

File No. 180721 Committee Item No. 2
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS
AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date September 24, 2018

Board of Supervisors Meeting Date _____

Cmte Board

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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>HPC Reso No. 945 032118</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>HPC Reso No. 953 041818</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>PLN Recommendation Memo 041818</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>PLN Case Rpt 032118</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>DRAFT Landmark Designation Rpt</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Hearing Notice 092418</u> |
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Completed by: Erica Major Date September 20, 2018
Completed by: Erica Major Date _____

1 [Planning Code - Landmark Designation - 457 Bryant Street (aka Piledrivers, Bridge, and
2 Structural Ironworkers Local No. 77 Union Hall)]

3 **Ordinance amending the Planning Code to designate 457 Bryant Street (aka Piledrivers,**
4 **Bridge, and Structural Ironworkers Local No. 77 Union Hall), Assessor's Parcel Block**
5 **No. 3775, Lot No. 085, as a Landmark under Article 10 of the Planning Code; affirming**
6 **the Planning Department's determination under the California Environmental Quality**
7 **Act; and making public necessity, convenience, and welfare findings under Planning**
8 **Code, Section 302, and findings of consistency with the General Plan, and the eight**
9 **priority policies of Planning Code, Section 101.1.**

10 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
11 **Additions to Codes** are in *single-underline italics Times New Roman font*.
12 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.
13 **Board amendment additions** are in double-underlined Arial font.
14 **Board amendment deletions** are in ~~strikethrough Arial font~~.
15 **Asterisks (* * * *)** indicate the omission of unchanged Code
16 subsections or parts of tables.

17 Be it ordained by the People of the City and County of San Francisco:

18 Section 1. Findings.

19 (a) CEQA and Land Use Findings.

20 (1) The Planning Department has determined that the proposed Planning Code
21 amendment is subject to a Categorical Exemption from the California Environmental Quality
22 Act (California Public Resources Code section 21000 et seq., "CEQA") pursuant to Section
23 15308 of the Guidelines for Implementation of the statute for actions by regulatory agencies
24 for protection of the environment (in this case, landmark designation). Said determination is
25 on file with the Clerk of the Board of Supervisors in File No. 180721 and is incorporated herein
by reference. The Board of Supervisors affirms this determination.

1 (2) Pursuant to Planning Code, Section 302, the Board of Supervisors finds that
2 the proposed landmark designation of 457 Bryant Street (aka Piledrivers, Bridge, and
3 Structural Ironworkers Local No. 77 Union Hall), Assessor's Block No. 3775, Lot No. 085
4 ("Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall"), will serve the
5 public necessity, convenience, and welfare for the reasons set forth in Historic Preservation
6 Commission Resolution No. 953, recommending approval of the proposed designation, which
7 is incorporated herein by reference.

8 (3) The Board finds that the proposed landmark designation of the Piledrivers,
9 Bridge, and Structural Ironworkers Local No. 77 Union Hall is consistent with the San
10 Francisco General Plan and with Planning Code, Section 101.1(b) for the reasons set forth in
11 Historic Preservation Commission Resolution No. 953, recommending approval of the
12 proposed designation, which is incorporated herein by reference.

13 (b) General Findings.

14 (1) Pursuant to Section 4.135 of the Charter of the City and County of San
15 Francisco, the Historic Preservation Commission has authority "to recommend approval,
16 disapproval, or modification of landmark designations and historic district designations under
17 the Planning Code to the Board of Supervisors."

18 (2) On August 17, 2016, the Historic Preservation Commission added the
19 Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall to the Landmark
20 Designation Work Program, which was adopted by the Historic Preservation Commission on
21 June 15, 2011, and is a list of individual properties and historic districts under consideration
22 for landmark designation.

23 (3) The Landmark Designation Report was prepared by Shannon Ferguson and
24 reviewed by Tim Frye, Planning Department Preservation staff. All preparers meet the
25 Secretary of the Interior's Professional Qualification Standards for historic preservation

1 program staff, as set forth in Code of Federal Regulations Title 36, Part 61, Appendix A. The
2 report was reviewed for accuracy and conformance with the purposes and standards of Article
3 10 of the Planning Code.

4 (4) The Historic Preservation Commission, at its regular meeting of March 31,
5 2018, reviewed Department staff's analysis of the historical significance of the Piledrivers,
6 Bridge, and Structural Ironworkers Local No. 77 Union Hall pursuant to Article 10 as part of
7 the Landmark Designation Case Report dated March 31, 2018.

8 (5) On March 21, 2018, the Historic Preservation Commission passed
9 Resolution No. 945, initiating designation of the Piledrivers, Bridge, and Structural Ironworkers
10 Local No. 77 Union Hall as a San Francisco Landmark pursuant to Section 1004.1 of the
11 Planning Code. Such resolution is on file with the Clerk of the Board of Supervisors in File No.
12 180721 and is incorporated herein by reference.

13 (6) On April 18, 2018, after holding a public hearing on the proposed
14 designation and having considered the specialized analyses prepared by Planning
15 Department staff and the Landmark Designation Report, the Historic Preservation
16 Commission recommended approval of the proposed landmark designation of the Piledrivers,
17 Bridge, and Structural Ironworkers Local No. 77 Union Hall by Resolution No. 953. Such
18 resolution is on file with the Clerk of the Board in File No. 180721.

19 (7) The Board of Supervisors hereby finds that the Piledrivers, Bridge, and
20 Structural Ironworkers Local No. 77 Union Hall has a special character and special historical,
21 architectural, and aesthetic interest and value, and that its designation as a Landmark will
22 further the purposes of and conform to the standards set forth in Article 10 of the Planning
23 Code. In doing so, the Board hereby incorporates by reference the findings of the Landmark
24 Designation Report.

1 Section 2. Designation.

2 Pursuant to Section 1004 of the Planning Code, 457 Bryant Street (aka Piledrivers,
3 Bridge, and Structural Ironworkers Local No. 77 Union Hall), Assessor's Block No. 3775, Lot
4 No. 085, is hereby designated as a San Francisco Landmark under Article 10 of the Planning
5 Code. Appendix A to Article 10 of the Planning Code is hereby amended to include this
6 property.

7
8 Section 3. Required Data.

9 (a) The description, location, and boundary of the Landmark site consists of the City
10 parcel located at 457 Bryant Street (aka Piledrivers, Bridge, and Structural Ironworkers Local
11 No. 77 Union Hall), Assessor's Block No. 3775, Lot No. 085, in San Francisco's South Park
12 neighborhood.

13 (b) The characteristics of the Landmark that justify its designation are described and
14 shown in the Landmark Designation Report and other supporting materials contained in
15 Planning Department Case Docket No. 2017-002874DES. In brief, the Piledrivers, Bridge, and
16 Structural Ironworkers Local No. 77 Union Hall is eligible for local designation as it is
17 associated with events that have made a significant contribution to the broad patterns of our
18 history, and it embodies the distinctive characteristics of a type, period, or method of
19 construction. Specifically, designation of the Piledrivers, Bridge, and Structural Ironworkers
20 Local No. 77 Union Hall is proper given it is one of the early extant union halls in San
21 Francisco that played an important role in the growth of organized labor in the city, and is also
22 associated with the post-1906 Earthquake and Fire reconstruction era in San Francisco.

23 (c) The particular features that shall be preserved, or replaced in-kind as determined
24 necessary, are those generally shown in photographs and described in the Landmark
25 Designation Report, which can be found in Planning Department Docket No. 2017-


1 002874DES, and which are incorporated in this designation by reference as though fully set
2 forth. Specifically, the following features shall be preserved or replaced in kind:

3 (1) All exterior elevations, form, massing, structure, roofline, architectural
4 ornament, and materials of the Piledrivers, Bridge, and Structural Ironworkers Local No. 77
5 Union Hall identified as:

- 6 (A) Rectangular plan;
- 7 (B) Two story massing;
- 8 (C) Two bay form at primary façade;
- 9 (D) Flat roof;
- 10 (E) Horizontal wood shiplap siding at primary façade;
- 11 (F) Wood storefront with wood and glass double doors, paneled bulkhead
12 and columns, plate glass windows, and multi-lite transom windows;
- 13 (G) Arched entry with pilasters, volutes, dentils and pediment;
- 14 (H) Mosaic tile floor at entry spelling out "Piledrivers B S W Local 77";
- 15 (I) Wood paneled double doors with diamond shaped lites and wood
16 frame transom window at entry;
- 17 (J) Terrazzo step, terrazzo paneling with wood paneling above at entry;
- 18 (K) Paired angled bay windows framed by colonnettes with wood
19 paneled spandrel at base, molded sill, molded cornice and paneled spandrel at top;
- 20 (L) Double-hung, wood sash windows with ogee lugs in wood frame;
- 21 (M) Molded cornice with oversized dentils;
- 22 (N) Beveled horizontal siding on secondary elevations; and
- 23 (O) Double-hung, wood sash windows with ogee lugs in wood frames.
- 24
- 25

1 Section 4. Effective Date. This ordinance shall become effective 30 days after
2 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
3 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
4 of Supervisors overrides the Mayor's veto of the ordinance.

5
6 APPROVED AS TO FORM:
7 DENNIS J. HERRERA, City Attorney

8 By: 
9 VICTORIA WONG
Deputy City Attorney

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LEGISLATIVE DIGEST

[Planning Code - Landmark Designation - 457 Bryant Street (aka Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall)]

Ordinance amending the Planning Code to designate 457 Bryant Street (aka Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall), Assessor's Parcel Block No. 3775, Lot No. 085, as a Landmark under Article 10 of the Planning Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making public necessity, convenience, and welfare findings under Planning Code, Section 302, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Existing Law

Under Article 10, Section 1004 of the Planning Code, the Board of Supervisors may, by ordinance, designate an individual structure that has special character or special historical, architectural, or aesthetic interest or value as a City landmark. Once a structure has been named a landmark, any construction, alteration, removal or demolition for which a City permit is required necessitates a Certificate of Appropriateness from the Historic Preservation Commission ("HPC"). (Planning Code Section 1006; Charter of the City and County of San Francisco, Section 4.135.) Thus, landmark designation affords a high degree of protection to historic and architectural structures of merit in the City. There are currently more than 270 individual landmarks in the City under Article 10, in addition to other structures and districts in the downtown area that are protected under Article 11. (See Appendix A to Article 10.)

457 Bryant Street is not currently designated as a City landmark under Planning Code Article 10.

Amendments to Current Law

The proposed legislation would amend the Planning Code to designate 457 Bryant Street (aka Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall) as a City landmark under Article 10 of the Planning Code.

The ordinance finds that the Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall is eligible for designation as a City landmark as it is associated with events that have made a significant contribution to the broad patterns of our history and it embodies distinctive characteristics of a type, period, or method of construction. Specifically, the building is one of the early extant union halls in San Francisco that played an important role in the growth of organized labor in the City, and is also associated with the post-1906 Earthquake and Fire reconstruction era in San Francisco.

FILE NO. 180721

As required by Section 1004, the ordinance lists the particular exterior and interior features that shall be preserved, or replaced in-kind as determined necessary.

Background Information

The landmark designation was initiated by the HPC pursuant to its authority under the Charter to recommend approval, disapproval, or modification of landmark designations and historic district designations under the Planning Code to the Board of Supervisors.

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SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Resolution No. 945

HEARING DATE: MARCH 21, 2018

Case No. 2017-002874DES
Project: 457 Bryant Street (aka Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall)
Re: Initiate Article 10 Landmark Designation
Staff Contact: Shannon Ferguson (415) 575-9074
shannon.ferguson@sfgov.org
Reviewed By: Tim Frye – (415) 575-6822
tim.frye@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

RESOLUTION TO INITIATE DESIGNATION OF 457 BRYANT STREET (AKA PILEDRIVERS, BRIDGE AND STRUCTURAL IRONWORKERS LOCAL NO. 77 UNION HALL), ASSESSOR'S PARCEL NO. 3775, LOT 085, AS ARTICLE 10 LANDMARK.

1. WHEREAS, the Historic Preservation Commission, at its regular meeting of August 17, 2016, added 457 Bryant Street (aka Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall), Assessor's Parcel No. 3775, Lot No. 085, to the Landmark Designation Work Program.
2. WHEREAS, Department Staff Shannon Ferguson, who meets the Secretary of Interior's Professional Qualification Standards, prepared the Landmark Designation Report for 457 Bryant Street which was reviewed by Department staff Tim Frye for accuracy and conformance with the purposes and standards of Article 10; and
3. WHEREAS, the Historic Preservation Commission, at its regular meeting of March 31, 2018, reviewed Department staff's analysis of 457 Bryant Street's historical significance per Article 10 as part of the Landmark Designation Case Report dated March 31, 2018; and
4. WHEREAS, the Historic Preservation Commission finds that 457 Bryant Street nomination is in the form prescribed by the Historic Preservation Commission and contains supporting historic, architectural, and/or cultural documentation; and

THEREFORE BE IT RESOLVED, that the Historic Preservation Commission hereby initiates designation of 457 Bryant Street (aka Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall), Assessor's Parcel No. 3775, Lot No. 085, as a Landmark pursuant to Article 10 of the Planning Code.

Resolution No. 945
March 21, 2018

Case No. 2017-000042DES
457 Bryant Street

I hereby certify that the foregoing Resolution was adopted by the Historic Preservation Commission at its meeting on March 21, 2018.



Jonas P. Ionin
Commission Secretary

AYES: Wolfram, Hyland, Johnck, Johns, Matsuda, Pearlman, Black

NAYS: None

ABSENT: None

ADOPTED: March 21, 2018



SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Resolution No. 953 HEARING DATE APRIL 18, 2018

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No. 2017-002874DES
Project: 457 Bryant Street (aka Piledrivers, Bridge, and Structural
Ironworkers Local No. 77 Union Hall)
Re: Recommend Article 10 Landmark Designation
Staff Contact: Shannon Ferguson (415) 575-9074
shannon.ferguson@sfgov.org
Reviewed By: Tim Frye – (415) 575-6822
tim.frye@sfgov.org

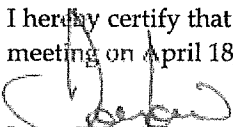
RESOLUTION TO RECOMMEND TO THE BOARD OF SUPERVISORS ARTICLE 10 LANDMARK DESIGNATION OF 457 BRYANT STREET (AKA PILEDRIVERS, BRIDGE, AND STRUCTURAL IRONWORKERS LOCAL NO. 77 UNION HALL), ASSESSOR'S PARCEL BLOCK NO. 3775, LOT NO. 085, AS LANDMARK NO. XXX

1. WHEREAS, on August 17, 2016, the Historic Preservation Commission added 457 Bryant Street to the Landmark Designation Work Program; and
2. WHEREAS, Department staff, Shannon Ferguson, who meets the Secretary of Interior's Professional Qualification Standards, prepared the Landmark Designation Report for 457 Bryant Street which was reviewed by Department staff Tim Frye, who meets the Secretary of Interior's Professional Qualification Standards, for accuracy and conformance with the purposes and standards of Article 10; and
3. WHEREAS, the Historic Preservation Commission, at its regular meeting of March 21, 2018 reviewed Department staff's analysis of 457 Bryant Street's historical significance per Article 10 as part of the Landmark Designation Case Report dated March 21, 2017 and initiated Landmark designation process through Resolution 945; and
4. WHEREAS, the Historic Preservation Commission finds that the 457 Bryant Street nomination is in the form prescribed by the Historic Preservation Commission and contains supporting historic, architectural, and/or cultural documentation; and
5. WHEREAS, the Historic Preservation Commission finds that 457 Bryant Street is eligible for local designation as it is one of the early extant union halls in San Francisco that played an important role in the growth of organized labor in the city; and is also associated with the post 1906 Earthquake and Fire reconstruction era in San Francisco; and

6. WHEREAS, the Historic Preservation Commission finds that 457 Bryant Street meets two of the Historic Preservation Commission's four priorities for designation which are the designation of underrepresented property types and the designation of properties with strong cultural or ethnic association; and
7. WHEREAS, the Historic Preservation Commission finds that 457 Bryant Street meets the eligibility requirements per Section 1004 of the Planning Code and warrants consideration for Article 10 landmark designation; and
8. WHEREAS, the Historic Preservation Commission finds that the boundaries and the list of exterior character-defining features, as identified in the Landmark Designation Report, should be considered for preservation under the proposed landmark designation as they relate to the building's historical significance and retain historical integrity; and
9. Whereas, Article 10 Landmark designation fulfills objectives and policies of the Central SoMa Plan to protect and promote resources in the built environment that best represent the architectural, historical, and cultural contributions of the people of Central SoMa, today and of generations past, and
10. WHEREAS, the proposed designation is consistent with the General Plan priority policies pursuant to Planning Code sections 101.1 and 302; and furthers Priority Policy 7, which states that historic buildings be preserved; and
11. WHEREAS, the Department has determined that landmark designation is exempt from environmental review, pursuant to CEQA Guidelines Section 15308 (Class Eight - Categorical); and

THEREFORE BE IT RESOLVED, that the Historic Preservation Commission hereby recommends to the Board of Supervisors approval of landmark designation of 457 Bryant Street (aka Piledrivers, Bridge and Structural Ironworkers Local No. 77 Union Hall), Assessor's Parcel No. 3775, Lot 085 pursuant to Article 10 of the Planning Code.

I hereby certify that the foregoing Resolution was adopted by the Historic Preservation Commission at its meeting on April 18, 2018.


Jonas P. Ioni
Commission Secretary

AYES: Wolfram, Hyland, Black, Johnck, Johns, Pearlman, Matsuda

NAYS: None

ABSENT: None

ADOPTED: April 18, 2018



SAN FRANCISCO PLANNING DEPARTMENT

HEARING DATE: April 18, 2018
CASE NUMBERS 2017-004023DES, 2017-002874DES, 2017-004129DES
PROJECT ADDRESSES 228-248 Townsend Street, 457 Bryant Street, 500-504 Fourth Street
BLOCKS/LOTS 3787/018, 3775/085, 3777/001
TO: Historic Preservation Commission
FROM: Desiree Smith, Shannon Ferguson, Frances McMillen
Preservation Planner, (415) 575-9093, (415) 575-9074, (415) 575-9076
REVIEWED BY: Tim Frye
Historic Preservation Officer, 415-575-6822
RE: Landmark Recommendation Resolution

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

On March 21, 2018, the Historic Preservation Commission (HPC) adopted Resolution Nos. 944, 945, and 946 to initiate Article 10 landmark designation of 228-248 Townsend Street (New Pullman Hotel), 457 Bryant Street (Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall), and 500-504 Fourth Street (Hotel Utah). Under Article 10, initiation and recommendation are two distinct steps of the landmark designation process which require separate hearings and resolutions.

Attached are a draft Resolutions to recommend approval to the Board of Supervisors the designation of 228-248 Townsend Street (New Pullman Hotel), 457 Bryant Street (Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall), and 500-504 Fourth Street (Hotel Utah) as a San Francisco landmark under Article 10 of the Planning Code, Section 1004.1.

228-248 Townsend Street (New Pullman Hotel) is significant as one of the only remaining residential hotels built in the South of Market during the post 1906-earthquake and fire reconstruction period and which housed primarily itinerant and seasonal workers, in this case African American railroad workers including Pullman porters and maids. On a national scale, Pullman porters and maids established the first all-Black union in the country, contributed to the development of the African American middle class, and laid important foundations for the Civil Rights Movement. 228-248 Townsend Street is the only known property in San Francisco that contains strong associations with Pullman porters and maids. The building appears to meet one of the Historic Preservation Commission's priorities for designation, "the designation of properties with strong cultural or ethnic associations." The subject buildings have strong associations with the African American community.

457 Bryant Street (Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall) is significant as one of the early extant union halls in San Francisco that played an

important role in the growth of organized labor in the city. Constructed shortly after the 1906 Earthquake and Fire, the building is also associated with the post disaster reconstruction era in San Francisco. The building does not appear to meet the Historic Preservation Commission's priorities for designation, however the building is significant for its association with important events and for its architecture

500-504 Fourth Street (Hotel Utah) is significant for its association with events and architecture. Hotel Utah is a rare remaining example of the numerous residential hotels built in the South of Market neighborhood in the late nineteenth and early twentieth centuries. Constructed largely to house itinerant and seasonal workers employed in nearby factories, industries and along the waterfront, the hotel is emblematic of a pattern of the development in SoMa that began in the mid-1800s and continued through the post-1906 earthquake and fire reconstruction. With its ornate millwork, rounded and angled bays, the Hotel Utah is also a striking example of Edwardian style architecture commonly employed in the design of residential hotel buildings constructed during the period. The building does not appear to meet the Historic Preservation Commission's priorities for designation; however the building is significant for its association with important events and for its architecture.

The Planning Department (Department) recommends adopting this Resolution.

ATTACHMENTS:

Draft Resolutions
Draft Landmark Designation Reports
Designation Ordinances
March 21, 2018 Case Report
Resolutions 944, 945, and 946



SAN FRANCISCO PLANNING DEPARTMENT

Landmark Designations Case Report

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Hearing Date: March 21, 2018
Staff Contacts:

- a. Desiree Smith – (415) 575-9093
desiree.smith@sfgov.org
 - b. Shannon Ferguson – (415) 575-9074
shannon.ferguson@sfgov.org
 - c. Frances McMillen – (415) 575-9076
frances.mcmillen@sfgov.org
- Tim Frye – (415) 575-6822
tim.frye@sfgov.org

Reviewed By:

- a. Case No.: 2017-004023DES
Project Address: 228-248 Townsend Street
Zoning: SLI – SOMA Service – Light Industrial
Block/Lot: 3787/018
Property Owners: Richard and Janice Fiore Trust
238 Townsend Street
San Francisco, CA 94107

RAF Investments
238 Townsend Street
San Francisco, CA 94107
- b. Case No.: 2017-002874DES
Project Address: 457 Bryant Street
Zoning: SLI – SOMA Service – Light Industrial
Block/Lot: 3775/085
Property Owner: 298 Alabama LLC
168 Welsh Street
San Francisco, CA 94107
- c. Case No.: 2017-004129DES
Project Address: 500-504 Fourth Street
Zoning: SLI – SOMA Service – Light Industrial
Block/Lot: 3777/001
Property Owner: Hotel Utah Investments LLC
737 E. Francisco Blvd
San Rafael, CA 94925

PROPERTY DESCRIPTIONS & SURROUNDING LAND USE AND DEVELOPMENT

- a. 228-248 Townsend Street, historically known as the New Pullman Hotel, is located on a 110.5' by 77.5' lot on the north side of Townsend Street between Lusk and Clyde streets. Built in 1909, the property is a 2-story wood-frame mixed-use building with Renaissance and Baroque-influenced ornamentation. It is clad with flush wood siding on the east (Clyde Street) elevation, v-groove siding on the rear north elevation, and stucco siding on the west (Lusk Street) and south (Townsend Street) elevations. The first floor contains six storefronts and commercial spaces aligned with Townsend Street, each featuring a light well at the rear. Two entrances at the primary elevation feature iron gates that open to a stairwell leading up to second floor offices. Historically, the second floor contained 54 hotel rooms and 11 baths. The entrances are decorated with curved voids overhead. Other architectural features include a decorative entablature that surrounds all sides as well as wooden window surrounds and a belt course on the east façade. The surrounding neighborhood is comprised of a mixture of older and newer buildings of varying heights consisting of office, apartment, and retail uses. The property is located in the general vicinity of the Caltrain Depot, which was built in 1975 and replaced the former Southern Pacific Depot.
- b. 457 Bryant Street, historically known as the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall is located on a 25' x 80' rectangular lot on the south side of Bryant Street, between 2nd and 3rd streets in San Francisco's South of Market neighborhood. Built in 1909, 457 Bryant Street is a 2-story wood-frame, mixed-use building designed in the Edwardian style. The rectangular building, clad in wood clapboard siding, is capped by a flat roof with projecting bracketed cornice. The primary façade faces north and includes two bays at the second story. Typical windows include fixed, wood-sash windows surmounted by transom at the first floor and double-hung wood-sash windows in angled bays framed by colonnettes at the second floor. The commercial entrance features a wood and glass double door with transom. The hall entrance features a pedimented, arched, inset entry with wood door. The surrounding neighborhood is dominated by a combination of older, small-scale commercial/warehouse buildings containing commercial storefronts on the ground floor and office/warehouse space above.
- c. 500-504 Fourth Street, historically known as the Hotel Aberdeen and the Hotel Carnot, is located on a 30' x 80' rectangular lot on the south side of Fourth Street, between Bryant and Welsh streets. Built in 1908, 500-504 Fourth Street is a 4-story wood-frame, mixed-use building designed in the Edwardian style. The rectangular building, clad in wood tongue and groove siding, is capped by a flat roof with projecting bracketed cornice with egg and dart and dentil molding. A prominent rounded bay is located on the corner of the building and angled bays are found on both street facing facades. Typical windows include one-over-one double hung sash wood windows throughout the building. Molding and ornamental millwork surrounds the window openings. Arched pediments are found above third floor window openings on the angled bays. The first floor consists of fixed storefront window systems with transoms on both the north and west elevations. The transom are currently obscured by awnings.

PROJECT DESCRIPTION

The case before the Historic Preservation Commission is the consideration of the initiation of landmark designation of three properties as San Francisco landmarks under Article 10 of the Planning Code, Section 1004.1, and recommending the Board of Supervisors approve of such designation. The three properties

are: 228-248 Townsend Street, historically known as the New Pullman Hotel; 104-106 South Park, 45-49 South Park, and 95 Jack London Alley, historically known as the Gran Oriente Filipino Hotel, Residence, and Masonic Temple Complex; 457 Bryant Street, historically known as the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall; and 500-504 4th Street, historically known as Hotel Utah

ENVIRONMENTAL REVIEW STATUS

The Planning Department has determined that actions by regulatory agencies for protection of the environment (specifically in this case, landmark designation) are exempt from environmental review, pursuant to CEQA Guidelines Section 15308 (Class Eight - Categorical).

GENERAL PLAN POLICIES

The Urban Design Element of the San Francisco General Plan contains the following relevant objectives and policies:

OBJECTIVE 2: Conservation of Resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.

POLICY 4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Designating significant historic resources as local landmarks will further continuity with the past because the buildings will be preserved for the benefit of future generations. Landmark designation will require that the Planning Department and the Historic Preservation Commission review proposed work that may have an impact on character-defining features. Both entities will utilize the *Secretary of Interior's Standards for the Treatment of Historic Properties* in their review to ensure that only appropriate, compatible alterations are made.

SAN FRANCISCO PLANNING CODE SECTION 101.1 – GENERAL PLAN CONSISTENCY AND IMPLEMENTATION

Planning Code Section 101.1 – Eight Priority Policies establishes and requires review of permits for consistency with said policies. On balance, the proposed designation is consistent with the priority policies in that:

- a. The proposed designation of 228-248 Townsend Street, historically known as the New Pullman Hotel, will further Priority Policy No. 7 which states that landmarks and historic buildings be preserved. Landmark designation will help to preserve this important historical resource that is historically significant as one of the only remaining residential hotels built in the South of Market during the post 1906-earthquake and fire reconstruction period and which housed primarily itinerant and seasonal workers, in this case African American railroad workers including Pullman porters and maids.
- b. The proposed designation of 457 Bryant Street, historically known as the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall will further Priority Policy No. 7, that landmarks and historic buildings be preserved. Landmark designation will help to preserve this important historical resource that is significant as one of the early extant union halls in San Francisco and played an important role in the growth of organized labor in the city, and is also associated with the 1906 Earthquake and Fire post-disaster reconstruction era in San Francisco.

- c. The proposed designation of 500-504 4th Street, historically known as Hotel Utah will further Priority Policy No. 7, that landmarks and historic buildings be preserved. Landmark designation will help to preserve this important historical resource that is significant as one of the only remaining residential hotels in SoMa and is representative of a pattern of the development in SoMa that began in the mid-1800s and continued through the post-1906 earthquake and fire reconstruction. The building is associated with the post-1906 Earthquake and Fire Reconstruction period and is architecturally significant for its Edwardian-style.

BACKGROUND / PREVIOUS ACTIONS

- a. 228-248 Townsend Street, historically known as the New Pullman Hotel was added to the Landmark Designation Work Program on August 17, 2016.
- b. 457 Bryant Street, historically known as the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall was added to the Landmark Designation Work Program on August 17, 2016.
- c. 500-504 4th Street, historically known as Hotel Utah, Hotel Aberdeen, and the Hotel Carnot, was added to the Landmark Designation Work Program on August 17, 2016.

OTHER ACTIONS REQUIRED

If the Historic Preservation Commission adopts a resolution to initiate designation of the subject properties as Article 10 landmarks at its March 21, 2018 hearing and directs staff to finalize the landmark designation reports, a second Historic Preservation Commission hearing will be scheduled for the Commission's recommendation of approval of the designations. At the second hearing, if the Historic Preservation Commission recommends approval of the designations, its recommendation will be sent by the Department to the Board of Supervisors. The nomination would then be considered at a future Board of Supervisors hearing for formal Article 10 landmark designation.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 10

Section 1004 of the Planning Code authorizes the landmark designation of an individual structure or other feature or an integrated group of structures and features on a single lot or site, having special character or special historical, architectural or aesthetic interest or value, as a landmark. Section 1004.1 also outlines that landmark designation may be initiated by the Board of Supervisors or the Historic Preservation Commission and the initiation shall include findings in support. Section 1004.2 states that once initiated, the proposed designation is referred to the Historic Preservation Commission for a report and recommendation to the Board of Supervisors to approve, disapprove or modify the proposal.

Pursuant to Section 1004.3 of the Planning Code, if the Historic Preservation Commission approves the designation, a copy of the resolution of approval is transmitted to the Board of Supervisors and without referral to the Planning Commission. The Board of Supervisors shall hold a public hearing on the designation and may approve, modify or disapprove the designation.

In the case of the initiation of a historic district, the Historic Preservation Commission shall refer its recommendation to the Planning Commission pursuant to Section 1004.2(c). The Planning Commission

shall have 45 days to provide review and comment on the proposed designation and address the consistency of the proposed designation with the General Plan, Section 101.1 priority policies, the City's Regional Housing Needs Allocation, and the Sustainable Communities Strategy for the Bay Area. These comments shall be sent to the Board of Supervisors in the form of a resolution.

Section 1004(b) requires that the designating ordinance approved by the Board of Supervisors shall include the location and boundaries of the landmark site, a description of the characteristics of the landmark which justify its designation, and a description of the particular features that should be preserved.

Section 1004.4 states that if the Historic Preservation Commission disapproves the proposed designation, such action shall be final, except upon the filing of a valid appeal to the Board of Supervisors within 30 days.

ARTICLE 10 LANDMARK CRITERIA

The Historic Preservation Commission on February 4, 2009, by Resolution No. 001, adopted the National Register Criteria as its methodology for recommending landmark designation of historic resources. Under the National Register Criteria, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, feeling, materials, workmanship, and association, and that are associated with events that have made a significant contribution to the broad patterns of our history; or that are associated with the lives of persons significant in our past; or that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or properties that have yielded, or may likely yield, information important in prehistory or history.

PUBLIC / NEIGHBORHOOD INPUT

There is no known public or neighborhood opposition to the designation of the four properties as Article 10 landmarks. The Department will provide any public correspondence received after the submittal of this report in the Historic Preservation Commission's correspondence folder.

PROPERTY OWNER INPUT

Property owners were notified of proposed landmark designation via U.S. Mail.

STAFF ANALYSIS

The case report and following analysis was prepared by Department staff. The Department has determined that the subject properties meet the requirements for Article 10 eligibility as individual landmarks. The justification for their inclusion is outlined below under the Significance and Integrity sections of this case report.

- a. 228-248 Townsend Street: The subject building appears to meet one of the Historic Preservation Commission's priorities for designation, "*the designation of properties with strong cultural or ethnic associations.*" The subject buildings have strong associations with the African American community.

SIGNIFICANCE

Significant events and culture

The New Pullman Hotel is individually eligible for Article 10 landmark designation as one of the only remaining residential hotels built in the South of Market during the post 1906-earthquake and fire reconstruction period and which housed primarily itinerant and seasonal workers, in this case African American railroad workers including Pullman porters and maids. On a national scale, Pullman porters and maids established the first all-Black union in the country, contributed to the development of the African American middle class, and laid important foundations for the Civil Rights Movement. 228-248 Townsend Street is the only known property in San Francisco that contains strong associations with Pullman porters and maids.

PERIOD OF SIGNIFICANCE

The Period of Significance for the New Pullman Hotel is 1909-1964, reflecting the year of construction through the years it served as a primary lodging venue for African American railroad workers, and ending in 1964 when the Civil Rights Act was enacted and barriers to public accommodations began to lift for African Americans.

INTEGRITY

For properties significant for historical or cultural associations, the important aspects of integrity that need to be present are generally location, design, feeling and association. The aspects of integrity which are generally less important for such sites include setting, materials, and workmanship. One test to apply when evaluating integrity of a historic property is to assess if someone who was familiar with the property when it was important within its historic context would recognize it if they visited today. Despite alterations, the building remains in its original location and retains integrity of setting as it sits within the South End Historic District, significant for its association with industrial development and warehouse architectural form. While the former Southern Pacific Depot (constructed in 1914, not extant) that was once adjacent to the New Pullman Hotel was demolished, it was replaced by the Caltrain Depot in 1975, constructed one block away from the site of the original train depot. The building also retains enough of its original design and intact physical material to be recognizable to former occupants of the New Pullman Hotel. Remaining features include its two-story rectangular plan, regular fenestration pattern, commercial storefronts at ground level, and decorative entablature surrounding all sides. The east façade retains the most physical integrity as it appears to retain original wooden window surrounds, decorative entablature, wooden windows and belt course. The property retains sufficient feeling and association to convey its original use as commercial on the ground floor and hotel on the second floor (at least from the exterior; the second floor interior space, however, has been significantly altered).

CHARACTER-DEFINING FEATURES

Whenever a building, site, object, or landscape is under consideration for Article 10 landmark designation, the Historic Preservation Commission is required to identify character-defining features of the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark. The Landmark Designation Report lists exterior character defining features of the three buildings on page 18.

BOUNDARIES OF THE LANDMARK SITE

The boundaries of the landmark sites encompass all of and are limited to Assessor's Block 3787 Lot 018.

- b. 457 Bryant Street: the subject building does not appear to meet the Historic Preservation Commission's priorities for designation, however the building is significant for its association with important events and for its architecture.

SIGNIFICANCE

Significant events and architecture

The Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall is individually eligible for Article 10 landmark designation for its association with events and architecture. As one of the early extant union halls in San Francisco, it played an important role in the growth of organized labor in the city. Constructed shortly after the 1906 Earthquake and Fire, the building is also associated with the post disaster reconstruction era in San Francisco.

PERIOD OF SIGNIFICANCE

The Period of Significance for the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall is 1909-1973 reflecting the year of the first union meeting in the building until the union's move to Oakland in 1973.

INTEGRITY

The seven aspects of integrity used by the National Register of Historic Places, the California Register of Historical Resources, and Article 10 of the Planning Code are: location, design, materials, workmanship, setting, feeling, and association in relation to the period of significance above. The buildings retain sufficient integrity to convey its association with its original design, use, and period of construction.

CHARACTER-DEFINING FEATURES

Whenever a building, site, object, or landscape is under consideration for Article 10 landmark designation, the Historic Preservation Commission is required to identify character-defining features of the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark. The Landmark Designation Report lists exterior character defining features of the three buildings on page 15.

BOUNDARIES OF THE LANDMARK SITE

The boundaries of the landmark sites encompass all of and are limited to Lot 085 in Assessor's Block 3775.

- c. 500-504 4th Street: the subject building does not appear to meet the Historic Preservation Commission's priorities for designation; however the building is significant for its association with important events and for its architecture.

SIGNIFICANCE

Significant events and architecture

The Hotel Utah is individually eligible for Article 10 landmark designation for its association with events and architecture. Hotel Utah is a rare remaining example of the numerous residential hotels built in the South of Market neighborhood in the late nineteenth and early twentieth centuries. Constructed largely to house itinerant and seasonal workers employed in nearby factories, industries and along the waterfront, the hotel is emblematic of a pattern of the development in SoMa that began in the mid-1800s and continued through the post-1906 earthquake and fire reconstruction. With its ornate millwork, rounded and angled bays, the Hotel Utah is also a striking example of Edwardian style architecture commonly employed in the design of residential hotel buildings constructed during the period.

PERIOD OF SIGNIFICANCE

The Period of Significance for Hotel Utah is 1908-1947 reflecting the year the building was constructed through the end of World War II when employment along the waterfront and in neighborhood industries declined and the need for housing in the South of Market Area diminished.

INTEGRITY

The seven aspects of integrity used by the National Register of Historic Places, the California Register of Historical Resources, and Article 10 of the Planning Code are: location, design, materials, workmanship, setting, feeling, and association in relation to the period of significance above. The buildings retain sufficient integrity to convey its association with its original design, use, and period of construction.

CHARACTER-DEFINING FEATURES

Whenever a building, site, object, or landscape is under consideration for Article 10 landmark designation, the Historic Preservation Commission is required to identify character-defining features of the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark. The Landmark Designation Report lists exterior character defining features of the three buildings on page 8.

BOUNDARIES OF THE LANDMARK SITE

The boundaries of the landmark sites encompass all of and are limited to Assessor's Block 3777 Lot 001.

PLANNING DEPARTMENT RECOMMENDATION

- a. 228-248 Townsend Street: based on the Department's analysis, the New Pullman Hotel is individually eligible for Article 10 landmark designation for its association with events. The property is representative of a pattern of development in the South of Market neighborhood that began in the nineteenth century and continued through the post-1906 earthquake and fire reconstruction period. It is also significant as the only hotel in San Francisco that openly welcomed African American railroad workers, including Pullman porters and maids, during the first half of the twentieth century. It is the only known building in the city that has significant associations with Pullman porters and maids, who at the national scale contributed to the rise of the African American middle class in America, established the country's first all-Black labor union – the Brotherhood of Sleeping Car Porters – and laid important foundations for subsequent civil rights achievements nationwide. In addition,

Designation of the New Pullman Hotel also appears to meet one of the HPC's priorities for designation: properties with strong cultural or ethnic associations. Staff recommends approval of the proposed landmark designation.

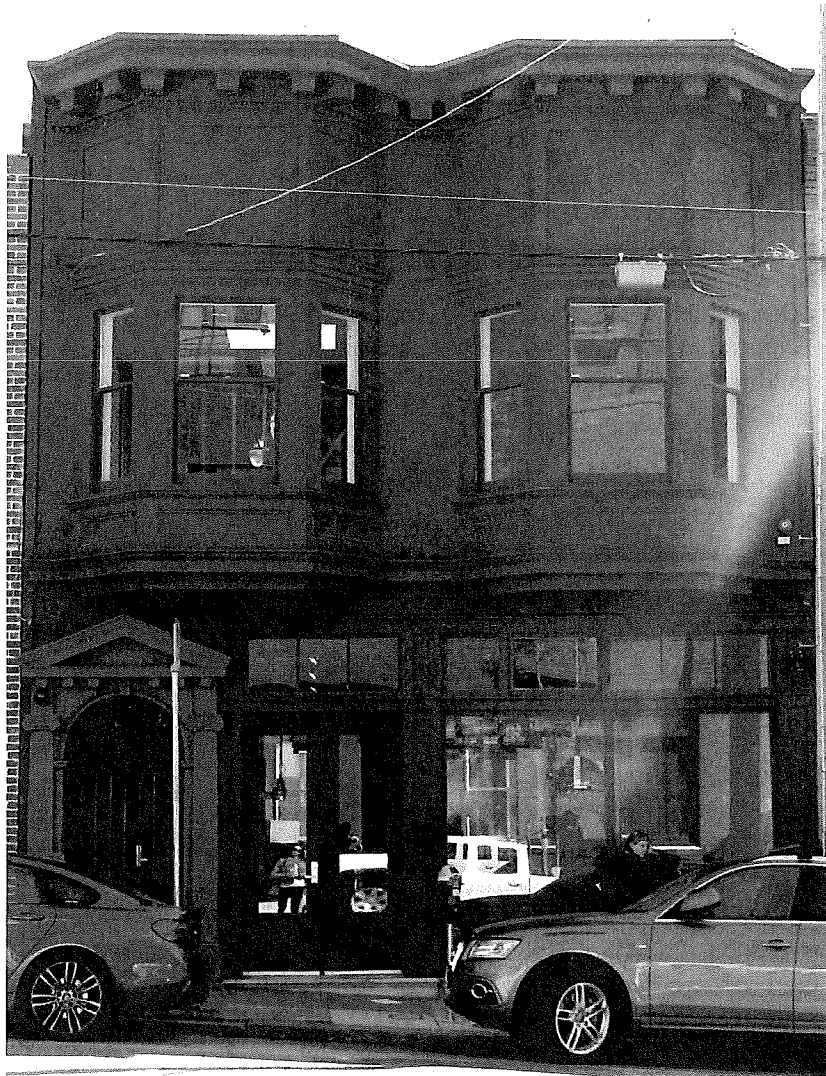
- b. 457 Bryant Street: based on the Department's analysis, the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall is individually eligible for Article 10 landmark designation for its association with events and architecture. As one of the early extant union halls in San Francisco, it played an important role in the growth of organized labor in the city. Constructed shortly after the 1906 Earthquake and Fire, the building is also associated with the post disaster reconstruction era in San Francisco. Designation of the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall does not appear to meet the Historic Preservation Commission's priorities for designation, however the building is significant for its association with important events and for its architecture. Staff recommends approval of the proposed landmark designation.
- c. 500-504 4th Street: based on the Department's analysis, the Hotel Utah is individually eligible for Article 10 landmark designation for its association with events and architecture. The Hotel Utah is a rare remaining example of the numerous residential hotels built in the South of Market neighborhood in the late nineteenth and early twentieth centuries. Constructed largely to house itinerant and seasonal workers employed in nearby factories, industries and along the waterfront, the hotel is emblematic of a pattern of the development in SoMa that began in the mid-1800s and continued through the post-1906 earthquake and fire reconstruction. The Hotel Utah is a striking example of Edwardian style architecture commonly employed in the design of residential hotel buildings constructed during the post-earthquake period. Designation of the Hotel Utah does not appear to meet the Historic Preservation Commission's priorities for designation, however the building is significant for its association with important events and for its architecture. Staff recommends approval of the proposed landmark designation.

The Historic Preservation Commission may recommend approval, disapproval, or approval with modifications of the proposed designations of 228-248 Townsend Street; 457 Bryant Street; and 500-504 4th Street as San Francisco landmarks under Article 10 of the Planning Code to the Board of Supervisors pursuant to Planning Code Section 1004.1. If the Historic Preservation Commission approves the designation, a copy of the motion of approval is transmitted to the Board of Supervisors, which holds a public hearing on the designation and may approve, modify or disapprove the designation (Section 1004.4). If the Historic Preservation Commission disapproves the proposed designation, such action shall be final, except upon the filing of a valid appeal to the Board of Supervisors within 30 days (Section 1004.5).

ATTACHMENTS

- A. Exhibits
- B. Draft Landmark Designation Reports
- C. Draft Motions initiating designations
- D. Draft Landmark Designation Ordinances

Site Photo



457 BRYANT STREET

Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall

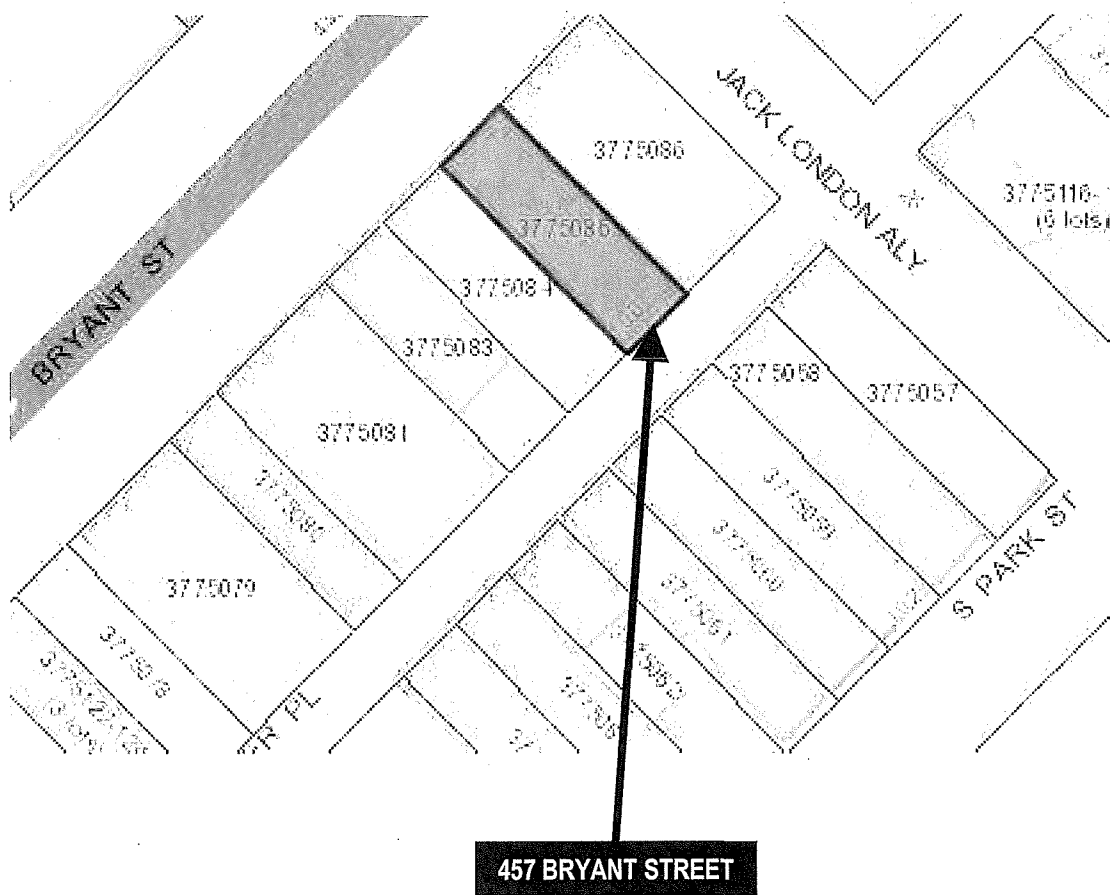
Article 10 Landmark Designation

Case Number 2017-002874DES

Pile Drivers, Bridge and Structural
Ironworkers Local No. 77 Union Hall

457 Bryant Street

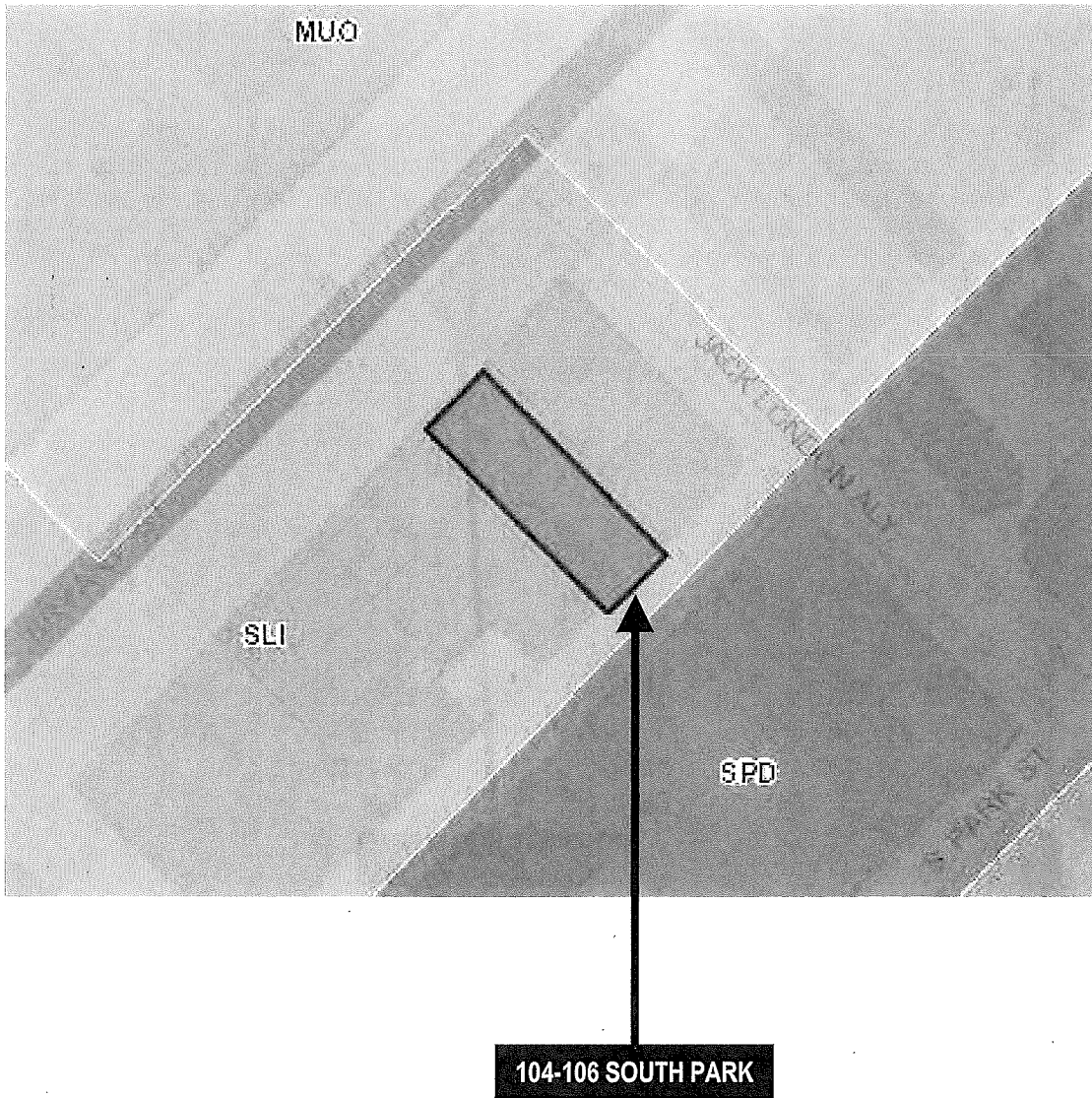
Parcel Map



Article 10 Landmark Designation
Case Number 2017-002874DES
Pile Drivers, Bridge and Structural
Ironworkers Local No. 77 Union Hall
457 Bryant Street



Zoning Map



Article 10 Landmark Designation

Case Number 2017-002874DES

Pile Drivers, Bridge and Structural
Ironworkers Local No. 77 Union Hall

457 Bryant Street

Aerial Photo



Article 10 Landmark Designation

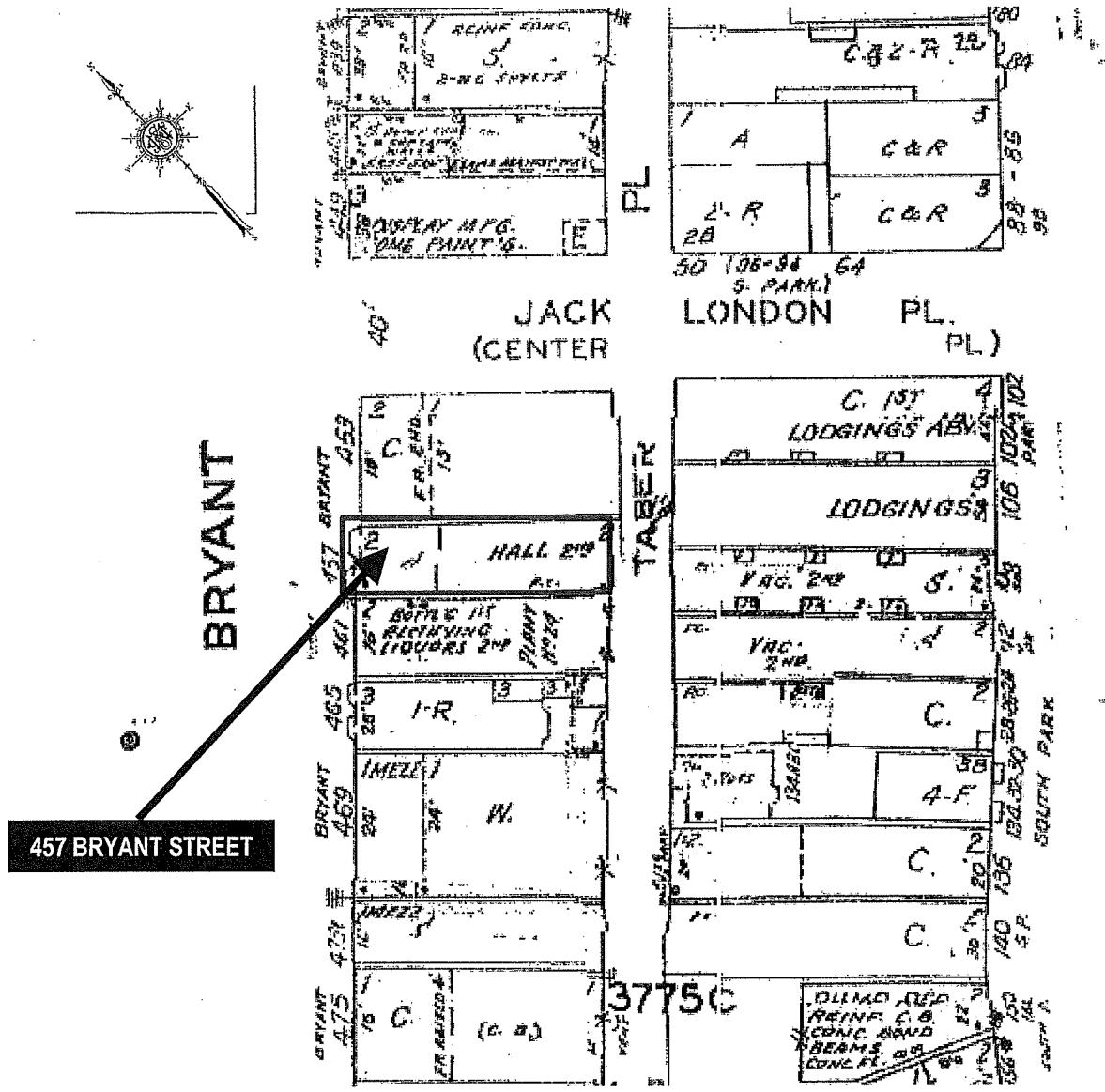
Case Number 2017-002874DES

Pile Drivers, Bridge and Structural
Ironworkers Local No. 77 Union Hall

457 Bryant Street



Sanborn Map*



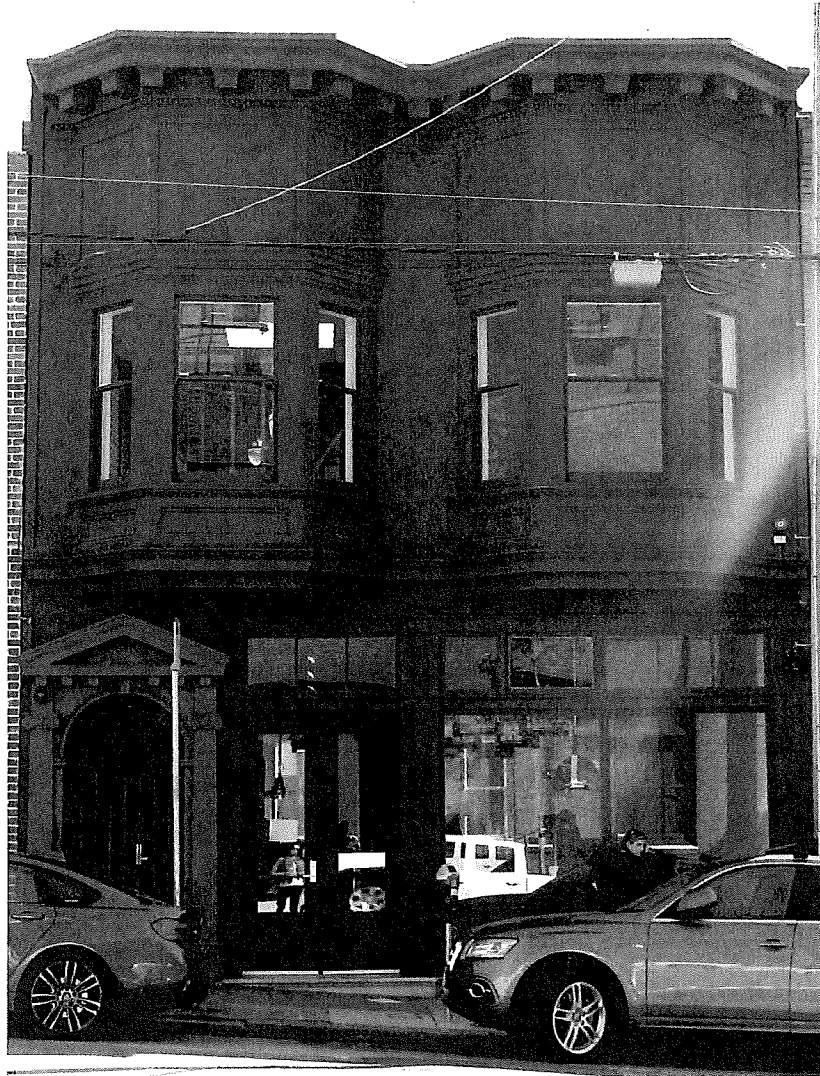
457 BRYANT STREET

*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Article 10 Landmark Designation
 Case Number 2017-002874DES
 Pile Drivers, Bridge and Structural
 Ironworkers Local No. 77 Union Hall
 457 Bryant Street



LANDMARK DESIGNATION REPORT



**Pile Drivers, Bridge and Structural Ironworkers
Local No. 77 Union Hall
457 Bryant Street**

DRAFT report dated July XX, 2017

Landmark No. XXX

Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall 457 Bryant Street

Built: 1909
Architects: Daniel McIsaac

CRITERIA FOR DESIGNATION

Events: Associated with events that have made a significant contribution to the broad patterns of our history.

PERIOD OF SIGNIFICANCE

1910-1973

The Period of Significance for the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall is 1909-1973 reflecting the year that of the first union meeting in the building until the union's move to Oakland in 1973.

STATEMENT OF SIGNIFICANCE

The Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall is individually eligible for Article 10 landmark designation for its association with events and architecture. As one of the early extant union halls in San Francisco, it played an important role in the growth of organized labor in the city. Constructed shortly after the 1906 Earthquake and Fire, the building is also associated with the post disaster reconstruction era in San Francisco.

HISTORIC CONTEXT STATEMENTS

Development of South of Market

Following the discovery of gold near San Francisco in 1848, the city's population grew from several hundred to nearly 35,000 in the space of a few years. Many of the newcomers, having arrived from across the globe in search of fortune, resided in large camps made up of tents and temporary wooden shelters established in today's South of Market neighborhood by the early 1850s. These makeshift communities were eventually replaced by more permanent buildings and infrastructure, including more substantial piers and wharves along the nearby waterfront and the establishment of several foundries.¹ The South of Market quickly became the center of industrial production in San Francisco and the major west coast industrial supplier of mining equipment, heavy machinery and other goods to the western states. By 1875, forty-two foundries could be found in SoMa. A great number of warehouses were built to store imported goods and products awaiting export from the city, and smaller manufacturing operations could also be found amidst the larger warehouses.²

By the mid-nineteenth century, South of Market was a bustling and self-contained community. Several churches, social organizations, schools, hospitals and other welfare institutions, along with stores and saloons served a population that by 1900 had grown to 62,000 people, making it the most densely populated section of the city.³ Residential hotels and residential pockets of two-story single-family dwellings, row houses and flats could also be found amidst the manufacturers and commercial operations. By the turn of the century the building stock in the block bounded by 3rd, 4th, Bryant and Harrison streets was primarily row houses and two-story residences.⁴

Post Disaster Reconstruction

South of Market, like much of San Francisco, was devastated by the 1906 earthquake and fire. Only a few buildings in the neighborhood, primarily built of steel-frame construction, survived. The disaster destroyed all of SoMa's residences and decimated the neighborhood's population.⁵ Following the quake and fire, San Francisco again saw a massive influx of people as workers arrived in the city to aid in the reconstruction.

Reconstruction in SoMa focused on reestablishing the neighborhood's industrial and commercial businesses and many of the 62,000 people who lived in the neighborhood at the turn of the century settled in other parts of San Francisco or the Bay Area.⁶ SoMa's population eventually grew to significant numbers, but it never regained its pre-quake and fire magnitude. In 1910, 24,000 people resided in the neighborhood and by 1914, 40,000 single men were living in SoMa (CSOMA 26; HS, 72,

¹ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 18-20.

² Ibid., 22; Page & Turnbull, Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 9-10.

³ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 25-26, 37.

⁴ Page & Turnbull, Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 12; Averbach, Alvin, *San Francisco's South of Market District, 1850-1950: The Emergence of Skid Row*, California Historical Quarterly, Vol. 52, No. 3 (Fall, 1973), 204.

⁵ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 11.

⁶ Page & Turnbull, Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 26-27; Averbach, 204.

PG 153). As was the case prior to the quake and fire, hotels, apartment buildings and residences could be found interspersed between warehouses, manufacturers, and wholesaling businesses, but residential construction was limited.

SoMa remained a manufacturing and housing center for during much of World War I, but with the mechanization of the workplace and the shift to automobile and truck transport from the streetcar and the railroad after the war, shipping, manufacturing and other firms moved outside the city. Changes in employment and labor practices including shorter workdays and a longer term workforce, allowed for commuting longer distances. As historian Paul Groth notes, "suburban employment surged for people with cars"⁷. White collar employment continued to thrive downtown, but blue-collar jobs declined by 40,000 people between 1918 and 1921 leading to a decrease in investments. No rooming or boarding houses were constructed in downtown San Francisco following World War I⁸.

Following World War II, SoMa remained the home base for many low-income single men and retirees, but with the lack of investment in the neighborhood and the decline of jobs along the waterfront, the neighborhood was seen as an area primed for development.⁹ Urban renewal projects conceived in the 1950s and carried out over the course of more than four decades, decimated the area as blocks were cleared for the construction of the complex of buildings that make up the Yerba Buena Center.

During the 1990s, SoMa transformed from an industrial and manufacturing section of the city to a high-tech center. In the 1990s, the population grew nearly 80%. By 2000, nearly 13,500 people were living South of Market. Many of the spaces that once held SoMa's manufacturing, commercial distribution, and industrial business have been converted to residential and office use. Old building stock has been demolished to allow for the construction of new buildings to keep up with the demand for housing and the creation of live/work spaces. (PT 1)

Union Activism and the General Strike¹⁰

SoMa was inhabited by thousands of single male workers, many of whom laboring in newly unionized industries. The South of Market Area became a hotbed of union activism, culminating with the 1934 Waterfront and General strikes, also known as the Big Strike.¹¹ The 83-day waterfront strike over hiring and working conditions culminated in a San Francisco general strike. The wharves and piers along the entire waterfront were affected both by the absence of striking workers and, for over two weeks, by the presence of National Guard troops stationed inside transit sheds and patrolling the Embarcadero. The resolution of the Big Strike was one of the most spectacular victories in American labor history. Although the strike began among the longshoremen, when San Francisco's port was shut down, it galvanized other workers, including the Pile Drivers.

The 1934 strike completely transformed labor relations on the West Coast. Before 1934, the employers in San Francisco, through the shape-up, where men gathered every morning in front of the Ferry

⁷ Paul Groth, *Living Downtown*, University of California Press, 1994, p. 270.

⁸ Paul Groth, p. 182.

⁹ Groth, p. 156; Page & Turnbull, p. 67

¹⁰ Adapted from the Port of San Francisco Embarcadero Historic District National Register of Historic Places Nomination, January 2006.

¹¹ PT Soma 5

Building and waited to be selected for work, had total control of working conditions. After the 1934 strike, Pacific Coast workers had the hiring hall. The hall was to be jointly administered by the union and the employers. However the union had direct, onsite control of hiring handing out job assignments on a strict rotary basis. The old shape-up was overthrown and in its place was a hiring hall providing an equitable distribution of work. The hall became the heart of the community, the center of a vibrant social and political life enjoyed by longshoremen after the 1934 strike. In later years, men would often say that that “the union is the hiring hall”.¹²

The strike profoundly affected life and politics in San Francisco. The deployment of the National Guard by the governor was a central event of the strike. The three-state strike, and especially the events in San Francisco, attracted widespread attention and contributed significantly to the evolution of national labor policy.

Pile Drivers and Pile Driving Work¹³

Wooden piles were driven into the mud for waterfront walls, piers and other structures by the Romans in ancient times. Pile driving in the Roman Empire was slow, hard, manual work by slave labor, perhaps assisted by animal power. For centuries, the same technology was employed with cheap labor whenever harbor works were built.

Steam-driven pile hammers were invented in 1839. With the use of steam power, a mechanical hoisting engine raised and dropped the hammer to drive the piles. Pile drivers “generally perform foundation work on large scale construction projects such as piers, wharves, drydocks, breakwaters, underwater pipelines, bridges, highways, skyscrapers, and parking lots. They are also called upon to reconstruct, repair, maintain and even demolish existing structures.”¹⁴

Pile drivers are known, both within and outside the union, by their occupational nickname, “pile butts.” The butt is a discarded pile end. Pilings are driven into bay mud, and then their tops, or butts, are cut to conform to the right elevation. “This constant and necessary butt cutting somehow led to a verbal shorthand”.¹⁵ The nickname was first used in California in the early 1930s, and appeared in union local documents in the early 1940s. The nickname conveyed pride and power in the work, although some members at first believed it to be undignified.¹⁶

Pile driving work was a very tough job — strenuous, dangerous, and noisy. There were no safety rules about the health effects of constant hammering, and no precautions were taken to prevent damage to the ears. Piles were treated with creosote which was applied to the piles before delivery to the waterfront. It was a hazardous material that burned the skin and eyes of many pile drivers. There were no safety guidelines about handling creosoted piles on the job.

¹² (Mills and Wellman 1987:174-175; Wellman 1995:60)

¹³ Adapted from the Port of San Francisco Embarcadero Historic District National Register of Historic Places Nomination, January 2006.

¹⁴ Michael S. Munoz and Local Union Number 34, “Pilebutt”: *Stories and Photographs about Pile Driving, Pile Drivers*; <http://www.folkstreams.net/context,264>, accessed July 14, 2017.

¹⁵ (Green 1993:375)

¹⁶ (Green 1993:424-426)

Pile Drivers, Bridge and Structural Ironworkers Local No. 77¹⁷

The first pile drivers labor union in San Francisco was the Wharf Builders' Union, organized in 1883. It received a charter from the American Federation of Labor in May, 1901, becoming the Pile Drivers and Bridge Builders Union No. 9078. It was an independent local union for the first few years. But in 1904 the A.F.L. leadership assigned the San Francisco local into the international union that had jurisdiction over their work — the International Association of Bridge, Structural and Ornamental Iron Workers.¹⁸ The San Francisco pile driver union's new status within the mainstream union movement was recognized with a new name: Pile Drivers, Bridge and Structural Iron Workers Union No. 77.¹⁹

In 1911, Local 77 drafted an ambitious program of working rules for pile driving in California. It included work the pile drivers were already performing as well as work they intended to claim as their own, "construction, reconstruction, repairing, removing, and wrecking of wharves, piers, docks, bridges, viaducts, towers, masts . . . Pile driving in all its branches; Cutting off and capping of piles, abutments, foundations, submarine or other work . . . Operation of all derricks, tools or machinery necessary in performing any of the aforesaid work."²⁰

From 1917-1920, pile driver union locals throughout the country were taken over by the United Brotherhood of Carpenters and Joiners, affiliated with the A.F.L. In San Francisco, the transition took place in May 1920. Pile Drivers, Bridge and Structural Iron Workers Local No. 77 in San Francisco, which had about 800 members, became Local 34 of the International Brotherhood of Carpenters and Joiners of America.²¹

Although after 1920 they were part of the same international union as carpenters, pile drivers had separate union locals, and separate jurisdictions on the waterfront. Pile drivers built piers and pier decks. After the deck was finished, the carpenters' union would take over to build the pier sheds.

One of the important leaders of Local 34 was Jack Wagner, who served as the union business agent for twenty-five years, starting in the late 1930s. He had begun his career as a union activist during the 1934 maritime strike, joining other picketers during the siege of Rincon Hill on Bloody Thursday. Wagner joined the Pile Drivers' Local 34 in 1934 and worked on construction of both the Golden Gate Bridge and San Francisco-Oakland Bay Bridge. He was a social unionist, a self-defined radical who believed in a strong rank and file, racial integration of the workforce, and followed the industrial unionist principles of the CIO²².

Ownership and Construction History of 457 Bryant

The parcel on which 457 Bryant is located was owned by Thomas Green from 1887 to about 1906.²³ City Directories show that Thomas Green owned Burke & Green, with David Burke. Green may have purchased the property as an investment, because the 1887 Sanborn map shows that the single-family

¹⁷ Adapted from the Port of San Francisco Embarcadero Historic District National Register of Historic Places Nomination, January 2006.

¹⁸ (Munoz 1986:27; Green 1993:421)

¹⁹ (Munoz 1986:27; Green 1993:421)

²⁰ Green, 421.

²¹ (Munoz 1986:30-35; Green 1993:421)

²² Munoz 1986:41; Green 422

²³ San Francisco Block Books, 1894, 1906

dwelling that occupied the lot was vacant. Green quickly established water service on August 26, 1887 and by 1899 the Sanborn map shows that a three-story plus basement building with three flats, addressed as 439, 439 ¼ and 439 ½, Bryant, had been constructed, likely to serve the working-class population that had starting moving into the neighborhood in the 1890s.

Approximately three months after the 1906 earthquake and fire, J. J. Olson applied for a building permit to construct a one story dwelling with two rooms for the estimated cost of \$200.²⁴ This dwelling may have been constructed to house his family who were currently living at 632 Fell Street. On March 19, 1908, Olson, now living at 457 Bryant Street, applied for a building permit to add an addition to an existing one-story dwelling for the estimated cost of \$450. The addition had two rooms, each 13 x 16 feet with 10 foot high ceilings.²⁵ Olson does not appear to have resided at 457 Bryant for very long or he could have been squatting on the land until title to the parcel was established, a common occurrence after the disaster. By 1909, the block book shows that the parcel was owned by California Title Insurance & Trust Co. as Trustees.

The Pile drivers met in January 1909 and agreed to purchase a lot south of Market and east of 3rd Street for less than \$10,000. The new union hall would be located near the homes and jobs of their members. By February 17, 1909 the union had purchased the current lot for \$4,025. Drawings were prepared by April for \$5,500. In June Healy Tibbitts Construction Company was awarded the contract to construct the basement at a cost of \$1,540. On May 20, 1909 Daniel McIsaac's bid of was awarded the construction contract for the rest of the building at a cost of \$3,978. The two-story building with a shop on the first floor and hall on the second floor was completed by October 1909.

Prior to construction of 457 Bryant Street, the union met in the Audiffred Building, which provided space for several other unions, such as the Sailor's Union of the Pacific and Marine Firemens' Union, to meet and organize as well as socialize in the three saloons located on the first floor.²⁶ On October 6, 1909 the Pile Drivers, Bridge and Structural Ironworkers Local No. 77 held their first meeting in the new building. In the 1920s, several unions met in the hall, including the Carpenters' Union No 34, Warehouse and Cereal Workers. The Pile drivers occupied the building until 1973 when, citing parking and safety problems, the Union moved to Oakland. Edward Zak purchased the building and continues to own it today.

Healy Tibbitts

Still in operation today, Healy Tibbets specializes in marine construction, pile driving and deep shoring systems. Healy's areas of expertise include construction of piers and wharves, submarine pipelines and cables, offshore structures, dredging, pile driving, marine heavy lifts, bulk stevedoring, and marine transportation. Healy Tibbitts was founded in 1886 by two San Francisco waterfront workers who decided to start their own construction company. Twenty years later, Healy was one of the construction companies to help clear rubble and rebuild San Francisco after the 1906 earthquake. Through the 1900s the company continued to grow as a marine and foundation contractor both

²⁴ Building Permit No. 1970, July 27, 1907

²⁵ Building Permit No. 15642, March 19, 1908.

²⁶ Labor Landmarks Guidebook, p. 2.

domestically and internationally.²⁷ Healy Tibbitts likely employed members of the Pile drivers, Bridge and Structural Ironworkers Local No. 77 on many of their construction projects.

Daniel McIsaac, Builder

The construction contract was awarded to D. McIsaac on May 20, 1909.²⁸ Daniel McIsaac was born September 21, 1877 in Antigonish, Nova Scotia and immigrated to San Francisco in December 1904.²⁹ At age 30, McIsaac worked as a carpenter and lived with his wife Freda and three female boarders in the Lower Nob Hill.³⁰ World War I Draft Registration Cards show that McIsaac, age 40, lived in a residential hotel in Oakland and worked as a foreman and carpenter for Healy Tibbitts Construction Company. By 1930, McIsaac worked as a carpenter and owned his own home in the Excelsior where he lived with his second wife Mary, two young daughters and a step-daughter.³¹ It is unknown if McIsaac is responsible for constructing any other buildings in the Bay Area. It is possible that 475 Bryant is the only building contract he was ever awarded on his own. He may have contributed to the design of many piers and wharves constructed by Healy Tibbitts, but this information could not be located. McIsaac died in San Francisco in 1939 at age 62.

Architectural Influences: Edwardian Style

457 Bryant exhibits the typical characteristics of the Edwardian style. The term “Edwardian” was created to describe architecture produced in Great Britain and its colonies from 1901 to 1910, with the reign of Edward VII. Edwardian architecture encompasses a number of styles, with five main strands identified: Gothic Revival, Arts and Crafts, Neo-Georgian, Baroque Revival and the Beaux-Arts style. All five strands reflected a movement away from the ornately embellished buildings constructed during the Victorian period (c. 1825-1901) towards buildings with simpler, more handcrafted details. Edwardian style buildings were constructed prior to the 1906 earthquake and fire, however it was an extremely common style used in the post-disaster reconstruction. Edwardian buildings are highly concentrated in areas that were rebuilt after the earthquake and fire, including the South Park, South of Market, downtown and much of the Mission neighborhoods.

Halls in the early 20th century

In the late 19th and early 20th centuries, fraternal societies were one of the primary sources of health insurance for the working classes, as well as burial services. At their peak in about 1920, over one quarter of all adult Americans were members of fraternal societies.³² Some fraternal groups limited membership to a particular ethnic or religious group. Others were pan-ethnic and centered on business or professional affiliations.

Buildings that housed halls generally conform to one of three subtypes. The first includes single-story buildings that may or may not have been intended to be temporary. Simple in construction, they did not require elaborate building materials, nor did they support other uses. Many were later replaced by permanent buildings on the same site, such as the Equality Hall at 139 Albion Avenue, while others

²⁷ www.healytibbitts.com. Accessed July 14, 2017.

²⁸ Index to Papers on File.

²⁹ California Passenger and Crew Lists, 1882-1959, ancestry.com accessed July 14, 2017.

³⁰ US Census 1910, Ancestry.com, accessed July 14, 2017.

³¹ US Census, 1930. Ancestry.com, Accessed July 14, 2017.

³² Woodmen and Fraternalism (booklet), Form 4154 R-5/97; Modern Woodmen of America History, 1997.

were redeveloped as residential building sites such as the Veteran Hall at 432 Duboce Avenue. Of the dozen or so examples of this type known from the period, only one has survived: the Woodmen of the World lodge at 2140 Market Street (now the Lucky 13 bar), located on the same block as the Swedish American Hall.

The second type included halls that occupied temporary sites within other buildings. These might include pre-1906 Earthquake buildings where a generic storefront was used as a hall; or when the lowest flat in a multi-story apartment building was used as a hall. Two examples of this type are extant: Callegari's Hall at 421 Union Street (1906); and Coleman's Hall at 1988 Bush Street (ca. 1902). However, the facades of these building give no indication of their use as social halls.

The third type, to which Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall belongs, are purpose-built mixed-use buildings where the ground floor was occupied by storefronts, while the meeting rooms were located on the upper floor(s). There are only nine examples of this type constructed prior to 1907 which survive and have good integrity: Divisadero Hall at 321 Divisadero Street (1896); Equality Hall at 139 Albion Street (1908); Findlay's Dancing Academy at 3245 16th Street (1907); Mission Turn Verin Hall at 3543 18th Street (1910); Oakland Hall at 1805 Divisadero Street (1903); Richmond Hall at 309 4th Avenue (1908); the Sheet Metal Workers Hall at 224 Guerrero Street (1906); Stegeman's Hall at 225 Valencia Street (1907) and New Era Hall at 2121 Market Street (1906). The Sheet Metal Workers Hall is San Francisco Landmark #150, while Mission Turn Verin Hall is San Francisco Landmark #178.

In the years following the 1906 disaster, many fraternal societies rebuilt their own permanent halls. These included the Odd Fellows, who constructed a new hall at 7th and Market Streets in 1907. The After World War II, membership in many fraternal organization began a steady decline. Contributing factors included a diminishing need for fraternal orders as insurance companies and doctors became more professionalized. Working class San Franciscans were also presented with an increasing variety of diversions for their spare time.³³

INTEGRITY

The seven aspects of integrity used by the National Register of Historic Places, the California Register of Historical Resources, and Article 10 of the Planning Code are: location, design, materials, workmanship, setting, feeling, and association in relation to the period of significance above. The buildings retain sufficient integrity to convey its association with its original design, use, and period of construction.

BOUNDARIES OF THE LANDMARK SITE

Encompassing all of and limited to Lot 085 in Assessor's Block 3775.

CHARACTER DEFINING FEATURES

³³ Siddeley, Leslie, *The Rise and Fall of Fraternal Insurance Organizations*. *Humane Studies Review*, V7, No. 2 Spring 1992.

Whenever a building, site, object, or landscape is under consideration for Article 10 Landmark designation, the Historic Preservation Commission is required to identify character-defining features of the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark.

All primary exterior elevations, form, massing, structure, architectural ornament and materials identified as:

- Rectangular plan
- Two story massing
- Two bay form at primary façade
- Flat roof
- Horizontal wood shiplap siding at primary facade
- Wood storefront with wood and glass double doors, paneled bulkhead and columns, plate glass windows, and multi-lite transom windows
- Arched entry with pilasters, volutes, dentils and pediment
- Mosaic tile floor at entry spelling out "Pile drivers B & S I W Local 77"
- Wood paneled double doors with diamond shaped lites and wood frame transom window at entry
- Terrazzo step, terrazzo paneling with wood paneling above at entry
- Paired angled bay windows framed by colonnettes with wood paneled spandrel at base, molded sill, molded cornice and paneled spandrel at top
- Double-hung, wood sash windows with ogee lugs in wood frame
- Molded cornice with oversized dentils
- Beveled horizontal siding on secondary elevations
- Double-hung, wood sash windows with ogee lugs in wood frames

SUPPORTING DOCUMENTATION

South of Market Area Historic Context Statement, San Francisco, CA, June 30, 2009.

Department of Parks and Recreation Primary Records, 457 Bryant Street.

Port of San Francisco, Embarcadero Historic District National Register of Historic Places Nomination, January 2006.

PROPERTY INFORMATION

Historic Name: Gran Oriente Filipino Residences and
Masonic Temple

Address: 104-106 South Park Street; 45-49 South Park
Street; 95 Jack London Alley

Block and Lot: 3775 / 058; 3775/039

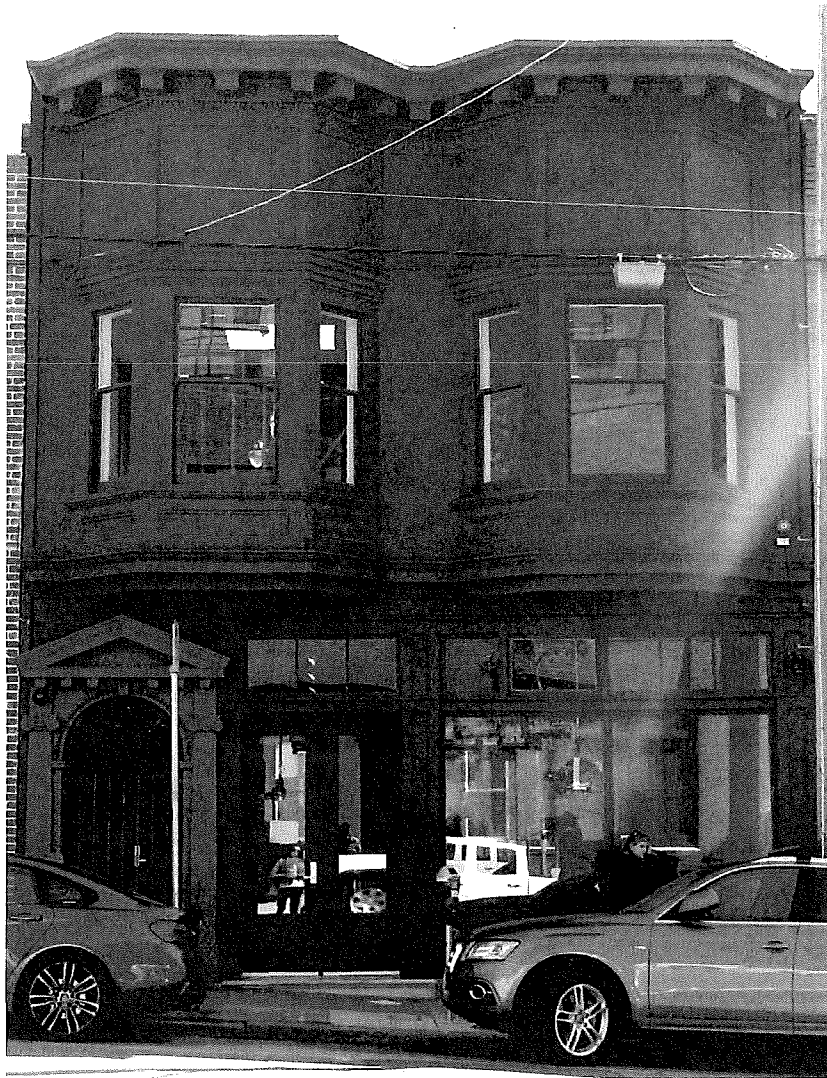
Owner: Gran Oriente Filipino

Original Use: Apartment building and assembly hall

Current Use: Apartment building and assembly hall

Zoning: SPD – SOMA South Park

PHOTOGRAPHS



BIBLIOGRAPHY

Page & Turnbull, San Francisco Filipino Heritage Addendum to the South of Market Historic Context Statement, San Francisco, CA, March 13, 2013.

Habal, Estella. "Revolutionary Brotherhood and the Gran Oriente Filipino Masonic Organization in the U.S." *Paper presented at the annual meeting of the American Studies Association Annual Meeting, Renaissance Hotel, Washington D.C., 2014-11-28.*

ACKNOWLEDGEMENTS

San Francisco City and County

Edwin M. Lee, Mayor

Jane Kim, District 6 Supervisor

Historic Preservation Commissioners

President: Andrew Wolfram

Vice-President: Aaron Jon Hyland

Commissioners:

Karl Hasz

Ellen Johnck

Richard S.E. Johns

Diane Matsuda

Jonathan Pearlman

Planning Department

John Rahaim, Director

Tim Frye, Historic Preservation Officer

Project Staff

Shannon Ferguson, Department Preservation Planner, research, writing, and photography

Additional Support

Photography

All contemporary photography by Shannon Ferguson unless stated otherwise



SAN FRANCISCO PLANNING DEPARTMENT

SUPERVISOR
SAN FRANCISCO

July 2, 2018

2018 JUL -3 PM 3:51
BY BJ

Ms. Angela Calvillo, Clerk
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

**Re: Central SoMa Article 10 and Article 11 Designations
Transmittal of Planning Department Case Numbers:**

2017-004023DES (New Pullman Hotel, 228-248 Townsend Street)

BOS File No: _____ (pending)

2017-002874DES (Pile Drivers, Bridge and Structural Ironworkers Local No. 77
Union Hall, 457 Bryant Street)

BOS File No: _____ (pending)

2017-004129DES (Hotel Utah, 500-504 Fourth Street)

BOS File No: _____ (pending)

2017-010250DES (Clyde and Crooks Warehouse Historic District)

BOS File No: _____ (pending)

2017-010156DES (Mint-Mission Conservation District)

BOS File No: _____ (pending)

2018-003615DES (Multiple Property Change in Article 11 Designation)

BOS File No: _____ (pending)

2018-002775DES (Kearny-Market-Mason-Sutter Conservation District Boundary
Change)

BOS File No: _____ (pending)

Historic Preservation Commission Recommendation: Approval

Planning Commission Recommendation: Approval

Dear Ms. Calvillo,

On the following dates the San Francisco Historic Preservation Commission (hereinafter "HPC") conducted duly noticed public hearings at regularly scheduled meetings to consider recommendation for landmark designation of the following properties to the Board of Supervisors:

April 18, 2018

- 228-248 Townsend Street (New Pullman Hotel);
- 500-504 Fourth Street (Hotel Utah);
- 457 Bryant Street (Piledrivers, Bridge, and Structural Ironworkers Local No. 77 Union Hall); and
- Clyde and Crooks Warehouse Historic District

The HPC voted to approve resolutions to recommend landmark designation pursuant to Article 10 of the Planning Code.

On the following dates the HPC conducted duly noticed public hearings at regularly scheduled meetings to consider recommendation for Article 11 designation of the following properties to the Board of Supervisors:

March 21, 2018

- Change in boundary of the Kearny-Market-Mason-Sutter Conservation District

April 18, 2018

- Change in designation of twenty-six (26) properties

May 2, 2018

- Designation of the Mint-Mission Conservation District

The HPC voted to approve resolutions to recommend change in designation pursuant to Article 11 of the Planning Code.

On June 7, 2018 the San Francisco Planning Commission (hereinafter "CPC") conducted a duly noticed public hearing at a regularly scheduled meeting to consider a recommendation for:

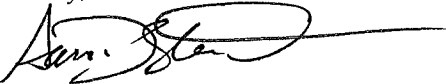
- Designation of the Clyde and Crooks Warehouse Historic District;
- Designation of the Mint-Mission Conservation District; and
- Change in boundary of the Kearny-Market-Mason-Sutter Conservation District

The CPC voted to approve resolutions to recommend designation pursuant to Article 10 and Article 11 of the Planning Code.

The proposed amendments have been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15060(c)(2).

Please find attached documents relating to the HPC and CPC actions. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,



Aaron D. Starr
Manager of Legislative Affairs

cc: Alisa Somera, Assistant Clerk of the Board
Victoria Wong, City Attorney's Office
Honorable Supervisor Jane Kim
Barbara Lopez, Legislative Aide

Attachments (two copies of the following):

Clyde and Crooks Warehouse Historic District:

- Article 10 Initiation Case Report dated March 21, 2018
- Draft Landmark Designation Report
- Clyde and Crooks Warehouse Historic District Map
- Draft Ordinance
- Historic Preservation Commission Resolutions 947, 955
- Planning Commission Case Report Dated June 7, 2018
- Planning Commission Resolution 20203
- Department of Parks and Recreation (DPR) 523 forms

Mint-Mission Conservation District

- Article 11 Initiation Case Report dated May 2, 2018
- Mint-Mission Conservation District Map
- Draft Ordinance
- Historic Preservation Commission Resolution 957
- Planning Commission Case Report Dated June 7, 2018
- Planning Commission Resolution 20201
- Department of Parks and Recreation (DPR) 523 forms
- Letter from Kwok Pong Lee
- Letter from Dave Chritton, Todd Chritton and Scott Chritton

Kearny-Market-Mason-Sutter Conservation District

- Article 11 Initiation Case Report dated March 21, 2018
- Kearny-Market-Mason-Sutter Conservation District Map
- Draft Ordinance
- Historic Preservation Commission Resolution 948
- Planning Commission Case Report Dated June 7, 2018
- Planning Commission Resolution 20201
- Letter from District 6 Community Planners

Change in Article 11 Designation – Twenty-six (26) properties

- Article 11 Initiation Case Report dated April 18, 2018
- Draft Ordinance
- Historic Preservation Commission Resolution 956
- Property summaries

500-504 4th Street (Hotel Utah)

- Historic Preservation Commission Resolutions 946, 954
- Article 10 Initiation Case Recommendation Memo and Case Report dated April 18, 2018
- Draft Landmark Designation Report
- Letter from SF Heritage
- Draft Ordinance

457 Bryant Street (Pile Drivers, Bridge and Structural Ironworkers Local No. 77 Union Hall)

- Historic Preservation Commission Resolutions 945, 953

- Article 10 Initiation Case Recommendation Memo and Case Report dated April 18, 2018
- Draft Landmark Designation Report
- Draft Ordinance

228-248 Townsend Street (New Pullman Hotel)

- Historic Preservation Commission Resolutions 952, 944
- Article 10 Initiation Case Recommendation Memo and Case Report dated April 18, 2018
- Draft Landmark Designation Report
- Draft Ordinance