

File No. 170199

Committee Item No. 4

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date March 13, 2017

Board of Supervisors Meeting

Date _____

Cmte Board

<input type="checkbox"/>	<input type="checkbox"/>	Motion
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Resolution
<input type="checkbox"/>	<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	<input type="checkbox"/>	Legislative Digest
<input type="checkbox"/>	<input type="checkbox"/>	Budget and Legislative Analyst Report
<input type="checkbox"/>	<input type="checkbox"/>	Youth Commission Report
<input type="checkbox"/>	<input type="checkbox"/>	Introduction Form
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Department/Agency Cover Letter and/or Report
<input type="checkbox"/>	<input type="checkbox"/>	Memorandum of Understanding (MOU)
<input type="checkbox"/>	<input type="checkbox"/>	Grant Information Form
<input type="checkbox"/>	<input type="checkbox"/>	Grant Budget
<input type="checkbox"/>	<input type="checkbox"/>	Subcontract Budget
<input type="checkbox"/>	<input type="checkbox"/>	Contract/Agreement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Form 126 - Ethics Commission
<input type="checkbox"/>	<input type="checkbox"/>	Award Letter
<input type="checkbox"/>	<input type="checkbox"/>	Application
<input type="checkbox"/>	<input type="checkbox"/>	Form 700
<input type="checkbox"/>	<input type="checkbox"/>	Vacancy Notice
<input type="checkbox"/>	<input type="checkbox"/>	Information Sheet
<input type="checkbox"/>	<input type="checkbox"/>	Public Correspondence

OTHER

(Use back side if additional space is needed)

<input checked="" type="checkbox"/>	<input type="checkbox"/>	Easement Agreement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	CEQA Exemption
<input checked="" type="checkbox"/>	<input type="checkbox"/>	General Plan Referral
<input type="checkbox"/>	<input type="checkbox"/>	
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Completed by: Alisa Somera Date March 9, 2017

Completed by: _____ Date _____

1 [Easement Agreement - Pacific Gas and Electric Company - Northern Border of 1975 Galvez
2 Street - \$1]

3 **Resolution approving an Easement Agreement between the City and County of San**
4 **Francisco and the Pacific Gas and Electric Company, consisting of 3,660 square feet of**
5 **land running east to west along the northern border of 1975 Galvez Street for \$1;**
6 **making findings of consistency with the General Plan, and the eight priority policies of**
7 **Planning Code, Section 101.1; and authorizing the Director of Property to execute**
8 **documents, make certain modifications, and take certain actions in furtherance of this**
9 **Resolution, as defined herein.**

10
11 WHEREAS, By Resolution No. 525-15, effective December 22, 2015, this Board
12 authorized the execution and acceptance of a Purchase and Sale Agreement by and between
13 the City and W.Y.L. Five Star Service Industries, Inc., a California corporation ("Galvez
14 Agreement") on file with the Clerk of the Board of Supervisors under File No. 151215, for the
15 real property located at 1975 Galvez Avenue, San Francisco, known as Assessor's Parcel
16 Block No. 5250, Lot No. 016, (the "Galvez Property") for \$5,000,000, with jurisdiction assigned
17 to the San Francisco Public Utilities Commission ("SFPUC"); and

18 WHEREAS, The Galvez Property was acquired upon close of escrow in March 2016;
19 and

20 WHEREAS, The City's General Services Administration, Office of Contract
21 Administration ("OCA"), Real Estate Department ("RED"), and SFPUC entered into a
22 memorandum of understanding which is on file with the Clerk of the Board of Supervisors
23 under File No. 151226 (the "MOU") for the purpose of constructing and improving the Galvez
24 Property, and additional acquired and leased property, to accommodate the relocation of
25

1 City's Central Shops (the "Project") from its current location at 1800 Jerrold Street ("1800
2 Jerrold Street"); and

3 WHEREAS, By Ordinance No. 8-16, this Board approved the jurisdictional transfer
4 of 1800 Jerrold Street from OCA to SFPUC's Wastewater Enterprise, and the Galvez Property
5 from SFPUC to OCA, subject to the terms and conditions of the MOU, and the Galvez
6 Property is now under OCA's jurisdiction; and

7 WHEREAS, Conceptual designs for the Project involve the demolition of all existing
8 improvements and new construction of an approximately 54,000 square foot building; and

9 WHEREAS, Pacific Gas and Electric Company ("PG&E") maintains electrical facilities
10 and appurtenances ("Existing Facilities") along the north eastern boundary of the Galvez
11 Property; and

12 WHEREAS, The Existing Facilities are located within a former street area that was
13 vacated by the City and sold to a private party in 1969; and

14 WHEREAS, The location of the Existing Facilities will interfere with the construction
15 and operation of the Project as designed; and

16 WHEREAS, The City has requested that PG&E relocate the Existing Facilities from
17 their current location and install replacement electrical facilities in a location that will not
18 interfere with the Project, and City and PG&E have agreed upon a location for the
19 replacement facilities; and

20 WHEREAS, In order to accommodate the relocation of the Existing Facilities to the new
21 location, City staff has negotiated an easement agreement with PG&E that would require
22 PG&E to remove or relocate the Existing Facilities within the Galvez Property, and would
23 provide PG&E an easement over a portion of the Galvez Property comprised of a strip of land
24 along the Northern border for approximately 290 feet in length by 10 feet in width,
25 becoming 15 feet in width for approximately 31 feet at the Easterly end of the length, (the

1 "Easement Area"), and on the terms and conditions set forth in an agreement, a copy of which
2 is on file with the Clerk of the Board of Supervisors in File No. 170199 (the "Easement
3 Agreement"); and

4 WHEREAS, The City's Director of Property reviewed the location of the Existing
5 Facilities and the relocation of them to the Easement Area, and has determined relocation of
6 the Existing Facilities to the Easement Area and grant of the easement may be considered an
7 exchange of like for like kind which is of equal value; and

8 WHEREAS, On November 5, 2015, the City Planning Department issued their
9 recommendation, finding the Project, on balance, in conformity with the General Plan, and the
10 eight priority policies of Planning Code, Section 101.1, in case No. 2015-013598 GPR,
11 SFPUC Central Shops Relocation and Land Transfer Project (1975 Galvez Avenue, 555
12 Selby Street, 450 Toland); and

13 WHEREAS, A copy of such letter is on file with the Clerk of the Board of Supervisors in
14 File No. 170199 and is incorporated by reference as though fully set forth herein; and

15 WHEREAS, On October 28, 2015, the Planning Department's CEQA Coordinator
16 Timothy Johnston issued a notice that this Project is categorically exempt under the California
17 Environmental Quality Act ("CEQA") Guidelines Section 15332 (Infill Development, Class 32),
18 on file with the Clerk of the Board of Supervisors File No. 170199; and

19 WHEREAS, For purposes of this Resolution, the Board relies on such findings; and

20 WHEREAS, Offering the easement by competitive bidding process or auction would be
21 impractical because the easement only serves one particular entity's distribution system and
22 is not capable of independent development; now, therefore, be it

23 RESOLVED, That the Board of Supervisors hereby finds that the conveyance of the
24 easement pursuant to the Easement Agreement is consistent with the General Plan, and with
25 the eight priority policies of Planning Code, Section 101.1 for the same reasons as set forth in

1 the November 5, 2015 letter from the City Planning Department, and hereby incorporates
2 such findings by reference as though fully set forth in this Resolution; and, be it

3 FURTHER RESOLVED, That the Board of Supervisors finds that the public interest or
4 necessity will not be inconvenienced by the conveyance of the easement, because the City
5 does not need the Easement Area for any uses that are incompatible with the easement and
6 because conveyance of the easement will enable PG&E to timely relocate their Existing
7 Facilities to accommodate the Project; and, be it

8 FURTHER RESOLVED, That the Board of Supervisors finds that an auction or
9 competitive bidding process would be impractical, because the easement will be conveyed in
10 order to relocate the Existing Facilities and to accommodate the Project and is not capable of
11 independent development given its location and configuration; and, be it

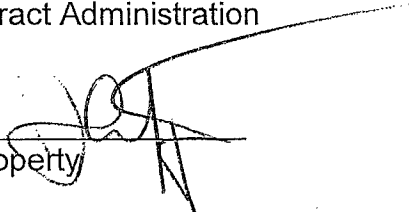
12 FURTHER RESOLVED, That in accordance with the recommendation of the Director
13 of Property, the Board of Supervisors hereby approves the granting of the easement for One
14 Dollar in accordance with the terms and conditions of the Easement Agreement in
15 substantially the form of the Easement Agreement presented to the Board, and authorizes the
16 Director of Property, in the name and on behalf of the City and County, to execute the
17 Easement Agreement; and, be it

18 FURTHER RESOLVED, That the Board of Supervisors authorizes the Director of
19 Property to enter into any amendments or modifications to the Easement Agreement
20 (including, without limitation, the attached exhibits) that the Director of Property determines, in
21 consultation with the City Attorney, are in the best interest of the City, do not otherwise
22 materially diminish the benefits to the City or increase the obligations or liabilities of the City,
23 are necessary or advisable to effectuate the purposes of the Easement Agreement and are in
24 compliance with all applicable laws, including City's Charter; and, be it
25

1 FURTHER RESOLVED, That the Director of Property is hereby authorized and urged,
2 in the name and on behalf of the City and County, to take any and all steps (including, but not
3 limited to, the execution and delivery of any and all certificates, agreements, notices,
4 consents, escrow instructions, closing documents and other instruments or documents) as the
5 Director of Property deems necessary or appropriate in order to consummate the conveyance
6 of the easement pursuant to the Easement Agreement, or to otherwise effectuate the purpose
7 and intent of this resolution, such determination to be conclusively evidenced by the execution
8 and delivery by the Director of Property of any such documents.

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10
11 Recommended:

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13 
14 General Services Agency
15 Office of Contract Administration

16 
17 Director of Property
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Free Recording Requested Pursuant to
California Government Code Section 27383

Recording requested by and
when recorded mail to:

City and County of San Francisco
Real Estate Division
25 Van Ness Avenue, Suite 400
San Francisco, CA 94102
Attn: Director of Property

(Space above this line reserved for Recorder's use only)

LD##XXSF-00-

EASEMENT DEED

2017075 (PM 31288596) 01 17 1
EP 555 SELBY_CC SAN FRANCISCO

EASEMENT AGREEMENT
(Portion of _____, San Francisco)

THIS EASEMENT AGREEMENT (this "**Agreement**"), dated for reference purposes only as of _____, 20__ ("**Agreement Date**"), is made by and between the CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation ("**City**"), and PACIFIC GAS AND ELECTRIC COMPANY, a California corporation ("**PG&E**").

RECITALS

A. Pursuant to Section 7(d) of the 1939 Franchise Agreement between the City and PG&E, the City authorized PG&E to install and maintain electrical facilities comprised of two distribution poles, a transformer, overhead power cables, service riser and guy wire, and a 10' x 6' PG&E vault, and related wires, conduits, and appurtenances ("**Existing Facilities**") on that certain real property commonly known as 1975 Galvez Street situated in the City and County of San Francisco, State of California, and legally described in Exhibit A attached hereto (the "**Property**"). In Resolution No. 102-69, dated February 10, 1969, the San Francisco Board of Supervisors vacated this portion of Galvez Street, but authorized PG&E to "retain" its facilities in the vacated street. The City subsequently sold the Property. The Property remained in private hands until 2015, when the City purchased the Property. PG&E asserts a prescriptive claim for its right to operate and maintain the Existing Facilities on the Property. The City denies that claim and right under the Franchise Agreement and has agreed to pay PG&E's relocation costs "under protest."

B. City is constructing and improving the Property and adjacent property to accommodate the relocation of City's Central Shops (the "**Project**"). The location of Existing Facilities will interfere with the construction and operation of the Project. City has requested that PG&E relocate Existing Facilities from the current location and install replacement electric facilities in locations that will not interfere with the Project.

C. PG&E has agreed to relocate the Existing Facilities, and PG&E and City wish to enter into this Agreement to memorialize the right to occupy and use that portion of the Property comprised of a strip of land, the uniform width of 10 feet, lying 5 feet on each side of the line depicted on Exhibit C and described on Exhibit B (the "**Easement Area**") for its Electrical

Facilities (as defined below), all on the terms and conditions set forth in this Agreement.

AGREEMENT

ACCORDINGLY, City grants PG&E an easement as follows:

1. **Relocation of Power Pole.** PG&E shall remove power pole # _____ from its current location not later than March 31, 2017. City shall pay PG&E's reasonable relocation costs under protest. City's payment of such costs shall be delivered to PG&E within ninety (90) days of receiving PG&E's invoice therefor, which shall be accompanied with reasonable documentation of such costs.

2. **Grant of Easement.** City, hereby grants a non-exclusive easement to PG&E with the right from time to time to construct, excavate, reconstruct, install, inspect, maintain, replace (of the initial size), repair, remove, and use facilities of the type hereinafter specified ("**Easement Activities**"), within the Easement Area as hereinafter set forth, and also ingress thereto and egress therefrom, over and across the Property.

Said facilities in the Easement Area are described as follows: Such overhanging wires, cables, cross arms, poles; underground conduits, pipes, service boxes, manholes, wires, cables, and electrical conductors, risers, switches, fuses and terminals; and fixtures and appurtenances necessary to any and all thereof ("**Electrical Facilities**"), as PG&E deems necessary for the distribution of electric energy located within the Easement Area.

3. **Use of Easement Area.**

3.1 **Access.** PG&E shall access the Easement Area only by such streets as now or hereafter exist or, in the absence of any paved streets, by such route as shall occasion the least injury to the adjoining property.

3.2 **Compliance with Laws; Maintenance.** PG&E shall conduct the Easement Activities in compliance with all applicable laws, through sound construction practices and in a lien-free manner, and PG&E shall diligently pursue its construction or maintenance activities to completion. PG&E shall secure and pay for any building and other permits and approvals, government fees, licenses and inspections necessary for the proper performance and completion of its construction or maintenance activities in the Easement Area, including, but not limited to any approvals required by City acting in its regulatory capacity. PG&E shall be solely responsible for maintaining all Electrical Facilities, including all replacements installed in the Easement Area pursuant to Section 3 in good and safe condition, and City shall have no duty whatsoever for any maintenance of the Easement Area, the Electrical Facilities or any Replacement Improvements.

3.3 **City's Reserved Rights.** Notwithstanding anything to the contrary in this Agreement, City reserves and retains all of the following rights relating to the Easement Area, so long as the City's activities do not substantially interfere with PG&E's access to the Easement Area, Easement Activities, or PG&E's operations of its Electric Facilities (collectively, the "**Reserved Rights**"): (i) the right to any and all water, timber, mineral and oil rights of any kind; (ii) the right to grant future rights to a third party over, across, under, in and on the Easement Area as City shall determine in its sole discretion, including use of the Easement Area for non-City utilities; (iv) the right to maintain or install telecommunication facilities or other City facilities or property; (iii) the right to install, maintain, replace and remove any type of paving, drainage improvements including bio-planters, landscaping and hardscaping; (v) the right to use the surface of the Easement Area for the construction and operation of a driveway, sidewalk, parking area, drainage improvements, bio-planters, bio-filtration planters or other improvements;

(vi) the right to use the Easement Area for the demolition of existing surface improvements, regrading and repaving, removal of existing building, and construction of improvements, including the installation of facilities and improvements and relocation or revisions to existing City utilities and improvements as part of such construction and/or demolition work; and (vii) any other use that does not materially interfere with PG&E's rights granted herein; provided, however, that such limitation shall not apply to City's exercise of its relocation rights under Section 5.2, below. City's exercise of the Reserved Rights shall not materially interfere with PG&E's rights granted herein.

3.4 Limitation on City's Use. City shall not erect or construct any building or other structure or drill or operate any well within the Easement Area, except as reserved in Section 3.3 above.

4. Installation of Replacement Improvements; Maintenance and Repair Activities. PG&E may replace the Electrical Facilities with like kind items that are placed in the same location within the Easement Area ("**Replacement Improvements**"), and perform maintenance and repairs on the Electrical Facilities and any Replacement Improvements, on satisfaction of the following conditions, which are for the sole benefit of City:

4.1 Permits and Approvals. PG&E shall obtain all applicable permits, licenses and approvals (collectively, "**Approvals**") required by any regulatory agencies with jurisdiction over the Electric Facilities. PG&E recognizes and agrees that no approval by City for purposes of PG&E's installation work hereunder shall be deemed to constitute the approval of any federal, state or local regulatory authority with jurisdiction, and nothing herein shall limit PG&E's obligation to obtain all such Approvals, at PG&E's sole cost.

4.2 Exercise of Due Care; Fencing of Excavations. PG&E shall use, and shall cause its Agents to use, due care at all times to avoid any damage or harm to City's property. PG&E shall take such soil and resource conservation and protection measures with the Easement Area as City may reasonably request. City shall have the right to approve and supervise any excavation work. All excavations created by PG&E in the Easement Area shall be completely fenced, and during any times that work is not actively being performed at such excavation, shall be covered and secured. PG&E shall do everything reasonably within its power, both independently and upon request by City, to prevent and suppress unsafe conditions or fires on and adjacent to the Easement Area attributable to PG&E's use hereunder.

4.3 Cooperation with City Personnel. PG&E and its Agents shall work cooperatively with City personnel to reasonably minimize any potential disturbance of the natural features of the Easement Area and to avoid unreasonable disruption of City property in, under, on or about the Easement Area and the uses of the Easement Area by City and its tenants, subtenants, licensees, sublicensees and invitees. Construction sites shall be screened with temporary fencing where possible to reduce visual impact, and work shall be conducted during hours reasonably acceptable to City.

5. Restrictions on Use. PG&E agrees that, by way of example only and without limitation, the following uses of the Easement Area by PG&E or any other person claiming by or through PG&E are inconsistent with the limited purpose of this Agreement and are strictly prohibited as provided below:

5.1 Improvements; Signs. Except for the Electrical Facilities and any Replacement Improvements, PG&E shall not construct or place any temporary or permanent structures or improvements, including but not limited to signs, advertisements, banners or similar objects on or about the Easement Area, nor shall PG&E alter the Electrical Facilities, the Replacement Improvements or any other existing structures or improvements on the Easement Area.

5.2. Hazardous Material. PG&E shall not cause, nor shall PG&E allow any of its agents or invitees to cause, any storage, release or disposal of Hazardous Material (as defined below) to in, on or about the Easement Area, or transported to or from the Easement Area. PG&E shall immediately notify City when PG&E learns of, or has reason to believe that, such a release of Hazardous Material has occurred in, on or about the Easement Area. PG&E shall further comply with all laws requiring notice of such releases or threatened releases to governmental agencies, and shall take all action necessary to mitigate the release or minimize the spread of contamination. In the event that PG&E or its agents or invitees cause a release of Hazardous Material, PG&E shall, without cost to City properly remediate the Easement Area and any other affected property and return such property as close as reasonably possible to the condition immediately prior to the release, in accordance with all laws and regulations.. In connection therewith, PG&E shall afford City a full opportunity to participate in any discussion with governmental agencies regarding any settlement agreement, cleanup or abatement agreement, consent decree or other compromise proceeding involving Hazardous Material. For purposes hereof, "**Hazardous Material**" means material that, because of its quantity, concentration or physical or chemical characteristics, is at any time now or hereafter deemed by any federal, state or local governmental authority to pose a present or potential hazard to public health, welfare or the environment. Hazardous Material includes, without limitation, any material or substance defined as a "hazardous substance, pollutant or contaminant" pursuant to the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. Sections 9601 *et seq.*, or pursuant to Section 25316 of the California Health & Safety Code; a "hazardous waste" listed pursuant to Section 25140 of the California Health & Safety Code; any asbestos and asbestos containing materials whether or not such materials are part of the Easement Area or are naturally occurring substances in the Easement Area, and any petroleum, including, without limitation, crude oil or any fraction thereof, natural gas or natural gas liquids. The term "release" or "threatened release" when used with respect to Hazardous Material shall include any actual or imminent spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing in, on, under or about the Easement Area.

5.3. Dumping; Nuisances; Damage. PG&E shall not dump or dispose of refuse or other unsightly materials on, in, under or about the Easement Area, nor shall PG&E conduct any activities on or about the Easement Area that constitute waste, nuisance or unreasonable annoyance (including, without limitation, emission of objectionable odors, noises or lights) to City, to the owners or occupants of neighboring property or to the public, or that will cause damage to any of City's property.

5.4. Relocation of Electrical Facilities and Easement Area. If City reasonably determines that PG&E's use of the Easement Area pursuant to this Agreement interferes with any City municipal purpose, including an existing or future City utility, PG&E shall relocate the interfering Electrical Facilities or Replacement Improvements, as applicable, to the location reasonably designated by City at City's sole cost.

If City exercises its relocation right under this Section, City shall deliver written notice (a "City Relocation Notice") of such election, the proposed replacement location for the Electrical Facilities or the Replacement Improvements, as applicable, and the proposed date for completion of such relocation, to PG&E no less than ninety (90) days prior to the proposed completion date for such relocation. PG&E shall perform and complete any relocation work pursuant to this Section in a good and diligent manner and in compliance with all applicable laws.

If PG&E fails to timely relocate the interfering Electrical Facilities or Replacement Improvements, as applicable, pursuant to this Section and PG&E fails to commence to cure and to diligently pursue such matter to completion within ten (10) business days' of receiving written

notice of such failure from City, City shall have the right to perform such relocation work at City's sole cost.

6. **Term of Easement.** The easement given to PG&E pursuant to this Agreement shall commence on the date on which (i) the City's Board of Supervisors has adopted a resolution or ordinance approving this Agreement, and (ii) the parties hereto have duly executed and delivered this Agreement, and shall only terminate if PG&E surrenders or abandons the Easement Area, PG&E and City enter into a writing that terminates this Agreement, or PG&E realigns its Electrical Facilities in the adjacent streets such that it no longer requires the use of the Easement Area.

7. **Compliance with Laws.** PG&E shall, at its expense, conduct and cause to be conducted all activities on the Easement Area allowed hereunder in a safe and prudent manner and in compliance with all laws, regulations, codes, ordinances and orders of any governmental or other regulatory entity (including, without limitation, the Americans with Disabilities Act), whether presently in effect or subsequently adopted and whether or not in the contemplation of the parties. PG&E shall, at its sole expense, procure and maintain in force at all times during its use of the Easement Area any and all business and other licenses or approvals necessary to conduct the activities allowed hereunder. PG&E understands and agrees that City is entering into this Agreement in its capacity as a property owner with a proprietary interest in the Easement Area and not as a regulatory agency with police powers. Nothing herein shall limit in any way PG&E's obligation to obtain any required regulatory approvals from City departments, boards or commissions or other governmental regulatory authorities or limit in any way City's exercise of its police powers.

8. **Covenant to Maintain Easement Area.** In connection with its use hereunder, PG&E shall at all times, at its sole cost, maintain the Easement Area in a good, clean, safe, secure, sanitary and sightly condition, so far as the Easement Area may be affected by PG&E's activities hereunder.

9. **Waiver of Claims; Waiver of Consequential and Incidental Damages.** Neither City nor any of its commissions, departments, boards, officers, agents or employees shall be liable for any consequential or incidental damages suffered by PG&E; or for damage to the property of PG&E, its officers, agents, employees, contractors or subcontractors, or their employees; or for any bodily injury or death to such persons; or for any other claim or damage of any kind resulting or arising from the condition of the Easement Area or its use by PG&E. PG&E expressly waives any and all claims against the City arising from the condition of the Easement Area or its use by PG&E.

10. **Repair of Damage; Additional Named Insured Certificate.** If any portion of the Easement Area or any property of City or any City licensee, sublicensee, tenant or subtenant located on or about the Easement Area is damaged by any of the activities conducted by PG&E hereunder, PG&E shall immediately, at its sole cost, repair any and all such damage and restore such damaged Easement Area or property to its previous condition. PG&E shall require that its commercial general liability insurance carrier and/or its contractor or agent's commercial general liability carrier name the City as an additional insured. To the extent that PG&E is self-insured it shall treat the City as if it were an additional named insured under PG&E's insurance policies.

11. **Location of Utilities.** This Agreement is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title affecting the Easement Area as of the date of this Agreement. City has no responsibility or liability of any kind with respect to any utilities that may be on, in or under the Easement Area. PG&E has the sole responsibility to locate such utilities and protect them from damage. PG&E shall arrange and pay for any necessary temporary relocation of City and public utility company facilities

performed in connection with PG&E's exercise of its rights under this Agreement, subject to the prior written approval by City and any such utility companies of any such relocation. PG&E shall be solely responsible for arranging and paying directly for any utilities or services necessary for its activities hereunder.

12. City's Right to Cure Defaults by PG&E. If PG&E fails to perform any of its obligations under this Agreement, to restore the Easement Area or repair damage, or if PG&E defaults in the performance of any of its other obligations under this Agreement, then City may, at its election, remedy such failure for PG&E's account and at PG&E's expense by providing PG&E with thirty (30) days' prior written or oral notice of City's intention to cure such default (except that no such prior notice shall be required in the event of an emergency as determined by City). Such action by City shall not be construed as a waiver of any rights or remedies of City under this Agreement, and nothing herein shall imply any duty of City to do any act that PG&E is obligated to perform. PG&E shall pay to City upon demand, all costs, damages, expenses or liabilities incurred by City, including, without limitation, reasonable attorneys' fees, in remedying or attempting to remedy such default. PG&E's obligations under this Section shall survive the termination of this Agreement.

13. No Costs to City. PG&E shall bear all costs or expenses of any kind or nature in connection with its use of the Easement Area, and shall keep the Easement Area free and clear of any liens or claims of lien arising out of or in any way connected with its use of the Easement Area.

14. Indemnity. PG&E shall indemnify and hold harmless City and its officers, agents and employees from, and, if requested, shall defend them from and against any and all claims, demands, losses, damages, costs, expenses, and liability of every kind and nature arising directly or indirectly from the condition of the Easement Area or its use by PG&E, including but not limited to its agents, employees, consultants, contractors, and/or invitees, regardless of the negligence of, and regardless of whether liability without fault is imposed or sought to be imposed on City, except to the extent that such indemnity is void or otherwise unenforceable under applicable law, and except where such loss, damage, injury, liability or claim is the result of the active negligence or willful misconduct of City and is not contributed to by any act or omission by PG&E, or its agent(s) or employee(s). The foregoing indemnity shall include, without limitation, reasonable fees of attorneys, consultants and experts and related costs and City's costs of investigating any claims against the City.

In addition to PG&E's obligation to indemnify City, PG&E specifically acknowledges and agrees that it has an immediate and independent obligation to defend City from any claim which actually or potentially falls within this indemnification provision, even if the allegations are or may be groundless, false or fraudulent, which obligation arises at the time such claim is tendered to PG&E by City and continues at all times thereafter.

15. "As Is" Condition; Disclaimer of Representations. PG&E accepts the Easement Area in its "AS IS" condition, without representation or warranty of any kind by City, its officers, agents or employees, including, without limitation, the suitability, safety, or duration of availability of the Easement Area or any facilities on the Easement Area for PG&E's use. City makes no warranty as to its title to the Easement Area or as to the existence of any encumbrance or utility installations affecting the Easement Area. Without limiting the foregoing, this Agreement is made subject to all applicable laws, rules and ordinances governing the use of the Easement Area, and to any and all covenants, conditions, restrictions, easements, encumbrances, claims of title and other title matters affecting the Easement Area, whether foreseen or unforeseen, and whether such matters are of record or would be disclosed by an accurate inspection or survey. It is PG&E's sole obligation to conduct an independent investigation of the Easement Area and all matters relating to its use of the Easement Area hereunder, including,

without limitation, the suitability of the Easement Area for such uses. PG&E, at its own expense, shall obtain such permission or other approvals from any third parties with existing rights as may be necessary for PG&E to make use of the Easement Area in the manner contemplated hereby.

16. **Assignment.** Neither this Agreement, nor any right granted hereunder, shall be assigned, conveyed or otherwise transferred by PG&E without the prior written consent of City, which may be given or withheld in City's sole discretion.

17. **No Joint Venture or Partnership; No Authorization.** This Agreement does not create a partnership or joint venture between City and PG&E as to any activity conducted by PG&E on, in or relating to the Easement Area. PG&E is not a State actor with respect to any activity conducted by PG&E on, in, or under the Easement Area. The giving of this Agreement by City does not constitute authorization or approval by City of any activity conducted by PG&E on, in or relating to the Easement Area.

18. **MacBride Principles - Northern Ireland.** The City and County of San Francisco urges companies doing business in Northern Ireland to move toward resolving employment inequities and encourages them to abide by the MacBride Principles as expressed in San Francisco Administrative Code Section 12F.1 *et seq.* The City and County of San Francisco also urges San Francisco companies to do business with corporations that abide by the MacBride Principles. PG&E acknowledges that it has read and understands the above statement of the City and County of San Francisco concerning doing business in Northern Ireland.

19. **Non-Discrimination.**

19.1 **Covenant Not to Discriminate.** In the performance of this Agreement, PG&E agrees not to discriminate against any employee of, any City employee working with PG&E, or applicant for employment with PG&E, or against any person seeking accommodations, advantages, facilities, privileges, services, or membership in all business, social, or other establishments or organizations, on the basis of the fact or perception of a person's race, color, creed, religion, national origin, ancestry, age, height, weight, sex, sexual orientation, gender identity, domestic partner status, marital status, disability or Acquired Immune Deficiency Syndrome or HIV status (AIDS/HIV status), or association with members of such protected classes, or in retaliation for opposition to discrimination against such classes.

19.2 **Subcontracts.** PG&E shall include in all subcontracts relating to the Easement Area a non-discrimination clause applicable to such subcontractor in substantially the form of Subsection 18.1 above. In addition, PG&E shall incorporate by reference in all subcontracts the provisions of Sections 12B.2(a), 12B.2(c)-(k), and 12C.3 of the San Francisco Administrative Code and shall require all subcontractors to comply with such provisions. PG&E's failure to comply with the obligations in this Subsection shall constitute a material breach of this Agreement.

19.3 **Non-Discrimination in Benefits.** PG&E does not as of the date of this Agreement and will not during the term of this Agreement, in any of its operations in San Francisco, on real property owned by City, or where the work is being performed for the City or elsewhere within the United States, discriminate in the provision of bereavement leave, family medical leave, health benefits, membership or membership discounts, moving expenses, pension and retirement benefits or travel benefits, as well as any benefits other than the benefits specified above, between employees with domestic partners and employees with spouses, and/or between the domestic partners and spouses of such employees, where the domestic partnership has been registered with a governmental entity pursuant to state or local law authorizing such registration, subject to the conditions set forth in Section 12B.2(b) of the San Francisco

Administrative Code.

19.4 Condition to Agreement. As a condition to this Agreement, PG&E shall execute the "Chapter 12B Declaration: Nondiscrimination in Contracts and Benefits" form (Form HRC-12B-101) with supporting documentation and secure the approval of the form by the San Francisco Human Rights Commission (the "HRC"). PG&E hereby represents that prior to execution of this Agreement, (i) PG&E executed and submitted to the HRC Form HRC-12B-101 with supporting documentation, and (ii) the HRC approved such form.

19.5 Incorporation of Administrative Code Provisions by Reference. The provisions of Chapters 12B and 12C of the San Francisco Administrative Code relating to non-discrimination by parties contracting for the use of City property are incorporated in this Section by reference and made a part of this Agreement as though fully set forth herein. PG&E shall comply fully with and be bound by all of the provisions that apply to this Agreement under such Chapters of the Administrative Code, including but not limited to the remedies provided in such Chapters. Without limiting the foregoing, PG&E understands that pursuant to Section 12B.2(h) of the San Francisco Administrative Code, a penalty of Fifty Dollars (\$50) for each person for each calendar day during which such person was discriminated against in violation of the provisions of this Agreement may be assessed against PG&E and/or deducted from any payments due PG&E.

20. Tropical Hardwood and Virgin Redwood Ban. The City and County of San Francisco urges companies not to import, purchase, obtain or use for any purpose, any tropical hardwood, tropical hardwood wood product, virgin redwood or virgin redwood wood product, except as expressly permitted by the application of Sections 802(b) and 803(b) of the San Francisco Environment Code. PG&E agrees that, except as permitted by the application of Sections 802(b) and 803(b), PG&E shall not use or incorporate any tropical hardwood, tropical hardwood wood product, virgin redwood or virgin redwood wood product in the performance of this Agreement.

21. Notification of Limitations on Contributions. Through its execution of this Agreement, PG&E acknowledges that it is familiar with Section 1.126 of the San Francisco Campaign and Governmental Conduct Code, which prohibits any person who contracts with the City for the selling or leasing of any land or building to or from the City whenever such transaction would require approval by a City elective officer or the board on which that City elective officer serves, from making any campaign contribution to (1) an individual holding a City elective office if the contract must be approved by the individual, a board on which that individual serves, or a board on which an appointee of that individual serves, (2) a candidate for the office held by such individual, or (3) a committee controlled by such individual, at any time from the commencement of negotiations for the contract until the later of either the termination of negotiations for such contract or six months after the date the contract is approved. PG&E acknowledges that the foregoing restriction applies only if the contract or a combination or series of contracts approved by the same individual or board in a fiscal year have a total anticipated or actual value of \$50,000 or more. PG&E further acknowledges that the prohibition on contributions applies to each prospective party to the contract; each member of PG&E's board of directors, chairperson, chief executive officer, chief financial officer and chief operating officer; any person with an ownership interest of more than twenty percent (20%) in PG&E; any subcontractor listed in the contract; and any committee that is sponsored or controlled by PG&E. Additionally, PG&E acknowledges that PG&E must inform each of the persons described in the preceding sentence of the prohibitions contained in Section 1.126. PG&E further agrees to provide to City the names of each person, entity or committee described above.

22. Possessory Interest Taxes. PG&E recognizes and understands that this Agreement may create a possessory interest subject to property taxation and that PG&E may be subject to the payment of property taxes levied on such interest under applicable law. PG&E agrees to pay

taxes of any kind, including possessory interest taxes, if any, that may be lawfully assessed on PG&E's interest under this Agreement or use of the Easement Area pursuant hereto and to pay any other taxes, excises, licenses, permit charges or assessments based on PG&E's usage of the Easement Area that may be imposed upon PG&E by applicable law. PG&E shall pay all of such charges when they become due and payable and before delinquency.

23. Pesticide Prohibition. PG&E shall comply with the provisions of Section 308 of Chapter 3 of the San Francisco Environment Code (the "**Pesticide Ordinance**") which (i) prohibit the use of certain pesticides on City property, (ii) require the posting of certain notices and the maintenance of certain records regarding pesticide usage and (iii) require PG&E to submit to the City's Office of the City Administrator, Real Estate Division, an integrated pest management ("**IPM**") plan that (a) lists, to the extent reasonably possible, the types and estimated quantities of pesticides that PG&E may need to apply to the Easement Area during the term of this Agreement, (b) describes the steps PG&E will take to meet the City's IPM Policy described in Section 300 of the Pesticide Ordinance and (c) identifies, by name, title, address and telephone number, an individual to act as the PG&E's primary IPM contact person with the City. In addition, PG&E shall comply with the requirements of Sections 303(a) and 303(b) of the Pesticide Ordinance.

24. Prohibition of Tobacco Sales and Advertising. PG&E acknowledges and agrees that no advertising of cigarettes or tobacco products is allowed on the Easement Area. This advertising prohibition includes the placement of the name of a company producing, selling or distributing cigarettes or tobacco products or the name of any cigarette or tobacco product in any promotion of any event or product. This advertising prohibition does not apply to any advertisement sponsored by a state, local, nonprofit or other entity designed to (i) communicate the health hazards of cigarettes and tobacco products, or (ii) encourage people not to smoke or to stop smoking.

25. Prohibition of Alcoholic Beverage Advertising. PG&E acknowledges and agrees that no advertising of alcoholic beverages is allowed on the Easement Area. For purposes of this section, "alcoholic beverage" shall be defined as set forth in California Business and Professions Code Section 23004, and shall not include cleaning solutions, medical supplies and other products and substances not intended for drinking. This advertising prohibition includes the placement of the name of a company producing, selling or distributing alcoholic beverages or the name of any alcoholic beverage in any promotion of any event or product. This advertising prohibition does not apply to any advertisement sponsored by a state, local, nonprofit or other entity designed to (i) communicate the health hazards of alcoholic beverages, (ii) encourage people not to drink alcohol or to stop drinking alcohol, or (iii) provide or publicize drug or alcohol treatment or rehabilitation services.

26. Conflicts of Interest. Through its execution of this Agreement, PG&E acknowledges that it is familiar with the provisions of Section 15.103 of the San Francisco Charter, Article III, Chapter 2 of City's Campaign and Governmental Conduct Code, and Sections 87100 *et seq.* and Sections 1090 *et seq.* of the Government Code of the State of California, and certifies that it does not know of any facts which would constitute a violation of said provision, and agrees that if PG&E becomes aware of any such fact during the term of this Agreement, PG&E shall immediately notify the City.

27. Notices. Except as otherwise expressly provided herein, any notices given under this Agreement shall be effective only if in writing and given by delivering the notice in person, by sending it first class mail or certified mail, with a return receipt requested, or overnight courier, return receipt requested, with postage prepaid, addressed as follows:

City: City and County of San Francisco
Director of Property
City Hall, Room 362
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4682

PG&E: Land Management Department
Pacific Gas and Electric Company
P.O. Box 770000, Mail Code N10A
San Francisco, CA 94177
Attn: Manager, Land Asset Management

Notices herein shall be deemed given two (2) days after the date when it shall have been mailed if sent by first class, certified or overnight courier, or upon the date personal delivery is made.

In the event of any emergency situation caused by PG&E's use of the Easement Area, the Electrical Facilities or any Replacement Improvements, PG&E shall also immediately call the Property Management Divisions 24 hour emergency line at (415) 553-1516 or Real Estate Divisions Main number (415) 554-9850 during business hours Monday through Friday 8:00 a.m. to 5:00 p.m.

28. Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. Electronic signatures shall be acceptable and deemed original.

29. Cooperative Drafting. This Agreement has been drafted through a cooperative effort of both parties, and both parties have had an opportunity to have the Agreement reviewed and revised by legal counsel. No party shall be considered the drafter of this Agreement, and no presumption or rule that an ambiguity shall be construed against the party drafting the clause shall apply to the interpretation or enforcement of this Agreement.

30. General Provisions. (a) This Agreement may be amended or modified only by a writing signed by City and PG&E and recorded in the Official Records of San Francisco County. (b) No waiver by any party of any of the provisions of this Agreement shall be effective unless in writing and signed by an officer or other authorized representative, and only to the extent expressly provided in such written waiver. (c) Except as otherwise provided herein, all approvals and determinations of City requested, required or permitted hereunder may be made in the sole and absolute discretion of the Director of Property or other authorized City official. (d) This instrument (including the exhibit(s) hereto) contains the entire agreement between the parties and all prior written or oral negotiations, discussions, understandings and agreements are merged herein. (e) The section and other headings of this Agreement are for convenience of reference only and shall be disregarded in the interpretation of this Agreement. (f) Time is of the essence. (g) This Agreement shall be governed by California law and the City's Charter. (h) Subject to the prohibition against assignments or other transfers by PG&E hereunder, this Agreement shall be binding upon and inure to the benefit of the parties and their respective heirs, representatives, successors and assigns.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

PG&E represents and warrants to City that it has read and understands the contents of this Agreement and agrees to comply with and be bound by all of its provisions.

PG&E:

PACIFIC GAS AND ELECTRIC COMPANY,
a California corporation

By:

Ralph Medina
Supervisor, Land Rights Services

CITY:

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation

By:

John Updike
Director of Property

RECOMMENDED:

By:

Mohammed Nuru, Director
Department of Public Works

By:

Harlan Kelly, General Manager
San Francisco Public Utilities Commission

APPROVED AS TO FORM:

DENNIS J. HERRERA, City Attorney

By:

Elizabeth A. Dietrich, Deputy City Attorney

State of California)
) ss
County of San Francisco)

On _____, before me, _____, a notary public in and for said State, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXHIBIT A

Legal Description of Property

EXHIBIT B

Legal Description of Easement Area

EXHIBIT C

Plat Map of Easement Area

Attach to LD #XXSF-00-_____
PGE Area: 1, PGE Division: San Francisco
Land Service Office: South Coast -SF
Operating Department: Electric Distribution
T.2S., R.5W., MDB&M
Section 22: SE4
FERC License Number(s): NA
PG&E Drawing Number(s):
PLAT NO.: (Electr.) C0410, C0506
LD of any affected documents: none
LD of any Cross-referenced documents: none
TYPE OF INTEREST: 03, 04 Electric Distr.
SBE Parcel Number: NA
(For Quitclaims, % being quitclaimed): NA
PM# 31288596 / 0050
JCN: NA
County: San Francisco
Utility Notice Numbers: NA
851 Approval Application No. - - - Decision - - -
Prepared By: EBB2 (01-31-2017)
Checked By:
Approved By:
Revised By:



SAN FRANCISCO PLANNING DEPARTMENT

CEQA CATEGORICAL EXEMPTION FORM

PROJECT NAME: Central Shops Relocation and Land Transfer Project

PROJECT LOCATION: Bayview/Hunters Point

CASE NUMBER: 2015-004781ENV

PROJECT TYPE: ☐ New Facility ☒ Replacement Facility/Equipment
☐ Repair/Maintenance/Upgrade ☐ Other: _____

1. EXEMPTION CLASS

- ☐ Class 1: Existing Facilities
☐ Class 2: Replacement or Reconstruction
☐ Class 3: New Construction or Conversion of Small Structures
☐ Class 6: Information Collection
☒ Other: Class 32 - In-fill Development

2. CEQA Impacts

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

- ☐ **Air Quality:** Would the project affect sensitive receptors (specifically schools, colleges, universities, day care facilities, hospitals, residential dwellings, or senior-care facilities)? Would project construction or operations exceed air quality screening criteria using either the SFPUC Air Quality Screening Tool or CalEEMOD?
- ☐ **Noise:** Would the project conflict with the applicable local Noise Ordinance?
- ☐ **Hazardous Materials:** Would the project be located on a site included on any list compiled pursuant to Section 65962.5 of the Government Code, or impact an area with known hazardous materials such as a former gas station, auto repair, dry cleaners, heavy manufacturing use, or site with underground storage tanks? If the project site is suspected of containing hazardous materials, would the project involve 50 cubic yards or more of soil disturbance?
- ☐ **Soils Disturbance/Modification:** Would the project result in soil disturbance greater than 2 feet below grade in an archeological sensitive area or 8 feet in a non-archeological sensitive area?

- ☐ **Slope/Geological Hazards:** If located on slopes of 20% or greater, in a landslide or liquefaction zone, does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint?
- ☐ **Hydrology/Water Quality:** Would the project cause flooding impacts, violate water quality standards, result in on- or off-site erosion impacts, or otherwise substantially degrade water quality?
- ☐ **Biology:** Would the project have the potential to impact sensitive species, rare plants or designated critical habitat? Is the project consistent with the applicable tree protection ordinance?
- ☐ **Visual:** Is the project located within or adjacent to a designated scenic roadway, or would the project have the potential to impact scenic resources that are visible from public locations?
- ☐ **Transportation:** Would project construction or operation have the potential to adversely affect existing traffic patterns, transit operations, pedestrian and/or bicycle safety (hazards), or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
- ☐ **Historical Resources:** Is the project located on a site with a known or potential historical resource?
- ☐ **Other:** _____

3. CATEGORICAL EXEMPTION DETERMINATION

☐ Further Environmental Review Required.

Notes: _____

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

Timothy J. Johnston

Digitally signed by Timothy J. Johnston
DN: cn=org, c=us, email=timothy.johnston@sfgov.org, o=City Planning, ou=Environmental Planning, cn=Timothy J. Johnston,
email=timothy.johnston@sfgov.org
Date: 2015.10.28 11:19:13 -0700

Planner's Signature

10/28/2015

Date

Timothy Johnston, CEQA Coordinator

Name, Title

Project Approval Action: Public Hearing

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



SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

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

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

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

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

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

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

THE FOLLOWING MATERIALS ARE INCLUDED:

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



SAN FRANCISCO
PLANNING
DEPARTMENT

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

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, Sections 21000 et seq., the California Code of Regulations, Title 14, Sections 15000 et seq., and Chapter 31 of the San Francisco Administrative Code.

WHAT IS ENVIRONMENTAL 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(e) and 15378. A project may be determined to be statutorily or categorically exempt from CEQA or may require an initial study to determine whether a negative declaration or environmental impact report (EIR) is required. Planners at the Planning Information Center (PIC) counter (1660 Mission Street, First Floor) may issue an exemption stamp or require that the project sponsor file an Environmental Evaluation Application.

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

HOW DOES THE PROCESS WORK?

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

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

WHO MAY SUBMIT AN ENVIRONMENTAL EVALUATION APPLICATION?

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

WHAT TO INCLUDE ON THE PROJECT DRAWINGS

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

SPECIAL STUDIES THAT MAY BE NEEDED

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

HISTORIC RESOURCE REVIEW

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

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

COMMUNITY PLAN EXEMPTION

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

PROJECTS THAT ARE DETERMINED NOT TO BE EXEMPT

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

HOW TO SUBMIT THE APPLICATION

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

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

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

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

APPLICATION FOR Environmental Evaluation

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: San Francisco Public Utilities Commission	
PROPERTY OWNER'S ADDRESS: 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 <input type="checkbox"/>
APPLICANT'S ADDRESS: SFPUC 525 Golden Gate Ave., 6th Floor San Francisco, CA 94102	TELEPHONE: (415) 554-3232 EMAIL: ltorrey@sfwater.org	

CONTACT FOR PROJECT INFORMATION: YinLan Zhang		Same as Above <input type="checkbox"/>
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: 1975 Galvez Avenue; 555 Selby Street; 450 Toland Street	ZIP CODE: 94124
CROSS STREETS: Jerrold Avenue; Hudson Avenue	

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

3. Project Description

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

4. Project Summary Table

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

	EXISTING USES:	EXISTING USES TO BE RETAINED:	NET NEW CONSTRUCTION AND/OR ADDITION:	PROJECT TOTALS:
PROJECT FEATURES				
Dwelling Units	N/A	N/A	N/A	N/A
Hotel Rooms	N/A	N/A	N/A	N/A
Parking Spaces	540	450	N/A	450
Loading Spaces	N/A	N/A	N/A	N/A
Number of Buildings	3	1	1	2
Height of Building(s)	30', 28'	28'	35'	N/A
Number of Stories	1	1	1	1
Bicycle Spaces	N/A	N/A	N/A	6
GROSS SQUARE FOOTAGE (GSF)				
Residential	N/A	N/A	N/A	N/A
Retail	N/A	N/A	N/A	N/A
Office	N/A	N/A	N/A	N/A
Industrial	61000	45000	53000	98,000
PDR Production, Distribution, & Repair	N/A	N/A	N/A	N/A
Parking				
Other (Specify Use)	N/A	N/A	N/A	N/A
TOTAL GSF	N/A	N/A	N/A	N/A
<p>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.</p> <p>The proposed project includes the SFPUC purchasing two parcels (1975 Galvez Avenue, Assessor's Block 5250 lot 016 and 555 Selby Street, Assessor's Block 5250 lot 015) for use by the San Francisco General Services Agency (GSA) and the GSA leasing one parcel (450 Toland Street Assessor's Block 5230 lot 018) for the site of the new Central Shops. The proposed project also includes demolition of existing structures and construction of a new Central Shops building on the two parcels at Selby and Galvez, and making tenant improvements to the existing structure on 450 Toland Street; relocation of Central Shops operations to the new sites; and minor clean up at the existing Central Shops site for use by the SFPUC Southeast Water Pollution Control Plant (SEP) for its near term repair and replacement (R&R) needs.</p>				

5. Environmental Evaluation Project Information

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

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

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

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

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

If yes, please provide the following:

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

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

Amount of excavation (in cubic yards): 7650

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

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

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

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

4. Would the project involve any of the following: (1) construction of a new building, (2) relocation of an existing 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: 98000	BY PROPOSED USES: Repair and maintenance of the City's service vehicles
ESTIMATED CONSTRUCTION COST: 40,000,000	
ESTIMATE PREPARED BY: SFPUC	
FEE ESTABLISHED: N/A	

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: Other information or applications may be required.

Signature: _____

Irina P. Torrey

Date: _____

10/8/15

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

Irina P. Torrey

Owner / Authorized Agent (circle one)



Environmental Evaluation Application Submittal Checklist

APPLICATION MATERIALS	PROVIDED	NOT APPLICABLE
Two originals of this application signed by owner or agent, with all blanks filled in.	<input type="checkbox"/>	
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.	<input type="checkbox"/>	
One CD containing the application and project drawings and any other submittal materials that are available electronically. (e.g., geotechnical report)	<input type="checkbox"/>	
Photos of the project site and its immediate vicinity, with viewpoints labeled.	<input type="checkbox"/>	
Check payable to San Francisco Planning Department.	<input type="checkbox"/>	
Letter of authorization for agent.	<input type="checkbox"/>	<input type="checkbox"/>
<i>Supplemental Information for Historic Resource Evaluation</i> , as indicated in Part 5 Question 1.	<input type="checkbox"/>	<input type="checkbox"/>
<i>Historic Resource Evaluation</i> , as indicated in Part 5 Question 2.	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical report, as indicated in Part 5 Question 3.	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tree Planting and Protection Checklist</i> , as indicated in Part 5 Question 4.	<input type="checkbox"/>	<input type="checkbox"/>
Phase I Environmental Site Assessment, as indicated in Part 5 Question 7.	<input type="checkbox"/>	<input type="checkbox"/>
Additional studies (list).	<input type="checkbox"/>	<input type="checkbox"/>

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____



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

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

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

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

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



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

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

October 9, 2015

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

RE: CEQA Exemption Request for
Central Shops Relocation and
Land Transfer
Project Number CWWSIPRPL91
Index Code Number 573910

Dear Timothy:

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

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

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

Edwin M. Lee
Mayor

Ann Moller Caen
President

Francesca Vietor
Vice President

Vince Courtney
Commissioner

Anson Moran
Commissioner

Ike Kwon
Commissioner

Harlan L. Kelly, Jr.
General Manager



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

BACKGROUND

The Central Shops Site at 1800 Jerrold Avenue

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

The SFPUC Need for Industrial Space near the SEP

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

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

Opportunity to Relocate 1800 Jerrold Street Operations

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

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

Project Components

The project consists of the following components:

1975 Galvez Avenue and 555 Selby Street

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

450 Toland Street

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

1800 Jerrold Avenue

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

Project Agreements and Approvals

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

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

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

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

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

PROJECT SETTING

Current Central Shops (1800 Jerrold Avenue)

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

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

Selby Street Site

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

450 Toland Street

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

DESCRIPTION OF THE PROPOSED PROJECT

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

Proposed Activities at New Central Shops Sites

Selby Street Site

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

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

450 Toland Street

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

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

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

Construction

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

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

Post-Construction

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

Site Preparation at Current Central Shops (1800 Jerrold Avenue)

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

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

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

Compliance with Section 15332 of CEQA Guidelines

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

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

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

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

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

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

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

Zoning

Selby Street Site

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

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

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

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

450 Toland Street

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

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

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

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

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

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

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

Traffic

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

Proposed Central Shops (Selby Street Site and 450 Toland)

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

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

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

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

Current Central Shops (1800 Jerrold Avenue)

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

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

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

Noise

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

Proposed Central Shops (Selby Street Site and 450 Toland)

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

Current Central Shops (1800 Jerrold Avenue)

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

In summary, no adverse noise effects would occur.

Air Quality

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

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

Pollutant	Project Emissions (lbs/day)	Threshold (lbs/day)
PM ₁₀	0.15	82
PM _{2.5}	0.14	54
NO _x	20.10	54
ROG	0.32	54

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

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

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

Water Quality

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

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

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

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

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

OTHER ENVIRONMENTAL INFORMATION

Aesthetics

Selby Street Site

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

450 Toland Street

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

Current Central Shops(1800 Jerrold Avenue)

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

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

Cultural Resources

Archaeological Resources

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

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

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

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

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

Current Central Shops (1800 Jerrold Avenue)

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

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

Historic Built Environment

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

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

Current Central Shops (1800 Jerrold Avenue)

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

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

Hazards and Hazardous Materials

Proposed Central Shops (Selby Street Site and 450 Toland)

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

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

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

Current Central Shops (1800 Jerrold Avenue)

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

CEQA Compliance/Recommendation

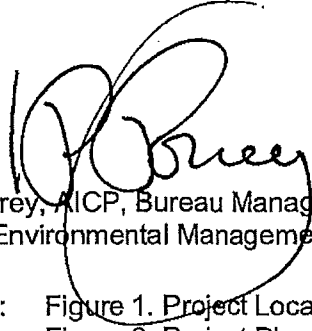
Based on the above description, the SFPUC recommends EP determine the proposed Project is categorically exempt under CEQA Guidelines Section 15332, In-fill development.

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

Timothy Johnston, Mr., Environmental Planner
Environmental Planning Division, San Francisco Planning Department
CEQA Exemption Request for the Central Shops Relocation and Land Transfer
October 9, 2015
Page 17

Thank you for your cooperation.

Sincerely,



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

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

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

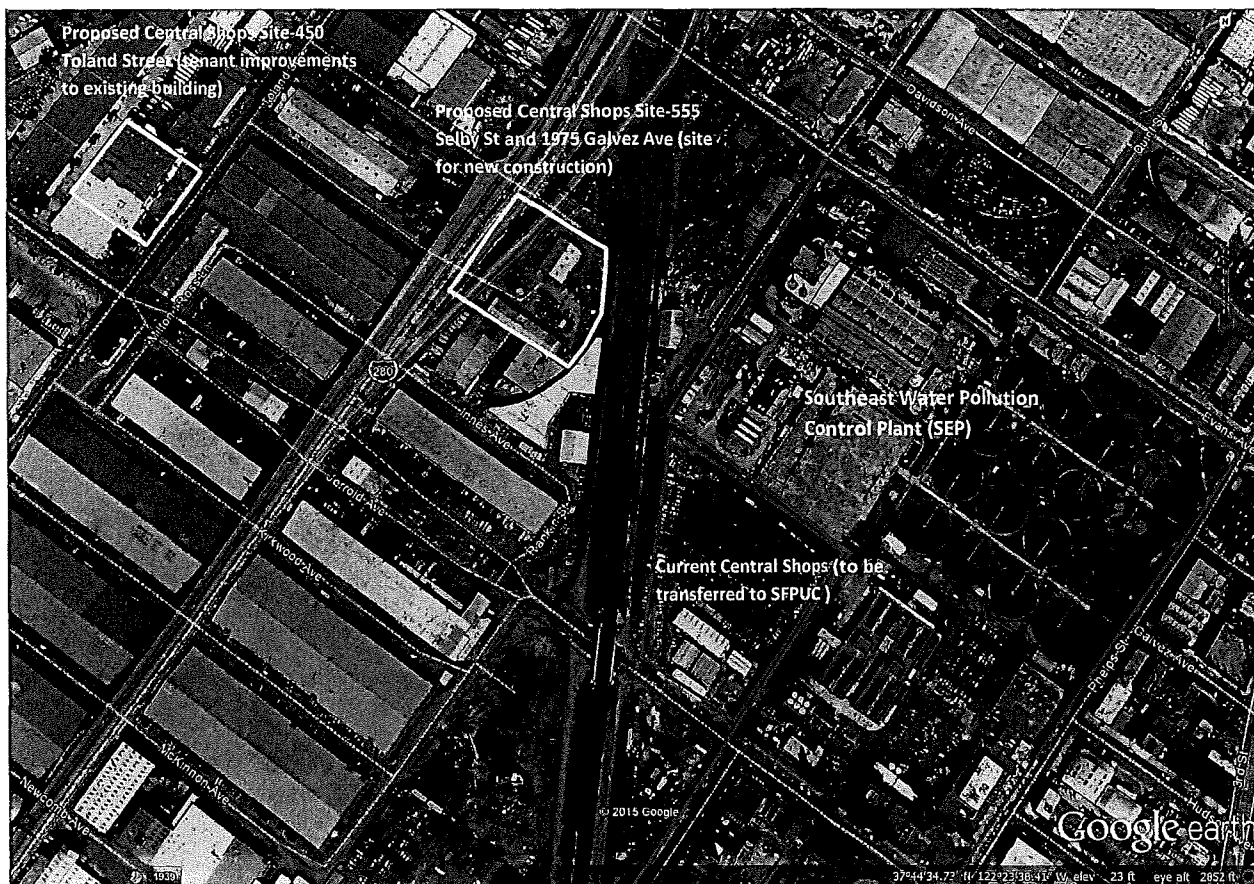
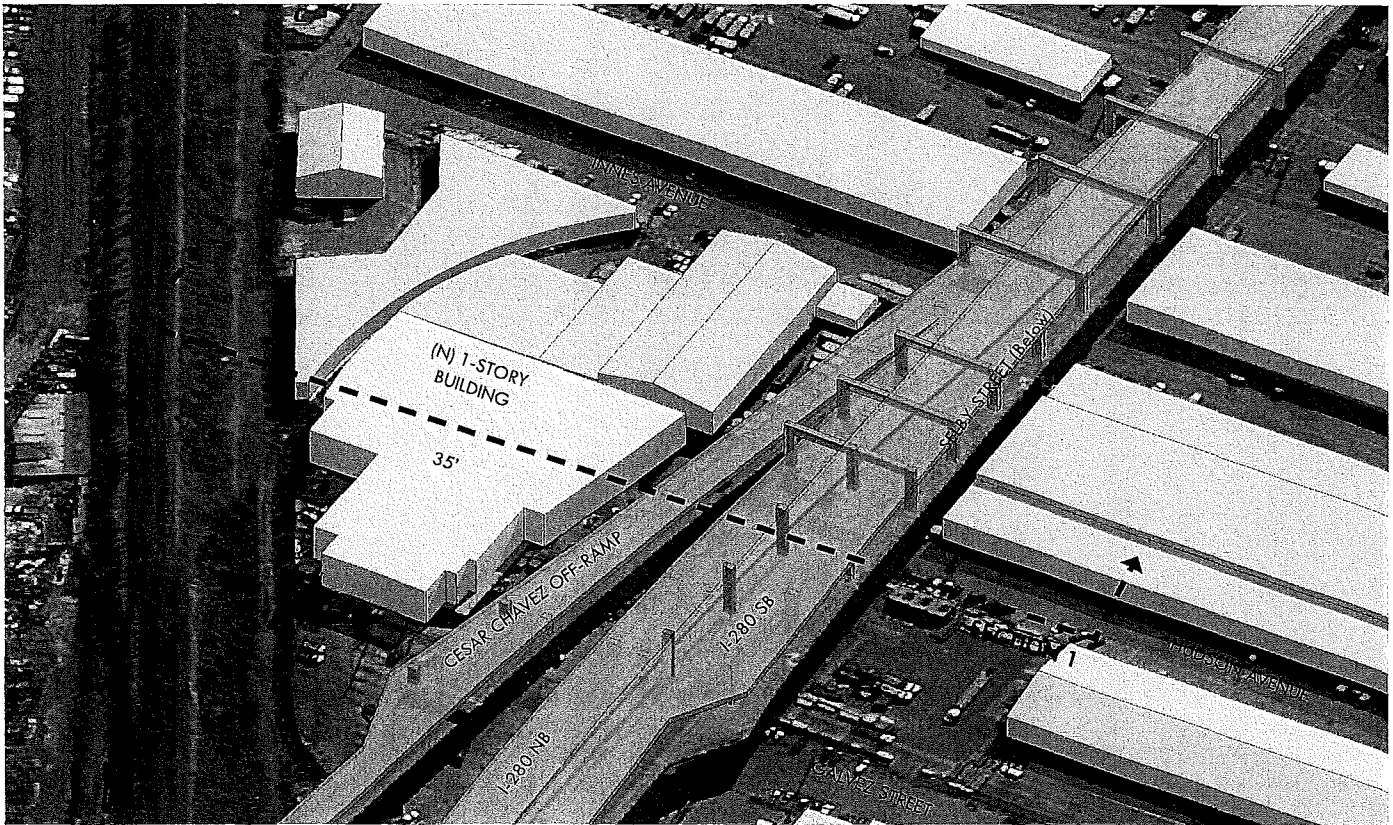
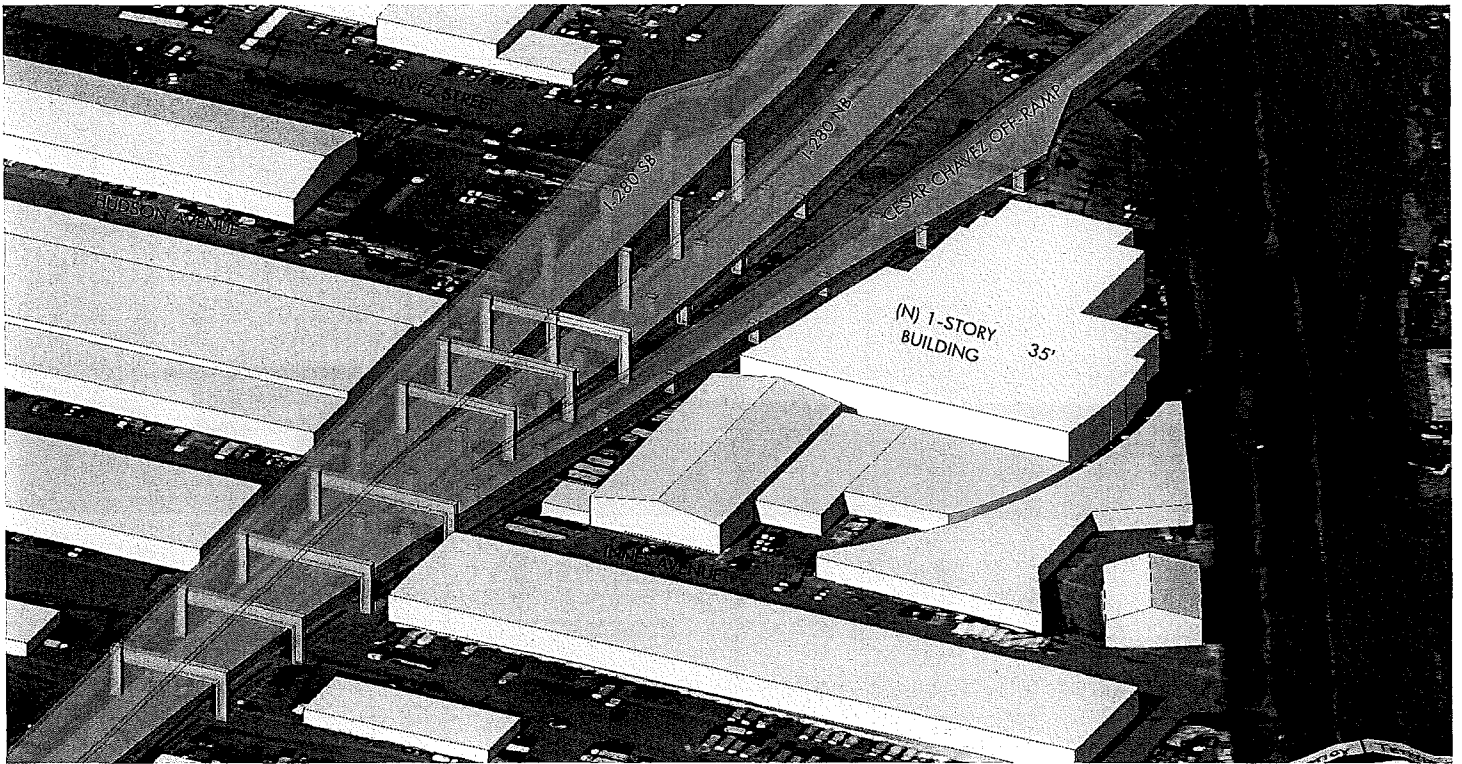


Figure 1. Project Location Map

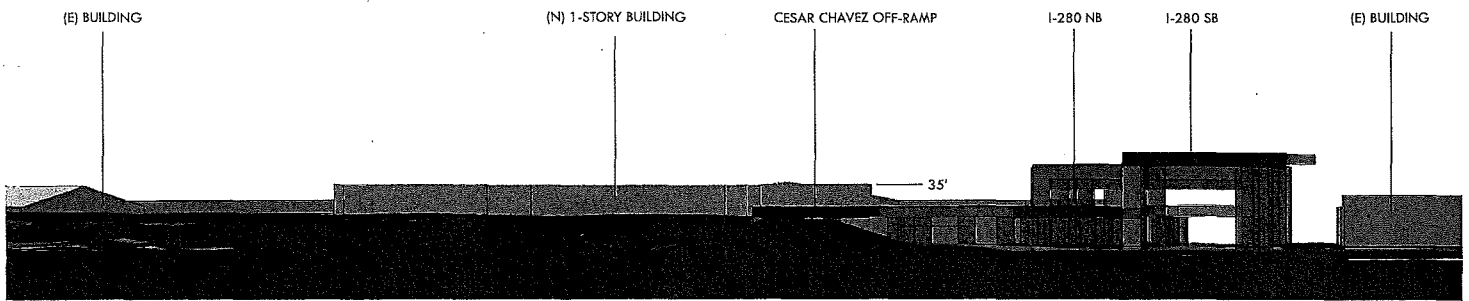
PROPOSED SITE MASSING



PROPOSED SITE MASSING



SITE SECTION



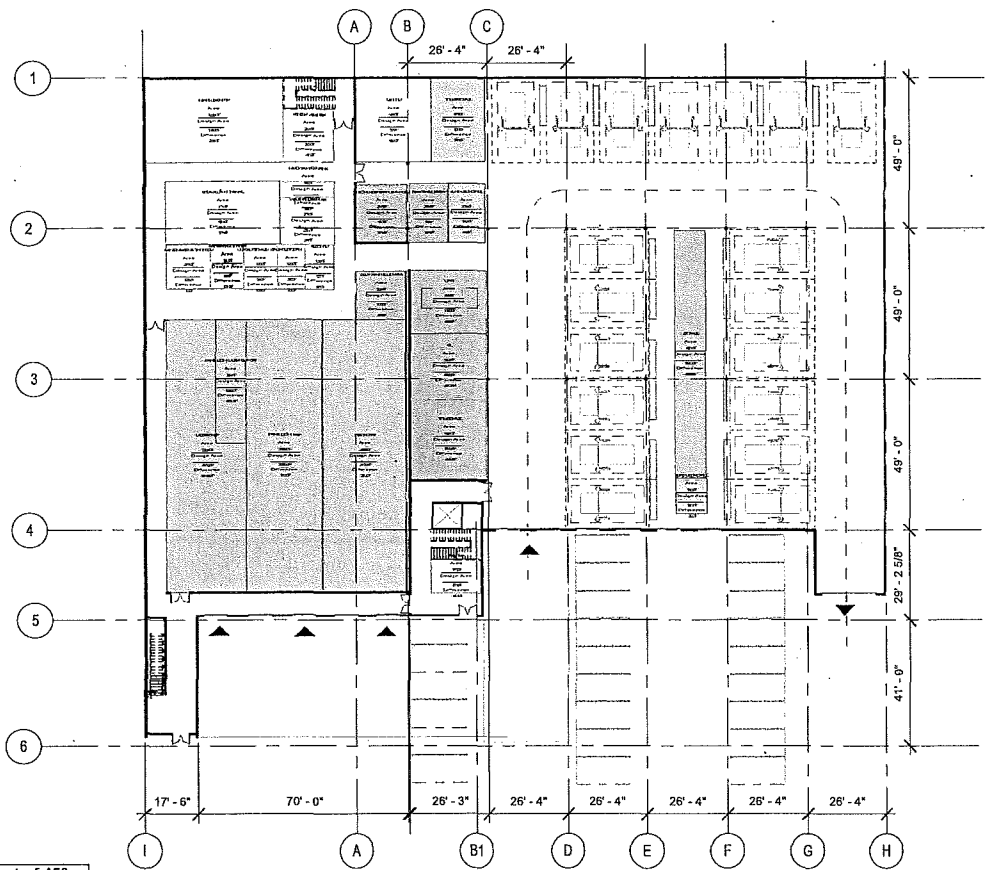
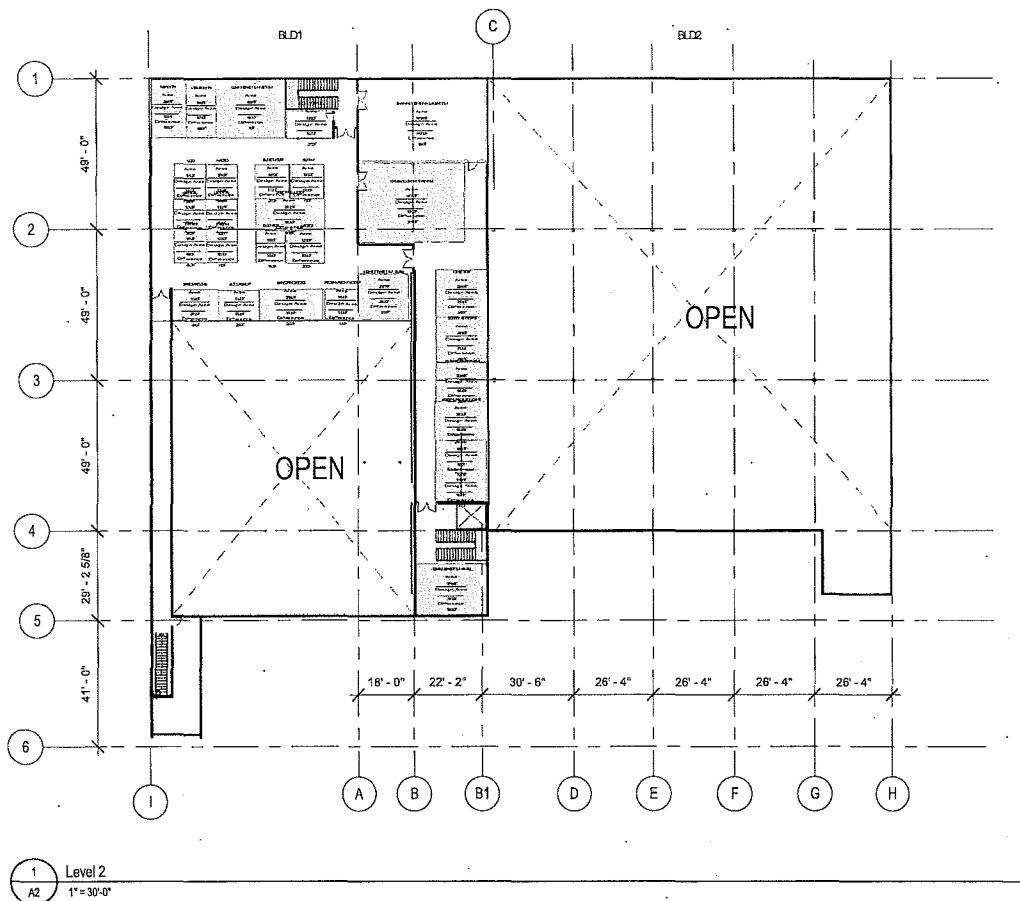


Figure 3. Proposed Interior Layout of 450 Toland St.

<p>SCALE 1" = 30'-0"</p>	<p>DATE 08/04/15</p>	<p>PROJECT 450 Toland</p>	<p>DATE 08/04/15</p>
<p>A1</p>	<p>Author</p>	<p>FLOOR PLAN - LEVEL 1</p>	<p>1" = 30'-0"</p>
<p>BUILDING DESIGN AND CONSTRUCTION DEPARTMENT OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO 100 MARKET STREET, SUITE 1000 SAN FRANCISCO, CA 94102 Tel: 415/355-2000</p>	<p>Author</p>	<p>FLOOR PLAN - LEVEL 1</p>	<p>1" = 30'-0"</p>



	BUILDING DESIGN AND CONSTRUCTION 450 Toland FLOOR PLAN - LEVEL 2		09/24/15 17'-0" x 11'-0"	1" = 30'-0" 1" = 30'-0"	A2
	450 Toland FLOOR PLAN - LEVEL 2		09/24/15 17'-0" x 11'-0"	1" = 30'-0" 1" = 30'-0"	A2

555 Selby Street Site Photos

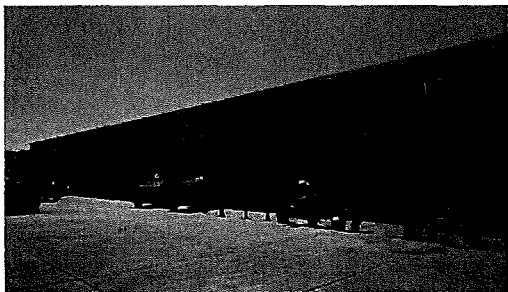
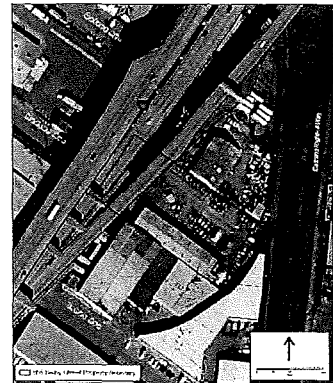
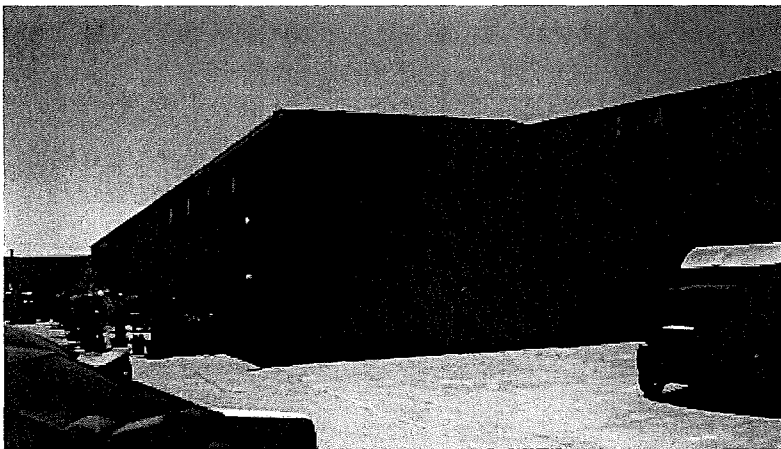
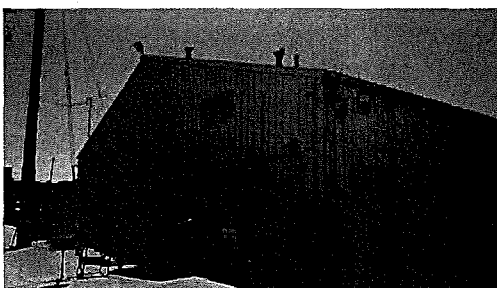
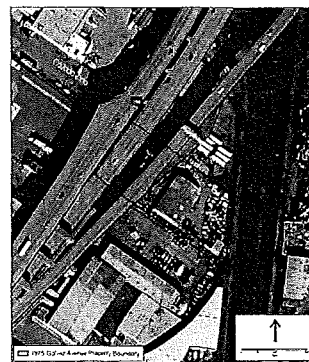
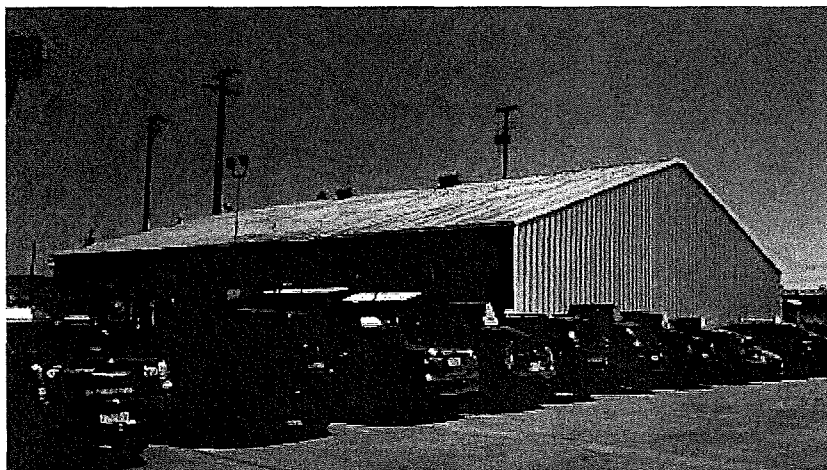
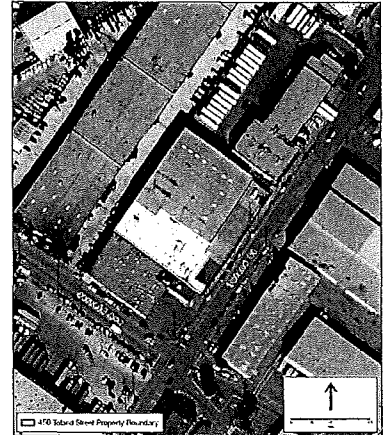


Figure 4. Site Photos

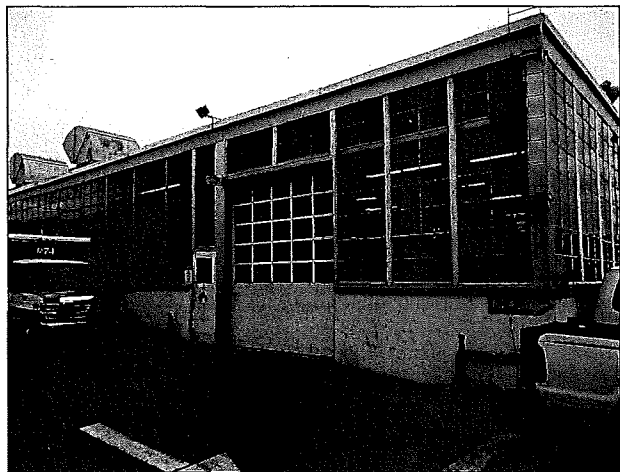
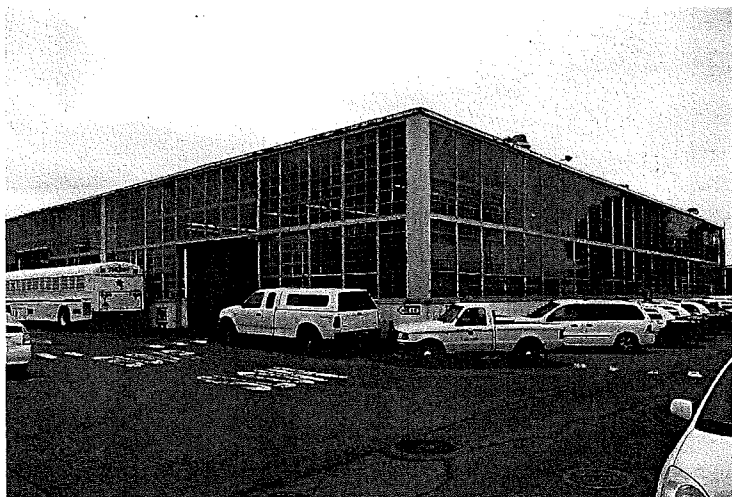
1975 Galvez Avenue Photos



450 Toland Street Photos



1800 Jerrold Avenue Photos





Attachment A

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

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

December 4, 2014

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

YinLan
Dear Ms. Zhang:

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

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

Thank you.

Sincerely,

Christopher D. McMorris
Christopher McMorris

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

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3S

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 20

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

P1. Other Identifier: 1800 Jerrold Avenue

***P2. Location:** ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County San Francisco

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

c. Address 1800 Jerrold Avenue City San Francisco Zip 94124

d. UTM: (give more than one for large and/or linear resources) Zone ____; ____ mE/ ____ mN

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

Assessor Parcel Number (APN): 5262-009

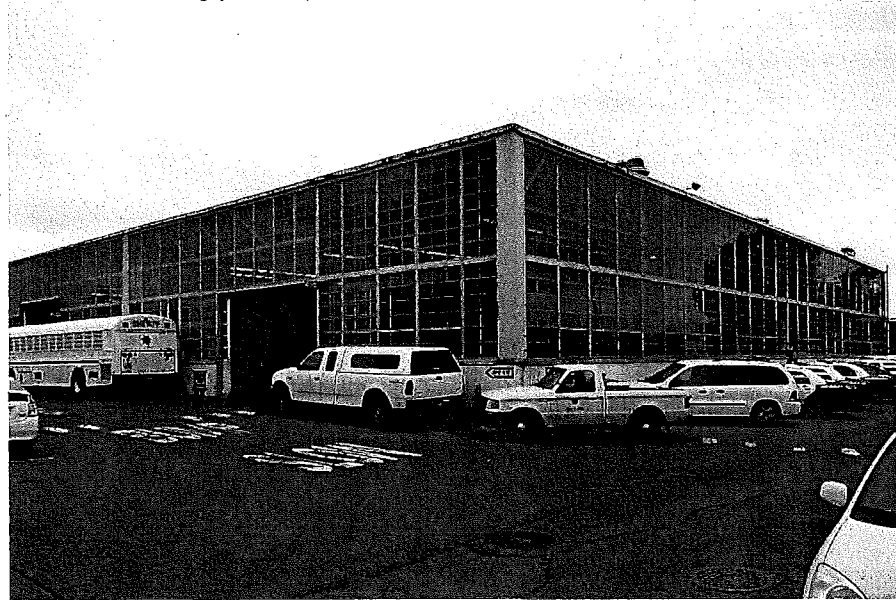
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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

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

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

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



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

***P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both

1959 (CCSF Purchasing Dept. Annual Report, 1959)

***P7. Owner and Address:**

City and County of San Francisco
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

***P8. Recorded by:** (Name, affiliation, address)

Steven J. Melvin & Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

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

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

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

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

DPR 523A (1/95)

*Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____

HRI # _____

Page 2 of 20

*NRHP Status Code 3S

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

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

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

B3. Original Use: vehicle and equipment maintenance and repair

B4. Present Use: vehicle and equipment maintenance and repair

*B5. Architectural Style: Industrial Modern; utilitarian

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

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme Architecture Area San Francisco

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

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

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

B11. Additional Resource Attributes: _____

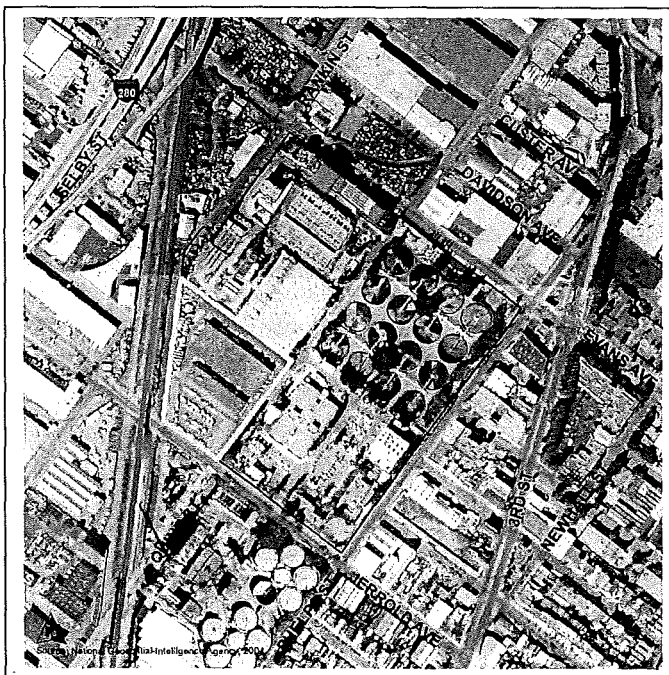
*B12. References: CCSF Purchasing Department Annual Reports, various years; Sanborn Fire Insurance Maps, various years; Kelley & Ver Planck, *Bayview-Hunters Point Area B Survey, Historic Context Statement*, 2010; *San Francisco Chronicle*; Betsy Hunter Bradley, *The Works: the Industrial Architecture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

B13. Remarks:

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

*Date of Evaluation: November 2014

(This space reserved for official comments.)



P3a. Description (continued):

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

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

B10. Significance (continued):

Historic Context

Industrial Development of Bayview-Hunters Point

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

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

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

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

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

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

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

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

City and County of San Francisco Central Shops

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

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

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

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

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

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

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

⁷ City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1954-1955," September 21, 1955, 5-6; City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1955-1956," September 1956, 7-8; City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1957-1958," September 1958, 9.

⁸ City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1955-1956," September 21, 1955, 7-8.

⁹ Sanborn Map Company, *San Francisco, California* (New York: Sanborn Map Company, 1950), Sheets 807, 808, 817, 818; USGS, *San Francisco South Quadrangle*, 1:24,000, 7.5 minute (Washington: USGS, 1947); HistoricAerials.com, historic aerial images, 1946, 1956.

¹⁰ City and County of San Francisco, Purchasing Department, "Annual Report to the Mayor for 1957-1958," September 1958, 9; City and County of San Francisco, Purchasing Department, "Annual Report," September 1959, 11-12; "Directory of City and County Officers," *City-County Record* 26, no. 6 (June 1959): 9; City and County of San Francisco, Purchasing Department, "Annual Report," September 1960, 18.

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

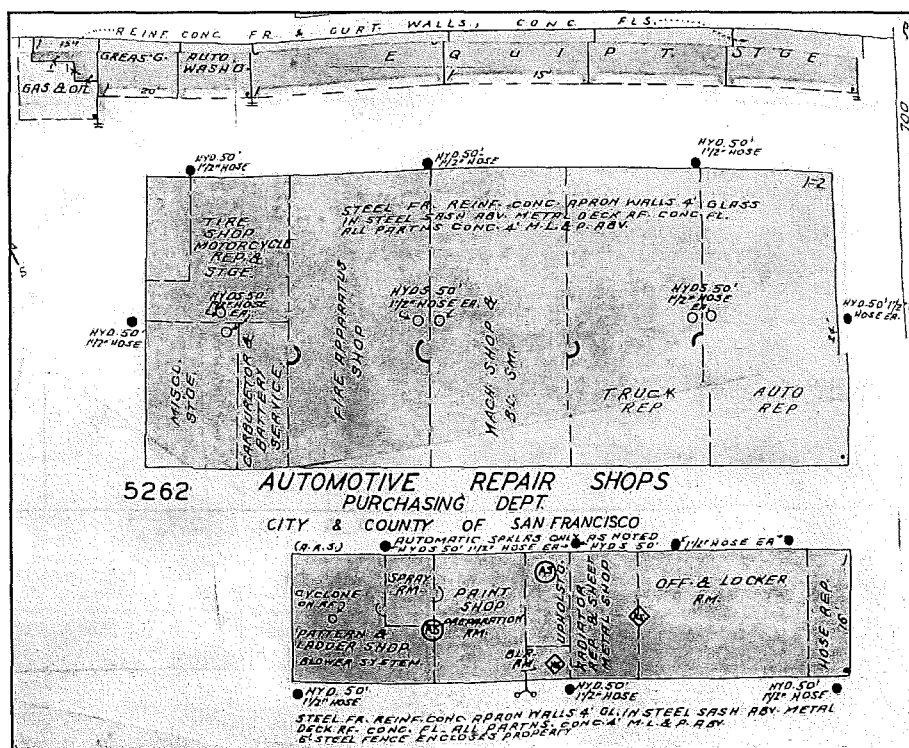


Figure 1. Image from Sanborn Fire Insurance Map. Sanborn Maps were revised on a regular basis and it is not clear when the above plan of the Central Shops was produced, but the image appears to have been revised.¹²

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

¹¹ City and County of San Francisco, Mayor's Committee for Municipal Management, "A Report to the Blythe-Zellerbach Committee on Modern Management for San Francisco, Summary" Vol. 1, June 1961, 1, 2; City and County of San Francisco, "Report of the Municipal Government Survey Advisory Committee," February 25, 1952, 1, 2.

¹² Sanborn Map Company, *San Francisco, California* (New York: Sanborn Map Company, 1950, revised, 1959, 1963).

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*Recorded by S.J. Melvin & H. Miller *Date August 20, 2014

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

☒ Continuation ☐ Update

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

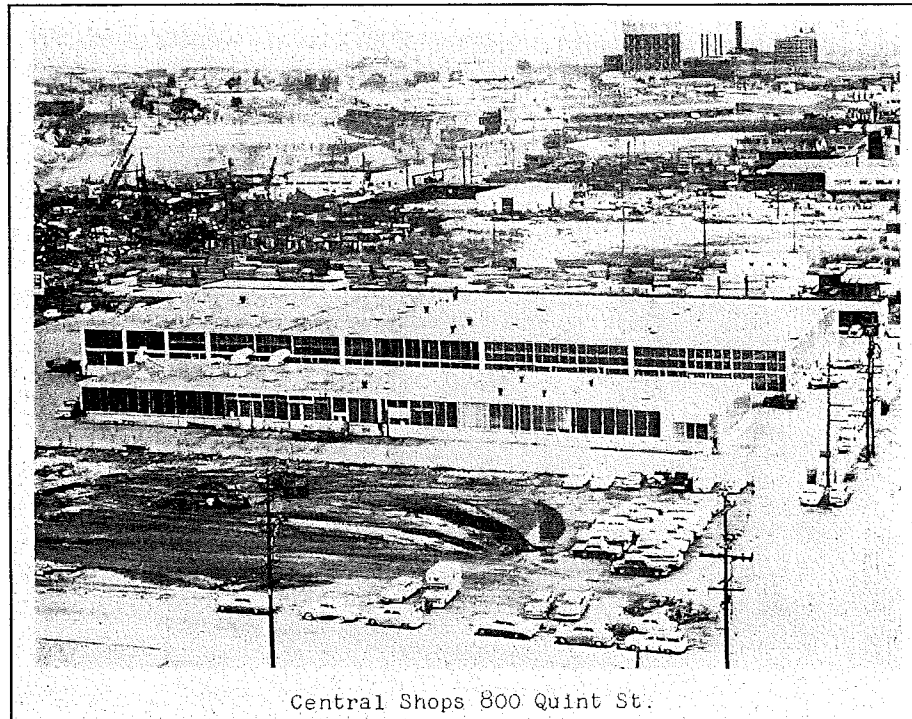


Figure 2. Central Shops, view looking north, ca. 1963. Building A is in the foreground with Building B behind. Building C is largely obscured.¹⁴

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

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

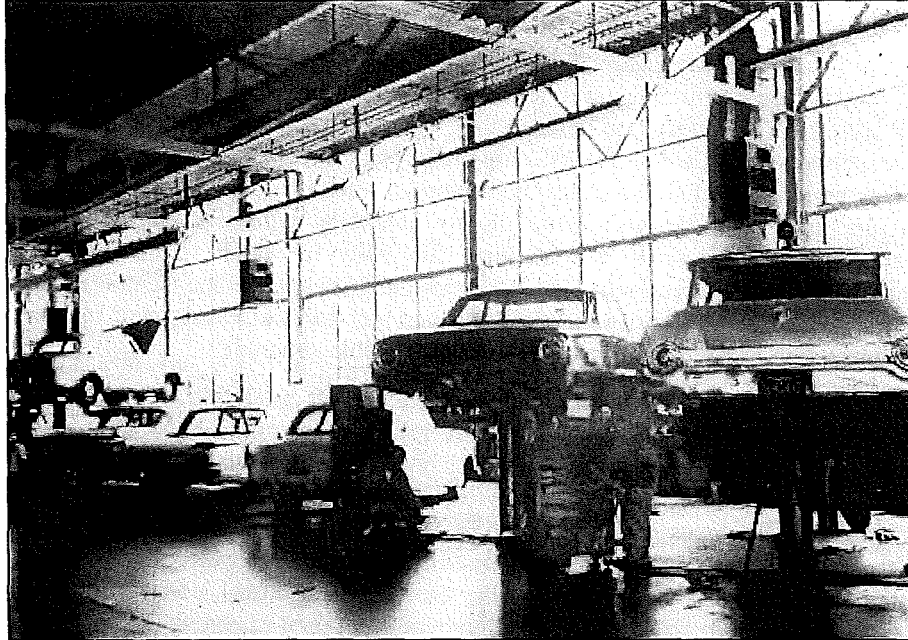


Figure 3. Interior of Central Shops Building B, automobile shop in 1964.¹⁵

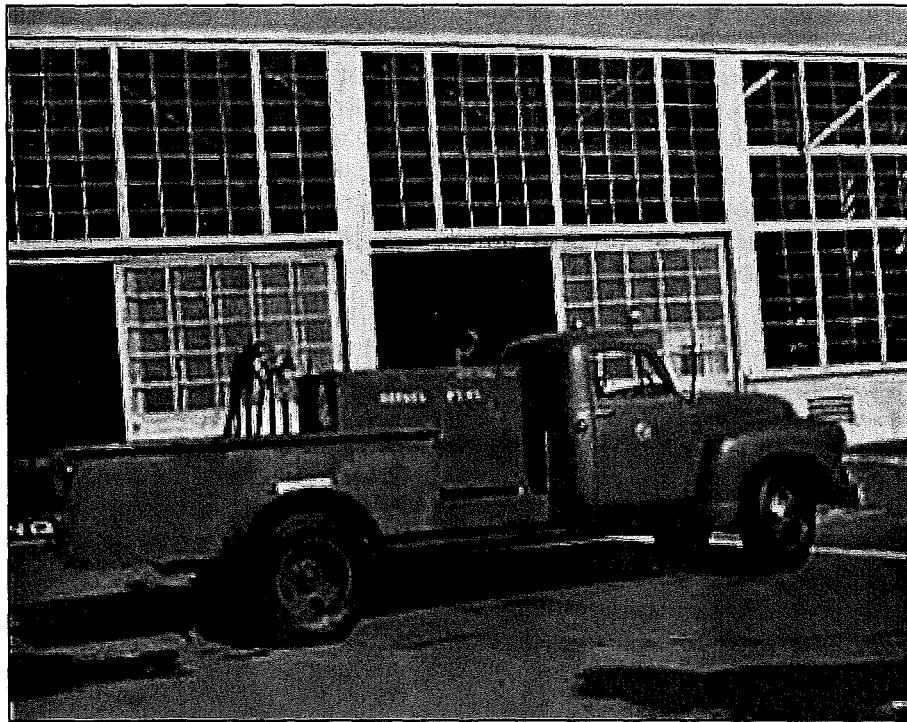


Figure 4. Truck outside of Central Shops Building B in 1971.¹⁶

¹⁵ City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1963-1964" August 28, 1964.

¹⁶ City and County of San Francisco, Purchasing Department, "Annual Report, Fiscal Year 1970-1971" September 1971.

Industrial Modern Architecture

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

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

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

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

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

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

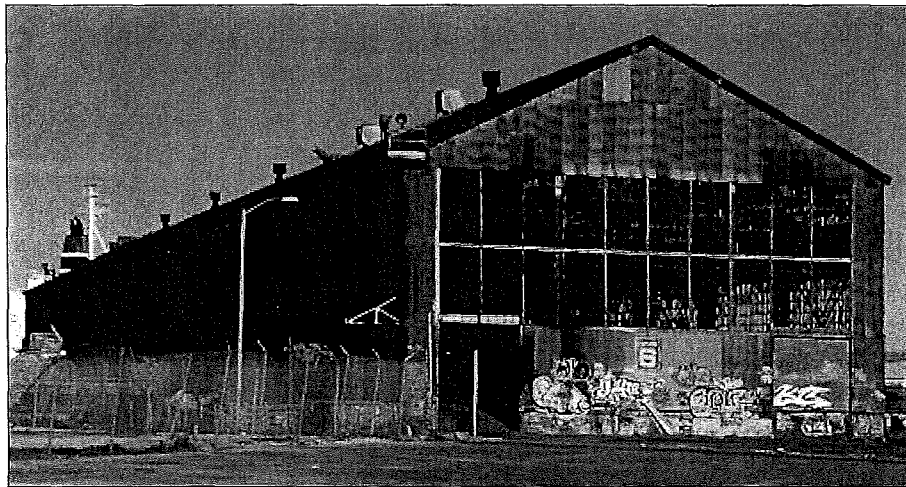


Figure 5: Light Warehouse, Building 6, Pier 70²⁰

The Central Shops' predecessor automobile and motor vehicle repair facilities in San Francisco developed in the early twentieth century mostly in the vicinity of the Van Ness Avenue Auto Row and included many brick or concrete buildings with large steel sash windows, large interior spaces lit by skylights, and ornamented façades facing the street. While they had less ornate façades than automobile show rooms along Van Ness Avenue, many of the vehicle repair shops from the 1910s and 1920s incorporated Classical-architecture pilasters, molding, and cornices, with some having Romanesque or Mission Revival style elements. As noted, the City used the repair facility at 1765 California Street (also listed as 1745 California Street) (Figure 6) as one of its multiple shops for vehicle maintenance. This property, constructed in 1921/1927 and now a grocery store, is a large-scale example of an auto repair shop with a façade that included both large steel sash windows and prominent historic-period revival ornamentation. Many of these properties continued to operate as automobile maintenance buildings into the mid to late twentieth century (and some still do), such as 55 Oak Street and 1641 Jackson Street. Automobile sales and maintenance businesses diffused throughout the City during the mid-twentieth century, with some in the Bayview-Hunters Point area by the late 1950s and early 1960s. These auto repair shops were established in utilitarian buildings, usually with no architectural detail incorporated into the street façades. Such business included Leonard's Automotive Service at 4040 3rd Street (at Hudson Avenue), which is a concrete tilt-up building constructed in 1954 with an addition built in 1960; Harold's Auto & Truck Repair at 1313 Quint Street, which is a concrete block building constructed in 1956; and Bayshore Engine Rebuilders at 271 Bayshore Boulevard, which is a metal building constructed in 1963.²¹

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

²⁰ Photograph courtesy www.sfport.com.

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

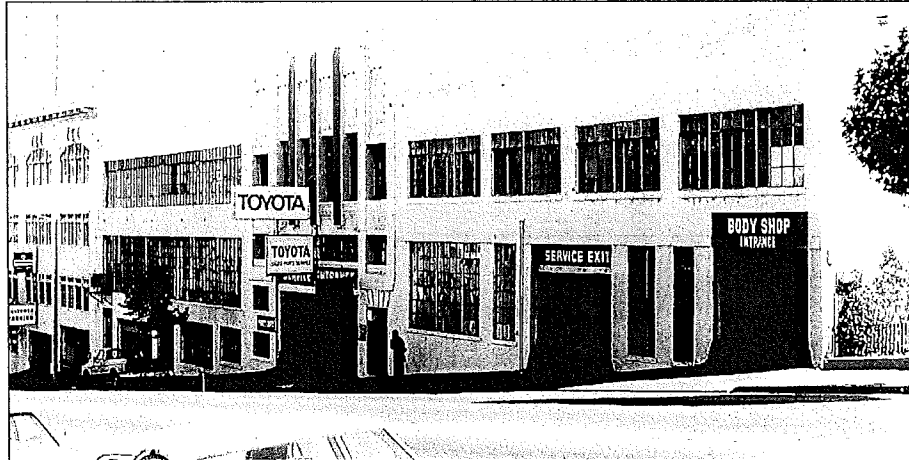


Figure 6: 1765 California Street, San Francisco.²²

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

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

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

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

in 1937 that incorporated large plate glass windows and streamlined architecture, which departed from earlier historic revival styled auto show rooms and repair facilities. After World War II architects and clients were increasingly drawn to the Modernist approach, having been exposed to war-time building efficiencies. During the 1940s and 1950s increasing numbers and types of buildings in San Francisco were constructed with the steel framing and extensive glazing enclosing flexible open interiors that followed the highly influential works of Mies van der Rohe and his glass box expression of the International Style. Such designs highlighted expressive exterior framing with taut glazing, and they became linked with mid-twentieth century corporate architecture. Examples of the Mies-influenced version of the International Style include skyscrapers like the Crown Zellerbach Building at 1 Bush Street, constructed in 1959 and designed by Edward Bassett of Skidmore Owings & Merrill (City of San Francisco Landmark #183), along with lower rise office buildings such as the Fireman's Fund Indemnity Company Building at 3333 California Street, designed by Edward Page and built in 1957.²⁴ The Hunters Point Ordnance and Optical Shop, Building 253, (Figure 7) designed by Ernest Kump and built in 1947 incorporates features that correspond with the Mies glass box archetype. While the design likely derives, in part, from other large scale factory-like Navy facilities, such as the massive 1910s and 1920s curtain wall steel / concrete and glass buildings at Mare Island in Vallejo, the Ordnance and Optical Shop includes vast walls of glass hung on an uncluttered structural frame providing very large clear interior spaces and an exterior appearance that highlights volume over mass that makes a stylistic statement that its Naval predecessors do not.²⁵ The design of the Central Shops is also reminiscent of some metal frame and glass prefabricated automobile service stations from the 1920s and 1930s, which make a similar stylistic statement as the Ordnance and Optical Shop highlighting volume over mass and celebrating the efficiency and functionality of the building's program. This was noted in the book that accompanied the 1932 Museum of Modern Art's exhibition on the International Style (which helped promulgate the International Style in the United States) that featured the Standard Oil Company filling station in Cleveland, Ohio (Figure 8). A similar, albeit more modest, example of a prefabricated service station was located near the San Francisco's Central Waterfront at the corner of 3rd and 18th streets (not extant).²⁶

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

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

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

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

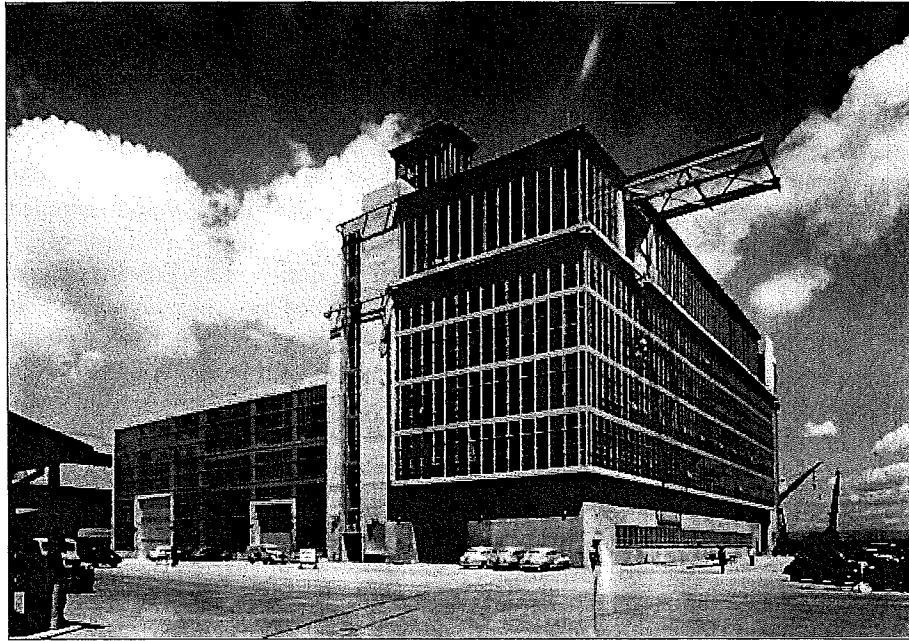


Figure 7: Ordnance and Optical Shop, Hunters Point Naval Shipyard, 1949.²⁷



Figure 8: Filing Station, Standard Oil Company, Cleveland, Ohio, 1931.²⁸

²⁷ SF Public Historical Photograph Collection, Photograph AAB-9060, San Francisco Public Library.

²⁸ Henry-Russell Hitchcock and Philip Johnson, *The International Style*, (New York: W.W. Norton & Co, 1995), 121 (republished from 1932).

Evaluation

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

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

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

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

Criteria C/3

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

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

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

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

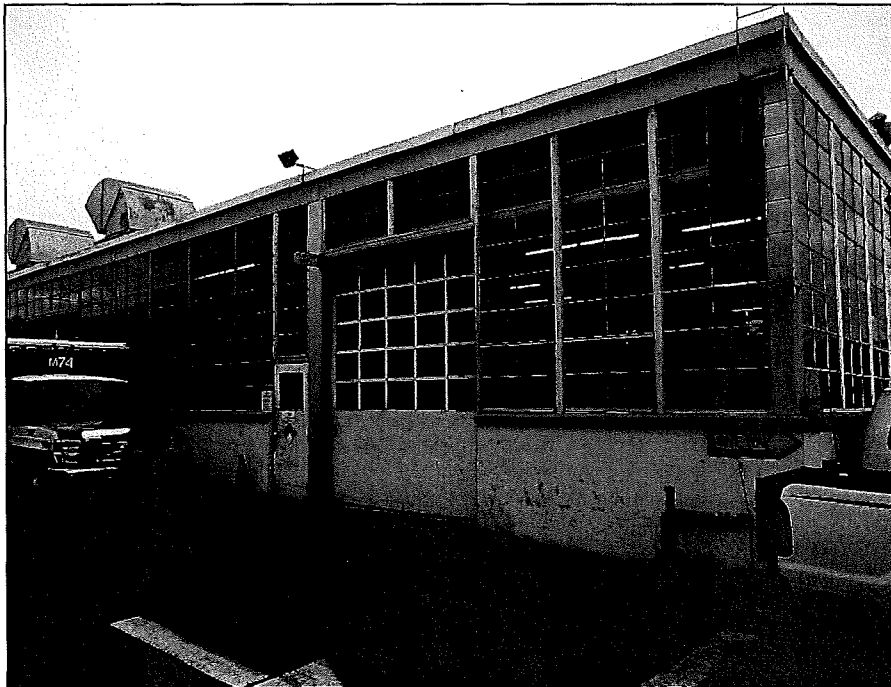
Historic Integrity

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

Photographs (continued):



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



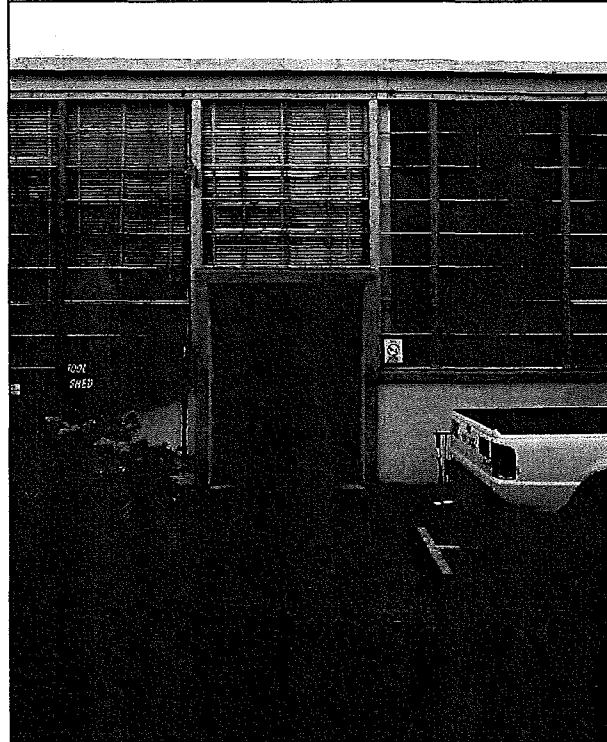
Photograph 3. Building A, north corner, camera facing southeast, August 20, 2014.

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*Recorded by S.J. Melvin & H. Miller *Date August 20, 2014

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

☒ Continuation ☐ Update



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



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

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

Primary # _____

HRI # _____

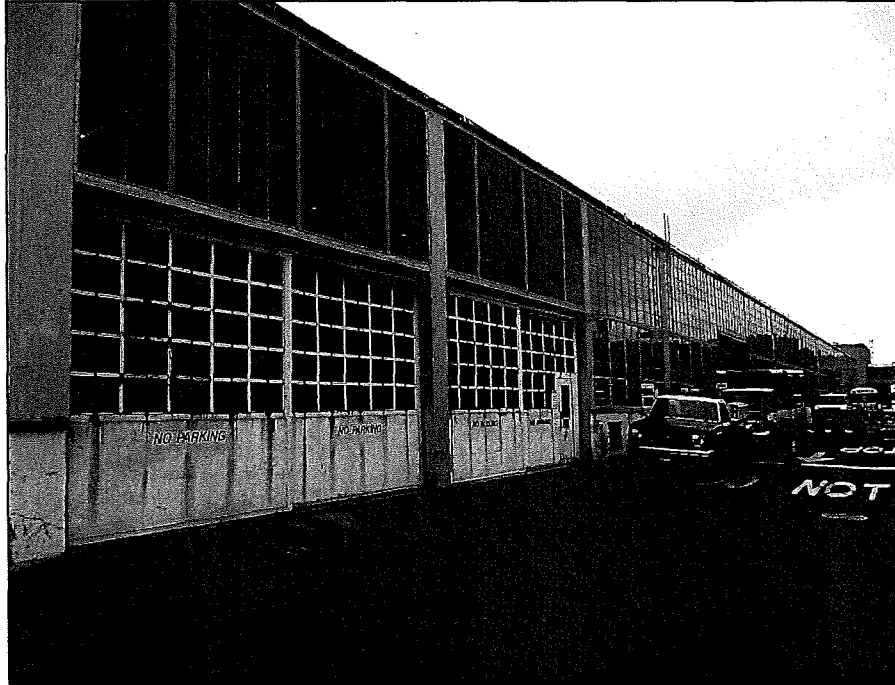
Trinomial _____

Page 18 of 20

*Recorded by S.J. Melvin & H. Miller *Date August 20, 2014

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

☒ Continuation ☐ Update



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



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

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

Primary # _____
HRI # _____
Trinomial _____

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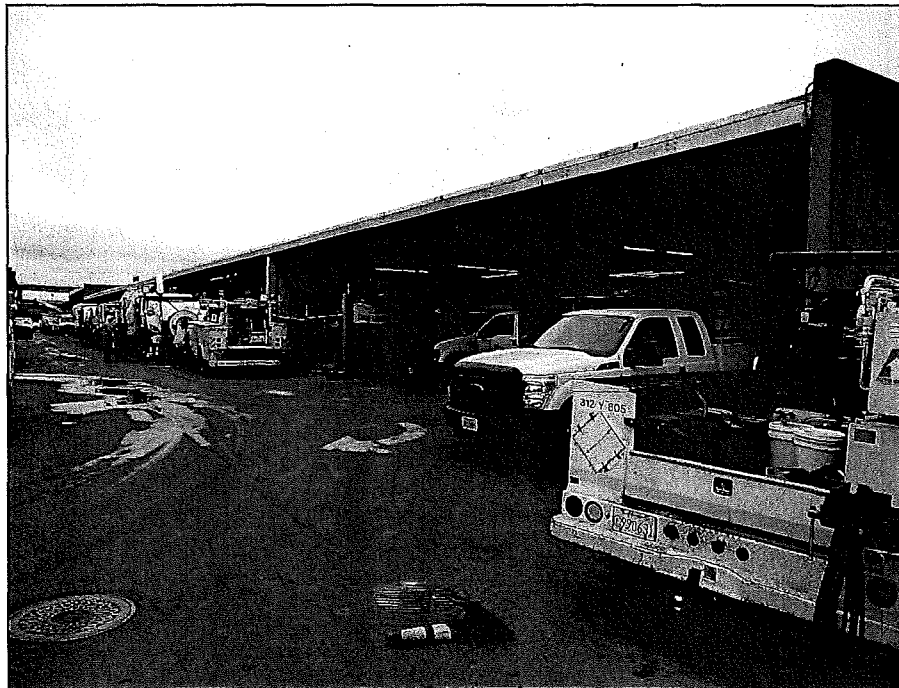
*Resource Name or # (Assigned by recorder) 1800 Jerrold Avenue

*Recorded by S.J. Melvin & H. Miller *Date August 20, 2014

☒ Continuation ☐ Update



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



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

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

Primary # _____

HRI # _____

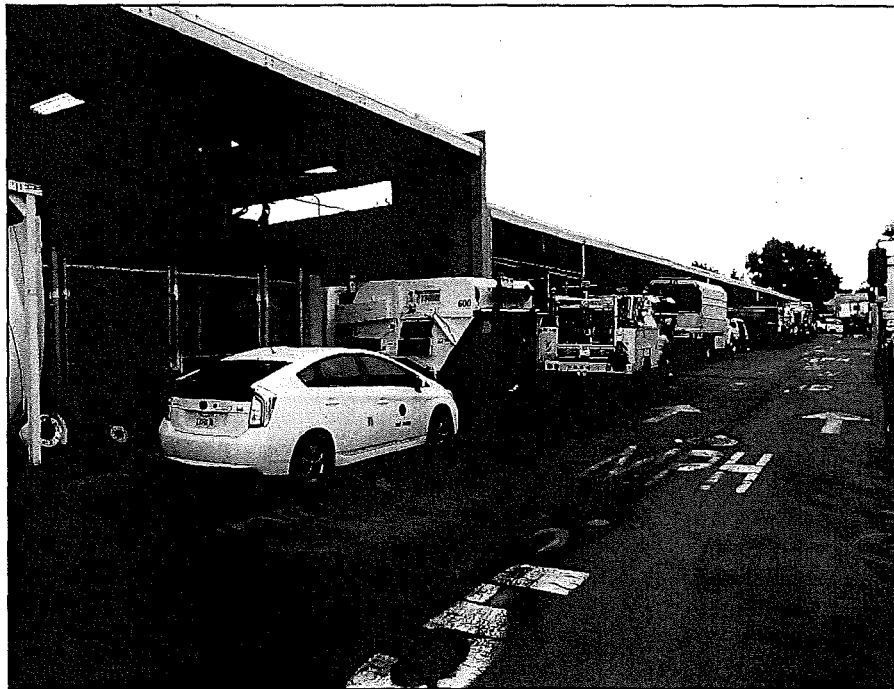
Trinomial _____

Page 20 of 20

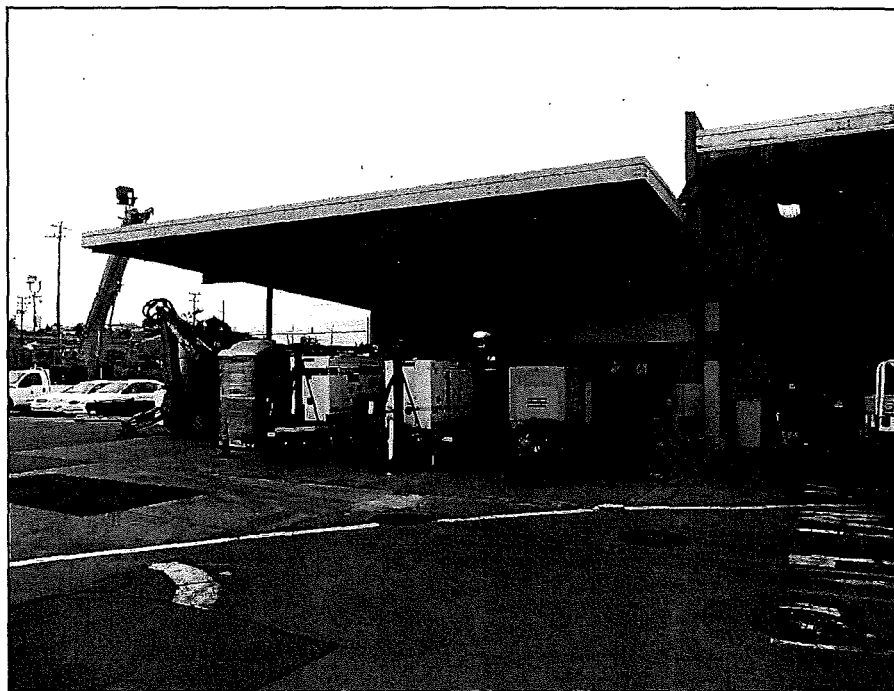
*Resource Name or # (Assigned by recorder) 1800 Jerrold Avenue

*Recorded by S.J. Melvin & H. Miller *Date August 20, 2014

☒ Continuation ☐ Update



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



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

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

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 6Z

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 7

*Resource Name or # (Assigned by recorder) 1975 Galvez AvenueP1. Other Identifier: N/A*P2. Location: ☐ Not for Publication ☒ Unrestricted*a. County San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.)*b. USGS 7.5' Quad San Francisco South Date 1980 T ; R ; Sec ; B.M.c. Address 1975 Galvez Avenue City San Francisco Zip 94124d. UTM: (give more than one for large and/or linear resources) Zone ; mE/ mN

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

Block 5250/Lot 16

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

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

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

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



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

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1964 (assessor's data) with alterations in 1972 and 1983 (permit data)

*P7. Owner and Address:

WYL Five Star Service IndustrialP.O. Box 27025San Francisco, CA 9412

*P8. Recorded by: (Name, affiliation, address)

Eryn Brennan, ESA550 Kearny Street, Ste. 800San Francisco, CA 94102*P9. Date Recorded: 9/4/15*P10. Survey Type: (Describe) Intensive

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

None.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

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

Page 2 of 7

*NRHP Status Code 6Z

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

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

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

*B8. Related Features: N/A

Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: Unknown

b. Builder: Unknown

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

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

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

*B12. References: See Continuation Sheet

B13. Remarks:

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

*Date of Evaluation: 9/21/15

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

P3a. Description (continued):

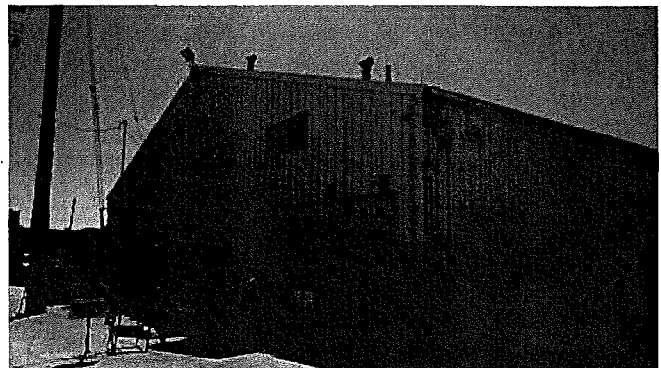
The approximately 100-foot-long by 70-foot-wide, 1- to 2-story warehouse is a metal-frame structure clad in standing seam steel metal roof and wall panels. The steel cladding utilizes a locking system where each sheet is joined together to prevent water from entering through the sidelaps, and the trapezoidal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

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

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



View southeast of the west façade of the structure.



View southeast of the north façade.

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

B10. Significance (continued):

Project Site History

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

Brief History of Pre-Fabricated Metal Warehouses

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

Evaluation

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

² Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.

³ Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005),

4.

⁴ *Ibid.*, 19.

⁵ Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.

⁶ Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.

⁷ Tata Steel, "Materials used in cladding," accessed 9/21/15.

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

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

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

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

References

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

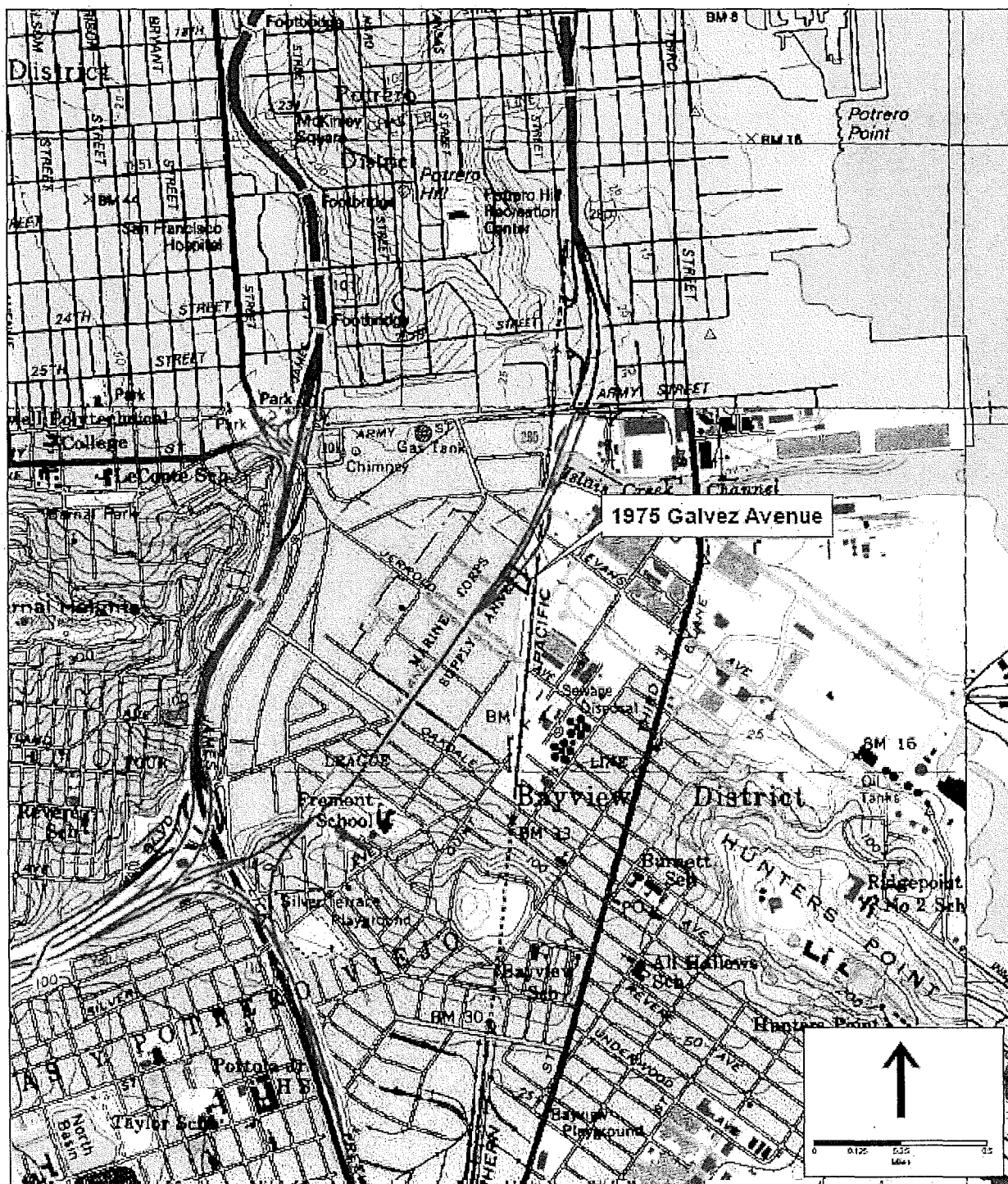
Decker, Julie and Chris Chiel. *Quonset Hut: Metal Living for a Modern Age*. New York: Princeton Architectural Press, 2005.

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

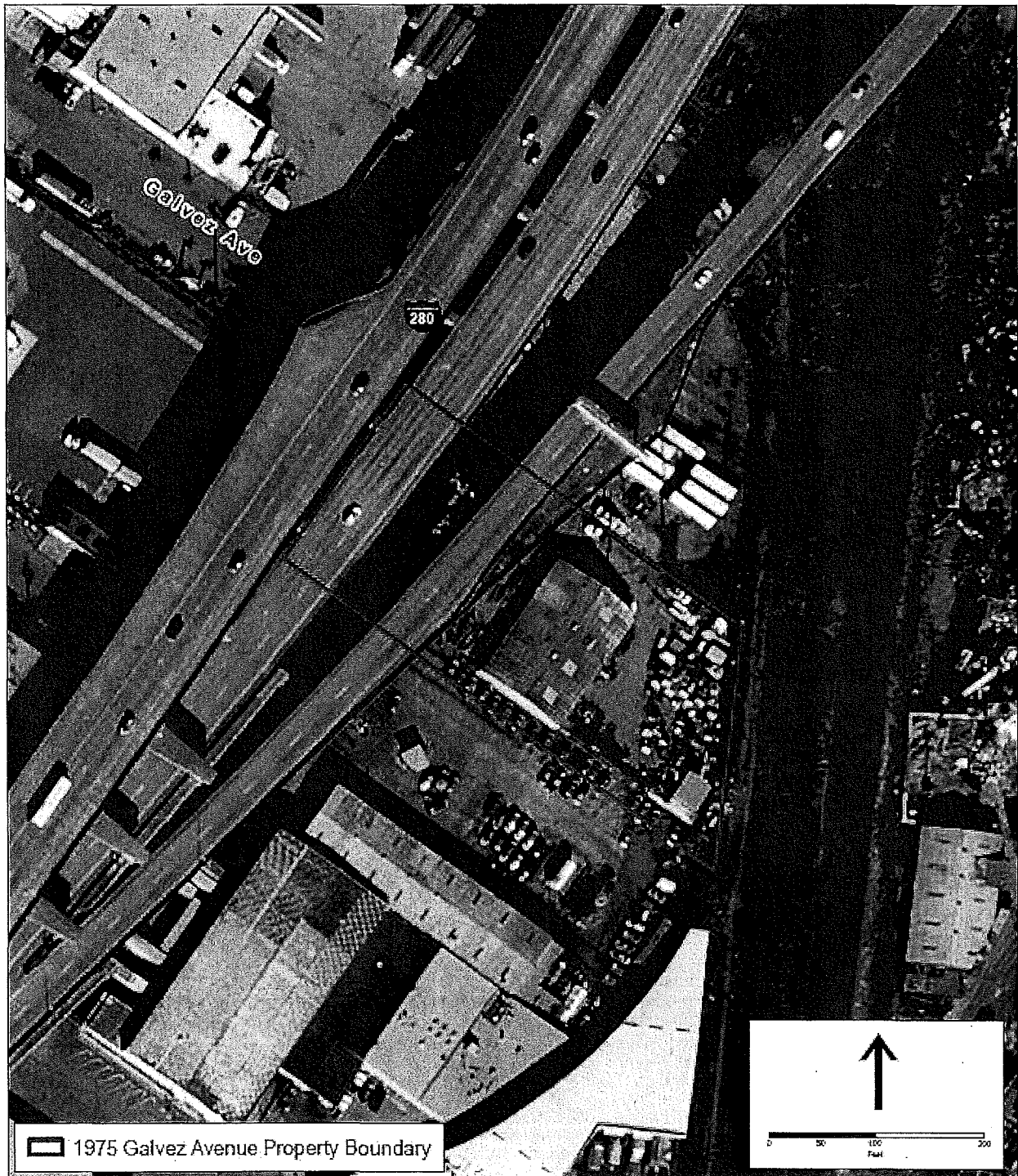
Permits: Permit #325980, 9/4/68, erect one-story, 9,600-square-foot warehouse with future office space, Permit #331054, 4/11/69, addition of office space and two toilets, Permit #884960, 2/3/99, exterior gas tank canopy and expansion of interior office space, Permit #893132, 8/30/99, structural revision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

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

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



Sketch Map: NAIP, 2014 Imagery



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

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

6Z

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 7

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

P1. Other Identifier: N/A

*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

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

c. Address 555 Selby Street City San Francisco Zip 94124

d. UTM: (give more than one for large and/or linear resources) Zone ____; ____ mE/ ____ mN

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

Block 5250/Lot 15

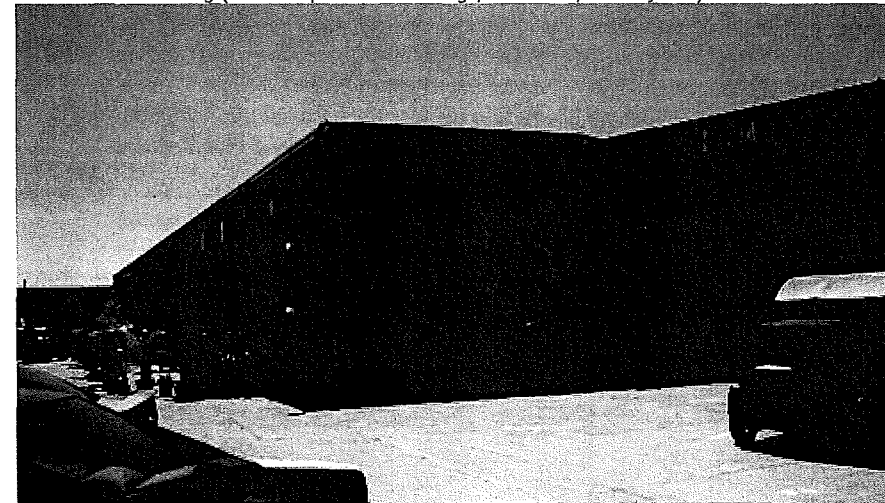
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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

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

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

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



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

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1969 (assessor's data), with alterations in 1968, 1969, 1999, and 2002 (permit data)

*P7. Owner and Address:

Selby & Hudson Corporation

555 Selby Street

San Francisco, CA 94124

*P8. Recorded by: (Name, affiliation, address)

Eryn Brennan, ESA

550 Kearny Street, Ste. 800

San Francisco, CA 94102

*P9. Date Recorded: 9/4/15

*P10. Survey Type: (Describe) Intensive

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

None.

*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____

HRI # _____

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

Page 2 of 7

*NRHP Status Code 6Z

B1. Historic Name: N/A

B2. Common Name: 555 Selby Street

B3. Original Use: Warehouse

B4. Present Use: Office/Repair Shop

*B5. Architectural Style: Modern Utilitarian-Warehouse

*B6. Construction History: (Construction date, alterations, and date of alterations)

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

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

*B8. Related Features: N/A

Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: James Park (Engineer)

b. Builder: Cob Construction

*B10. Significance: Theme Utilitarian-Warehouse Area San Francisco Bay Area

Period of Significance N/A Property Type Industrial Applicable Criteria A-D

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

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

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

*B12. References: See Continuation Sheet

B13. Remarks:

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

*Date of Evaluation: 9/21/15

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

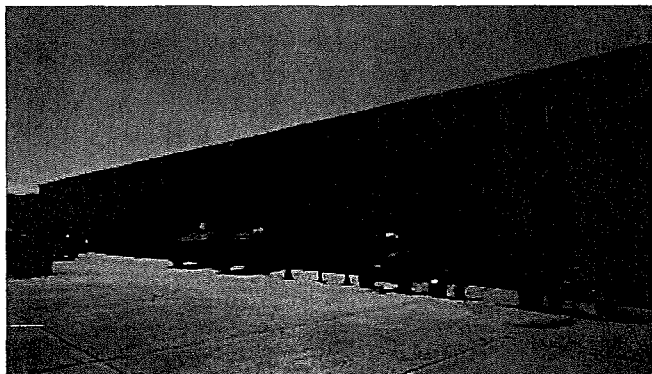
P3a. Description (continued):

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

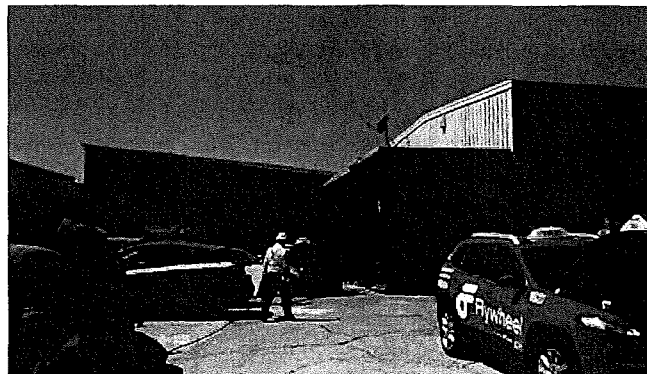
The first floor of the western bay of the north façade has one large, aluminum-frame fixed window on the north end and two sliding sash windows with aluminum frames centered under the gable. Three smaller sliding sash windows are spaced evenly under a gable roof on the second floor. The first floor of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

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

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



View southeast of the north façade of the structure.



View south of the one-story storage addition.

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

B10. Significance (continued):

Project Site History

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

Brief History of Pre-Fabricated Metal Warehouses

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

Evaluation

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

² Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.

³ Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005), 4.

⁴ *Ibid.*, 19.

⁵ Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.

⁶ Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.

⁷ Tata Steel, "Materials used in cladding," accessed 9/21/15.

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

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

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

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

References

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

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

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

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

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

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

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

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 7

*Recorded by Eryn Brennan, ESA

*Date 9/21/15

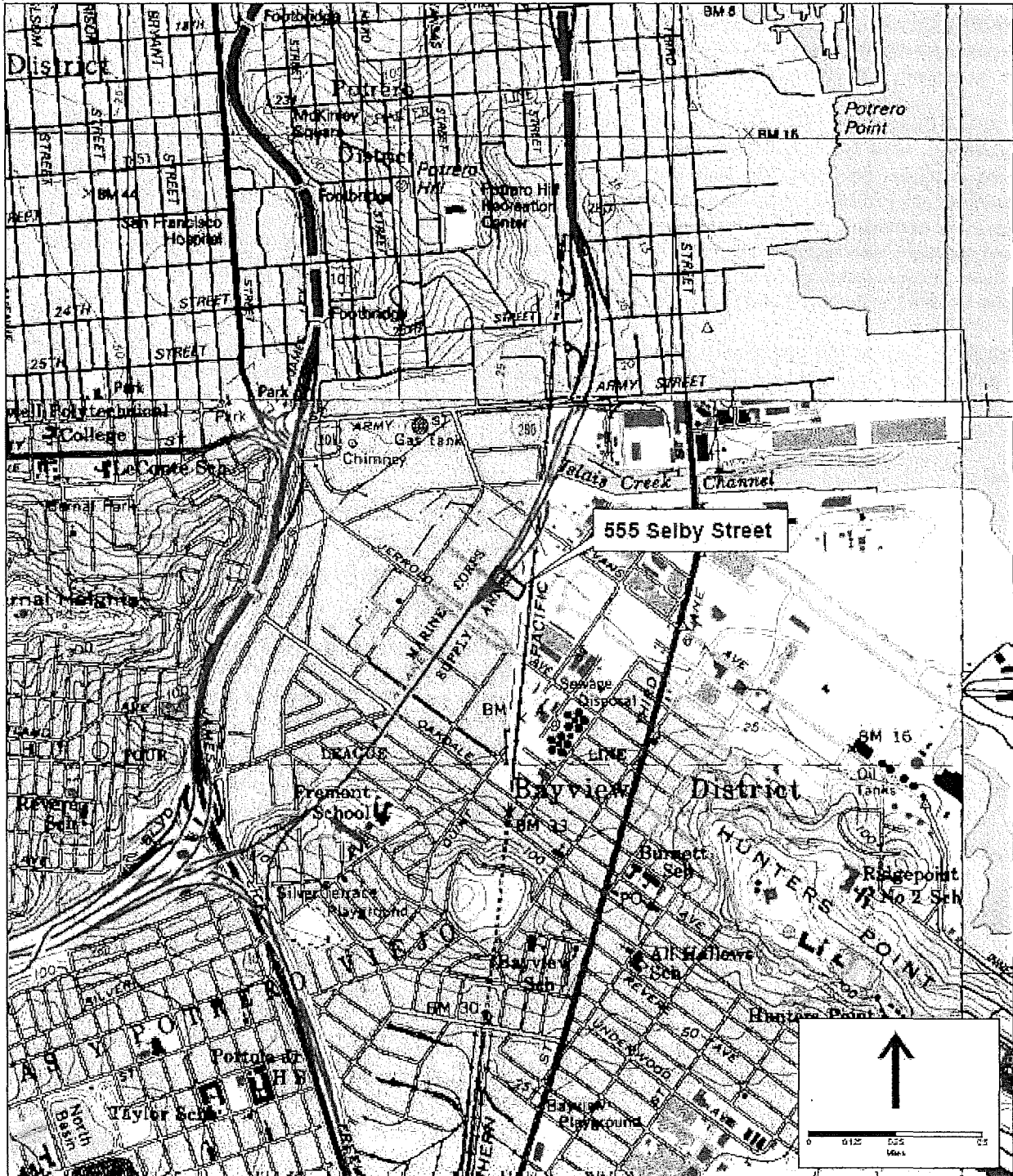
*Resource Name or # (Assigned by recorder) 555 Selby Street

■ Continuation □ Update

*Location Map: USGS San Francisco South 7.5' Quadrangle

* Scale: *1:24,000

Date of Map: 1980



Page 6 of 7

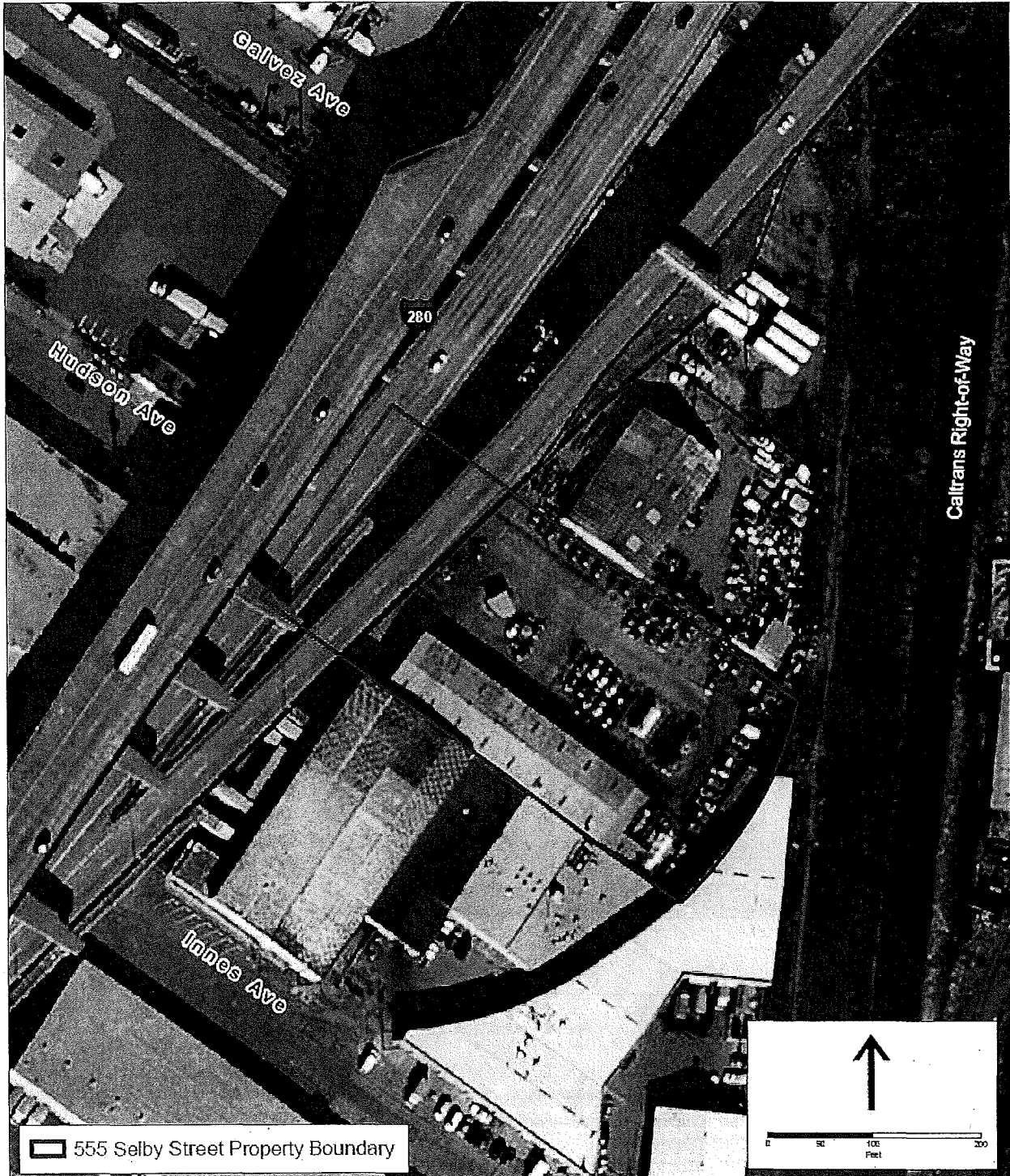
*Recorded by Eryn Brennan, ESA

*Date 9/21/15

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

☒ Continuation ☐ Update

Sketch Map: NAIP, 2014 Imagery



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 8

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

P1. Other Identifier: N/A

*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

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

c. Address 450 Toland Street City San Francisco Zip 94124

d. UTM: (give more than one for large and/or linear resources) Zone ____; ____ mE/ ____ mN

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

Block 5230/Lot 18

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

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

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

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

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



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

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1969 (assessor's data) with alterations in 1969, 1976, 1987, 1988, 1989, 1996, and 2006 (permit data)

*P7. Owner and Address:

450 Toland, LLC

16 Bien Venida

Orinda, CA 94563

*P8. Recorded by: (Name, affiliation, address)

Eryn Brennan, ESA

550 Kearny Street, Ste. 800

San Francisco, CA 94102

*P9. Date Recorded: 9/30/15

*P10. Survey Type: (Describe) Intensive

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

None.

*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

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

Page 2 of 8

*NRHP Status Code 6Z

B1. Historic Name: N/A

B2. Common Name: 450 Toland Street

B3. Original Use: Warehouse

B4. Present Use: Warehouse/Office

*B5. Architectural Style: Modern Utilitarian-Warehouse

*B6. Construction History: (Construction date, alterations, and date of alterations)

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

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

*B8. Related Features: N/A

B9a. Architect: Cecil Wells, Jr. (Architect/Engineer)

b. Builder: Richard Holm

*B10. Significance: Theme Utilitarian-Warehouse Area San Francisco Bay Area

Period of Significance N/A Property Type Industrial Applicable Criteria A-D

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

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

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

*B12. References: See Continuation Sheet

B13. Remarks:

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

*Date of Evaluation: 9/30/15

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

P3a. Description (continued):

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

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

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

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



View west of the east façade of the 1969 building.



View west of the east façade of the 1987 addition.

B10. Significance (continued):

Project Site History

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

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

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

Brief History of Tilt-Up Concrete Buildings

Although concrete has been used in construction since the Roman period, and precasting construction materials has been done throughout human history, the development of tilt-up concrete construction was predicated on the refinement of reinforced concrete technology in the early-twentieth century.² Tilt-up concrete construction consists of two steps. First, slabs of concrete are cast horizontally on a steel-framed tilt-table. Once these slabs have cured, they are lifted and tilted with a crane into place and become wall sections.³ Robert Aiken is considered the founder of tilt-up concrete when he developed this method of construction for designing reinforced concrete retaining walls at Camp Logan Rifle Range in Illinois at the turn of the twentieth century. Shortly thereafter he built a church in Zion City, Illinois near his farm in 1906, as well as a village of houses in Union, New Jersey in 1908 using this method of construction.⁴ Although tilt-up concrete construction did not become popular until after World War II when development of the mobile crane made lifting the concrete panels much easier, some early-Modern architects, such as Rudolph M. Schindler, employed this method of construction. Two fine examples designed by Schindler are the Lovell House in Newport Beach, CA built in 1926 and the Schindler House in West Hollywood, CA built in 1921-22.⁵ With the development of the mobile crane and ready-mix concrete, tilt-up concrete construction gained in popularity during the post-war building boom as an inexpensive and efficient way to erect large commercial and industrial structures. Several buildings, particularly in the industrial Bayview neighborhood, were built during this period using tilt-up concrete construction, including the Binks Manufacturing building located at 950 Newhall Street in 1953.⁶

Evaluation

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

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

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

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

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

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

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

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

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

References

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

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

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

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

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

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

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

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

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

Primary # _____
HRI # _____
Trinomial _____

Page 8 of 8

*Recorded by Eryn Brennan, ESA

*Date 9/30/15

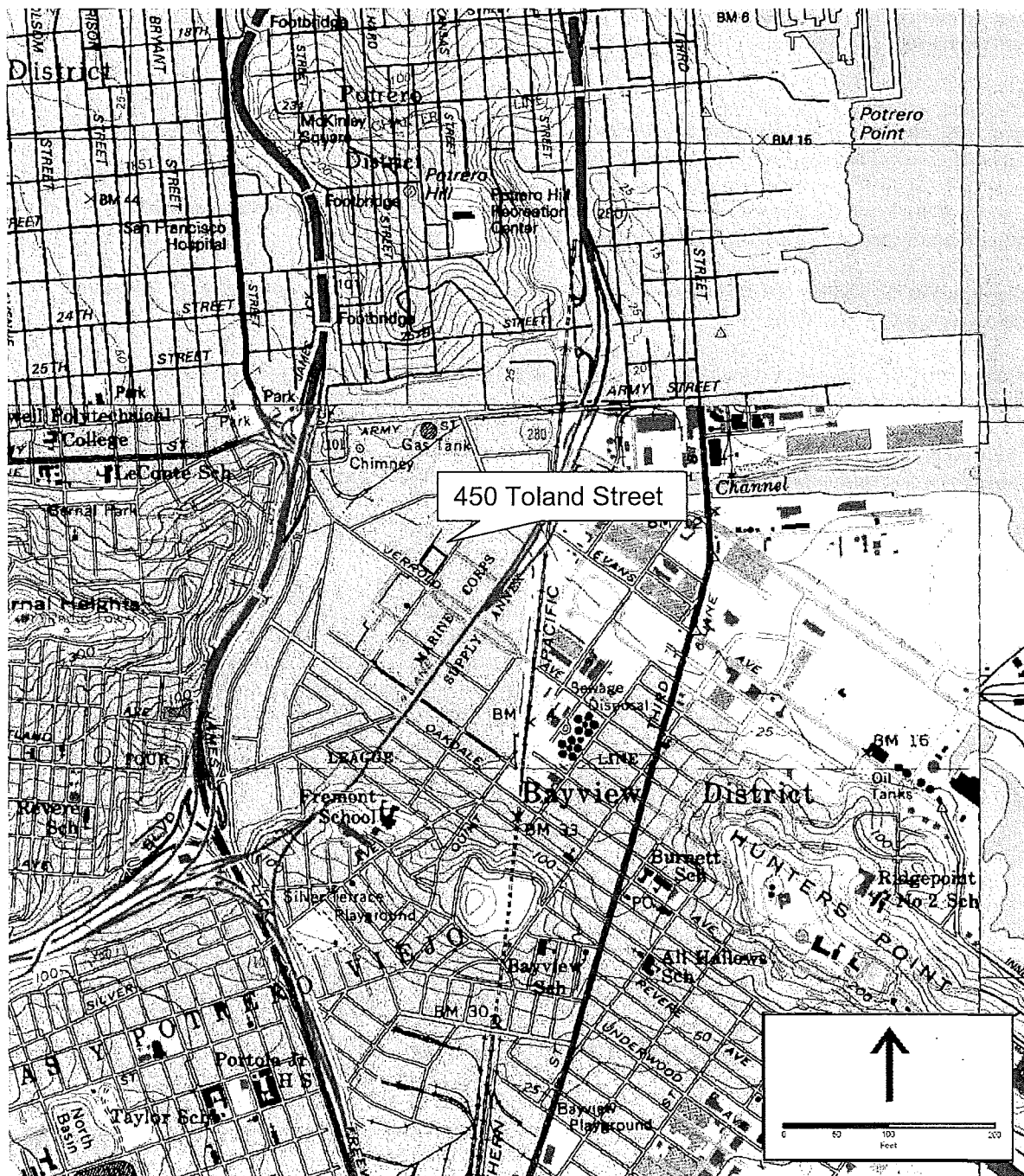
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☒ Continuation ☐ Update

*Location Map: USGS San Francisco South 7.5' Quadrangle

* Scale: *1:24,000

Date of Map: 1980



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

Primary # _____

HRI # _____

Trinomial _____

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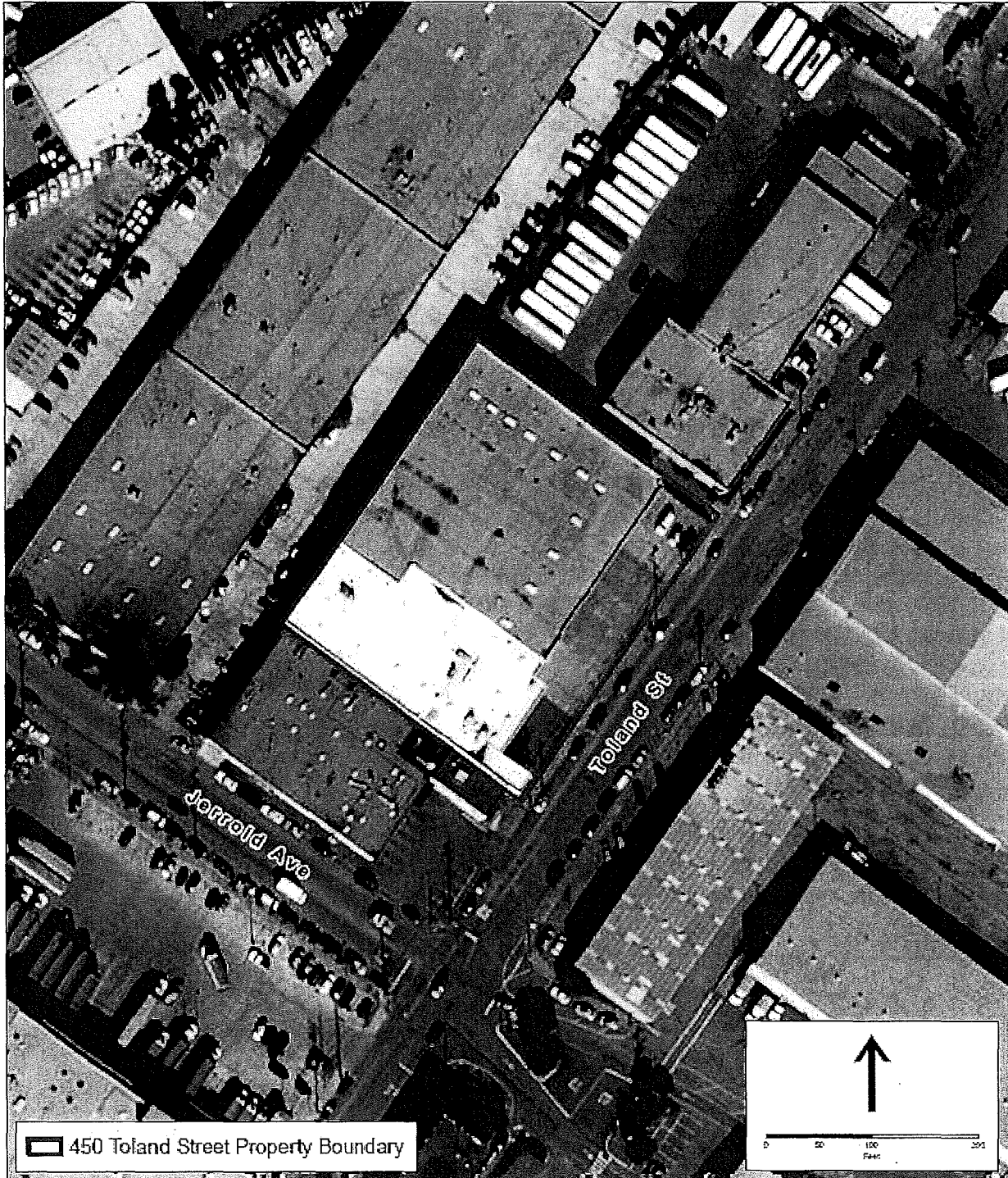
*Recorded by Eryn Brennan, ESA

*Date 9/30/15

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

☒ Continuation ☐ Update

Sketch Map: NAIP, 2014 Imagery





SAN FRANCISCO PLANNING DEPARTMENT

Attachment C

San Francisco Public Utilities Commission Preliminary Archeological Checklist (PAC)

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

A. PROJECT INFORMATION :

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

Central Shops Relocation and Land Transfer

Project name: _____ Case No: _____

Application type: ☐ EE ☒ CatEx

☒ In City ☐ Outside of City

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

EP planner: Tim Johnston EP Archeological Reviewer designee: _____

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

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

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

SFPUC Preliminary Archeological Checklist

2. POTENTIAL GROUND DISTURBANCE

Yes No Project Component

☐ ☐ Excavation (basement, elevator, utilities, seismic retrofit, remediation, underground vaults, septic tank system, culverts, etc.)

Maximum depth: overall, 5'; pilings, 90'

☒ ☐ Pipeline replacement or installation (specify cut and cover, directional drilling, pipe bursting, etc): minor utility installation, exc up to 3' wide X 3' deep cut and cover

☐ ☒ Tunnels, transport storage boxes

☐ ☒ Bore pits, test pits

☒ ☐ Shallow Building Foundation (Mat, Spread Footings, etc.)

Depth: **potential slab 5'**

☒ ☐ Piles, piers, micropiles, pilings, piling replacement

☒ ☐ Grading, scraping

☒ ☐ Demolition up to 5' to remove existing facilities

☐ ☒ Construction staging, spoils on unpaved area, fill

☐ ☒ Road construction

☐ ☒ Geotechnical trenching (dimensions) _____

☐ ☒ New rip rap

☐ ☒ Wharf or seawall modification

☐ ☒ Other (specify): _____

Anticipated maximum extent of project ground disturbance:

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

APE Map Attached Y ☐ N ☒

3. PREVIOUS SOILS DISTURBANCE AT PROJECT SITE:

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

Yes No Component of disturbance

☒ ☐ Existing Basement --Depth: 5'

☒ ☐ Existing Foundation (footings, perimeter, piles, micropiles, etc.) Depth: unknown

☐ ☒ Site remediation/UST installation or removal, other excavation. Depth: _____

☒ ☐ Site Grading

☐ ☒ Demolition

☐ ☒ Dredging

☐ ☒ Piling installation

☐ ☒ Riprap

☐ ☒ Seawall construction

☐ ☒ Other (specify): _____

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

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

List attachments: All 4 project parcels have been subject to past development; prior uses not well documented.

Relocation parcels are part of the area that was filled during Islais Creek reclamation project. Geoarchaeological testing also indicates fill up to 20-feet deep on the existing Central Shops parcel (FWARG 9/14/15).

SFPUC Preliminary Archeological Checklist

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

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

B. ARCHIVAL AND ARCHEOLOGICAL DATA ASSESSMENT

1. ARCHIVAL AND DATA REVIEW

Dates of review: 2/2015

Resources reviewed:

- ☒ Maher zone maps. Dates/ origin/ depth of fill if known _____
- ☒ Geotechnical data for project site and vicinity (Cite report FWARG 9/14/15 for existing site; Selby St: reported by PM)
- ☒ EP Archeo GIS maps (all layers or specify applicable layers) all layers

- ☐ Sanborn Insurance maps (1887-93, 1899-1900)
- ☒ Coast and Geodetic Survey maps (1853, 1857, 1869)
- ☐ Information Center archeological records search (attach request and response)
- ☐ USFS/ BLM/ NPS archeological files (upcounty projects)
- ☐ NAHC Sacred Lands File
- ☐ Native American/ Ethnic group consultation
- ☐ Other: _____

Findings:

- ☐ No previously documented resources present
- ☐ Archival research suggests resources are or may be present within the project soils disturbance area

If positive results, attach documentation and memo summarizing results.

2. ARCHEOLOGICAL FIELD INVENTORY

- ☐ Not warranted; no exposed ground surface in project area
- ☐ Results negative
- ☐ Results positive
- ☐ Results inconclusive

Archeologist/ Affiliation _____ Date of Survey _____

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

3. SUMMARY OF RESULTS

Site History/Formation:

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

SFPUC Preliminary Archeological Checklist

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

C. CONCLUSIONS AND RECOMMENDATIONS

1. NO EFFECTS TO ARCHEOLOGICAL RESOURCES EXPECTED:

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

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

- ☐ Low potential to adversely affect archeological resources may be avoided by implementation of SFPUC Standard Archeological Measure I (Discovery during Construction), with implementation of Standard Archeological Measures II (Monitoring) and/or III (Testing/ Data Recovery) in the event of a discovery during construction.
- ☐ The potential of the project to adversely affect archeological resources may be avoided by implementation of the SFPUC Standard Archeological Measure II (Archeological Monitoring) during construction.
- ☐ The potential of the project to adversely affect archeological resources may be avoided by implementation of the SFPUC Standard Archeological Measure III (Archeological Testing) ☒ prior to or ☐ during construction. Geoarchaeological testing plan, sampling and sediment dating if pile driving is required; data recovery, if warranted, could include addtl sampling through coring.
- ☐ CEQA evaluation of the project requires preparation and implementation of an archeological research design and treatment plan (ARDTP) by a qualified archeological consultant. See attached scope of work for the ARDTP.

D. EP ARCHEOLOGIST/ ERO-ARCHEOLOGICAL DESIGNEE REVIEW

- ☐ I concur with the conclusions and recommendations provided in Section C, above.
- ☐ Additional/ alternative measures recommended (detail):

- ☐ Meeting requested.

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

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code

6Z

Other Listings

Review Code _____

Reviewer _____

Date _____

Page 1 of 8

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

P1. Other Identifier: N/A

*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

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

c. Address 450 Toland Street City San Francisco Zip 94124

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

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

Block 5230/Lot 18

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

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

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

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

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



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

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1969 (assessor's data) with alterations in 1969, 1976, 1987, 1988, 1989, 1996, and 2006 (permit data)

*P7. Owner and Address:

450 Toland, LLC

16 Bien Venida

Orinda, CA 94563

*P8. Recorded by: (Name, affiliation, address)

Eryn Brennan, ESA

550 Kearny Street, Ste. 800

San Francisco, CA 94102

*P9. Date Recorded: 9/30/15

*P10. Survey Type: (Describe) Intensive

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

SFPUC, Central Shops Replacement Project, Categorical Exemption Request, October 8, 2015.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

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

Page 2 of 8

*NRHP Status Code 6Z

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

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

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

*B8. Related Features: N/A

B9a. Architect: Cecil Wells, Jr. (Architect/Engineer)

b. Builder: Richard Holm

*B10. Significance: Theme Utilitarian-Warehouse Area San Francisco Bay Area
Period of Significance N/A Property Type Industrial Applicable Criteria A-D

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

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

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

*B12. References: See Continuation Sheet

B13. Remarks:

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

*Date of Evaluation: 9/30/15

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

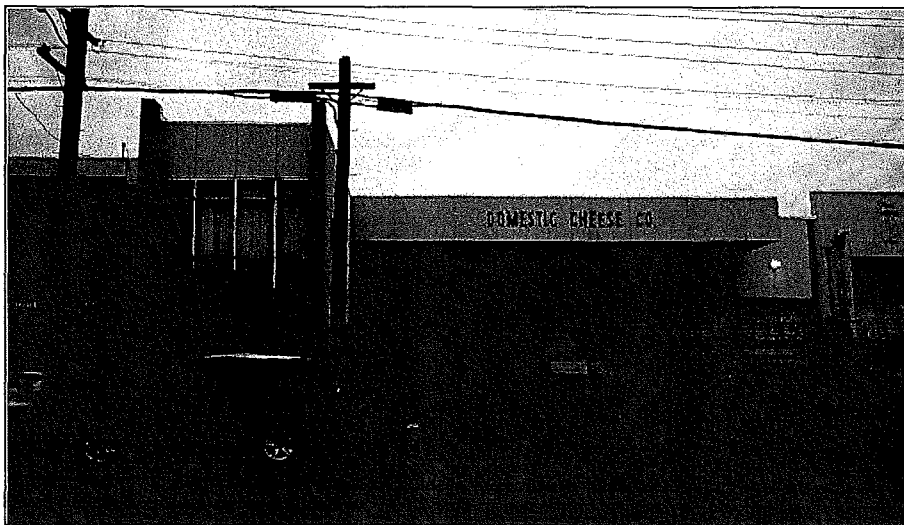
P3a. Description (continued):

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

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

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

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



View west of the east façade of the 1987 addition.

B10. Significance (continued):

Project Site History

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

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

Brief History of Tilt-Up Concrete Buildings

Although concrete has been used in construction since the Roman period, and precasting construction materials has been done throughout human history, the development of tilt-up concrete construction was predicated on the refinement of reinforced concrete technology in the early-twentieth century.³ Tilt-up concrete construction consists of two steps. First, slabs of concrete are cast horizontally on a steel-framed tilt-table. Once these slabs have cured, they are lifted and tilted with a crane into place and become wall sections.⁴ Robert Aiken is considered the founder of tilt-up concrete when he developed this method of construction for designing reinforced concrete retaining walls at Camp Logan Rifle Range in Illinois at the turn of the twentieth century. Shortly thereafter he built a church in Zion City, Illinois near his farm in 1906, as well as a village of houses in Union, New Jersey in 1908 using this method of construction.⁵ Although tilt-up concrete construction did not become popular until after World War II when development of the mobile crane made lifting the concrete panels much easier, some early-Modern architects, such as Rudolph M. Schindler, employed this method of construction. Two fine examples designed by Schindler are the Lovell House in Newport Beach, CA built in 1926 and the Schindler House in West Hollywood, CA built in 1921-22.⁶ With the development of the mobile crane and ready-mix concrete, tilt-up concrete

¹ JRP Historical Consulting, LLC, "1800 Jerrold Avenue DPR 523 Form," August 2014.

² MacRae's Blue Book, "Domestic Cheese Co Inc," <http://www.macraesbluebook.com/search/company.cfm?company=583400>, accessed 9/30/15.

³ Concrete Contractor, "Tilt-Up Construction: History and Uses," <http://www.concretecontractor.com/tilt-up-concrete/construction-history/>, accessed 9/30/15.

⁴ Concrete Construction, "A Century of Tilt-Up," <http://www.concreteconstruction.net/concrete-construction/a-century-of-tilt-up.aspx>, accessed 9/30/15.

⁵ Concrete Contractor, "Tilt-Up Construction: History and Uses," <http://www.concretecontractor.com/tilt-up-concrete/construction-history/>, accessed 9/30/15. See also Tilt-Up Concrete Association, "The Construction of Tilt-Up," <http://tilt-up.org/tilt-up-today/wp-content/uploads/2011/11/CTU-Final-web.pdf>, accessed 9/30/15.

⁶ Dell Upton, *Architecture in the United States*, (New York: Oxford University Press, 1998), 169. See also MAK Center, "Schindler House (1921-22)" <http://makcenter.org/sites/schindler-house/>, accessed 9/30/15.

construction gained in popularity during the post-war building boom as an inexpensive and efficient way to erect large commercial and industrial structures. Several buildings, particularly in the industrial Bayview neighborhood, were built during this period using tilt-up concrete construction, including the Binks Manufacturing building located at 950 Newhall Street in 1953.⁷

Evaluation

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

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

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

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

References

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

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

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

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

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

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

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

Primary # _____

HRI # _____

Trinomial _____

Page 8 of 8

*Recorded by Eryn Brennan, ESA

*Date 9/30/15

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

☒ Continuation ☐ Update

MacRae's Blue Book, "Domestic Cheese Co Inc,"

<http://www.macraesbluebook.com/search/company.cfm?company=583400>, accessed 9/30/15.

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

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

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

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

Primary # _____
HRI # _____
Trinomial _____

Page 8 of 8

*Recorded by Eryn Brennan, ESA

*Date 9/30/15

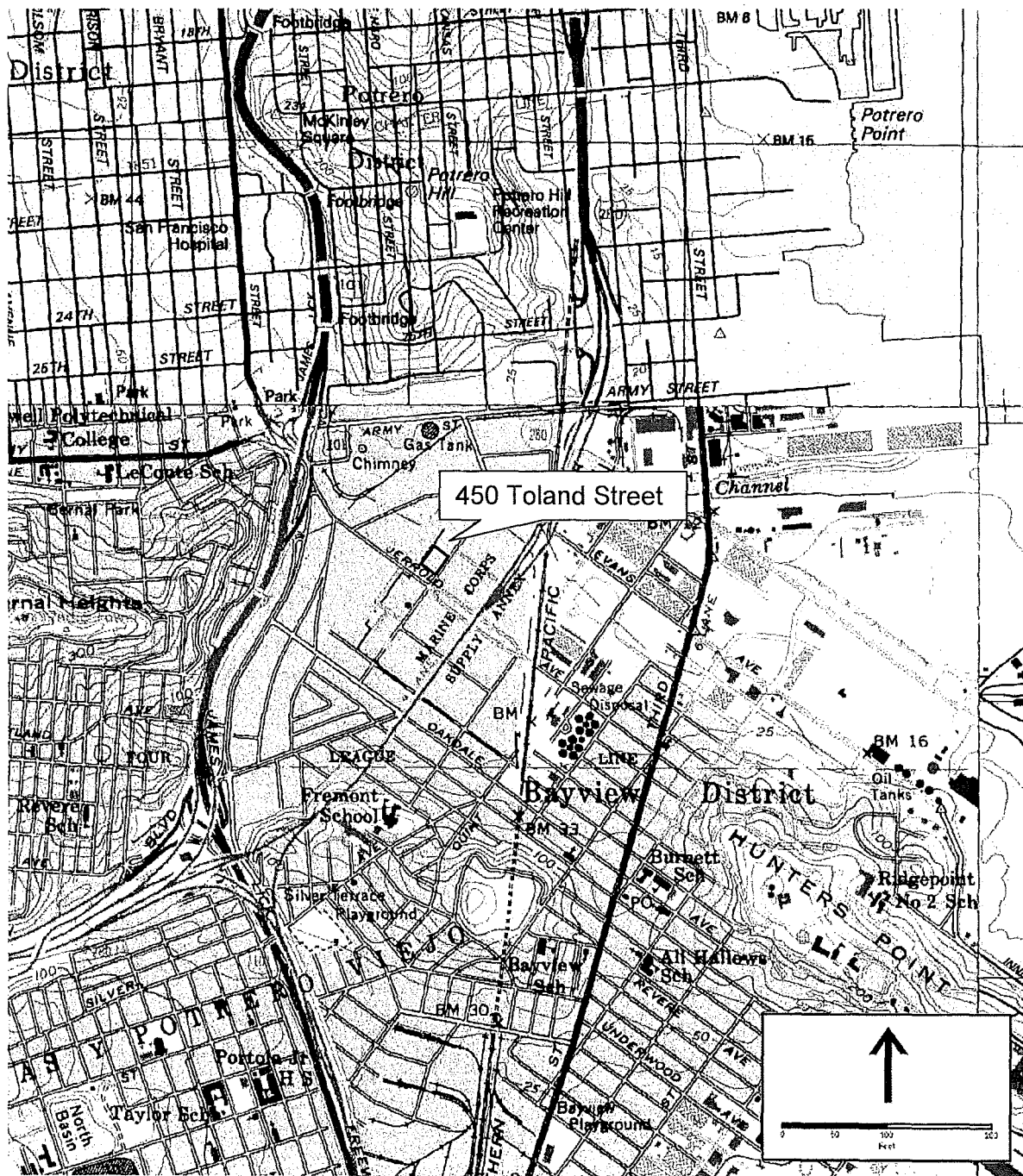
*Resource Name or # (Assigned by recorder) 450 Toland Street

■ Continuation □ Update

*Location Map: USGS San Francisco South 7.5' Quadrangle

* Scale: *1:24,000

Date of Map: 1980



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

Primary # _____

HRI # _____

Trinomial _____

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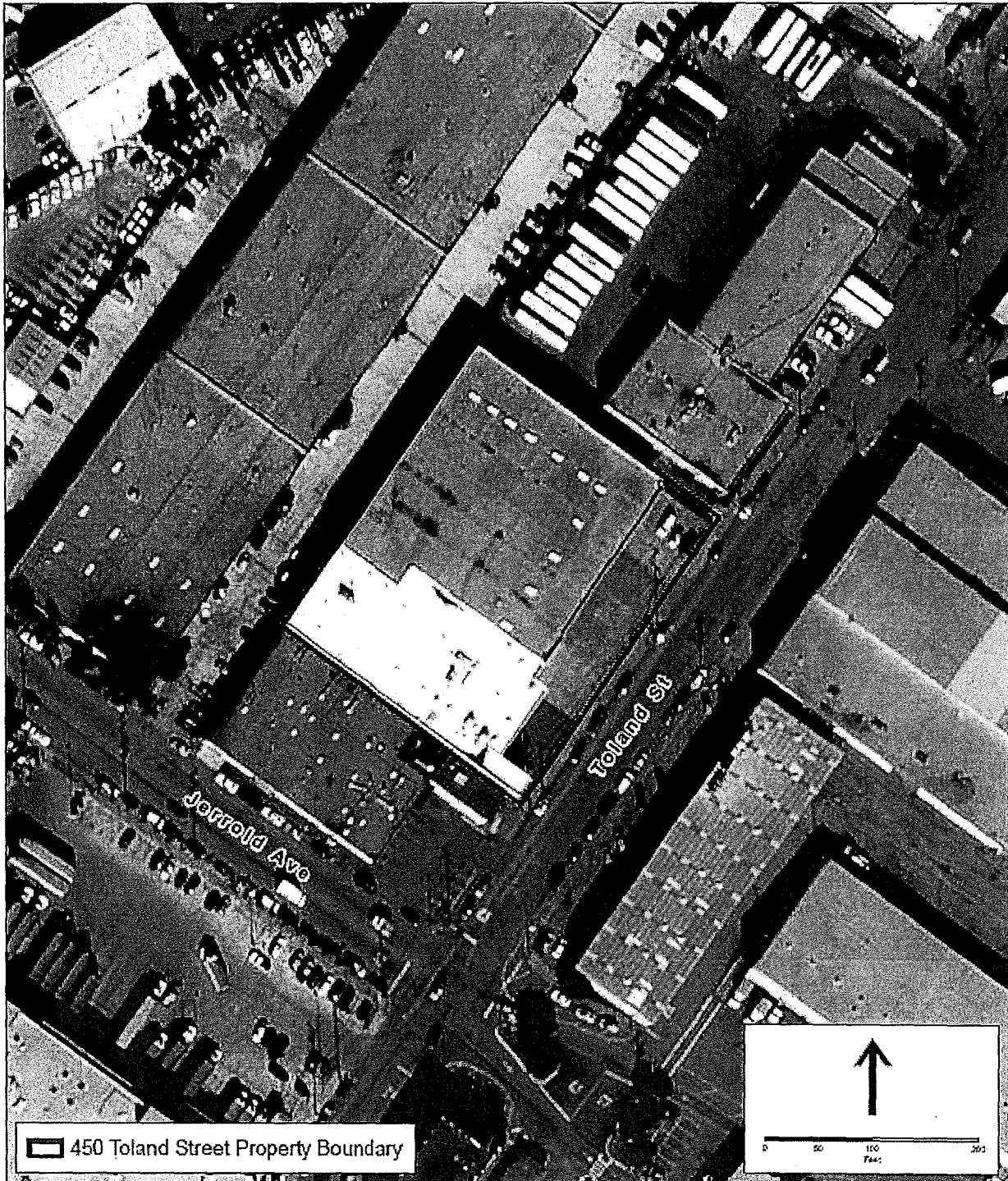
*Recorded by Eryn Brennan, ESA

*Date 9/30/15

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

☒ Continuation ☐ Update

Sketch Map: NAIP, 2014 Imagery



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

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

P1. Other Identifier: N/A

*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

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

c. Address 555 Selby Street City San Francisco Zip 94124

d. UTM: (give more than one for large and/or linear resources) Zone ____; ____ mE/ ____ mN

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

Block 5250/Lot 15

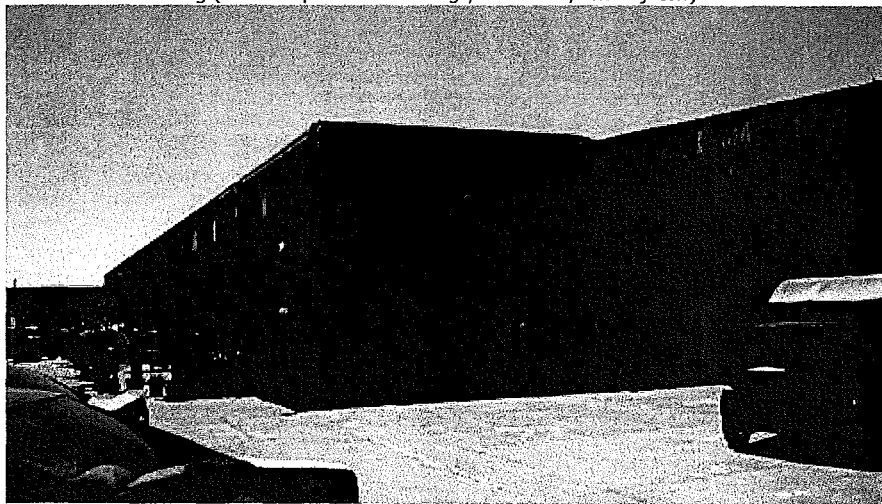
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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

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

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

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



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

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1969 (assessor's data), with alterations in 1969, 1999, and 2002 (permit data)

*P7. Owner and Address:

Selby & Hudson Corporation
555 Selby Street

San Francisco, CA 94124

*P8. Recorded by: (Name, affiliation, address)

Eryn Brennan, ESA

550 Kearny Street, Ste. 800

San Francisco, CA 94102

*P9. Date Recorded: 9/4/15

*P10. Survey Type: (Describe) Intensive

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

SFPUC, Central Shops Replacement Project, Categorical Exemption Request, October 8, 2015.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

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

Page 2 of 7

*NRHP Status Code 6Z

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

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

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

*B8. Related Features: N/A

Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: James Park (Engineer)

b. Builder: Cob Construction

*B10. Significance: Theme Utilitarian-Warehouse Area San Francisco Bay Area

Period of Significance N/A Property Type Industrial Applicable Criteria A-D

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

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

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

*B12. References: See Continuation Sheet

B13. Remarks:

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

*Date of Evaluation: 9/21/15

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

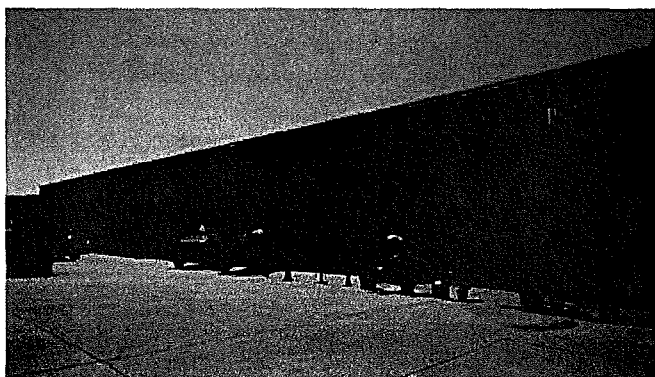
P3a. Description (continued):

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

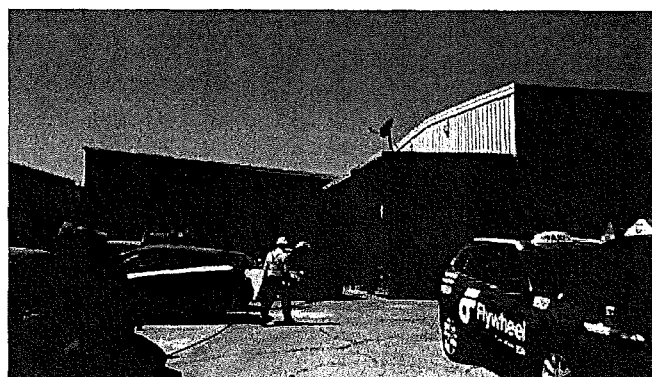
The first floor of the western bay of the north façade has one large, aluminum-frame fixed window on the north end and two sliding sash windows with aluminum frames centered under the gable. Three smaller sliding sash windows are spaced evenly under a gable roof on the second floor. The first floor of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

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

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



View southeast of the north façade.



View south of the one-story storage addition.

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

B10. Significance (continued):

Project Site History

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

Brief History of Pre-Fabricated Metal Warehouses

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

² JRP Historical Consulting, LLC, "1800 Jerrold Avenue DPR 523 Form," August 2014.

³ Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.

⁴ Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005), 4.

⁵ *Ibid.*, 19.

⁶ Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age*, 52-3.

⁷ *Ibid.* See also, "Butler Manufacturing Company," http://www.butlermfg.com/about_us, accessed 10/17/15.

⁸ Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.

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

Evaluation

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

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

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

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

References

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

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

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

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

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

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

⁹ Butler Manufacturing Company, "About Us," http://www.butlermfg.com/about_us, accessed 10/17/15.

¹⁰ Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.

¹¹ Tata Steel, "Materials used in cladding," accessed 9/21/15.

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

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 7

*Recorded by Eryn Brennan, ESA

*Date 9/21/15

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

☒ Continuation ☐ Update

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

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

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

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

Primary #

HRI #

Trinomial

Page 6 of 7

*Recorded by Eryn Brennan, ESA

*Date 9/21/15

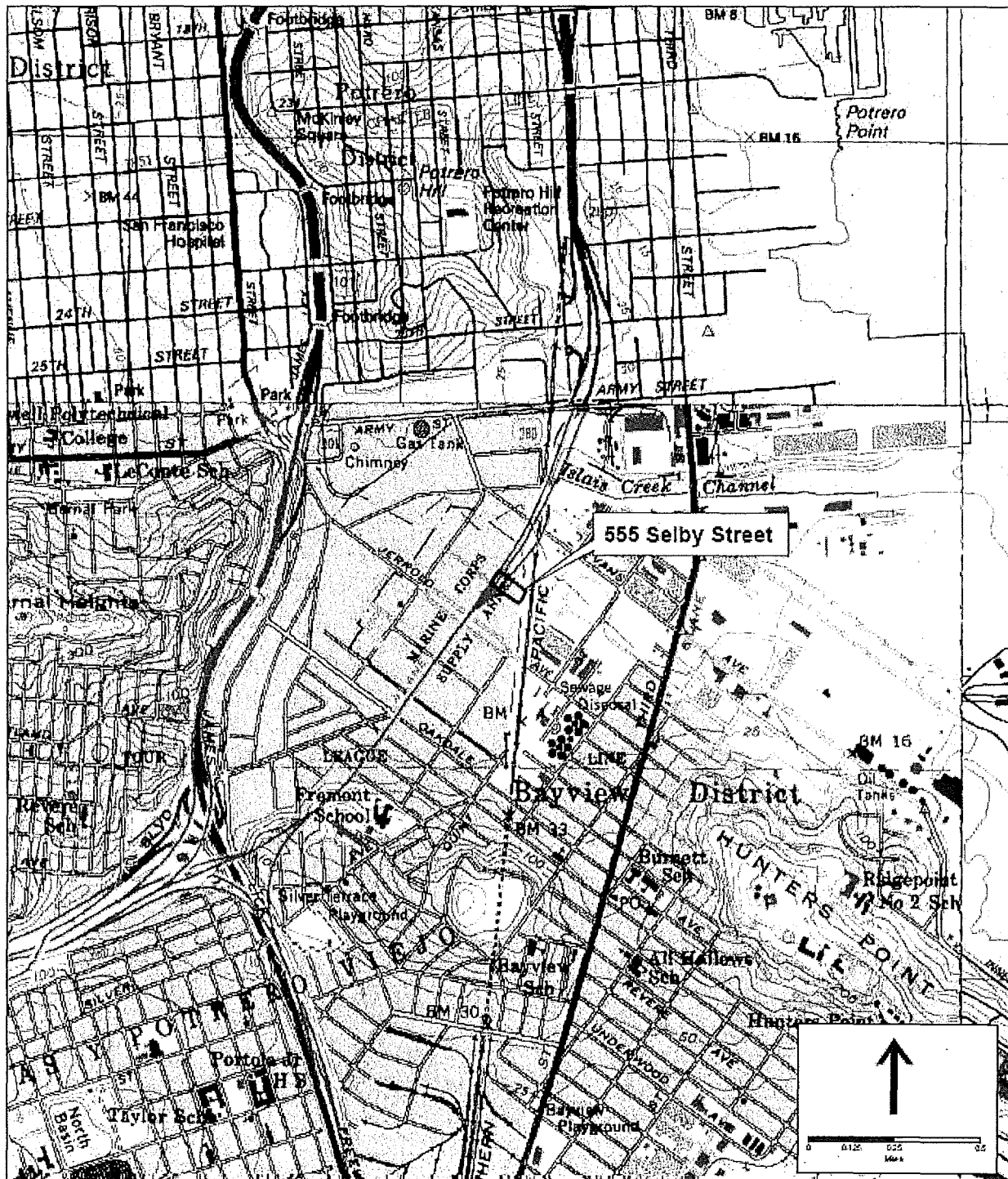
*Resource Name or # (Assigned by recorder) 555 Selby Street

■ Continuation □ Update

*Location Map: USGS San Francisco South 7.5' Quadrangle

* Scale: *1:24,000

Date of Map: 1980



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

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 7

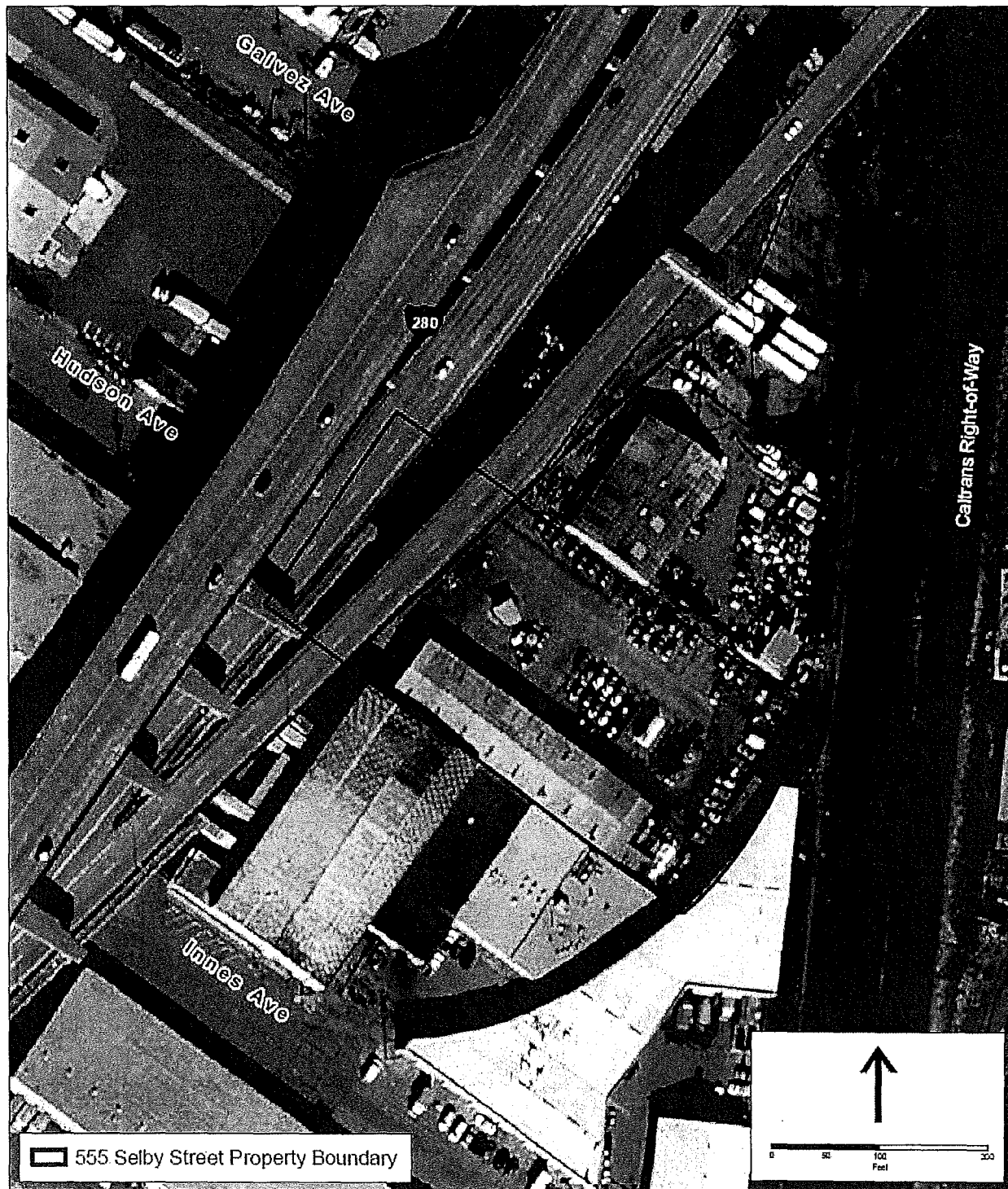
*Recorded by Eryn Brennan, ESA

*Date 9/21/15

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

■ Continuation □ Update

Sketch Map: NAIP, 2014 Imagery



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

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

P1. Other Identifier: N/A

*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

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

c. Address 1975 Galvez Avenue City San Francisco Zip 94124

d. UTM: (give more than one for large and/or linear resources) Zone ____; ____ mE/ ____ mN

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

Block 5250/Lot 16

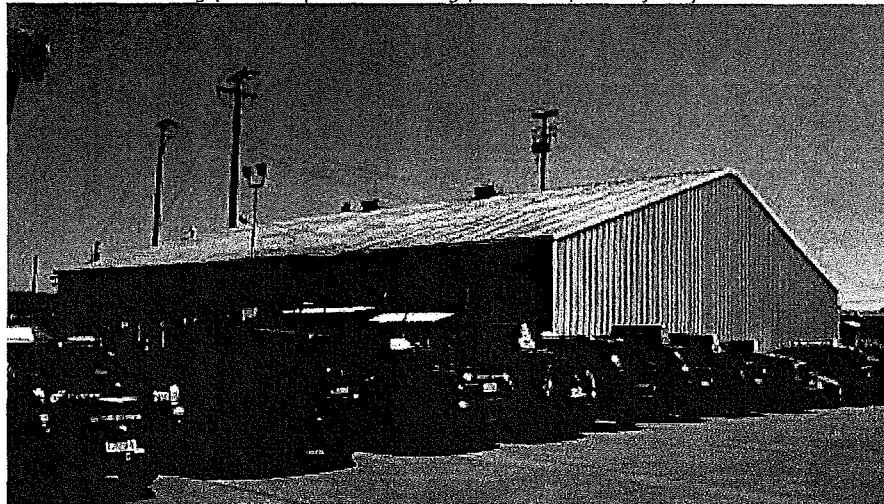
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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

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

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

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



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

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1964 (assessor's data) with alterations in 1972 and 1983 (permit data)

*P7. Owner and Address:

WYL Five Star Service Industrial
P.O. Box 27025

San Francisco, CA 9412

*P8. Recorded by: (Name, affiliation, address)

Eryn Brennan, ESA

550 Kearny Street, Ste. 800

San Francisco, CA 94102

*P9. Date Recorded: 9/4/15

*P10. Survey Type: (Describe) Intensive

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

SFPUC, Central Shops Replacement Project, Categorical Exemption Request, October 8, 2015.

*Attachments: ☐ NONE ☐ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

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

Page 2 of 7

*NRHP Status Code 6Z

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

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

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

*B8. Related Features: N/A

Elevated off-ramp for I-280 to the west and railroad tracks to the east.

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Utilitarian-Warehouse Area San Francisco Bay Area
Period of Significance N/A Property Type Industrial Applicable Criteria A-D

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

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

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

*B12. References: See Continuation Sheet

B13. Remarks:

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

*Date of Evaluation: 9/21/15

(Sketch Map with north arrow required.)

See Continuation Sheet

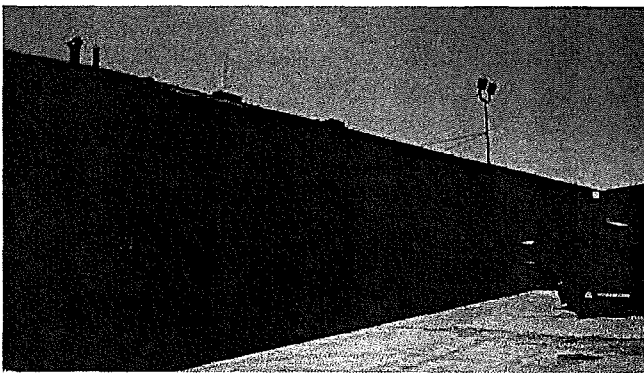
(This space reserved for official comments.)

P3a. Description (continued):

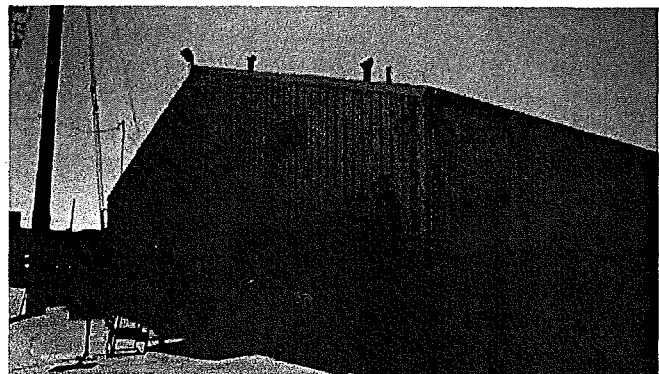
The approximately 100-foot-long by 70-foot-wide, 1- to 2-story warehouse is a metal-frame structure clad in standing seam steel metal roof and wall panels. The steel cladding utilizes a locking system where each sheet is joined together to prevent water from entering through the sidelaps, and the trapezoidal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

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

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



View southeast of the west façade.



View southeast of the north façade.

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

B10. Significance (continued):

Project Site History

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

Brief History of Pre-Fabricated Metal Warehouses

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

² JRP Historical Consulting, LLC, "1800 Jerrold Avenue DPR 523 Form," August 2014.

³ Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," *Facilities Tech Tips, United States Department of Agriculture Forest Service* (February 2008): 6-7.

⁴ Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age* (New York: Princeton Architectural Press, 2005), 4.

⁵ *Ibid.*, 19.

⁶ Julie Decker and Chris Chiel, *Quonset Hut: Metal Living for a Modern Age*, 52-3.

⁷ *Ibid.* See also, "Butler Manufacturing Company," http://www.butlermfg.com/about_us, accessed 10/17/15.

⁸ Bruce S. Kaskel, "The Metal and Glass Curtain Wall," *Cultural Resources Management* 18, no. 8 (1995): 23-24.

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

Evaluation

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

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

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

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

References

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

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

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

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

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

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

⁹ Butler Manufacturing Company, "About Us," http://www.buttermfg.com/about_us, accessed 10/17/15.

¹⁰ Wilson and Snodgrass, "Early 20th-Century Building Materials: Siding and Roofing," 7.

¹¹ Tata Steel, "Materials used in cladding," accessed 9/21/15.

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

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

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

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

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 7

*Recorded by Eryn Brennan, ESA

*Date 9/21/15

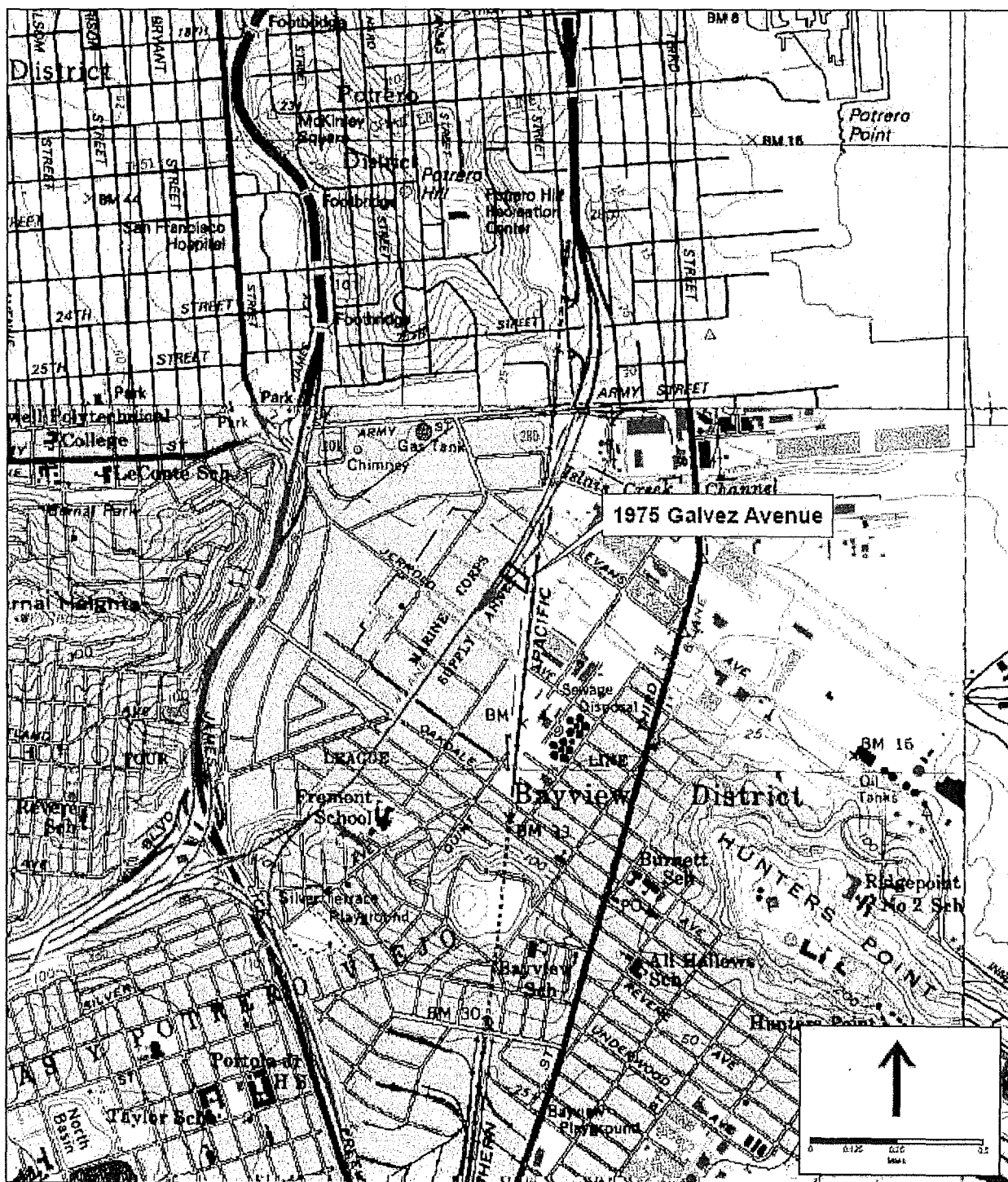
*Resource Name or # (Assigned by recorder) 1975 Galvez Avenue

■ Continuation □ Update

*Location Map: USGS San Francisco South 7.5' Quadrangle

* Scale: *1:24,000

Date of Map: 1980



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

Primary # _____

HRI # _____

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Page 6 of 7

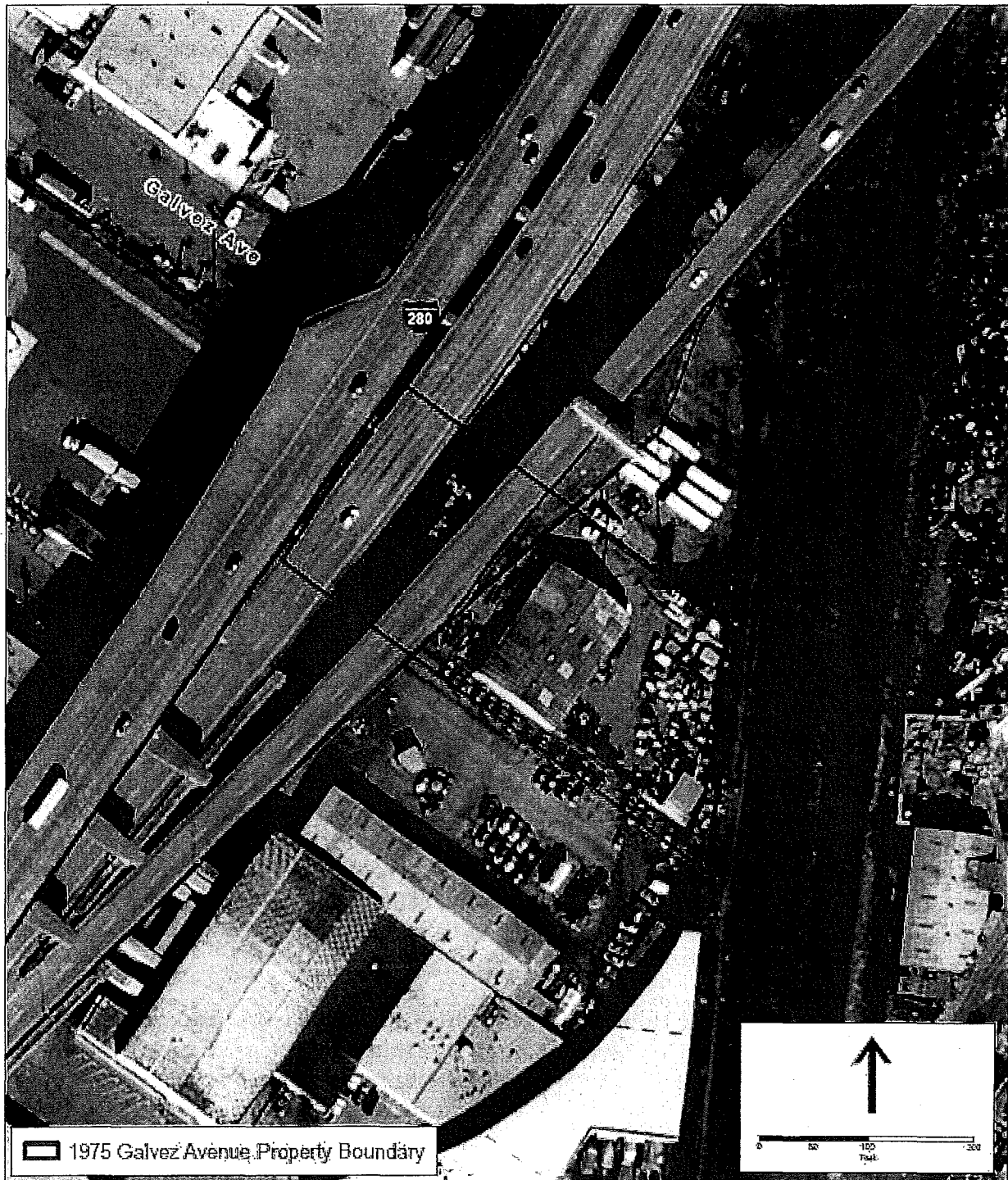
*Recorded by Eryn Brennan, ESA

*Date 9/21/15

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

☒ Continuation ☐ Update

Sketch Map: NAIP, 2014 Imagery





SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

Date: November 5, 2015
Case No. 2015-013598GPR
SFPUC Central Shops Relocation and Land Transfer Project
(1975 Galvez Avenue, 555 Selby Street, 450 Toland Street)

Block/Lot No.: 5250/016
Project Sponsor: Yinlan Zhang
San Francisco Public Utilities Commission
525 Golden Gate Avenue, 6th Floor
San Francisco, CA 94102

Applicant: Same as Above

Staff Contact: Lisa Fisher – (415) 558-6308
lisa.fisher@sfgov.org

Recommendation: Finding the project, on balance, is in conformity with the General Plan, with three main areas for further enhancing the Bayview Hunters Point Area Plan

Recommended By: 
John Kahaim, Director of Planning

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed Project involves the relocation of the City's General Services Administration (GSA)'s Central Fleet Maintenance Shop (Central Shops) from 1800 Jerrold Avenue, to help meet the San Francisco Public Utilities Commission's need for additional space to support its adjacent Southeast Water Pollution Control Plan (SEP). The two entities have agreed to a jurisdictional transfer of the 1800 Jerrold Street to the SFPUC and the relocation of Central Shops to two sites: 1975 Galvez / 555 Selby Street (to be purchased) and a 10-year lease of 450 Toland Street by GSA using SFPUC funds.

The project at 1975 Galvez / 555 Selby Street will include the demolition of existing structures and the development of a new building for GSA's heavy equipment repair. The lease of Toland Street will include improvements to existing structures to use for GSA's lighter equipment repair. Public Works has prepared a preliminary design that prescribes the limits of the proposed Central Shops in terms of maximum dimensions, bulk, height, and usable

space. Once the purchase agreements, construction agreements, and lease have been approved by the Board of Supervisors, a developer engaged by GSA would carry out the design and construction without exceeding the limits.

The submittal is for a General Plan Referral to recommend whether the Project is in conformity with the General Plan, pursuant to Section 4.105 of the Charter, and Section 2A.52 and 2A.53 of the Administrative Code.

ENVIRONMENTAL REVIEW

The project was determined to be categorically exempt under CEQA Guidelines Section 15332 on 10/28/15 (Planning Record No. 2015-004781ENV).

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The Project is the City's proposed jurisdictional transfer, lease, and redevelopment of three total sites to be used as its Central Shops. The Project is consistent with the Eight Priority Policies of Planning Code Section 101.1 from the City's General Plan, as well as other specific policies, all of which are described in the body of this letter. It is also mainly on balance and in conformity with the Bayview Hunters Point Area Plan. Several of its key objectives and policies are highlighted below, some of which are set to be met by the current Project and some of which will require further attention in the next stages of the project development. The entire Area Plan may be accessed on the Planning Department website:

http://www.sf-planning.org/ftp/general_plan/Bayview_Hunters_Point.htm#BHP_LUS_1_5

CITY OF SAN FRANCISCO GENERAL PLAN, COMMERCE AND INDUSTRY ELEMENT

http://www.sf-planning.org/ftp/General_Plan/I2_Commerce_and_Industry.htm#CAI_IND_4_10

POLICY 2.1: Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

The proposed project is retaining its current industrial use and employment numbers as it relocates within the same neighborhood PDR zone, which is called for in the General Plan. The Plan seeks for new development to help achieve better transportation access, parking, room for expansion, security and a pleasant neighborhood environment for employees to work in.

POLICY 4.7: Improve public and private transportation to and from industrial areas.

It is important that industrial job centers are accessible by a wide range of suitable employees via public transportation services. Currently many industrial areas are inadequately served by public transportation

routes and transit times from surrounding residential areas are prohibitive. Improved transit service would reduce pressure for private vehicle ownership and parking problems around the project.

POLICY 4.10: Enhance the working environment within industrial areas.

Public efforts to enhance the environment of industrial areas should also be pursued to influence the attractiveness and appeal of industrial neighborhoods. The promotion of a limited number of small retail areas, restaurants, small parks, and pleasant sidewalks would serve to improve the environment of many dreary industrial areas. The current development at 555 Selby provides an outdoor seating and dining area for employees with potted plants and trees, all of which should be considered along with the new facility.

POLICY 6.1: Encourage emission reduction through energy conservation to improve air quality.

Any form of energy consumption ranging from using electricity to operating an automobile uses energy which, in the process of generation or consumption, usually creates some air pollution. Encouraging conservation of energy facilitates improvements in air quality. The Bayview Hunters Point neighborhood, especially along the I-280 corridor has some of the poorest air quality and highest rates of asthma and other respiratory health impacts in the city. New development should seek ways to help improve local air quality issues. Given this, as well as the building's sizeable flat roof and location alongside the I-280 gateway corridor into San Francisco make it a key opportunity for the inclusion of a living roof. The Planning Department's Living Roof Program <<http://www.sf-planning.org/livingroof>> supports new development in achieving a long list of co benefits, including energy efficiency, stormwater management, air quality improvements, ecological benefits, and usable open space.

BAYVIEW HUNTERS POINT AREA PLAN

INDUSTRIAL LAND USE

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

Policy 8.1: Maintain industrial zones for production, distribution, and repair activities in the Northern Gateway, South Basin, Oakinba, and India Basin Industrial Park subdistricts.

The Project helps maintain PDR and related industrial uses in the Bayview. It relocates and maintains its current range and intensity of light industrial uses, mainly the repair and maintenance of City vehicles, including lighter vehicles (police, fire-related automobiles and pick-up trucks) and heavier service vehicles (dump trucks, fire engines, street cleaning). The new locations are adjacent to and in close proximity to other complementary light industrial uses in a larger PDR zone.

MOBILITY

Policy 4.2: Develop the necessary improvements in public transit to move people efficiently and comfortably between different neighborhoods of Bayview Hunters Point, to and from Candlestick Park Point, and to and from Downtown and other parts of the region.

Policy 4.5: Create a comprehensive system for pedestrian and bicycle circulation.

Policy 11.2: Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City.

The Plan encourages the City to continue to refine and give special attention to the bicycle and pedestrian needs of Bayview Hunters Point. Special attention should be given to pedestrian and bicycle linkages across physical barriers created by elevated highways, rail corridors, and large lots. Given the topography and existing built environment conditions, bicycling is often a convenient alternative to walking. The project should support the development of safe bicycle routes that connect to Project to the existing surrounding bicycle routes on Evans, Oakdale, and Barneveld. There may be an opportunity to extend the City's Bicycle Plan through the area with the use of abandoned rail lines. The Project should also consider enhanced pedestrian connections to proximate MUNI service.

ENERGY CONSERVATION

Policy 17.1: Promote the Bayview as an area for implementing energy conservation and alternative energy supply initiatives.

Policy 17.2: Strengthen linkages between district energy planning efforts and overall community development goals and objectives.

Policy 18.3: Promote effective energy management practices in new and existing commercial and industrial facilities to increase energy efficiency and maintain the economic viability of businesses.

Per the Area Plan, every attempt should be made to integrate energy planning with other community goals and revitalization efforts. Especially within the industrial / PDR sectors, which use substantial amounts of electricity for lighting, air conditioning, industrial operations such as welding and painting. The greatest energy savings can be achieved through improved design, management and maintenance of lighting, heating, ventilation and air conditioning (HVAC) systems. The ideal time to address energy use in existing buildings, for example, is during major rehabilitation. Energy efficiency can help minimize operating costs, reduce GHG emissions to improve air quality, and upgrade existing public facilities by implementing energy saving programs and capital improvements, thereby expanding the power of tax dollars and improving the comfort and aesthetics of facilities. Onsite renewable electricity production is a priority of the City and State, and the Project site location and building design are ideal for hosting

significant rooftop solar (Photo Voltaic, PV) use. Furthermore, conservation and renewable energy technologies can also provide opportunities for addressing job training and employment needs. Community talents, resources and businesses can be brought together in a coordinated effort to both establish new job opportunities and train workers in skills that will help bring about community energy savings.

PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project, demolition and replacement of the Chinese Recreation Center, is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

Eight Priority Policies Findings

The proposed project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

There are no existing neighborhood-serving retail uses within the proposed project area and the project would not affect any existing neighborhood-serving retail uses. The proposed project would be carried out on PDR-zoned land in an industrial area of the Bayview neighborhood, consistent with the character of other surrounding PDR zoned uses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood.

The proposed project would not affect existing housing, as it is located on PDR zoned land surrounded by other PDR zoned land, where Residential use is prohibited. The project is designed in context with its industrial neighborhood, similar to other proximate, large, utilitarian, warehouse structures in the area. The project would be subject to Civic Design Review at the Arts Commission, which will ensure the neighborhood character is conserved and protected.

3. That the City's supply of affordable housing be preserved and enhanced.

The proposed project is located in a PDR-zoned area, which does not permit residential uses. Retaining space for the storage and maintenance of the City's vehicle fleet and the wastewater treatment plant in its current neighborhood helps maintain space for new affordable housing to be constructed in other more appropriate areas.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The proposed project would not generate additional commuter traffic as the project would not expand the use of Central Shops but would simply relocate the use to sites nearby. The project is located on the route of the MUNI bus number 23. The project would implement a traffic control plan during construction to ensure that the MUNI transit service is not affected. After construction there would be adequate off-street parking to serve the Central Shops employees during work hours. Because the project is located in an area of the City zoned for production, distribution and repair where residential uses are not permitted, neighborhood parking is not an issue. As discussed above, the project would also need to ensure safe bicycle and pedestrian access.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for residential employment and ownership in these sectors be enhanced.

The proposed project maintains industrial uses in the current neighborhood, as zoned, and does not include commercial office space. The Central Shops would relocate and maintain current employees in the production, distribution and repair sector, supporting the City's diverse economic base.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The proposed project would be constructed in compliance with the City's building codes and seismic safety requirements. The new Central Shops facility would allow GSA to better serve the City's emergency services vehicles, including fire trucks, ambulances, and police cars, and ensure they are ready for use during an earthquake or other emergency response.

7. That landmarks and historic buildings be preserved.

The proposed project would not affect designated landmarks or architecturally significant buildings. None of the industrial warehouse buildings that would be demolished or renovated are considered eligible for designation as a City landmark building.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The proposed project would not affect any existing parks or open space. It is located in a PDR-zoned area with no parks or open space in its vicinity. As mentioned above, the project would be encouraged to provide outdoor space for its employees and those from the surrounding area.

RECOMMENDATION:

**Finding the Project, on balance, in-conformity
with the General Plan**

AMENDED IN COMMITTEE

1/27/16

FILE NO. 151226

ORDINANCE NO. 8-16

1 [Waiver of Certain Contract Requirements for Project Delivery Agreement for New Central
2 Shops Facilities - Oryx Development I, LLC - \$55,000,000 Project Cost; Interdepartmental
3 Property Transfers]

4 Ordinance approving and authorizing the Director of Property of the General Services
5 Agency's Real Estate Division ("RED") to execute a Project Delivery Agreement with
6 Oryx Development I, LLC, a Nevada limited liability company ("Developer" or "Oryx") for the
7 design and construction of proposed improvements to future City owned real estate at
8 555 Selby Street and 1975 Galvez Avenue (Assessors Block 5250, Lot 15, Assessors
9 Block 5250, Lot 16), and tenant improvements to future City leased property at 450
10 Toland Street (Assessors Block 5230, Lot 18), to create new facilities for the relocation
11 of the City's Central Fleet Maintenance Shop ("Central Shops") from 1800 Jerrold
12 Street (portions of Assessors Blocks 5262 and 5270), with total anticipated project
13 delivery cost of \$55,000,000 from San Francisco Public Utilities Commission ("SFPUC")
14 Wastewater Enterprise funds; exempting the project from certain contracting
15 requirements in Administrative Code Chapter 6 by waiving the requirements of
16 Administrative Code Sections 6.61(b) and 6.61(c)(1) – (4), and approving the selection
17 of Oryx Development I, LLC as Developer, and Developer's selection of FM&E
18 Architecture & Design as a Subcontractor to serve as the Project Architect and Charles
19 Pankow Builders, Ltd. as a Subcontractor to serve as General Contractor, without
20 competitive bidding; authorizing the jurisdictional transfer of 1800 Jerrold Street, from
21 General Services Agency's Office of Contract Administration ("OCA") to the SFPUC
22 Wastewater Enterprise, and the jurisdictional transfer of 555 Selby Street and 1975
23 Galvez Avenue, and the leasehold of 450 Toland Street, from the SFPUC to OCA,
24 subject to the terms and conditions of the Memorandum of Understanding entered into
25 between the RED, OCA and SFPUC; and finding the proposed transactions are in

1 conformance with the City's General Plan, and the eight priority policies of Planning
2 Code, Section 101.1.

3 NOTE: Unchanged Code text and uncodified text are in plain Arial font.
4 Additions to Codes are in *single-underline italics Times New Roman font*.
5 Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
6 Board amendment additions are in double-underlined Arial font.
7 Board amendment deletions are in ~~Arial font~~.
8 Asterisks (* * * *) indicate the omission of unchanged Code
9 subsections or parts of tables.

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

11 Section 1. Findings:

12 A. Under companion legislation on file with the Clerk of the Board of Supervisors in
13 File No. 151215 (the "Companion Resolution"), the Director of Property would be authorized
14 to acquire real property located at 555 Selby Street and 1975 Galvez Avenue (Assessors
15 Block 5250, Lot 15, Assessors Block 5250, Lot 16), and execute a lease for property located
16 at 450 Toland Street (Assessors Block 5230, Lot 18) (collectively, the "Project Site") using
17 SFPUC Wastewater Enterprise ("WWE") funds for WWE purposes. If the Companion
18 Resolution and this Ordinance are adopted and final, jurisdiction over the Project Site would
19 be transferred to OCA to create new facilities for the relocation of the City's Central Shops
20 from 1800 Jerrold Avenue (portions of Assessors Blocks 5262 and 5270), to facilitate the
21 timely jurisdictional transfer of 1800 Jerrold Avenue to the SFPUC Wastewater Enterprise.

22 B. In 1946, the City acquired real property for the construction of the North Point
23 Sludge Treatment Plant near Islais Creek, now commonly known as the Southeast Water
24 Pollution Control Plant ("Southeast Plant"), including purchase of Assessor's Block 5262 in its
25 entirety, and later the City purchased the portion of Assessor's Block 5270 for that same
purpose. Since the 1960's, the City's Central Shops, a facility providing repair services to the
City's non-revenue vehicle fleet, has been located on a portion of Assessor's Block 5262, Lot

1 No. 009, with an address of 1800 Jerrold Avenue. The OCA holds jurisdiction over 1800
2 Jerrold Avenue, where the City's Department of Technology Public Safety Division is also
3 located.

4 C. The City owned property at 1800 Jerrold Avenue is approximately 6 acres in
5 size and located adjacent to the Southeast Plant. The Southeast Plant facilities are in need of
6 substantial maintenance, repair and replacement, and the adopted WWE Capital Plan
7 includes an allocation over the next ten years of \$164,000,000 toward treatment plant
8 improvements, together with various other allocations for repairs and replacements. The
9 SFPUC seeks to secure a large parcel of land in proximity to the Southeast Plant to support
10 capital improvements necessary to maintain essential utility services, and there is a very
11 limited supply of such available land. OCA would consent to a jurisdictional transfer of 1800
12 Jerrold Avenue to the SFPUC, provided that OCA receives compensation sufficient to enable
13 occupancy of functionally equivalent facilities and for necessary incurred relocation expenses.

14 D. The OCA, SFPUC and RED have entered into a Memorandum of
15 Understanding, which is on file with the Clerk of the Board of Supervisors under File No.
16 151226 (the "MOU"), to establish the terms and conditions of such jurisdictional transfers.
17 The City's Director of Property has determined that the current fair market value of 1800
18 Jerrold Avenue is less than the reasonable and necessary expense required to relocate
19 Central Shops to facilities that are functionally equivalent to Central Shops' existing facilities,
20 including property acquisition costs, rent, development, design and construction of
21 replacement improvements.

22 E. City staff have developed a conceptual design for the Project Site that meets the
23 operational needs of Central Shops, and involves the demolition of all existing improvements
24 at 555 Selby Street and 1975 Galvez Avenue, and new construction of an approximately
25 54,000 square foot, 35-foot-high building to be used for maintenance and repair of medium

1 and heavy duty vehicles, such as fire trucks, heavy equipment transporters, dump trucks,
2 and street sweepers, as well as for administrative offices, support functions, and employee
3 amenities; and tenant improvements to 450 Toland Street modifying the existing
4 approximately 45,000 square foot building's interior to provide for three functional programs
5 (Light Duty Vehicle Shop, Body/Paint Shop, and Ladder Shop), associated building systems, and
6 related employee amenities (collectively, the "Proposed Project"). The MOU provides that
7 SFPUC will pay OCA not to exceed \$55,000,000 for the cost of OCA's Proposed Project on the
8 Project Site, inclusive of contingencies and Developer fee.

9 F. On October 28, 2015, the Planning Department's CEQA Coordinator Timothy
10 Johnston issued a notice that this project is categorically exempt under California
11 Environmental Quality Act (CEQA) Guidelines Section 15332 (Infill Development, Class 32).
12 The Planning Department, through General Plan Referral letter dated November 5, 2015,
13 which is on file with the Clerk of the Board of Supervisors under File No. 151226, has verified
14 that the City's acquisition of 1975 Galvez Avenue and 555 Selby Street, and lease of 450
15 Toland Street, together with the jurisdictional assignments and transfers noted herein, are all
16 consistent with the General Plan and the Eight Priority Policies under the Planning Code
17 Section 101.1.

18 G. Due to time constraints brought on by the challenges of finding suitable relocation
19 sites for Central Shops in the current extraordinarily competitive real estate market for industrial
20 land, and the SFPUC's pressing need for land to accommodate its WWE capital improvement
21 program by the summer of 2017, the Director of Property informally approached entities
22 capable of executing the Proposed Project and identified one team reasonably available and
23 deemed capable of carrying out the Proposed Project within the time frame required and
24 within the budget developed. The City ~~and~~ Oryx, LLC, the Developer, subsequently
25 entered into negotiations for a Project Delivery Agreement (the "PDA") for Oryx to complete

1 the development, design and construction of the Proposed Project, subject to obtaining
2 authorization to waive the competitive selection requirements in Administrative Code Chapter
3 6, Sections 6.61(b) and 6.61(c) (1) – (4).

4 H. Under the proposed PDA, Oryx shall enter into, manage, monitor, and oversee
5 all contracts required to complete the Proposed Project for the City (the “Developer
6 Services”). The Developer has selected, subject to City approval, FM&E Architecture and
7 Design (the “Architect”) as the architect and Charles Pankow Builders, Ltd, (the “General
8 Contractor”), as the general contractor for the Proposed Project. The Developer shall
9 negotiate, with assistance from the Director of Property consulting with the Director of Public
10 Works, contracts with the Architect and the General Contractor for the design and
11 construction of the Proposed Project. Such contracts, and all other contracts required for the
12 completion of the Proposed Project (the “Project Contracts”), will be entered into by Developer
13 as set forth in the proposed PDA.

14 I. The OCA, RED and SFPUC have determined that the design-build project
15 delivery method is necessary and appropriate to achieve anticipated time efficiencies and that
16 the use of the design-build project delivery method is in the public’s best interest. The
17 proposed PDA is a design-build agreement with two phases. During the first phase, for a
18 negotiated price of not more than teneight million threefour hundred thirty thousand dollars
19 (\$810,300430,000), the Developer and its approved subcontractors will completed design of
20 the proposed improvements, permitting and initial construction work to prepare the Project
21 Site and install piles. The proposed PDA would obligate the Developer to design the project
22 based on RED and OCA’s budget of fifty five million dollars (\$55,000,000), and in recognition
23 of the City’s desire to obtain beneficial occupancy by June 29, 2017. When its Architect
24 completes 100% construction drawing to the City’s satisfaction, the Developer will provide the
25 City with a proposed Guaranteed Maximum Price and schedule establishing the duration for

1 completion of the construction work. If the Guaranteed Maximum Price does not exceed \$55
2 million, and the schedule is acceptable, the City may authorize the second phase of the
3 contract, and issue a Notice to Proceed to the Developer for the construction, subject to
4 approval by the Mayor and Board of Supervisors, in their sole and separate discretion. If the
5 Guaranteed Maximum Price of the Proposed Project exceeds the \$55 million in SFPUC funds
6 as provided in the MOU, then OCA and RED will work with the Developer to amend the scope
7 of the Proposed Project to bring it within budget, or seek the Mayor and Board's approval of
8 supplemental authorization.

9 J. Entering into the PDA with Oryx is appropriate and in the City's best interests. If
10 the Proposed Project is developed, the City would functionally replace existing Central Shops
11 at 1800 Jerrold Avenue with a state of the art facility in close proximity to the existing
12 operation. The development would involve significant participation of local trades and
13 businesses to bolster the local economy. ~~Based upon the information provided by the Office~~
14 ~~of Public Finance and the Real Estate Director~~ The Proposed Project is required in order to
15 meet the needs of the SFPUC Wastewater Enterprise capital program, as determined by the
16 SFPUC in Commission Resolution No. 15-0241, and SFPUC is funding the Proposed Project
17 under the terms of the MOU, therefore, the Board finds that the Proposed Project is exempt
18 from the provisions of financially feasible consistent with Administrative Code Chapter 29,
19 pursuant to Section 29.1(c)(4) of Chapter 29.

20 K. The SFPUC unanimously approved Resolution No. 15-0241 on November 10,
21 2015, authorizing the SFPUC General Manager to execute the MOU, subject to approval by
22 the Board of Supervisors and the Mayor of the jurisdictional transfer of 1800 Jerrold Avenue to
23 the SFPUC consistent with the terms of the MOU, and setting forth the total amount of costs
24 to be incurred and paid by SFPUC of seventy three million, seven hundred thousand dollars
25 (\$73,700,000), which is the not to exceed sum agreed upon in the MOU to acquire and lease

1 the Project Site and complete necessary improvements and relocate Central Shops to
2 functionally equivalent facilities. On December 8, 2015, the SFPUC will consider a revised
3 resolution, consistent with this Ordinance, and if approved, that SFPUC resolution will be on
4 file with the Clerk of the Board of Supervisors under File No. 151226. If both the proposed
5 Companion Resolution and the Proposed Ordinance become effective, the Project Site
6 acquired by the SFPUC will be placed under the jurisdiction of OCA, subject to the condition
7 that if Central Shops fails to occupy, vacates, or ceases to use the acquired property for
8 Central Shop functions (the "Triggering Event"), OCA will owe payment to SFPUC within thirty
9 (30) days after the Triggering Event in an amount equal to the unamortized value of the
10 acquisition and improvement cost of 555 Selby Street and 1975 Galvez Avenue. The
11 amortization schedule shall be straight-line depreciation of land and improvements over thirty
12 (30) years, commencing on the date of receipt of a Temporary Certificate of Occupancy
13 ("TCO"), with a first year value of \$50,000,000. For example purposes only, should the TCO
14 date be June 1, 2017, and the Triggering Event date be June 1, 2037, the payment amount
15 due SFPUC shall be \$16,666,666 (20 years of 30 years total = 0.33 remaining life,
16 $\$50,000,000 \times 0.33 = \$16,666,666$).

17 L. The Director of Property, SFPUC General Manager, and Director of Purchasing
18 all recommended to the Mayor that the SFPUC can more advantageously use 1800 Jerrold
19 Avenue and that jurisdiction to 1800 Jerrold Avenue be transferred to SFPUC, and that
20 jurisdiction to the Project Site be assigned to OCA, in accordance with the terms and
21 conditions of the MOU.

22 Section 2. Waiver of Administrative Code Chapter 6, Section 6.61 (b) and 6.61(c) (1) –
23 (4). The Board of Supervisors recognizes that this Proposed Project is slated to occur at one
24 of the most robust construction periods in the history of San Francisco, and as such, there are
25 limited availabilities of design and construction teams led by a developer entity willing and

1 able to perform the Proposed Project within the budget and timeline provided by the City.
2 Accordingly, the design and construction of the Proposed Project by Developer shall not be
3 subject to the requirements of Administrative Code Chapter 6, Sections 6.61(b) and 6.61(c)(1)
4 – (4), which would otherwise require a competitive selection process for the proposed design-
5 build PDA. The Board of Supervisors approves the selection of the Developer, the Architect,
6 and the General Contractor as set forth in the PDA, without competitive bidding, and
7 authorizes OCA and RED to enter into the proposed PDA, subject to the Mayor's approval.
8 Competitive bidding for subcontracting opportunities shall be as set forth in the subcontract
9 between Developer and the General Contractor, as approved by the City in accordance with
10 the terms of the proposed PDA, and that subcontract will comply with the procedures and
11 requirements regarding procurement of trade work (subcontractors) consistent with
12 Administrative Code Chapter 6, Section 6.61(c)(5). The proposed PDA shall also require
13 compliance with Administrative Code Chapter 6, Sections 6.61, subsections (d) (e) (f) and (g),
14 among other provisions, which incorporate by reference City requirements governing contract
15 terms and working conditions in Administrative Code Chapter 6, Section 6.22, including but
16 not limited to provisions for Insurance, Prevailing Wage, Local Hiring, Liquidated Damages,
17 Bonds, City Right to Terminate for Convenience, Employment of Apprentices, Contractor
18 Prompt Payment to Subcontractors, and Administrative Code Chapters 12 and 14.

19 Section 3. Jurisdictional Transfers between SFPUC and OCA. The Planning
20 Department, through General Plan Referral letter dated November 5, 2015 ("Planning Letter"),
21 which is on file with the Clerk of the Board of Supervisors under File No. 151226, has verified
22 that the City's acquisition of 1975 Galvez Avenue and 555 Selby Street, and lease of 450
23 Toland Street, together with the jurisdictional assignments and transfers noted herein, are all
24 consistent with the General Plan and the Eight Priority Policies under the Planning Code
25 Section 101.1. The Board finds that the Proposed Project, and jurisdictional transfers of 1800

1 Jerrold Avenue from OCA to SFPUC and the Project Site from SFPUC to OCA, subject to the
2 terms and conditions of the MOU, is consistent with the City's General Plan and Eight Priority
3 Policies of Planning Code Section 101.1 and incorporates the Planning Letter by this
4 reference as though fully set forth in this Ordinance. Based on the recommendation of the
5 Directors of Property and Purchasing, the SFPUC General Manager, and the Mayor, the
6 jurisdiction of 1800 Jerrold Avenue shall be transferred to the SFPUC, and the jurisdiction of
7 the Project Site shall be transferred to OCA, subject to the terms and conditions of the MOU.

8 Section 4. Additions, Amendments, and Modifications. The Board of Supervisors
9 authorizes the Director of Property to enter into any additions, amendments, or other
10 modifications to the PDA, and any other documents or instruments in connection with same,
11 that the Director of Property and the City Administrator determine, following consultation with
12 the City Attorney, are in the City's best interests, do not materially decrease the City's benefits
13 or materially increase the City's obligations or liabilities, and are appropriate and advisable to
14 complete the proposed transaction, such determination to be conclusively evidenced by the
15 execution and delivery by the Director of Property and the City Administrator of any such
16 additions, amendments, or other modifications.

17 Section 5. Effective and Operative Dates. This ordinance shall become effective 30
18 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor
19 returns the ordinance unsigned or does not sign the ordinance within 10 days of receiving it,
20 or the Board of Supervisors overrides the Mayor's veto of the ordinance. This ordinance shall

21 ///

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1 become operative upon its effective date or upon adoption of the Companion Resolution,
2 whichever is later.

3
4 APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

5 By: 
6 Noreen Ambrose
7 Deputy City Attorney

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City and County of San Francisco

Tails Ordinance

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 151226

Date Passed: February 09, 2016

Ordinance approving and authorizing the Director of Property of the General Services Agency's Real Estate Division ("RED") to execute a Project Delivery Agreement with Oryx Development I, LLC, a Nevada limited liability company ("Developer" or "Oryx"), for the design and construction of proposed improvements to future City owned real estate at 555 Selby Street and 1975 Galvez Avenue (Assessor's Block No. 5250, Lot No. 15, Assessor's Block No. 5250, Lot No. 16); and tenant improvements to future City leased property at 450 Toland Street (Assessor's Block No. 5230, Lot No. 18), to create new facilities for the relocation of the City's Central Fleet Maintenance Shop ("Central Shops") from 1800 Jerrold Street (portions of Assessor's Block Nos. 5262 and 5270), with total anticipated project delivery cost of \$55,000,000 from San Francisco Public Utilities Commission ("SFPUC") Wastewater Enterprise funds; exempting the project from certain contracting requirements in Administrative Code, Chapter 6, by waiving the requirements of Administrative Code, Sections 6.61(b) and 6.61(c)(1) - (4), and approving the selection of Oryx Development I, LLC as Developer, and Developer's selection of FM&E Architecture & Design as a Subcontractor to serve as the Project Architect, and Charles Pankow Builders, Ltd. as a Subcontractor to serve as General Contractor, without competitive bidding; authorizing the jurisdictional transfer of 1800 Jerrold Street, from General Services Agency's Office of Contract Administration ("OCA") to the SFPUC Wastewater Enterprise, and the jurisdictional transfer of 555 Selby Street and 1975 Galvez Avenue, and the leasehold of 450 Toland Street, from the SFPUC to OCA, subject to the terms and conditions of the Memorandum of Understanding entered into between the RED, OCA and SFPUC; and finding the proposed transactions are in conformance with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

January 27, 2016 Budget and Finance Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING NEW TITLE

January 27, 2016 Budget and Finance Committee - RECOMMENDED AS AMENDED

February 02, 2016 Board of Supervisors - PASSED ON FIRST READING

Ayes: 8 - Breed, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee

Noes: 3 - Avalos, Campos and Peskin

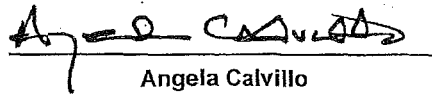
February 09, 2016 Board of Supervisors - FINALLY PASSED

Ayes: 8 - Breed, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee

Noes: 3 - Avalos, Campos and Peskin

File No. 151226

I hereby certify that the foregoing
Ordinance was FINALLY PASSED on
2/9/2016 by the Board of Supervisors of the
City and County of San Francisco.



Angela Calvillo
Clerk of the Board


Mayor

2/10/16
Date Approved

AMENDED IN COMMITTEE
12/9/15

FILE NO. 151215

RESOLUTION NO. 525-15

1 [Real Property Lease - 450 Toland Street - Four Fifty Toland, LLC - \$735,600 per Year -
2 Purchase and Sale Agreements - 555 Selby Street, and 1975 Galvez Avenue - Selby and
Hudson Corporation, W.Y.L. Five Star Service Industries - \$6,300,000 and \$5,000,000]

3
4 **Resolution authorizing the execution and acceptance of a Lease by and**
5 **between the City and County of San Francisco and Four Fifty Toland, LLC, a**
6 **California Limited Liability Company, for the real property located at 450 Toland**
7 **Street with an initial lease amount of \$735,600 per year; the execution and**
8 **acceptance of a Purchase and Sale Agreement by and between City and Selby**
9 **and Hudson Corporation, a California corporation, for the real property located**
10 **at 555 Selby Street for \$6,300,000; the execution and acceptance of a Purchase**
11 **and Sale Agreement by and between the City and W.Y.L. Five Star Service**
12 **Industries, Inc., a California corporation, for the real property located at 1975**
13 **Galvez Avenue for \$5,000,000; and finding the proposed transactions are in**
14 **conformance with the City's General Plan, and the eight priority policies of**
15 **Planning Code, Section 101.1.**

16
17 WHEREAS, The SFPUC now seeks to secure land necessary to support its
18 current and future obligation to provide essential utility services, and there is a very
19 limited supply of such available land in the vicinity of its existing facilities; and

20 WHEREAS, The Real Estate Division has identified, through both leasing and
21 purchase, of three separate properties, consisting of the purchases of 555 Selby
22 Street and 1975 Galvez Avenue ("Acquisition Sites") and a long-term lease of 450
23 Toland Street ("Leased Site"); and

24 WHEREAS, On October 28, 2015, The Planning Department's CEQA
25 Coordinator Timothy Johnston issued a notice that this project is categorically exempt

1 under California Environmental Quality Act (CEQA) Guidelines Section 15332 (Infill
2 Development, Class 32); and

3 WHEREAS, The Planning Department, through General Plan Referral letter
4 dated November 5, 2015, ("Planning Letter"), which is on file with the Clerk of the
5 Board of Supervisors under File No. 151215, has verified that the City's acquisition of
6 1975 Galvez Avenue and 555 Selby Street, and lease of 450 Toland Street are all
7 consistent with the General Plan, and the eight priority policies under Planning Code,
8 Section 101.1; and

9 WHEREAS, The Director of Property, in consultation with the SFPUC,
10 negotiated a proposed Purchase and Sale Agreement for 555 Selby Street
11 (Assessor's Block No. 5250, Lot No. 015), which is on file with the Clerk of the Board
12 of Supervisors under File No. 151215 ("Selby Agreement"), with a purchase price of
13 \$6,300,000; and

14 WHEREAS, The Director of Property, in consultation with the SFPUC,
15 negotiated a proposed Purchase and Sale Agreement for 1975 Galvez Avenue
16 (Assessor's Block No. 5250, Lot No. 016), which is on file with the Clerk of the Board
17 of Supervisors under File No. 151215 ("Galvez Agreement"), with a purchase price of
18 \$5,000,000; and

19 WHEREAS, The Director of Property, pursuant to review of an independent
20 third party appraisal of 555 Selby Street, considering adjustments for time of sale,
21 determined that the proposed purchase prices in the Selby Agreement and Galvez
22 Agreement are reasonable and represent fair market value for the respective
23 properties to be acquired; and

24 WHEREAS, The Director of Property, in consultation with the SFPUC,
25 negotiated a proposed ten-year Lease Agreement for 450 Toland Street (Assessor's

1 Block No. 5230, Lot No. 018), which is on file with the Clerk of the Board of
2 Supervisors under File No. 1215 ("Toland Agreement"), with an initial year base lease
3 rate of \$735,600 per year, increasing 3% per year with two (2) additional five-year
4 renewal option terms; and

5 WHEREAS, The Director of Property, pursuant to review of available leasing
6 data in the Bayview submarket, determined that the proposed lease rate and terms in
7 the Toland Agreement are reasonable and represent fair market rental value for the
8 property to be leased; now, therefore, be it

9 RESOLVED, That the Board of Supervisors hereby finds that the acquisition of
10 555 Selby Street and 1975 Galvez Avenue, and lease of 450 Toland Street is
11 consistent with the City's General Plan and Eight Priority Policies of Planning Code
12 Section 101.1 and hereby incorporates such findings by reference as though fully set
13 forth in this Resolution; and, be it

14 FURTHER RESOLVED, That in accordance with the recommendation of the
15 Directors of Property, and the SFPUC General Manager, the jurisdiction of the
16 Acquisition Sites be assigned upon close of escrow to the SFPUC; and, be it

17 FURTHER RESOLVED, That the execution, delivery and performance of the
18 Lease is hereby approved and the Director of Property (or his designee) and the
19 Controller (or his designee) are hereby authorized to execute the Lease, in
20 substantially the form of Lease referenced herein, on behalf of the City and any such
21 other documents that are necessary or advisable to complete the transaction
22 contemplated by the Lease and effectuate the purpose and intent of this Resolution;
23 and, be it

24 FURTHER RESOLVED, That the execution, delivery and performance of the
25 Selby Agreement and Galvez Agreement is hereby approved and the Director of

1 Property (or his designee) and the Controller (or his designee) are hereby authorized
2 to execute the appropriate Purchase and Sale Agreements, in substantially the form
3 of Agreement referenced herein, on behalf of the City and any such other documents
4 that are necessary or advisable to complete the transaction contemplated by the
5 Agreement and effectuate the purpose and intent of this Resolution; and, be it

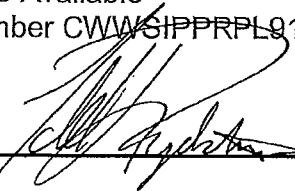
6 FURTHER RESOLVED, That the Board of Supervisors authorizes the Director
7 of Property (or his designee), in consultation with the City Attorney, and with the
8 approval of the Controller, to enter into any additions, amendments or other
9 modifications to the Lease and Purchase Agreements and any other documents or
10 instruments necessary in connection therewith, that the Director of Property
11 determines are in the best interests of the City, do not materially decrease the
12 benefits to the City with respect to the Property, do not materially increase the
13 obligations or liabilities of the City, and are necessary or advisable to complete the
14 transaction contemplated in the Lease and Purchase Agreements and that effectuate
15 the purpose and intent of this Resolution, such determination to be conclusively
16 evidenced by the execution and delivery by the Director of Property (or his designee)
17 of any such additions, amendments, or other modifications; and, be it

18 FURTHER RESOLVED, That the Board of Supervisors authorizes and directs
19 the Clerk of the Board of Supervisors, the Director of Property, the Controller, and the
20 SFPUC General Manager, and any other officer of the City involved in the
21 jurisdictional transfer to take all action necessary or appropriate to effectuate the
22 purpose of this Resolution; and, be it


23 FURTHER RESOLVED, That all actions authorized and directed by this
24 Resolution and heretofore taken are hereby ratified, approved and confirmed by this
25 Board of Supervisors; and, be it


1 FURTHER RESOLVED, That the Director of Property shall provide the Clerk
2 of the Board of Supervisors a fully executed copy of the Lease and two Purchase and
3 Sale Agreements within thirty (30) days of signature of same.
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6 \$11,698,150 Available
7 Project Number CWW/SIP/PRPL91

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9 
10 Controller
11 Availability of funds for future fiscal years
12 subject to the enactment of the annual
13 appropriation ordinance.

14 RECOMMENDED:

15 
16 Director of Property

17 
18 General Manager
19 San Francisco Public Utilities Commission
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25



City and County of San Francisco

Tails

Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 151215

Date Passed: December 15, 2015

Resolution authorizing the execution and acceptance of a Lease by and between the City and County of San Francisco and Four Fifty Toland, LLC, a California Limited Liability Company, for the real property located at 450 Toland Street with an initial lease amount of \$735,600 per year; the execution and acceptance of a Purchase and Sale Agreement by and between City and Selby and Hudson Corporation, a California corporation, for the real property located at 555 Selby Street for \$6,300,000; the execution and acceptance of a Purchase and Sale Agreement by and between the City and W.Y.L. Five Star Service Industries, Inc., a California corporation, for the real property located at 1975 Galvez Avenue for \$5,000,000; and finding the proposed transactions are in conformance with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

December 09, 2015 Budget and Finance Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE


December 09, 2015 Budget and Finance Committee - RECOMMENDED AS AMENDED

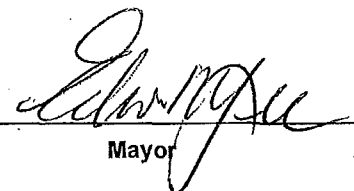
December 15, 2015 Board of Supervisors - ADOPTED

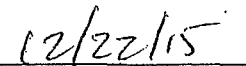
Ayes: 11 - Avalos, Breed, Campos, Cohen, Farrell, Kim, Mar, Peskin, Tang, Wiener and Yee

File No. 151215

I hereby certify that the foregoing
Resolution was ADOPTED on 12/15/2015
by the Board of Supervisors of the City and
County of San Francisco.


Angela Calvillo
Clerk of the Board


Mayor


Date Approved



Edwin M. Lee, Mayor
Naomi M. Kelly, City Administrator

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2017 FEB 27 AM 11:26
BY *[Signature]*



John Updike
Director of Real Estate

February 24th 2017

Through Naomi Kelly,
City Administrator

Honorable Board of Supervisors
City & County of San Francisco
1 Dr. Carlton B. Goodlett Place
City Hall, Room 224
San Francisco, CA 94102

Subject: PG&E Easement 1975 Galvez Street Assessors Block No. 5250 Lot No. 016

Dear Board Members:

Attached for your consideration is a Resolution approving and authorizing the Director of Property to execute an easement agreement with Pacific Gas and Electric Company, a California corporation LLC., for the proposed easement of approximately 3,660 square feet of land running east to west along the northern border of 1975 Galvez Street, 10' in width for approximately 290', increasing to a width of 15' for approximately 31', to include PG&E equipment on the northeastern area of the property. This is a relocation of existing poles and equipment, currently located within a former street area that was vacated by the City and sold to a private party in 1969. The existing location interferes with the City's proposed development of the site for the Central Shops Relocation Project. The nominal fee of only \$1.00 reflects the fact that this is an exchange of property rights and relocation of poles and supporting equipment.

If approved, Real Estate will work with the Department of Public Works and Public Utilities Commission, to execute the terms and conditions of this Easement Agreement.

Background

The City, through its Real Estate Division and as authorized by Resolution No. 525-15, purchased the property located at 1975 Galvez (Assessors Block 5250, Lot 016) for \$5,000,000 with the jurisdiction assigned to the San Francisco Public Utilities Commission in March of 2016. The Office of Contract Administration, Real Estate Division and SFPUC entered into a memorandum of understanding for the purpose of constructing and improving the Galvez Property as part of the relocation of the City's Central Shops which is currently located at 1800 Jerrold Street and has been conditionally transferred by Ordinance No. 8-16 from OCA to SFPUC's Wasterwater enterprise, upon completion of the relocation project. The project involves the demolition of all existing improvements and the new construction of an approximately 54,000 square foot building.

Pacific Gas and Electric Existing Facilities

Pacific Gas and Electric Company maintains electrical facilities and appurtenances, located on a former street that was vacated and sold to a private party in 1969. The location of these facilities interfere with the construction and operation of the proposed Project. The City has requested that PG&E relocate the existing facilities from their current location to one which will not interfere with the Project.

New Easement

To accommodate the City's request to relocate the existing facilities to a new location, City staff have negotiated an easement agreement with PG&E that would require PG&E to remove the existing equipment and provide an easement over a portion of the Galvez Property as previously noted. The entire easement will be approximately 3,660 square feet. The Director of Property has reviewed the existing facilities as well as the easement area and determined that the granting of this easement may be considered an exchange of like kind, of equal value. It was further determined by the Director of Property that offering the easement by competitive bidding process or auction would be impractical because the easement only serves one particular entity's distribution system and is not capable of independent development.

Planning Compliance GPR and CEQA

In November of 2015, the City Planning Department issued their recommendation, finding the Project, on balance with the General Plan and the eight priority policies of Planning Code Section 101.1, in case No. 2015-013598 GPR, SFPUC Central Shops Relocation and land Transfer Project (1975 Galvez Avenue, 555 Selby Street, 450 Toland). Further, the Planning Departments CEQA coordinator Timothy Johnston issued a notice that this project was categorically exempt under the California Environmental Quality Act, Guidelines Section 15332 (infill Development, Class 32).

Approval of this Lease

Upon approval of the Easement Agreement, PG&E shall remove the existing facilities and construct new facilities, including poles, vaults, and related equipment to support the Project, development and improvements of the Central Shops.

The Department of Public Works, The San Francisco Public Utilities Commission and the Real Estate Division recommend approval of this Resolution.

If you have questions regarding this project, please do not hesitate to contact me at 415-554-9850.

Respectfully,



John Updike
Director of Property

FORM SFEC-126:
NOTIFICATION OF CONTRACT APPROVAL
(S.F. Campaign and Governmental Conduct Code § 1.126)

City Elective Officer Information <i>(Please print clearly.)</i>	
Name of City elective officer(s): Members, Board of Supervisors	City elective office(s) held: Members, Board of Supervisors

Contractor Information <i>(Please print clearly.)</i>
Name of contractor: Pacific Gas and Electric Company
<i>Please list the names of (1) members of the contractor's board of directors; (2) the contractor's chief executive officer, chief financial officer and chief operating officer; (3) any person who has an ownership of 20 percent or more in the contractor; (4) any subcontractor listed in the bid or contract; and (5) any political committee sponsored or controlled by the contractor. Use additional pages as necessary.</i>
Please see attachment A.
Contractor address: Land Management Department PG&E P.O. Box 7000, Mail Code N10A, San Francisco, CA 94177. Attn: Manager, land Asset Management
Date that contract was approved:
Amount of contract: \$1
Describe the nature of the contract that was approved: Relocation of PG&E easement area and the movement of related electrical facilities, including but not limited to; vaults, poles, wiring and related infrastructure
Comments:

This contract was approved by (check applicable):

☐ the City elective officer(s) identified on this form

☒ a board on which the City elective officer(s) serves: San Francisco Board of Supervisors
Print Name of Board

☐ the board of a state agency (Health Authority, Housing Authority Commission, Industrial Development Authority Board, Parking Authority, Redevelopment Agency Commission, Relocation Appeals Board, Treasure Island Development Authority) on which an appointee of the City elective officer(s) identified on this form sits

Print Name of Board

Filer Information <i>(Please print clearly.)</i>	
Name of filer: Angela Calvillo, Clerk of the Board	Contact telephone number: (415) 554-5184
Address: City Hall, Room 244, 1 Dr. Carlton B. Goodlett Pl., San Francisco, CA 94102	E-mail: Board.of.Supervisors@sfgov.org

Signature of City Elective Officer (if submitted by City elective officer)

Date Signed

Signature of Board Secretary or Clerk (if submitted by Board Secretary or Clerk)

Date Signed

Please list the names of (1) members of the contractor's board of directors; (2) the contractor's chief executive officer, chief financial officer and chief operating officer; (3) any person who has an ownership of 20 percent or more in the contractor; (4) any subcontractor listed in the bid or contract; and (5) any political committee sponsored or controlled by the contractor.

1) PACIFIC GAS AND ELECTRIC COMPANY BOARD OF DIRECTORS

Lewis Chew
Executive Vice President and
Chief Financial Officer of Dolby Laboratories,
Inc.

Retired Senior Vice President of Dell Inc.

Barbara L. Rambo
Chief Executive Officer of Taconic Management
Services

Anthony F. Earley Jr.
Chairman of the Board,
Chief Executive Officer and President of PG&E
Corporation

Anne Shen Smith
Retired Chairman and
Chief Executive Officer of
Southern California Gas Company

Fred J. Fowler
Retired Chairman of the Board of
Spectra Energy Partners, LP

Nick Stavropoulos
President, Gas Operations,
Pacific Gas and Electric Company

Maryellen C. Herringer
Retired Executive Vice President,
General Counsel, and Secretary of APL Limited

Barry Lawson Williams
President of Williams Pacific Ventures, Inc.

Richard C. Kelly
Retired Chairman and Chief Executive Officer of Xcel
Energy Inc.

Geisha J. Williams
President,
Electric Operations,
Pacific Gas and Electric Company
Eric D. Mullins
Managing Director and Co-Chief Executive Officer of
Lime Rock Resources, L.P.

Roger H. Kimmel
Vice Chairman of Rothschild Inc.

Richard A. Meserve
President Emeritus, Carnegie Institution of
Washington
Rosendo (Ro) G. Parra

Forrest E. Miller
Retired Group Vice President,
Corporate Strategy and Development of AT&T Inc.

- 2) Geisha J. Williams, Chief Executive Officer
Nick Stavropoulos, President and Chief Operating Officer
David S. Thomason Vice President, Chief Financial Officer, and Controller

3) NA

4) NA

5) PG&E CORPORATION EMPLOYEES ENERGYPAC ; FEC Committee ID: C00177469

