning.org/ on June 15, 2015.

National Asphalt Paving Association (NAPA), *History of Asphalt*, accessed online at http://www.asphaltpavement.org on June 15, 2015.

Personal communication, Matthew Neclerio, SFDPW with Brad Brewster, ESA, June 18, 2015.

Permits: Permit # 9208472, 5/27/1992, *horizontal addition to aggregate storage bins* for $394,567.00, Permit # 9208469, 5/27/1992, *erect industrial compressor* for $42,288, Permit # 9208467, 5/27/1992, *erect industrial machinery* for $103,477.00, Permit # 200303190141, 3/19/2003, *erect silos and conveyors, truck scale, burners and flue gas recirculation system, batch plant control* for $1,750,000.

Plans: City and County of San Francisco, Department of Public Works, *Asphalt Plant Upgrade Plans*, May 2003.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

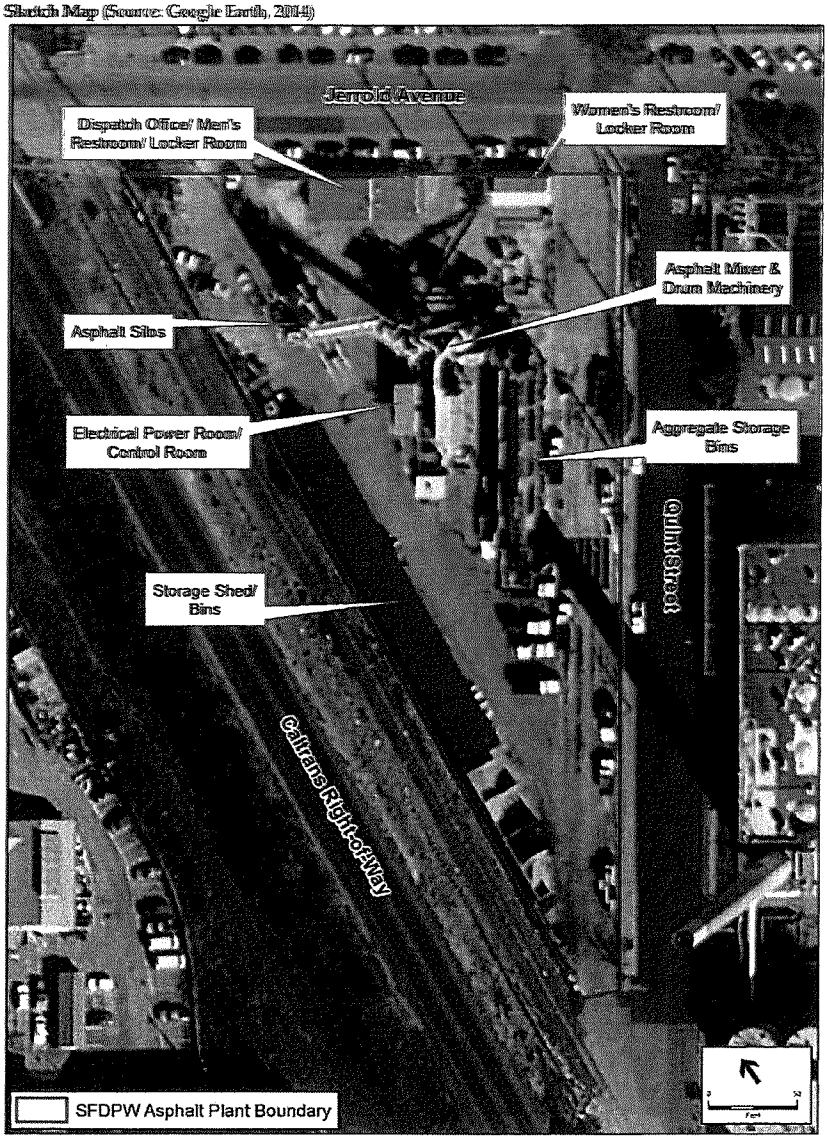
Primary #
HRI #
Trinomial

*Resource Name or # (Assigned by recorder) SFDPW Asphalt Plant

*Recorded by: Rod Brewster, ESA

*Date 5/15/15 ■ Continuation □ Update

Sketch Map (Source: Google Earth, 2014)



*Required Information

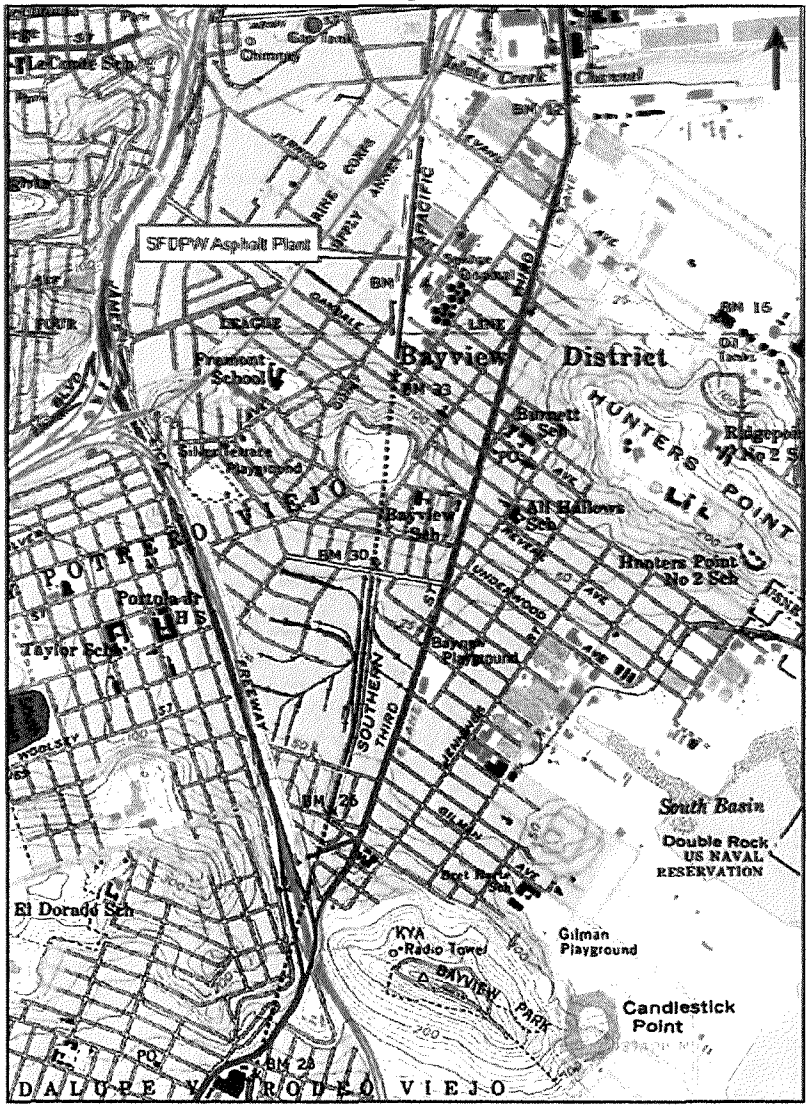
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

***Resource Name or #** (Assigned by recorder) SFDPW Asphalt Plant

***Recorded by:** Brad Brewster, ESA ***Date** 6/16/15 ■ Continuation □ Update

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



DPR 523L (1/95) ***Required Information**