SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: **August 26, 2015**

TO: **Historic Preservation Commission**

FROM: **Environmental Planning**

RE: **901 16th Street and 1200 17th Street Draft EIR Hearing**
Case No. 2011.1300E

An electronic copy of the Draft Environmental Impact Report (EIR) for the 901 16th Street and 1200 17th Street Project has been provided for the Historic Preservation Commission's review. Also provided are the following items for this project:

1. Historic Resource Evaluation Response, San Francisco Planning Department, December 19, 2014
2. Historic Resource Evaluation: 1200 17th Street/901 16th Street, Final Report, December 4, 2014
3. Brandt-Hawley Letter re Integrity of 17th Street Historic Resources (contains Katherine Petrin Evaluation), March 4, 2014
4. Building the West: The Pioneering Steel Legacy of the Pacific Rolling Mill Co., February 4, 2013
5. Showplace Square Survey Motion M0134
6. Report for HPC Meeting 8-17-11

A hearing before the Historic Preservation Commission (HPC) is scheduled for September 16, 2015 to provide the HPC an opportunity to discuss any comments it may wish to make on the 901 16th Street and 1200 17th Street Draft EIR.

If you have any questions related to this project's environmental evaluation, please call me at 575-9036.

Sincerely,

Chris Thomas

Chris Thomas
Environmental Planner

Draft Environmental Impact Report

901 16th Street and 1200 17th Street Project

PLANNING DEPARTMENT
CASE NO. 2011.1300E

STATE CLEARINGHOUSE NO. 2015022048

Draft EIR Publication Date:	August 12, 2015
Draft EIR Public Hearing Date:	September 17, 2015
Draft EIR Public Comment Period:	August 13, 2015 to September 28, 2015

SAN FRANCISCO
PLANNING
DEPARTMENT

Written comments should be sent to:
Sarah B. Jones Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103
or Sarah.B.Jones@sfgov.org

Draft Environmental Impact Report

901 16th Street and 1200 17th Street Project

PLANNING DEPARTMENT
CASE NO. 2011.1300E

STATE CLEARINGHOUSE NO. 2015022048

Draft EIR Publication Date:	August 12, 2015
Draft EIR Public Hearing Date:	September 17, 2015
Draft EIR Public Comment Period:	August 13, 2015 to September 28, 2015

SAN FRANCISCO
PLANNING
DEPARTMENT

Written comments should be sent to:
Sarah B. Jones Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103
or Sarah.B.Jones@sfgov.org

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: August 12, 2015

TO: Distribution List for the 901 16th Street and 1200 17th Street Project Draft EIR

FROM: Sarah B. Jones, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 901 16th Street and 1200 17th Street Project (Planning Department Case No. 2011.1300E)

This is the Draft of the Environmental Impact Report (EIR) for the 901 16th Street and 1200 17th Street Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Responses to Comments," which will contain a summary of all relevant comments on this Draft EIR, and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Responses to Comments document, along with notice of the date reserved for certification; others may receive a copy of the Responses to Comments and notice by request, or by visiting our office. This Draft EIR, together with the Responses to Comments document, will be considered by the Planning Commission in an advertised public meeting, and will be certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Responses to Comments document, and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents, except to reproduce the certification resolution; it will simply provide the information in one document, rather than two. Therefore, if you receive a copy of the Responses to Comments document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Responses to Comments have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR [in Adobe Acrobat format on a CD] to private individuals only if they request them. Therefore, if you would like a copy of the Final EIR, please fill out and mail the postcard provided inside the back cover to the Environmental Planning Division of the San Francisco Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

APPENDICES

Appendix A: Notice of Preparation and Community Plan Exemption Checklist is included on a CD affixed to the back cover.

FIGURES

TABLES

List of Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BART	Bay Area Rapid Transit
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CPE	Community Plan Exemption
DBI	San Francisco Department of Building Inspection
DPW	San Francisco Department of Public Works
EIR	Environmental Impact Report
gsf	Gross square feet of floor area, calculated pursuant to Planning Code Section 102.9. Gsf for all proposed buildings includes gross building areas above existing street grades, and excludes basement accessory parking areas and mechanical penthouses as defined by Planning Code Sections 102.9(b)(1) and (b)(9), and other parking areas. Gsf is calculated to include external building walls, and no deductions are made to gsf for internal elevator or service cores. All gsf numbers in this document are approximate.
HCM	Highway Capacity Manual
LOS	Level of Service (for intersection traffic assessment)
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
Muni Metro	Light rail/streetcar hybrid system
Muni	San Francisco Municipal Railway
NOA	Notice of Availability
NOP	Notice of Preparation
OPR	State of California Governor's Office of Planning and Research
PDR	Production, Distribution and Repair

SFMTA	San Francisco Metropolitan Transportation Agency
Showplace Square/Potrero Area	As used in this document, the area defined by the Showplace Square/Potrero Area Plan is an irregularly shaped area generally bounded Bryant Street and 7th Street on the north, I-280 on the east, 26th and 25th Streets on the south, and Potrero Avenue on the west.
TASC	Transportation Advisory Staff Committee
TDM	Transportation Demand Management
TIS	Transportation Impact Study
UMU	Urban Mixed-Use District
USEPA	U.S. Environmental Protection Agency

SUMMARY

INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) for the proposed 901 16th Street and 1200 17th Street Project ("proposed project"). This chapter of the EIR provides a summary of the project, a summary of anticipated environmental impacts of the project and identified mitigation measures; areas of controversy to be resolved; a summary of alternatives; and an identification of the environmentally superior alternative. The project sponsor, Potrero Partners, LLC, proposes to develop residential and ground-floor commercial uses on an approximately 3.5-acre project site located at 901 16th Street and 1200 17th Street in the lower Potrero Hill area of San Francisco.

PROJECT SUMMARY

The project site consists of four adjacent lots in the lower Potrero Hill neighborhood (Assessor's block/lot: 3949/001, 001A, 002, and 3950/001). The approximately 3.5-acre project site is bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and residential and industrial buildings to the west. The project site currently contains two metal shed industrial warehouse buildings, a brick office building, a modular office structure, and surface parking lots.

The proposed project would merge the four lots into two lots, demolish the two warehouses and the modular office structure, and preserve the brick office building. The project sponsor proposes to construct two new buildings on-site. The "16th Street Building" at 901 16th Street would consist of a new six-story, 68-foot tall (excluding rooftop projections of up to 82 feet), approximately 402,943 gross square foot (gsf) residential mixed use building with 260 dwelling units and 20,318 gsf of retail on the northern lot. The "17th Street Building" at 1200 17th Street would consist of a new four-story 48-foot tall (excluding rooftop projections of up to 52 feet), approximately 213,509 gsf residential mixed use building with 135 dwelling units and 4,650 gsf of retail on the southern lot. In addition, the proposed project would construct a new publicly accessible pedestrian alley along the entirety of its western property line. Combined, the two new buildings would contain a total of 395 dwelling units and 24,968 gsf of retail space, in addition to a total of 388 vehicular parking spaces and 455 off-street bicycle parking spaces. The proposed project would include 14,669 square feet of public open space, 33,149 square feet of common open space shared by project occupants, and 3,114 square feet of open space private to units.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

This EIR analyzes the potential environmental effects of the proposed project, as identified in the Notice of Preparation (NOP) of an EIR, issued February 11, 2015 (Appendix A of this EIR). The Community Plan Exemption (CPE) Checklist attached to the NOP (also included in Appendix A) found that the proposed project could have potentially significant environmental effects in the areas of Transportation and Circulation and Historic Architectural Resources. Impacts in the following areas would be less-than-significant (some with the mitigation measures identified in the CPE Checklist) and are not further evaluated in this EIR: land use and land use planning; aesthetics; population and housing; paleontological and archeological resources; noise; air quality; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water

quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources.

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014 and added Section 21099 to the California Public Resources Code. Among other provisions, Public Resources Code Section 21099(d)(1) changed the typical analysis of aesthetics and parking impacts for urban infill projects that meet certain criteria pursuant to CEQA. The proposed project meets the definition of a mixed-use residential project on an infill site within a transit priority area as specified by Section 21099(a).[1] Accordingly, this EIR does not contain a separate discussion of impacts related to the topic of aesthetics, which does not need to be considered in determining the significance of the proposed project's physical environmental effects under CEQA. The EIR nonetheless provides visual simulations for informational purposes and an overview of the change in visual conditions in and around the project site that would occur with implementation of the proposed project as part of Chapter II, Project Description. In addition, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this DEIR presents parking demand analysis for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable in the transportation analysis in Chapter IV.A, Transportation and Circulation. This information, however, does not relate to impact significance determinations in the EIR.

This summary provides an overview of the analysis contained in Chapter IV, Environmental Setting and Impacts. Impacts are categorized by type of impact as follows:

- *No Impact*. No adverse changes (or impacts) to the environment are expected.
- *Less Than Significant.* An impact that would not involve an adverse physical change to the environment, does not exceed the defined significance criteria, or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations.
- *Less Than Significant with Mitigation.* An impact that is reduced to a less-than-significant level though implementation of the identified mitigation measure.
- *Significant and Unavoidable with Mitigation.* An adverse physical environmental impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- *Significant and Unavoidable.* An adverse physical environmental impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations and for which there are no feasible mitigation measures.

1 San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 901 16th Street and 1200 17th Street, February 5, 2014. This document and all subsequent documents referenced are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2011.1300E.

As discussed in Chapter IV.A of this EIR, the proposed project would result in project-specific significant and unavoidable impacts related to transportation and circulation. Under Existing Plus Project conditions, three study intersections – 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – would operate at an unacceptable level (Level of Service F) during the PM peak hour. The proposed project's contribution to unacceptable operating conditions at these intersections would be considerable (5% or more) and would therefore be a significant impact. The intersection of Mariposa Street and the I-280 southbound on-ramp would be mitigated by measures implemented by another project prior to completion of the proposed project.[2] For two intersections (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street), while measures have been identified to reduce these impacts to a less-than-significant level and SFMTA supports the measures to reduce Level of Service impacts, full funding for the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time. SFMTA has determined that it would not support measures to the intersection of Mariposa Street and Mississippi Street, because such measures could encourage diversion of traffic to residential streets. As such, the mitigation is infeasible and the impact is significant and unavoidable.

In addition, the proposed project, combined with past, present, and reasonably foreseeable future projects, would result in a considerable contribution to significant cumulative traffic impacts at four of the study intersections – 7th Street/16th Street/Mississippi Street, 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – each of which would operate at LOS E (the first listed only) or LOS F under the 2025 Cumulative Conditions. The proposed project's contribution to unacceptable operating conditions at these intersections would be five percent or more and would therefore be a significant impact. The intersection of 7th Street/16th Street/Mississippi Street is already signalized and is being contemplated as a location for transit-only lanes as part of Muni Forward. No mitigation compatible with SFMTA plans for the intersection have been identified and the impact would remain significant and unavoidable. The other three intersections are discussed in the preceding paragraph, as they are also impacted under existing conditions. While measures have been identified to reduce these impacts to a less-than-significant level, SFMTA either does not support the measure (Mariposa Street and Mississippi Street) or SFMTA supports the measures but full funding of the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street).

As discussed in Chapter IV.B of this EIR, one building has been determined to be a historic resource, the brick office building at 1200 17th Street. The metal shed warehouses and temporary office structure have been determined not to be historic resources. The project proposes to retain and rehabilitate the historic brick office structure. With proposed rehabilitation in accordance with applicable Secretary of the Interior's Rehabilitation Standards, potential impacts to this historic architectural resource would be less-than-significant.

The proposed project would also contribute to a significant and unavoidable impact identified in the *Eastern Neighborhoods PEIR*, as discussed in the CPE for this project (page 26). The *Eastern Neighborhoods PEIR* determined that adoption of the Eastern Neighborhoods Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR (Production, Distribution, and Repair).

[2] These improvements were identified in the Final Mission Bay Subsequent Environmental Impact Report. Planning Department File No. 96.771E, San Francisco Redevelopment Agency Case No. ER 919-97, State Clearinghouse No. 97092068. Certified September 17, 1998.

While land use controls in Western SoMa were identified as possible mitigation, this was determined not to be feasible and would not be applicable to the proposed project in any case, as the proposed project is not located in that area. A Statement of Overriding Considerations was adopted by the City accepting this significant impact because retention of the PDR uses would conflict with planned growth of the area. The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the *Eastern Neighborhoods PEIR*, but would not result in significant impacts that were not identified or more severe impact than analyzed in the PEIR.

Table S-1 identifies the impacts and mitigation measures/improvement measures for the proposed project that are identified in this EIR. **Table S-2** identifies the impacts and mitigation measures for the proposed project that are identified in the CPE Checklist included as Appendix A. The information in the tables is organized to correspond with environmental issues discussed in Chapter IV and the CPE Checklist. The table is arranged in four columns: 1) impacts; 2) level of significance prior to mitigation measures (if applicable); 3) mitigation measures (if applicable); and 4) level of significance after mitigation (if applicable). For a complete description of potential impacts and recommended mitigation measures, please refer to the topical sections in Chapter IV and in the CPE Checklist (Appendix A).

Table S-1: Summary of Impacts, Mitigation Measures and Improvement Measures Identified in the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
Transportation and Circulation			
Impact TR-1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 10 of the 14 study intersections or otherwise conflict with traffic circulation in the vicinity.	LTS	None Required	
Impact TR-2: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street.	S	**Mitigation Measure M-TR-2a: 17th Street and Mississippi Street Signalization.** To mitigate poor operating conditions at the intersection of 17th Street and Mississippi Street, the project sponsor shall pay their fair share for the cost of design and of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA. [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.] **Mitigation Measure M-TR-2b: Mariposa Street and Pennsylvania Street Signalization.** To mitigate poor operating conditions at the intersection of Mariposa Street and Pennsylvania Street, the project sponsor shall pay their fair share for the cost of design and implementation of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA. [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.] [SFMTA has determined no improvements would be feasible at the Mariposa and Mississippi Street intersection as all considered improvements would conflict with the desired operation of this intersection.] **Mitigation Measure M-TR-3c: Implement a Transportation Demand Management Plan.** The project applicant and subsequent property owners shall prepare	SUM (TR-2a and TR-2b would reduce impacts at those intersections to LTS if full funding is identified and the measures implemented. M-TR-2c would not reduce volumes by the 50% required to reduce the impacts at those intersections to LTS)

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		and implement a TDM Plan with a goal of reducing estimated one-way vehicle trips by 10 (ten) percent compared to the projections within the project's Transportation Impact Study. Prior to final certificate of occupancy for any new building associated with the project, the project applicant shall submit a TDM Plan to the Planning Department staff. The project applicant is responsible for identifying the components of the TDM Plan that could reasonably be expected to achieve the reduction goal for the project, and for making good faith efforts to implement them. Components of the TDM Plan beyond Planning Code requirements could include, but are not limited to, education and marketing of transportation options; on-site safety strategies; subsidies for transportation options other than the single occupancy vehicle; providing additional car-share or bicycle parking; reducing the amount or restricting access to vehicular parking; unbundling vehicular parking from commercial tenants occupancy; and increasing the cost of vehicular parking. The TDM Plan shall include monitoring of person and vehicle trips traveling to and from the project site to determine the TDM Plan's effectiveness, as outlined below. The TDM Plan shall be adjusted based on the monitoring results if three consecutive monitoring results show that existing measures are not creating a trend toward meeting the reduction goal. *TDM Plan Monitoring*: The project sponsor shall collect data and make monitoring reports available for review and approval by the Planning Department staff. Timing: Monitoring data and reports shall be required to be submitted to Planning Department staff every two years for a period of eight years and every four years thereafter (referred to as reporting periods), until two consecutive reporting periods display the project has met the reduction goal. The first monitoring report is required one year after initial occupancy of either building. The timing may be modified by the Planning Department as needed to consolidate this requirement with	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		other annual monitoring and/or reporting requirements for the project. Each trip count and survey (see below for definitions) shall be completed within 90 days following the end of the applicable reporting period. Each monitoring report shall be completed within 180 days following the applicable reporting period. Components: The monitoring report, including trip counts and surveys, shall include the following components OR comparable alternative methodology and components as approved or provided by Planning Department staff: • Trip Count and Intercept Survey: Trip count and intercept survey of persons and vehicles arriving and leaving the building for no less than two days of the reporting period between 6:00 a.m. and 8:00 p.m. One day shall be a Tuesday, Wednesday, or Thursday, and another day shall be a Saturday. • Property Manager/Coordinator Survey: The project sponsor shall request in writing from Planning Department Staff a survey (online or paper) that shall be completed by property manager/coordinator to document which TDM Plan was implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of the building, loading frequency, etc.). This survey shall be included in the monitoring report submitted to Planning Department staff. • Travel Demand Information: The above trip count and survey information shall be able to provide travel demand analysis characteristics as outlined in the SF Guidelines in effect at the time of the survey. • Assistance and Confidentiality: Planning Department staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected. [The project applicant cannot require participation in all proposed measures under its TDM Plan, and the trip reduction number is stated as a goal and not an absolute requirement. However, if such measures	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		are implemented and meet the 10 percent reduction goal, this would not reduce volumes sufficiently to reduce the impacts at impacted intersections to less-than-significant levels if measures M-TR-3a and M-TR-3b are not implemented. A higher reduction goal in the mitigation measure was determined speculative given the current limited amount of data in San Francisco regarding the effectiveness of Transportation Demand Management measures, the voluntary nature of compliance with TDM measures by users of the buildings, and the uncertain feasibility of achieving a greater reduction goal. Therefore, this impact would be considered significant and unavoidable.]	
Impact TR-3: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by Muni transit capacity; nor would it affect transit operating conditions within the project vicinity such that adverse impacts to Muni transit service could occur.	LTS	None Required	
Impact TR-4: The proposed project would not result in an increase in the amount of overcrowding on public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, nor create potentially hazardous conditions for pedestrians.	LTS	None Required	
Impact TR-5: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.	LTS	**Improvement Measure I-TR-5a: On-site Bicycle Safety Strategies.** To reduce potential conflicts with cyclists, the project sponsor should implement all of the following safety measures: • Restrict commercial loading at the off-street loading dock to hours outside of the weekday AM and PM peak periods. • Provide on-site signage (stop sign; sign indicating to drivers to be aware of pedestrians and bicyclists; and a no left turn sign, if warranted by SFMTA after further study as identified in Improvement I-TR-5b) at the exit point for the new parking garages and off-street loading dock. Deploy staff at the loading dock while commercial vehicles are being received in order to minimize the disruption to other modes of transportation.	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		Improvement Measure I-TR-5b: On-Street Bicycle Safety Strategies. To reduce potential conflicts with cyclists and turning vehicles accessing and leaving the project site, the project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to determine whether the following would be appropriate: • Provide bicycle lane visibility improvements for drivers of vehicles exiting the new parking garages by designating the first 20 feet of curb space to the north of the off-street loading curb cut for the 16th Street Building as well as the first 20 feet of curb space to the north of the new parking garage curb cut for the 17th Street Building as red zones or for motorcycle parking or Class 2 bicycle space parking. • Provide bicycle lane visibility and transition improvements by providing colored pavement markings along Mississippi Street and dashed line markings at entrance points to the new parking garages, such as those described in the NACTO Urban Bikeway Design Guide. • If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict northbound and southbound traffic from turning left along Mississippi Street mid-block between 16th and 17th Street by restriping it with double-yellow lines. • If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict on-street commercial loading during the weekday AM and PM peak periods.	
Impact TR-6: The loading demand of the proposed project would be accommodated within the proposed off-street loading facilities or within convenient on-street loading zones, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians.	LTS	**Improvement Measure I-TR-6: Off-street Loading Management.** To minimize the potential for double parking due to potential shortage of available off-street or on-street commercial and passenger loading spaces, the project sponsor, property owner, or official designee of the development should implement all of the following measures: • Identify a Loading Coordinator(s) for each new building. The Loading Coordinator is responsible for the implementation and ongoing operation of all other loading measures identified below, as well as those identified in Improvement Measures I-TR-5a and I-	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		TR-5b: o Require residential move-in and move-out activities to be scheduled and coordinated. o Require large vehicle commercial loading delivery (i.e., those lasting longer than 30 minutes and/or 45-foot-long vehicles) to be scheduled and coordinated. o Discourage commercial vehicles and large residential move-in and move-out vehicles from double parking by advising the operators to return at a time when the off-street and on-street spaces are available for use.	
Impact TR-7: The proposed project would not result in significant impacts on emergency vehicle access.	LTS	None Required	
Impact TR-8: The proposed project would not result in construction-related transportation impacts because of the temporary and limited duration of these activities.	LTS	**Improvement Measure I-TR-8: Construction Management**. The project sponsor should develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works, implement a Construction Management Plan (CMP), addressing transportation-related circulation, access, staging, and hours for deliveries. The CMP would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The CMP would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. The CMP should include, but not be limited to, the following: • Management practices that include, but are not limited to, the following: o Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands (e.g., recommending that construction companies encourage their workers to walk, cycle, rideshare or take transit to and	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
		from the construction site). o Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways. o Identifying best practices for accommodating bicyclists and bicycle facilities such as bicycle wayfinding signage or temporary detours. o Identify a route for construction-related trucks to utilize during construction. This route should follow 16th Street, 3rd Street, and Owens Street. o Minimizing deliveries and trucks trips to the project site during peak hours (generally 7 AM to 9 AM and 4 PM to 6 PM, but may include other times during nearby event days) where feasible, and having the construction manager endeavor to efficiently schedule deliveries and truck trips to the project site when necessary during peak hours to minimize secondary effects to the surrounding transportation infrastructure. • Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g. concrete pours), travel lane closures, and other lane closures. • As part of the CMP review, the project sponsor should consult with SFMTA to assist coordination of construction traffic management strategies as they relate to transit operations and the needs of other users adjacent to the project site. Construction traffic management strategies include having a construction management contact person, advertisement of the construction schedule to local businesses and schools, and encouragement of construction workers to carpool or use alternative modes of travel.	
Impact TR-9: The proposed project would not result in parking-related significant transportation impacts because of sufficient parking supply available in the vicinity of and provided within the project site.	LTS	**Improvement Measure I-TR-9: Queue Abatement.** It should be the responsibility of the owner(s)/operator(s) of the 16th Street Building and the 17th Street Building off-street parking facility to ensure that recurring vehicle queues do not occur on the Mississippi Street public right-of-way fronting the subject property. A vehicle	LTS+IM

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
Parking demand is not considered a CEQA impact for projects of this type.		queue is defined as one or more vehicles (destined to the off-street parking facility) blocking any portion of the Mississippi Street public right-of-way fronting the subject property for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable). Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking. If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue.	
Impact C-TR-1: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative traffic impacts at 10 of the 14 study intersections.	LTS	None Required	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
Impact C-TR-2: The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street.	S	**Mitigation Measure M-TR-2a: 17th Street and Mississippi Street Signalization** would also mitigate Impact C-TR-2. (See full measure under Impact TR-2 above.) [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.] **Mitigation Measure M-TR-2b: Mariposa Street and Pennsylvania Street Signalization** would also mitigate Impact C-TR-2. (See full measure under Impact TR-2 above.) [Full funding of this measure has not been identified, so feasibility of implementation is not assured or assumed.] [SFMTA has determined no improvements would be feasible at the Mariposa and Mississippi Street intersection as all considered improvements would conflict with the desired operation of this intersection.] [SFMTA has determined no improvements would be feasible at the already signalized 7th/16th/Mississippi Street intersection as additional or reconfigured lanes would conflict with goals for pedestrian and transit usage of this intersection.] **Mitigation Measure M-TR-2c: Implement Transportation Demand Management Measures** would not fully mitigate Impact C-TR-2. (See full measure under Impact TR-2 above.)	SUM (M-TR-2a and M-TR-2b would reduce impacts at those intersections to LTS if full funding is identified and the measures implemented. M-TR-2c would not reduce volumes by the 50% required to reduce the impacts at those intersections to LTS.)
Impact C-TR-3: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative transit impacts.	LTS	None Required	
Impact C-TR-4: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative pedestrian impacts.	LTS	None Required	
Impact C-TR-5: The proposed project, combined with past, present, and reasonably foreseeable future	LTS	None Required	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation/Improvement Measure	Level of Significance With Mitigation
projects, would not contribute considerably to any significant cumulative bicycle impacts.			
Impact C-TR-6: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative construction-related transportation impacts.	LTS	None Required	
Historic Architectural Resources			
Impact CP-1: The proposed rehabilitation of the existing historic brick office building at 1200 17th Street, when conducted in accordance with applicable Secretary of the Interior's Rehabilitation Standards as proposed, would not have a substantial adverse effect on an individual historic architectural resource. No other structures on site are eligible for listing as historic architectural resources or districts.	LTS	None Required	
Impact C-CP-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on historic architectural resources.	LTS	None Required	

Legend

NI No impact

LTS Less than significant or negligible impact; no mitigation required

LTS+IM Less than significant before mitigation, though improvement measures would also be implemented to further reduce the impact

S Significant

SU Significant and unavoidable adverse impact, no feasible mitigation

SUM Significant and unavoidable adverse impact, after mitigation

Table S-2: Summary of Measures Identified in the CPE Checklist

Environmental Topic	Mitigation Measures
Cultural Resources	**Project Mitigation Measure M-CP-1: Archeological Resources Testing (Implementing *Eastern Neighborhoods PEIR* Mitigation Measure J-2)** Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c). Consultation with Descendant Communities: On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group. Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning

Environmental Topic	Mitigation Measures
	Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO. Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP

Environmental Topic	Mitigation Measures
	prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. • Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC.

Environmental Topic	Mitigation Measures
	The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.
Noise	Project Mitigation Measure M-NO-1: Construction Noise, Pile-Driving (*Eastern Neighborhoods PEIR* Mitigation Measure F-1) The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors shall be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. The project sponsor shall also require that contractors schedule pile-driving activity during times of the day that would minimize disturbance to neighbors. **Project Mitigation Measure M-NO-2: Construction Noise (Implementing *Eastern Neighborhoods PEIR* Mitigation Measure F-2)** Prior to commencing construction, the project sponsor shall submit a plan for noise attenuation measures to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible: 1. Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. 2. Erect temporary plywood noise barriers around the construction site where the site adjoins noise-sensitive receivers, including the existing residences at 999 16th Street and 49 Missouri Street and any other known adjacent noise-sensitive receivers. 3. Utilize noise control blankets on the building structure adjacent to noise-sensitive receivers as the building is erected to reduce noise emission from the site. 4. Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 5. Notify the Department of Building Inspection and neighbors in advance of the schedule for each major phase of construction (i.e., building demolition, site preparation, grading, excavation, and building construction) and expected loud activities. 6. Limit construction to the hours of 7:00 a.m. to 8:00 p.m. per San Francisco Police Code Article 29. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by the Director of Building Inspection that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses. 7. When feasible, select "quiet" construction methods and equipment (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) wherever feasible. 8. Locate noisy station equipment (e.g., generators and compressors) and material unloading and staging away from the most sensitive adjacent uses and to areas with the most ambient noise (e.g., the corner of 16th Street and Mississippi Street). 9. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. The on-site noise monitoring shall be conducted throughout the site and at nearby noise sensitive receivers at the beginning of major

Environmental Topic	Mitigation Measures
	construction phases (e.g., demolition, excavation). The purpose would be to help determine the loudest activities and what additional measures can be provided as needed to reduce the potential for noise impacts. Continuous noise monitoring shall occur for the first two weeks of each phase and a summary report shall be provided to the Planning Department at the conclusion of each major phase of construction documenting noise levels and additional measures to reduce project impacts as needed. **Project Mitigation Measure M-NO-3: Siting of Noise-Sensitive Uses (*Eastern Neighborhoods PEIR* Mitigation Measure F-4)** To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained. **Project Mitigation Measure M-NO-4: Siting of Noise-Generating Uses (*Eastern Neighborhoods PEIR* Mitigation Measure F-5)** To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the General Plan and in Police Code Section 29091, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.
Air Quality	**Project Mitigation Measure M-AQ-1: Construction Air Quality (Implementing *Eastern Neighborhoods PEIR* Mitigation Measure G-1)** The project sponsor or the project sponsor's Contractor shall comply with the following A. Engine Requirements. 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 3 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission

Environmental Topic	Mitigation Measures

standards automatically meet this requirement.

2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.

3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers.

1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).

2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.

Table – Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 3	ARB Level 2 VDECS
2	Tier 3	ARB Level 1 VDECS
3	Tier 3	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

* Alternative fuels are not a VDECS.

C. Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer,

Environmental Topic	Mitigation Measures
	equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The ERO shall review and approve The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site faceting a public right-of-way. D. Monitoring. After start of Construction Activities, the Contractor shall submit quarterly reports s to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan. **Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators (Implementing *Eastern Neighborhoods PEIR* Mitigation Measure G-4)** The project sponsor shall ensure that the backup diesel generator meets or exceeds one of the following emission standards for particulate matter: Tier 4 certified engine (interim or final, whichever is in effect), or (2) use of a current EPA Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter is identical to the ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.
Hazardous Materials	**Project Mitigation Measure M-HZ-1: Hazardous Building Materials (*Eastern Neighborhoods PEIR* Mitigation Measure L-1)** The project sponsor shall ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

C. SUMMARY OF PROJECT ALTERNATIVES

The three alternatives analyzed in Chapter VI of this EIR are the No Project Alternative, Reduced Density Alternative, and Metal Shed Reuse Alternative as shown in **Table S-3**. These alternatives represent a reasonable range of potentially feasible alternatives to the proposed project that would feasibly attain most of the basic objectives of the proposed project, and would avoid or substantially lessen the significant adverse environmental impacts to transportation and circulation. The selected alternatives were based on the applicable land use regulations pertaining to the site, including zoning and the Showplace Square/Potrero Area Plan, engineering standards, building code requirements and public comment. These alternatives are:

- The No Project Alternative, under which the project site would not be redeveloped with the proposed project and the project site would remain generally in its existing condition.

- The Reduced Density Alternative, under which the project site would be developed with fewer residential units and less commercial space at the same maximum allowable heights but with a smaller footprint to allow for more open space. This alternative would include 273 residential units, 16,880 square feet of commercial space, 56,850 square feet of open space, 271 off-street parking spaces within a partially below-grade garage, and associated improvements. The total building area would be 561,625 gsf and building heights would be 6 stories (68 feet) along 16th street and 4 stories (48 feet) along 17th Street. (Certain rooftop elements, such as mechanical equipment, open space features, and stair penthouses, would extend up to 10 feet above the maximum building height, and elevator shafts would extend up to 16 feet above the maximum building height, as permitted by Planning Code Section 260 (b).)

- The Metal Shed Reuse Alternative, under which all the warehouse buildings on the site (1210 17th Street/975 16th Street and 1200 17th Street) would be retained and reused. Along with a new building with underground parking in the northeast corner of the site, this alternative would host a mix of residential units, commercial space, and artist workspace and exhibition space including 177 residential units, 20,200 square feet of commercial space, 55,323 square feet of artist workspace and exhibition space, 36,291 square feet of open space, 123 off-street parking spaces within a below-grade garage, and associated improvements. The total building area would be 369,907 gsf and building heights would be up to 5 stories (58 feet) along 16th street and 4 stories (48 feet) along 17th Street. (Certain rooftop elements, such as mechanical equipment, open space features, and stair penthouses, would extend up to 10 feet above the maximum building height, and elevator shafts would extend up to 16 feet above the maximum building height, as permitted by Planning Code Section 260 (b).) Although no significant and unavoidable impacts are identified related to the demolition of the existing warehouses, this alternative was analyzed in response to the public comments that requested analysis of a smaller-scale alternative that retains the existing warehouses.

A comparison of significant impacts of the proposed project to impacts of the alternatives is shown in **Table S-4**. Other than the No Project Alternative, the Reduced Density Alternative is identified as the environmentally superior alternative because it would to some extent meet the project sponsor's basic objectives, while avoiding all but one of the traffic-related significant unavoidable impacts of the proposed project. This impact reduction would be achieved because this alternative would have fewer residential units and commercial space at the site compared to the proposed project, and therefore have associated reductions in vehicle traffic compared to the proposed project.

Table S-3: Summary of Project Alternatives and Proposed Project Development

Use	Proposed Project	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Total Building Area (gsf)	616,452	109,500	561,625	369,907
Residential Units				
Studio	53	-	0	18
1 Bedroom	182	-	162	83
2 Bedroom	146	-	82	68
3 Bedroom	14	-	29	8
Total Units	395	-	273	177
Commercial/Public Use (gsf)				
Retail	17,818	-	15,180	10,100
Restaurant	7,150	-	1,700	10,100
Artist Workspace	-	-	-	46,957
Public Exhibition Space	-	-	-	8,366
Total Commercial/Public Space (gsf)	24,968	-	16,880	75,523
Open Space (gsf)	50,932	-	56,850	36,291
Building Heights				
Along 16th Street in ft (stories)	68 (6)	39	68 (6)	58 (5)
Along 17th Street in ft (stories)	48 (4)	34	48 (4)	48 (4)
Parking				
Off-Street Non-Residential Spaces	45	-	36	0
Off-Street Residential Spaces	338	-	233	121
Off-Street Car Share Spaces	5	-	2	2
Total Off-Street Vehicle Spaces	388		271	123
Class I Bicycle Spaces	455	-	218	184
Class II Bicycle Spaces	52	-	21	20
Off-Street Loading Spaces	1	14	2	3
On-Street Loading Zones	2 passenger; 2 commercial	-	0	0

Sources: DKS Associates, Inc., *901 16th Street/1200 17th Street Potrero Partners, LLC Mixed-Use Project Transportation Impact Study*, March 2015; Christiani Johnson Architects, Inc., *Reduced Density Alternative* and *Metal Shed Reuse Alternative*, March 2015.

Table S-4: Comparison of Significant Impacts of the Proposed Project to Impacts of Alternatives

Description of Topic	Environmental Impacts	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Ability to Meet Project Sponsor's Objectives				
The proposed project would meet all of the project sponsor's objectives.		No objectives would be achieved except that the historic brick office building would be retained.	Some of the project sponsor's objectives would be achieved, though to a lesser extent than the proposed project. The objective for incorporation of open space would be met to an even greater degree than with the proposed project. Financial feasibility is unknown.	Some of the project sponsor's objectives would be achieved, though to a lesser extent than the proposed project. Financial feasibility is unknown.
Land Use				
Cumulative Loss of PDR Uses	The proposed project would contribute to a significant and unavoidable impact identified in the *Eastern Neighborhoods PEIR* due to the cumulative loss of PDR (Production, Distribution, and Repair), as discussed in the CPE for this project (page 26). A Statement of Overriding Considerations was adopted by the City accepting this significant impact because retention of the PDR uses would conflict with planned growth of the area. The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the Eastern Neighborhoods PEIR, but would not result in significant impacts that were not identified or more severe impacts than were analyzed in the PEIR. (SU)	Not applicable	Same as the proposed project (SU)	Less than the proposed project, but still a reduction in the amount of PDR space (SU)

Transportation and Circulation				
Vehicle Traffic at Intersections	Impact TR-1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 10 of the 14 study intersections or otherwise conflict with traffic circulation in the vicinity. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
	Impact TR-2: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at one of the 14 study intersections: Mariposa Street and the I-280 southbound on-ramp, but changes already underway and expected to be in place prior to the proposed project becoming operational would fully mitigate this impact. (LTS with changes being implemented by others)	Not applicable	Less than the proposed project (LTS with changes being implemented by others)	Less than the proposed project (LTS with changes being implemented by others)
	Impact TR-3: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street. (SUM)	Not applicable	Less than the proposed project, though significant impacts would remain at one of the three intersections impacted by the project, Mariposa Street and Pennsylvania Avenue. (SUM)	Same impacts as the proposed project though slightly lower traffic volumes (SUM)
Transit Demand	Impact TR-4: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by Muni transit capacity; nor would it affect transit operating conditions within the project vicinity such that adverse impacts to Muni transit service could occur. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Pedestrians	Impact TR-5: The proposed project would not result in an increase in the amount of overcrowding on	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)

	public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, nor create potentially hazardous conditions for pedestrians. (LTS)			
Bicyclists	Impact TR-6: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Loading	Impact TR-7: The loading demand of the proposed project would be accommodated within the proposed off-street loading facilities or within convenient on-street loading zones, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Emergency Vehicles	Impact TR-8: The proposed project would not result in significant impacts on emergency vehicle access. (LTS)	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)
Construction Traffic	Impact TR-9: The proposed project would not result in construction-related transportation impacts because of the temporary and limited duration of these activities. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Parking	Impact TR-10: The proposed project would not result in parking-related significant transportation impacts because of sufficient parking supply available in the vicinity of and provided within the project site. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Cumulative Vehicle Traffic at Intersections	Impact C-TR-1: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative traffic impacts at 10 of the 14 study intersections. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)

	Impact C-TR-2: The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street. (SUM)	Not applicable	Less than the proposed project, though significant impacts would remain at two of the four intersections impacted by the project, 7th/16th/Mississippi Street and Mariposa Street and Pennsylvania Avenue. (SUM)	Same impacts as the proposed project though slightly lower traffic volumes (SUM)
	Impact C-TR-3: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative transit impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Cumulative Pedestrians	Impact C-TR-4: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative pedestrian impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Cumulative Bicyclists	Impact C-TR-5: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative bicycle impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Cumulative Construction Traffic	Impact C-TR-6: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative construction-related transportation impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Historic Architectural Resources				
Historic Buildings	Impact CP-1: The proposed rehabilitation of the existing historic brick office building at 1200 17th Street, when conducted in accordance with applicable Secretary of the Interior's Rehabilitation	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)

	Standards as proposed, would not have a substantial adverse effect on an individual historic architectural resource. No other structures on site are eligible for listing as historic architectural resources or districts. (LTS)			
Cumulative Historic Buildings	Impact C-CP-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on historic architectural resources. (LTS)	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)

Legend

NI No impact

LTS Less than significant or negligible impact; no mitigation required

LTS+IM Less than significant impact, though improvement measures would also be implemented to further reduce the impact

S Significant

SU Significant and unavoidable adverse impact, no feasible mitigation

SUM Significant and unavoidable adverse impact, after mitigation

D. AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

The Planning Department prepared a CPE checklist and published a NOP of an EIR on February 11, 2015, announcing its intent to prepare and distribute a Focused EIR (the NOP and CPE checklist are presented as Appendix A to this EIR). Publication of the NOP and CPE checklist initiated a 30-day public review and comment period that began on February 11, 2015, and ended on March 15, 2015. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, and potentially interested parties, including regional and State agencies.

During the review and comment period, a total of 86 comment sets, including letters, emails, and comment cards submitted to the Planning Department or provided orally at the public scoping session, were provided by interested parties. The comment letters, emails, and comment cards received in response to the NOP/CPE Checklist and a transcript of the oral comments received at the March 4, 2015, public scoping meeting are available for review as part of Case File No. 2011.1300E. The Planning Department has considered the comments made by the public in preparation of the Draft EIR for the proposed project.

On the basis of public comments submitted after publication of the NOP, potential areas of controversy and unresolved issues for the proposed project include:

- **Parking**: Some commenters noted concern that the proposed amount of parking was not enough. A ratio of at least one parking space per unit was frequently referenced as the amount of parking that should be provided. Some noted difficulty finding street parking in the area that has been and would be exacerbated by area development including the proposed project. Conversely, some commenters noted parking should be limited to encourage less car ownership/driving.

- **Traffic**: Some commenters referenced concern over traffic in the area, including the existing congestion in the area and increased traffic from recent and upcoming development including the proposed project. Many specifically supported including an analysis of traffic and related issues in an EIR. Specifically referenced concerns included:

    - Congestion on Mississippi Street associated with the only parking access to the proposed project garages being located on that street.

    - Backups caused by rail crossing at 16th Street (Caltrain and possibly High Speed Rail).

    - Pedestrian and bicycle safety with increased congestion.

    - Other future changes that should be taken into account including the Golden State Warriors event center, high speed rail, and potential razing of I-280 north of Mariposa Street.

    - Age of the data (2012) being stale.

    - Emergency response times from the bomb squad at 17th and DeHaro being delayed.

    - Caltrans and other commenters expressed a desire to assess the proposed project's Vehicle Miles Traveled (VMT) in addition to or instead of LOS analysis.

- **Density/Size:** Some commenters stated their belief that the proposed project is too big for the site in relation to density of units and/or scale of the building. This was often related to land use and planning (statements that it is not consistent with plans), traffic, and/or neighborhood character.

- **Area Development/Unit Goals Exceeded**: Some commenters stated that too much development has occurred in the area recently, sometimes specifically referencing unit count projections for the area and their belief that those projections are being exceeded by projects in the pipeline. This was often linked to lack of infrastructure improvements identified in the Eastern Neighborhoods Plan related to area growth including road and transit improvements, parks, utilities and services.

- **Architecture/Design**: Some commenters noted dissatisfaction with the look of the proposed building. Sometimes comments related to not liking the architecture or scale, though often comments also related to the commenters' desire to retain more of an industrial feel.

- **Parks and Open Space**: Some commenters noted a need for additional parks and open space in the area to accommodate existing and future residents including those from the proposed project. Some suggested new projects should not be approved until specific plans for additional parks/open spaces were identified and/or constructed. Some suggested the project site should be used entirely as a park for the area.

- **Historic Architectural Resources**: Some commenters asserted that industrial buildings on the site are historic, some specifically referring to the metal shed warehouses and association with Pacific Rolling Mill Co. and more generally referring to reminders of the past industrial nature of the area. Some commenters specifically referenced support of a metal shed reuse alternative suggested by Save the Hill.

- **Eastern Neighborhood PEIR**: Some commenters suggested the Eastern Neighborhood PEIR was too old to rely on for tiering or otherwise inaccurate for assessment of cumulative impacts. This was often tied to the issue of the extent of recent and proposed development in the area. Sometimes specific topics were identified under this issue such as traffic, hazardous materials and loss of historic buildings.

- **PDR Job/Use Loss**: Some commenters noted concern over loss of PDR-type jobs and spaces for such employment both specific to this site and cumulatively in the Eastern Neighborhoods.

- **Toxics During Construction**: Some commenters noted concern regarding contaminated soils and groundwater and the possibility of health impacts to neighbors and/or nearby school children.

- **Construction Impacts**: Some commenters noted concerns over potential impacts during the construction period, specifically dust/emissions, noise and parking/access to businesses.

- **Emissions, Vehicle**: Some commenters expressed concern over air quality in the area, specifically related to vehicles/traffic from existing as well as recent and upcoming development including the proposed project.

- **Views**: Some commenters noted concern over loss of views from and to Potrero Hill.

- **Shadows**: Some commenters noted the proposed project would cause shadows, often specifically related to the under-construction Daggett Park. Planning Code Section 295 was sometimes specifically referenced.

- **Nightclub Noise**: Some commenters expressed concern regarding the potential for conflict related to noise from the Bottom of the Hill nightclub and the proposed residential units along 17th Street that could negatively impact operation of the nightclub.

- **Geological Hazards**: Some commenters noted concern regarding geological hazards on/near the site and questioned the appropriateness of the site for the proposed development. Specific concerns included character of the soil and site (liquefaction potential, fault line, water levels, etc.) as well as potential for construction-period activities including vibration to damage nearby buildings and gas pipelines.

- **Beneficial Impacts**: Some commenters in support noted their belief that development in the proposed location would be less impactful than suburban development.

- **Other Comments**: Some comments were less common and did not fit under the above topics. These can be briefly summarized as pertaining to the commenters' belief that not enough is being done to address affordable and family housing, area crime, access to area business during construction, water supply/drought, area school capacity, wind tunnels related to tall buildings, and that additional right-of-way for the sidewalk along 17th street should be taken from the project property and not existing right-of-way.

The above issues are addressed and analyzed throughout this EIR and the CPE Checklist. Chapter V, Other CEQA Issues provides a summary of the comments received during the NOP scoping period and notes where each of these issues is specifically addressed in this document, or provides a response to the comment received.

Comments expressing support for the proposed project or opposition to it will be considered independently of the environmental review process by City decision-makers, as part of their decision to approve, modify, or disapprove the proposed project.

THIS PAGE INTENTIONALLY LEFT BLANK

I. INTRODUCTION

PROJECT SUMMARY

The project site consists of four adjacent lots in the lower Potrero Hill neighborhood (Assessor's block/lot: 3949/001, 001A, 002, and 3950/001). The approximately 3.5-acre project site is bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and residential and industrial buildings to the west. The project site currently contains two metal shed industrial warehouse buildings, a brick office building, a modular office structure, and surface parking lots.

The proposed project would merge the four lots into two lots, demolish the two warehouses and the modular office structure, and preserve the brick office building. The project sponsor proposes to construct two new buildings on-site. The 16th Street Building would consist of a new six-story, 68-foot tall (excluding rooftop projections of up to 82 feet), approximately 402,943 gross square foot (gsf) residential mixed use building with 260 dwelling units and 20,318 gsf of retail on the northern lot. The 17th Street Building would consist of a new four-story 48-foot tall (excluding rooftop projections of up to 52 feet), approximately 213,509 gsf residential mixed use building with 135 dwelling units and 4,650 gsf of retail on the southern lot. In addition, the proposed project would construct a new publicly accessible pedestrian alley along the entirety of its western property line. Combined, the two new buildings would contain a total of 395 dwelling units and 24,968 gsf of retail space, in addition to a total of 388 vehicular parking spaces and 455 off-street bicycle parking spaces. The proposed project would include 14,669 square feet of public open space, 33,149 square feet of common open space shared by project occupants, and 3,114 square feet of open space private to units. A detailed description of the proposed project is provided in Chapter II, Project Description.

PURPOSE OF THE EIR

This EIR analyzes the physical environmental effects associated with implementation of the proposed project. This EIR has been prepared by the San Francisco Planning Department (Planning Department) in the City and County of San Francisco, the Lead Agency for the proposed project, in compliance with the provisions of CEQA and the CEQA Guidelines (California Public Resources Code Section 21000 et seq., and California Code of Regulations Title 14, Section 15000 et seq., "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As described by CEQA and in the CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental effects, where feasible. In undertaking this duty, a public agency has an obligation to balance a project's significant effects on the environment with its benefits, including economic, social, technological, legal, and other non-environmental characteristics.

This EIR is intended as an informational document to: evaluate the proposed project and the potential for significant impacts on the environment; examine methods of reducing adverse environmental impacts; identify any significant and unavoidable adverse impacts that cannot be mitigated; and identify reasonable and feasible alternatives to the proposed project that would eliminate any significant adverse environmental effects or reduce the impacts to a less-than-significant level. The Lead Agency is required to consider the information in the EIR, along with any other relevant information, in making its decisions on the proposed project. This analysis, in and of itself, does not determine whether a project will be approved, but aids the planning and decision-making process by disclosing the potential for significant and adverse impacts.

In conformance with CEQA and the CEQA Guidelines, this EIR provides objective information addressing the environmental consequences of the proposed project and identifies possible means of reducing or avoiding significant impacts, either through mitigation measures or feasible project alternatives.

The City and County of San Francisco must certify the Final EIR prior to acting on the project approval application for the proposed project. Under CEQA Guidelines Section 15161, this is a project-level EIR. This most common type of EIR examines the environmental impacts of a project and focuses primarily on changes in the environment that would result from project development. This type of EIR examines all phases of a project including planning, construction, and operation.

The CEQA Guidelines help define the role and standards of this EIR, as follows:

- **Informational Document**. An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Degree of Specificity**. The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR. An EIR on a development project will necessarily be more detailed in its discussion of specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy (CEQA Guidelines Section 15146(a)).
- **Standards for Adequacy of an EIR**. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

Section 15382 of the CEQA Guidelines defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…" Therefore, in identifying the significant impacts of the proposed project, this EIR focuses on the substantial physical effects and mitigation measures to avoid, reduce, or otherwise alleviate those effects.

ORGANIZATION OF THE DRAFT EIR

This Draft EIR has been organized as follows:

- **Summary**: This chapter summarizes the EIR by providing a concise overview of the proposed project; the environmental impacts that would result from the proposed project; mitigation measures identified to reduce or eliminate these impacts; and project alternatives.
- **Chapter I – Introduction**: This chapter includes a summary of the proposed project, a discussion of the purpose of the EIR, a list of the EIR organization, and a discussion of the environmental review process, including a list of areas of controversy to be resolved.

- **Chapter II – Project Description**: This chapter discusses the background and objectives of the proposed project; provides background data on the project location; describes the operational and physical characteristics of the proposed project; and identifies project approvals.
- **Chapter III – Plans and Policies**: This chapter provides a summary of the plans, policies, and regulations of the City and County of San Francisco that are applicable to the proposed project.
- **Chapter IV – Environmental Setting and Impacts**: This chapter describes the proposed project's existing setting, environmental impacts, cumulative impacts, and mitigation measures. Each environmental topic is discussed in a separate section within this chapter, as follows:
    A. Transportation and Circulation
    B. Historic Architectural Resources
- **Chapter V – Other CEQA Issues**: This chapter describes growth inducement that would result from the proposed project; summarizes the significant environmental effects that cannot be mitigated to a less-than-significant level; describes significant irreversible changes that would result if the proposed project is implemented; and includes a summary of the comments received on the scope of the EIR and responses to those comments.
- **Chapter VI – Alternatives**: This chapter presents alternatives to the proposed project, including the No Project Alternative; the Reduced Density Alternative; and the Metal Shed Reuse Alternative, as well as other alternatives considered but rejected as infeasible. In addition, the environmentally superior alternative is identified.
- **Chapter VII – Report Preparers**: This chapter identifies preparers of the EIR.
- **Appendices**: Appendices include the Notice of Preparation and CPE Checklist (Appendix A).

ENVIRONMENTAL REVIEW PROCESS

The environmental review process for the proposed project is discussed below. As previously noted, the project site is located within the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Plan. The environmental review process for a project occurring within this Plan area is described in this section, followed by the specific environmental review process for the proposed project.

Background

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods Plan) was adopted in December 2008. The Eastern Neighborhoods Plan was an amendment to the San Francisco General Plan, adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and business uses.

During the Eastern Neighborhoods Plan adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods Rezoning

and Area Plan EIR (*Eastern Neighborhoods PEIR*) by Motion 17659[3] and adopted the Preferred Project for final recommendation to the Board of Supervisors.[4]

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods rezoning and Planning Code amendments and new Area Plans for Central Waterfront, East SoMa, Mission, and Showplace Square/Potrero. New zoning districts included districts that permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced then existing industrial, commercial, residential single-use, and mixed-use districts.

The *Eastern Neighborhoods PEIR* was a comprehensive programmatic document that presented an analysis of the environmental effects of implementation of the Eastern Neighborhoods Plan, as well as the potential impacts under several proposed alternative scenarios. The *Eastern Neighborhoods PEIR* evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative.

A major issue in the Eastern Neighborhoods Plan rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the *Eastern Neighborhoods PEIR* assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan. As part of the PEIR analysis, three rezoning options were developed for accommodating the projected population and job growth in the Eastern Neighborhoods. Based upon Department forecasts at the time of the PEIR, all three options would have resulted in a decline in PDR employment in the study area and an increase in population and non-PDR related job growth. Of the three options, Option A would have retained the largest amount of land to accommodate existing (i.e., at the time of the *Eastern Neighborhoods PEIR*) PDR uses and the fewest amount of non-PDR related jobs. Conversely, the loss of PDR jobs would have been greatest under Option C because the most land occupied by PDR uses at the time of the *Eastern Neighborhoods PEIR* would have been converted to residential and mixed uses. Option C was also projected to result in the greatest amount of population growth and job growth in non-PDR related jobs. With respect to Option B, population, job growth, and PDR loss within the Eastern Neighborhoods would have fallen between Options A and C.

After fully considering the environmental effects of and the various alternative scenarios discussed in the *Eastern Neighborhoods PEIR*, the alternative adopted by the Planning Commission was a combination of Options B and C. Under this combination known as the "Preferred Project", the PEIR evaluated a total increase of 9,785 dwelling units in the Eastern Neighborhoods area, including 3,180 dwelling units within the Showplace Square/Potrero Area Plan.

The project site is in the Showplace Square/Potrero Area of the Eastern Neighborhoods Area Plan, which contains objectives and policies guiding development of the project site. The project site falls within the 16th-17th Street Corridor area plan designation (refer to Map 2 – Generalized Zoning Districts), which

[3] San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: http://www.sf-planning.org/index.aspx?page=1893.

[4] San Francisco Planning Commission Motion 17659, August 7, 2008. This document is available online at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268.

encourages increased residential density mixed with existing PDR uses along 16th Street in acknowledgement of accessibility to nearby transit service. The plan also encourages limited-scale, neighborhood serving retail uses. Pursuant to the Eastern Neighborhoods Rezoning and Area Plans as approved on January 19, 2009, the project site was re-zoned to Urban Mixed Use (UMU) and the 68-X and 48-X height and bulk districts that allow maximum building heights of 68 feet along 16th Street and 48 feet on 17th Street.[5, 6]

The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed in the CPE Checklist (page 26 in Appendix A).

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review is required.

The proposed project has been determined to be consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.[7, 8]

PROJECT PROPOSAL

The project sponsor, Potrero Partners, LLC, filed a revised application for the site on June 17, 2014 for the environmental evaluation of the proposed project (this replaced a former 2012 proposal on the site that included residential units and a medical office building). As previously discussed, the project site is located within the Showplace Square/Potrero Subarea of the Eastern Neighborhoods Plan, for which a comprehensive program-level EIR was prepared (*Eastern Neighborhoods PEIR*). Individual projects that occur under the Plan are required to undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site and to assess whether additional environmental review is required. The San Francisco Planning Department, serving as Lead Agency responsible for administering the environmental review for the proposed project, prepared a Community Plan Exemption (CPE) Checklist and found that preparation of an EIR was required. The CPE Checklist identified the environmental issues that would be addressed in the EIR and the environmental issues that could be excluded from further detailed analysis.

CEQA requires that, before a decision can be made to approve a project that could result in adverse and unmitigable physical effects, an EIR must be prepared that fully describes the environmental effects of the project. The EIR is a public information document for use by governmental agencies and the public to

[5] The following zoning and height district maps were included at the PEIR Certification hearing: http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1260.

[6] On July 21, 2011 the Planning Commission took further action to amend the Zoning Map and make numerous technical corrections, including rezoning the 47 square foot parcel (Block 3949 Lot 001A) within the project site from MUR to UMU and increasing the height limit of that parcel from 40 feet to 68 feet, consistent with the zoning and height limit of surrounding properties. This document is available at: http://commissions.sfplanning.org/cpcpackets/2011.0559TZ.pdf.

[7] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 901 16th Street and 1200 17th Street, September 3, 2014.

[8] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 901 16th Street and 1200 17th Street, January 22, 2015.

identify and evaluate potential environmental impacts of a project, to recommend mitigation measures to lessen or eliminate significant adverse impacts, and to examine feasible alternatives to the project. The information contained in the EIR must be reviewed and considered by the Planning Commission and other approving bodies prior to a decision to approve, disapprove, or modify the project.

CEQA requires that agencies shall neither approve nor implement a project unless the project's significant environmental effects have been reduced to a less-than-significant level, essentially eliminating, avoiding, or substantially lessening the potentially significant impacts, except when certain findings are made. If an agency approves a project that would result in the occurrence of significant adverse impacts that cannot feasibly be mitigated to less-than-significant levels, the agency must state the reasons for its action in writing, demonstrate that mitigation is infeasible based on the EIR or other information in the record, and adopt a Statement of Overriding Considerations.

The Planning Department prepared the CPE Checklist and published a Notice of Preparation (NOP) of an EIR for the project on February 11, 2015, announcing its intent to prepare and distribute a focused EIR (the NOP and CPE Checklist is Appendix A to this EIR). The CPE Checklist found that the proposed project would be generally consistent with and was encompassed within the analysis in the *Eastern Neighborhoods PEIR*. The CPE Checklist also determined that the *Eastern Neighborhoods PEIR* adequately anticipated and described the majority of the impacts of the proposed project, and identified the mitigation measures from the *Eastern Neighborhoods PEIR* applicable to the proposed project. The proposed project is also generally consistent with the zoning controls and the provisions of the Planning Code applicable to the project site and is in conformance with the height, use, and density for the site described in the *Eastern Neighborhoods PEIR*.

The CPE Checklist found that the following potential individual and cumulative environmental effects of the proposed project, as fully analyzed in the CPE Checklist, were adequately covered in the *Eastern Neighborhoods PEIR*: land use and land use planning; aesthetics; population and housing; paleontological and archeological resources; noise; air quality; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources. As such, these issue topics are not further addressed in this EIR.

The CPE Checklist determined that the proposed project could result in potentially significant environmental impacts, and that an EIR is required under CEQA to analyze the following environmental topics: Transportation and Circulation and Historic Architectural Resources.

As noted in Summary, the proposed project is subject to Section 21099 to the California Public Resources Code, which eliminates consideration of impacts related to the topics of aesthetics and parking in determining the significance of physical environmental effects under CEQA for projects meeting certain criteria. Accordingly, this EIR does not contain a separate discussion of impacts related to the topic of aesthetics. The EIR nonetheless provides an overview of the existing and proposed visual character of the site and surroundings for informational purposes as part of Chapter II, Project Description. Furthermore, this EIR discusses parking in Chapter IV.A, Transportation and Circulation, for informational purposes only. Overall, the information regarding aesthetics (visual character) and parking provided here does not relate to the impact significance determinations in the EIR.

AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

Publication of the NOP and CPE Checklist initiated a 30-day public review and comment period that began on February 11, 2015 and ended on March 15, 2015. A public scoping meeting was also held on March 4, 2015. During the review and comment period, a total of 86 comment sets, including letters, emails, and comment cards submitted to the Planning Department or provided orally at the public scoping session were provided by interested parties. The comment letters, emails, and comment cards received in response to the NOP and CPE Checklist and a transcript of the oral comments received at the March 4, 2015 public scoping meeting are available for review as part of Case File No. 2011.1300E. The Planning Department has considered the comments made by the public in preparation of the Draft EIR for the proposed project. Comments on the NOP and CPE Checklist that relate to environmental issues are addressed and analyzed throughout this EIR and the CPE Checklist. Chapter V, Other CEQA Issues provides a summary of the comments received during the NOP scoping period and notes where each of these issues is specifically addressed in this document, or provides a response to the comments received.

Comments expressing support for or opposition to the proposed project will be considered independently of the environmental review process by City decision-makers, as part of their decision to approve, modify, or disapprove the proposed project.

PUBLIC PARTICIPATION

The CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code encourage public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding the CEQA and planning processes. These opportunities will occur during the Draft EIR public review and comment period and public hearings before the San Francisco Planning Commission.

The Draft EIR is available for public review and comment on the Planning Department's Negative Declarations and EIRs web page (http://tinyurl.com/sfceqadocs). CDs and paper copies are also available at the Planning Information Center (PIC) counter on the first floor of 1660 Mission Street, San Francisco. Referenced materials are available in case File No. 2011.1300E for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street (call (415) 575-9028).

There will be a public hearing before the Planning Commission during the 45-day public review and comment period for this EIR to solicit public comment on the adequacy and accuracy of information presented in this Draft EIR. The public comment period for this EIR is from August 13, 2015 to September 28, 2015. The public hearing on this Draft EIR has been scheduled before the Planning Commission for September 17, 2015 in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 12:00 p.m. or later. Please call (415) 558-6422 the week of the hearing for a recorded message giving a more specific time. In addition, members of the public are invited to submit written comments on the adequacy of the document, that is, whether this Draft EIR identifies and analyzes the possible environmental impacts, identifies appropriate mitigation measures and provides a reasonable range of alternatives to the proposed project for consideration. Comments are most helpful when they suggest specific alternatives and/or additional measures that would better mitigate significant environmental effects.

Written comments should be submitted to:

Sarah B. Jones, Environmental Review Officer Re: 901 16h Street and 1200 17th Street Project Draft EIR San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103

Comments may also be submitted by email to sarah.b.jones@sfgov.org. Comments must be received by 5:00 p.m., September 28, 2015.

Commenters are not required to provide personal identifying information. All written and oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Planning Department's website or in other public documents.

II. PROJECT DESCRIPTION

PROJECT OVERVIEW

The project site consists of four adjacent lots in the lower Potrero Hill neighborhood. The approximately 3.5-acre project site is bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and residential and industrial buildings to the west. The project site currently contains two metal shed industrial warehouse buildings, a brick office building, a modular office structure, and surface parking lots.

The proposed project would merge the four lots into two lots, demolish the two warehouses and the modular office structure, preserve the brick office building, and retain some materials from one of the steel sheds for reuse within the proposed project. The project sponsor proposes to construct two new buildings on-site. The 16th Street Building would consist of a new six-story, 68-foot tall (excluding rooftop projections of up to 82 feet), approximately 402,943 gross square foot (gsf) residential mixed use building with 260 dwelling units and 20,318 gsf of retail on the northern lot. The 17th Street Building would consist of a new four-story 48-foot tall (excluding rooftop projections of up to 52 feet), approximately 213,509 gsf residential mixed use building with 135 dwelling units and 4,650 gsf of retail on the southern lot. In addition the proposed project would construct a new publicly accessible pedestrian alley along the entirety of its western property line. Combined, the two new buildings would contain a total of 395 dwelling units and 24,968 gsf of retail space, in addition to a total of 388 vehicular parking spaces and 455 off-street bicycle parking spaces. The proposed project would include 14,669 square feet of public open space, 33,149 square feet of common open space shared by project occupants, and 3,114 square feet of open space private to units. Proposed project details are summarized in **Table II-1**.

PROJECT SPONSOR'S OBJECTIVES

The proposed project's key objectives are to:

1. Redevelop a large underutilized site into a development with a mix of ground floor retail uses along 16th Street and 17th Street, residential dwelling units, and substantial open space amenities.
2. Create a mixed-use project consistent with the Urban Mixed Use (UMU) zoning and the Showplace Square/Potrero Area Plan's policies that encourage a mix of land uses by providing both residential uses and community-serving retail uses on the site.
3. Build a substantial number of residential dwelling units on the site to contribute to the City's General Plan Housing Element goals and ABAG's Regional Housing Needs Allocation for the City and County of San Francisco.
4. Create a project that is consistent with the site's 48-X and 68-X height and bulk districts and is compatible with existing and contemplated development in the immediate vicinity.
5. Incorporate open space for the use of project residents in an amount equal to or greater than required by the UMU zoning.
6. Preserve and integrate the historic brick office building into the development, while removing the obsolete metal shed warehouses.
7. Develop a financially feasible project capable of providing a market-based return on investment and sufficient to satisfy both equity capital investment and debt financing providers.

Table II-1: Proposed Project Details

Description	16th Street Building	17th Street Building	Project Total
Site Area	90,060 sf	61,940 sf	152,000 sf
Total Building Area	402,943 gsf	213,509 gsf	616,452 gsf
Commercial Use Area	20,318 gsf	4,650 gsf	24,968 gsf
Open Space – Public*	9,966 sf	4,703 sf	14,669 sf
Open Space – Common*	24,184 sf	8,965 sf	33,149 sf
Open Space – Private*	1,390 sf	1,724 sf	3,114 sf
Number of Dwelling Units	260 units	135 units	395 units (53 studios, 182 one-bedrooms, 146 two-bedrooms, and 14 three-bedrooms)
Number of Parking Spaces	263	125	388 (336 residential, 47 commercial, 5 car share)
Number of Bicycle Parking Spaces	264 Class 1, 40 Class 2	191 Class 1, 12 Class 2	455 Class 1 (secure indoor) and 52 Class 2 (sidewalk bike racks)
Number of Loading Spaces	1 off-street, 1 commercial on-street and 1residential on-street	1 commercial on-street and 1 residential on-street	5 (1 off-street, 2 commercial on-street, and 2 residential on-street)
Number of Buildings	1	1	2 (16th Street Building and 17th Street Building)
Height of Buildings	68 feet**	48 feet**	See building specific columns
Number of Stories	1 sub-surface, 6 above grade	1 sub-surface, 4 above grade	See building specific columns

Source: Proponent plans

gsf = gross square feet

* Public open space includes the publicly accessible pedestrian alley and plaza areas. Common open space includes the residential mews area, courtyards and roof decks that are not publicly accessible but shared by residents. Private open space includes private decks and patios.

** Height measurement excludes elements exempt from height measurement pursuant to the Planning Code Section 260(b).

EXISTING PROJECT SETTING

The following includes a description of the project site characteristics as well as surrounding land uses.

Project Site

As shown on **Figure II.1**, the project site is located in the lower Potrero Hill neighborhood on a 3.5-acre portion of the block bounded by 16th Street to the north, Mississippi Street to the east, 17th Street to the south and Missouri Street to the west. The westerly portion of the block is not part of the project site and contains existing residential (live/work), retail and industrial buildings. The project site (see **Figure II.2**) currently contains a total of four existing buildings: two metal shed warehouse buildings and a modern modular office structure occupied by Cor-O-Van Moving and Storage Company, and a vacant brick office building that fronts onto 17th Street.

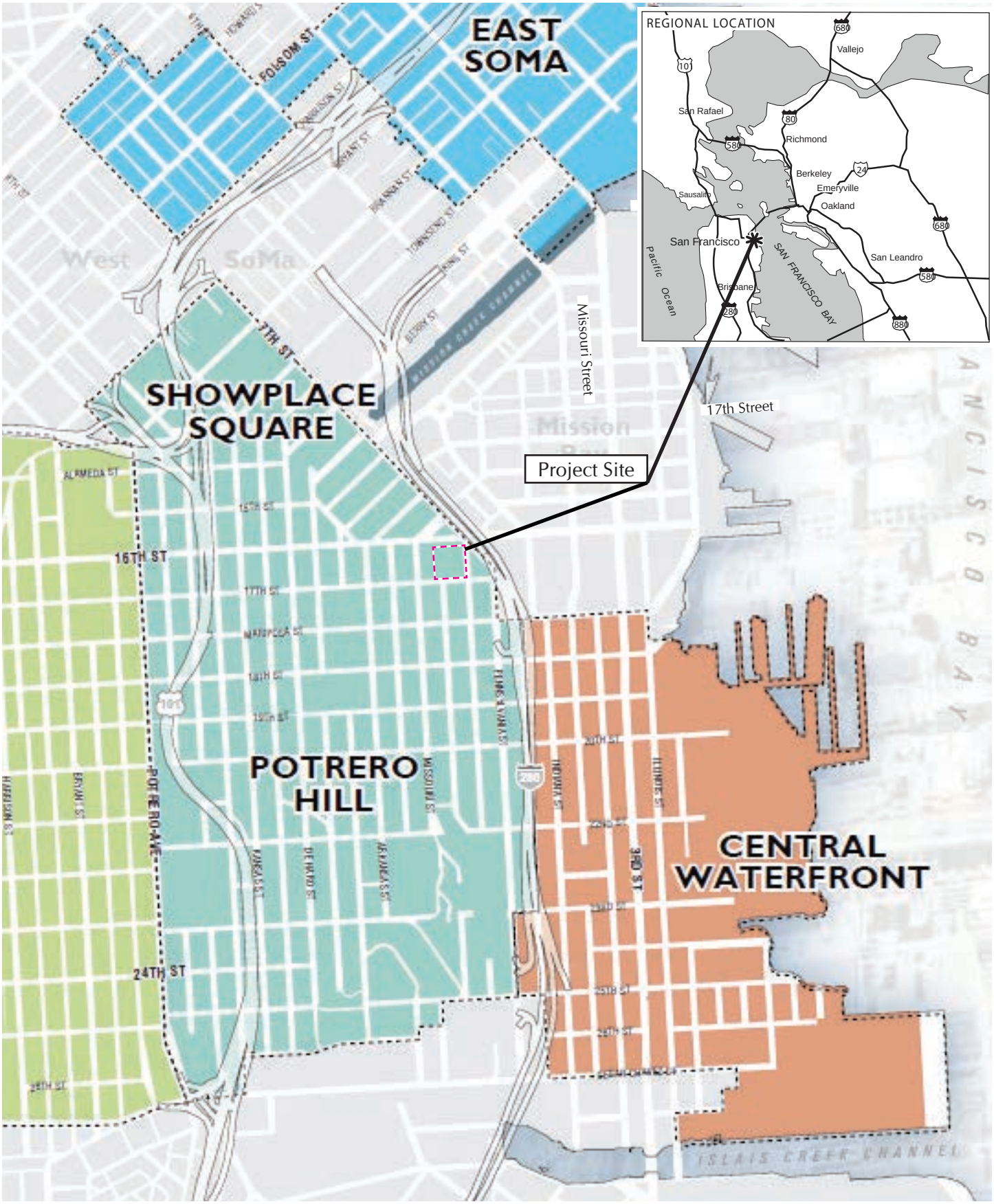
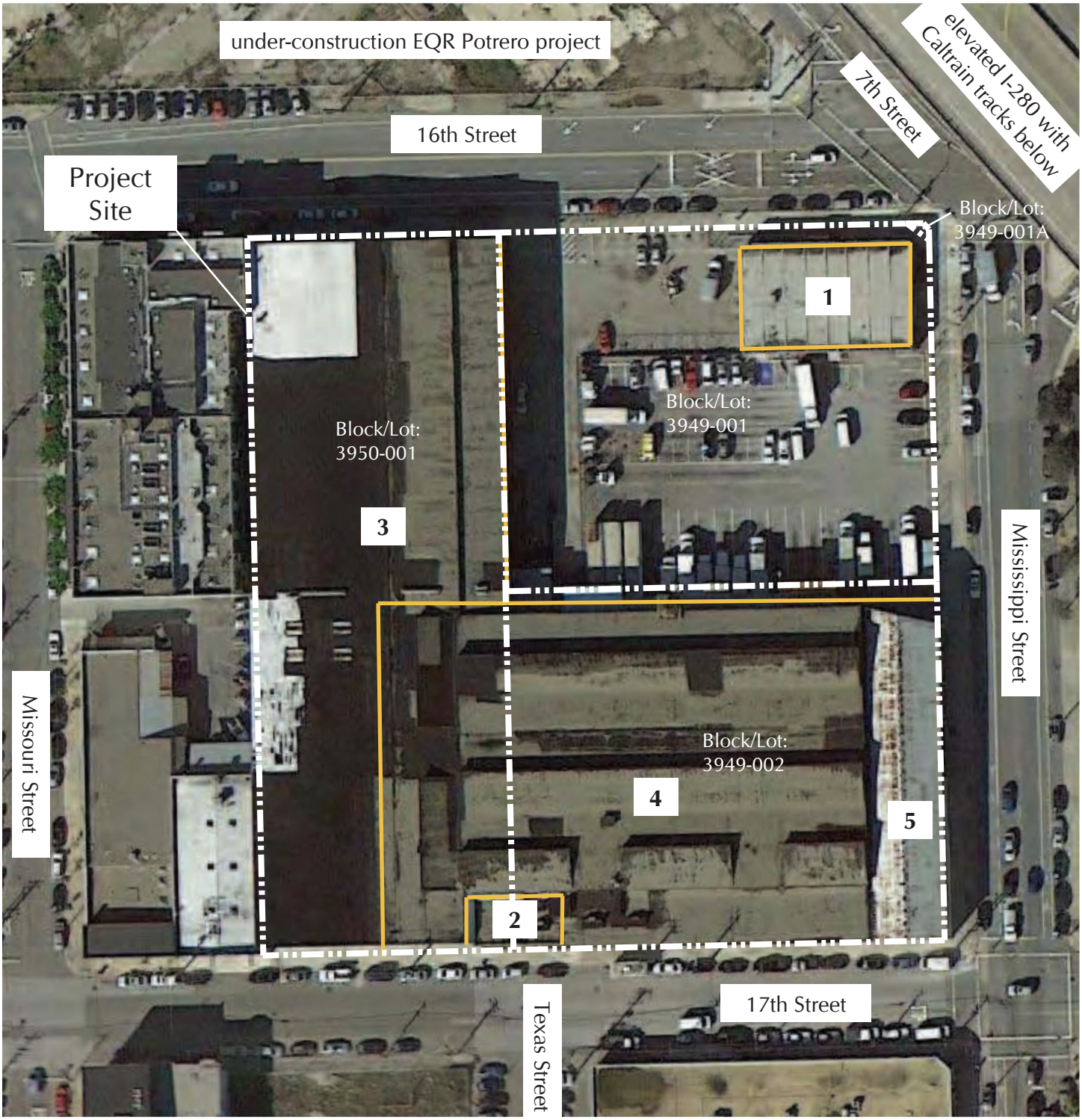


Figure II.1:
Project Location



1. Cor-o-van modular office building, 901 16th Street
2. Pacific Rolling Mill Co. brick office building, 1200 17th Street
3. Warehouse, 1210 17th Street / 975 16th Street
4. Integrated warehouse building at 1200/1100 17th Street
5. 1100 17th Street portion of integrated warehouse building (4)

Key

Project Site Parcel Boundaries

Numbered Building Elements (descriptions to left)

0 50 100 200 Feet

Source: GoogleMaps, Lamphier-Gregory

Figure II.2:
Project Site - Existing Conditions

The modern modular office structure is located at 901 16th Street, at the corner of 16th Street and Mississippi Street. The Cor-O-Van Moving and Storage Company occupies this modern modular office structure as part of its commercial moving and storage operations, employing approximately 50 people. The easterly warehouse building at 1200/1000 17th Street was originally constructed as two open air sheds but subsequently clad and enclosed with metal siding and connected internally. It is currently a one-story steel and wood-frame, multiple-wing, industrial building clad in corrugated metal siding. The westerly warehouse building at 1210 17th Street/975 16th Street was also originally constructed as an open air shed, and is also now a steel-frame industrial stock shed building clad in corrugated metal siding. The westerly warehouse building is the tallest of the existing buildings on the project site, measuring 46-feet, nine-inches in height at its highest point. Both warehouse buildings are currently used by Cor-O-Van Moving and Storage Company and a portion of the westerly warehouse building is leased to the University of California, San Francisco for storage.

The currently vacant brick office building that fronts onto 17th Street also has an address at 1200 17th Street. It was originally constructed by the Pacific Rolling Mill Co. in 1926 to house the office functions of the company's steel fabricating operation at the site.

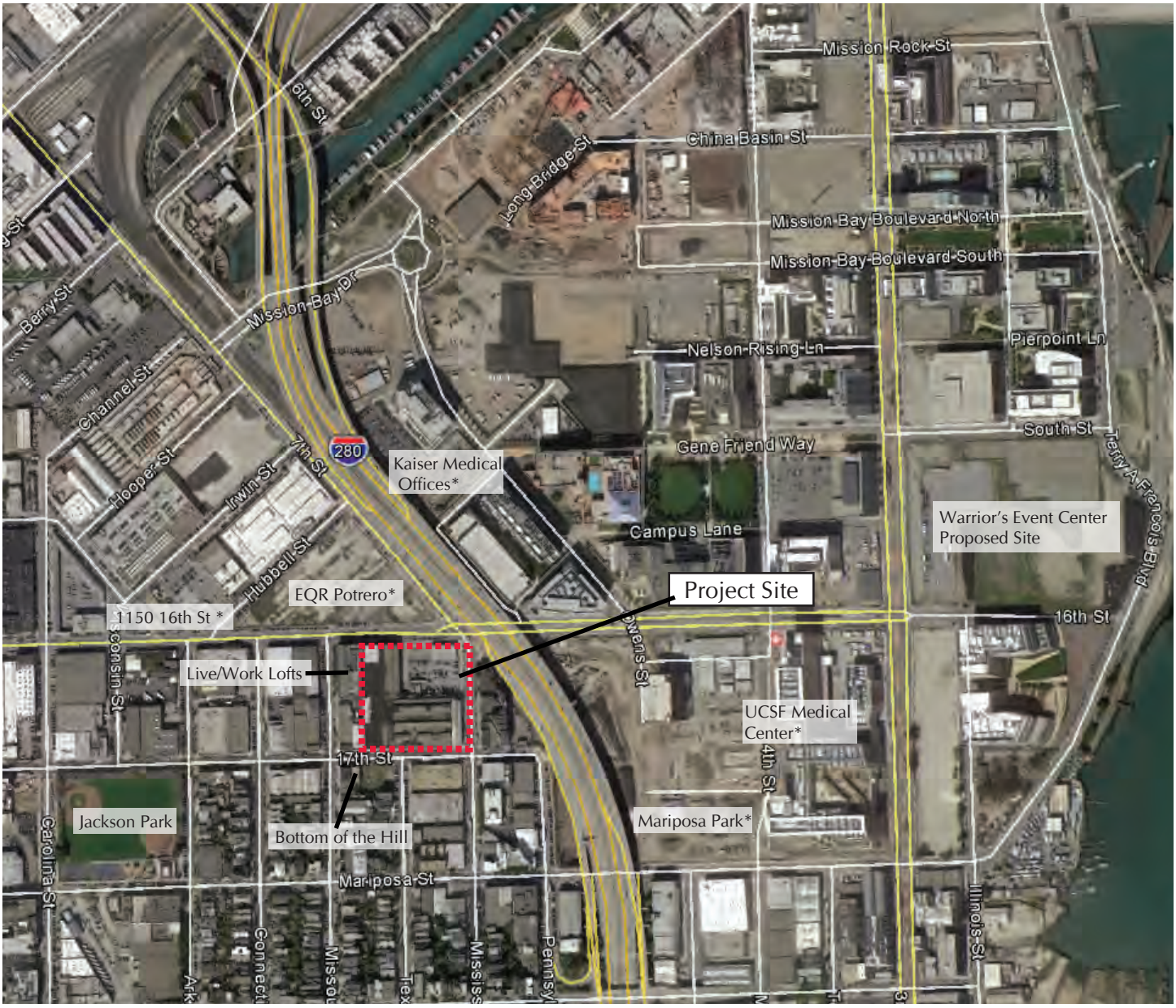
In total, the four existing buildings on the project site amount to approximately 109,500 gsf of building space. Surrounding the modular office structure is an open surface parking lot which is also used for access to the University of California, San Francisco (UCSF) storage and for fleet storage of the Cor-O-Van trucks and moving vans. The Cor-O-Van and/or UCSF vehicles (employee vehicles and moving trucks) can access the project site from two curb cuts on 16th Street, three curb cuts on Mississippi Street, and three curb cuts on 17th Street, although some curb cuts are currently unused.

Surrounding Land Uses

The project site and vicinity are shown in **Figure II.3**. Present land uses in the project site vicinity are varied and include educational facilities, light industry, office space, life science laboratories, a public park, residences and live/work units, retail, a nightclub, storage, warehouses and wholesale interior-design-related establishments. An elevated segment of Interstate 280 runs northeast of the project site. The Caltrain railroad tracks run parallel to and northeast of 7th Street and Pennsylvania Street beneath Interstate 280.

Sharing the same block but to the west of the project site are two buildings consisting of live/work lofts (one at 999 16th Street and the other at 49 Missouri Street), and two vacant buildings formerly occupied by Arch Art Supplies at 99 Missouri Street (retail) and All Auto Collision Repair at 1240 17th Street (light industrial).[9]

[9] Public comments have indicated that the 99 Missouri Street building has been leased to the ALT School for use as a school. To date, the City has not received an application to change the use of this building.



* indicates under construction either currently or in imagery.

Figure II.3:
Project Vicinity

Source: GoogleMaps, Lamphier-Gregory
Imagery Date 3/22/2014

Immediately to the north and across 16th Street is the currently under-construction EQR Potrero project, previously called Daggett Place, and also known as the 1000 16th Street project (Planning Department Case No. 2003.0527). As approved, the EQR Potrero project would include two six-story, 68-foot tall buildings consisting of 468 dwelling units, approximately 15,000 gsf of ground-floor retail, approximately 7,000 gsf of PDR spaces, and 307 parking spaces. The existing Daggett Street right-of-way between the two buildings is planned for development of a publically-accessible park (but not under the jurisdiction of the Recreation and Parks Department), to be known as Daggett Park.

Uses to the west of the project site along 16th Street include Wo Chong Company, Inc. (light industrial food production), Bay Medical Center (medical offices), and Creativity Explored (non-profit art studios open to the public). These structures are generally two-to-three stories tall. The three blocks west of Arkansas Street along 16th Street include restaurant, retail, light industrial, office and warehouse distribution uses. One former restaurant (Axis Café) was recently demolished and is the site of the approved but as yet un-built 1150 16th Street project (also known as 1201 8th Street, Planning Department Case No. 2004.1004). As approved, the 1150 16th Street project would construct two mixed-use buildings (one 58-feet tall, one 68-feet tall), consisting of 15 dwelling units, approximately 6,000 gsf of ground-floor retail, and approximately 13,000 gsf of PDR space. The blocks south of the project site become progressively more residential, but areas south of 17th Street also include the two-block Jackson Playground, Anchor Brewing (light industrial), fleet parking for Coach 21 buses (transportation storage), Rainbeau (fabrication/light industrial), San Francisco Fabrics and R&J Auto (medium industrial), and other retail and office uses. Further to the south along Mariposa Street, from Arkansas Street to Pennsylvania Street, land use is entirely residential with the exception of a design-oriented office and Direct Mail Center (light industrial) on the two southern corners of the intersection of Mariposa Street and Mississippi Street.

East of Interstate 280, on the opposite (northeast) side of the freeway from the project site is Mission Bay South, which includes the J. David Gladstone Institute, an under-construction Kaiser Permanente Medical Office Building, the UCSF Mission Bay campus (including the recently-completed UCSF Hospital), other biotechnology labs and offices, multi-family residential buildings, parking structures, and the site of a new arena proposed by the Golden State Warriors basketball team. The Caltrain tracks operate east of the project site and include an at-grade crossing of 16th Street slightly east of and coordinated with the 7th/16th/Mississippi Street intersection.

PROPOSED PROJECT

The application for the proposed project has been submitted by Potrero Partners for development on two proposed lots, but each respective portion of the proposed project could be developed separately, as described further below.

The project proposes to merge the four existing lots into two lots, demolish all existing on-site buildings and surface pavement on the project site except for the existing brick office building (discussed under Ground Floor Retail below), and construct two mixed-use buildings with associated infrastructure. The northern portion of the site along 16th Street is proposed to be developed as a mixed-use building that would reach 68 feet at 6 stories. The southern portion of the site along 17th Street is proposed to be developed as a mixed-use building that would reach 48 feet at 4 stories. (Building heights are measured pursuant to Planning Code Section 260(a).)

The two proposed buildings would be separated from each other by a 39-foot-wide "residential mews" common open space area, and separated from the existing development along the western edge of the block by a publicly accessible pedestrian alley that would connect 16th and 17th Streets. **Figure II.4** shows the overall site plan. **Figure II.5** through **Figure II.7** show the building elevations. **Figure II.8** through **Figure II.11** show the plans by floor for the 16th Street Building including the roof plan as **Figure II.12**, and **Figure II.13** through **Figure II.15** show plans by floor for the 17th Street Building, including the roof plan as **Figure II.16**.

As allowed by San Francisco Planning Code Section 260(b), parapets are allowed up to 4 feet above the maximum building height and certain rooftop elements, such as mechanical equipment, open space features, and stair penthouses, are allowed to extend up to 10 feet above the maximum building height. Elevator shafts are allowed to extend up to 16 feet above the maximum building height provided they do not together exceed 20 percent of the horizontal area of the roof above which they are situated.

For the 16th Street Building, stair penthouses, elevator penthouses and mechanical equipment would cover approximately 12 percent of the horizontal area of the roof and would reach 78 feet (stair and mechanical penthouses) and 82 feet (elevator shafts), which are lower than the additional 16 feet that is permitted (up to 84 feet) by Planning Code Section 260(b).

For the 17th Street Building, the stair and elevator penthouses together would cover approximately 3.8 percent of the horizontal area of the roof and would reach 51 or 52 feet, which are lower than the additional 10 feet and 16 feet that is permitted (up to 74 feet) by Planning Code Section 260(b).

Heights and locations of rooftop elements are indicated on **Figures II.4** through **II.6, II.11**, and **II.15**.

Residential

A total of 395 dwelling units are proposed as detailed in **Table II-2**. Ground floor units with stoops are proposed along 17th Street, the publicly accessible pedestrian alley, and onto the residential mews. The remaining units are on upper floors. The proposed project complies with requirements for inclusion of units with two or more bedrooms (at least 40% per Planning Code Section 843.25).

Table II-2: New Residential Dwelling Unit Mix

Unit Type	Unit Count by Building		Total Units	Percent Total Units
	16th Street Building	17th Street Building		
Studio	53	0	53	13%
1 Bedroom	103	79	182	46%
2 Bedroom	95	51	146	37%
3 Bedroom	9	5	14	4%
Total Units	260	135	395	100%

Source: Proponent plans

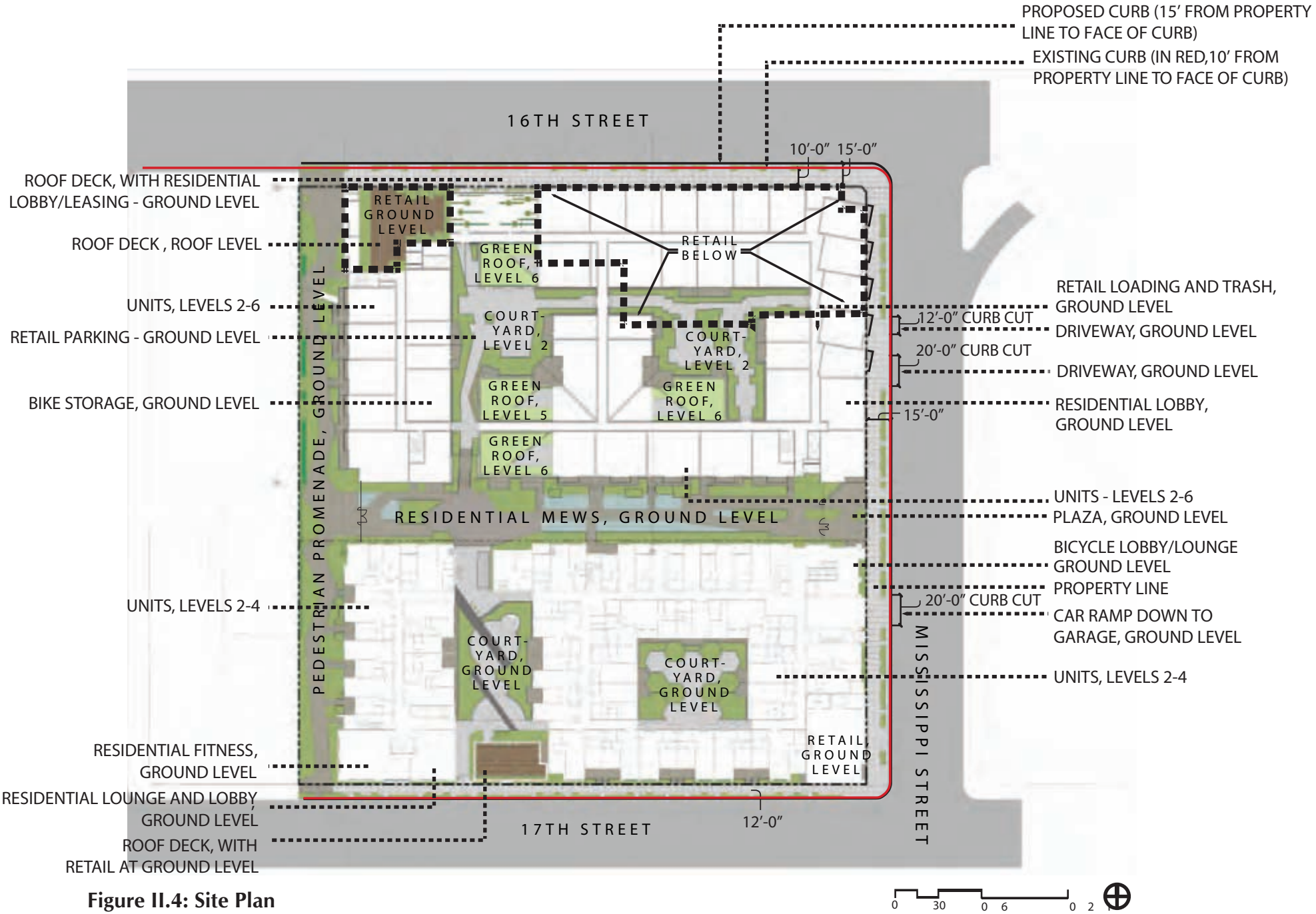


Figure II.4: Site Plan

Source: PGA Design dated 11/14/2014

THIS PAGE INTENTIONALLY LEFT BLANK

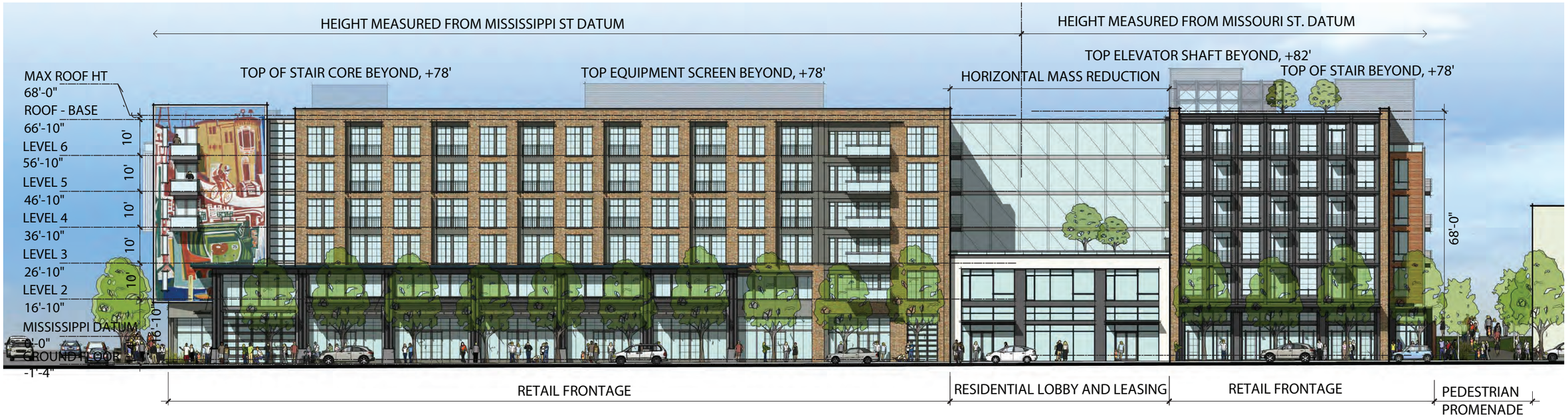


Figure II.5: Building Elevations, 16th Street (North)
Source: BARarchitects, dated 12/17/2014

Figure II.6: Building Elevations, Mississippi Street (East)
Source: BARarchitects, dated 12/17/2014

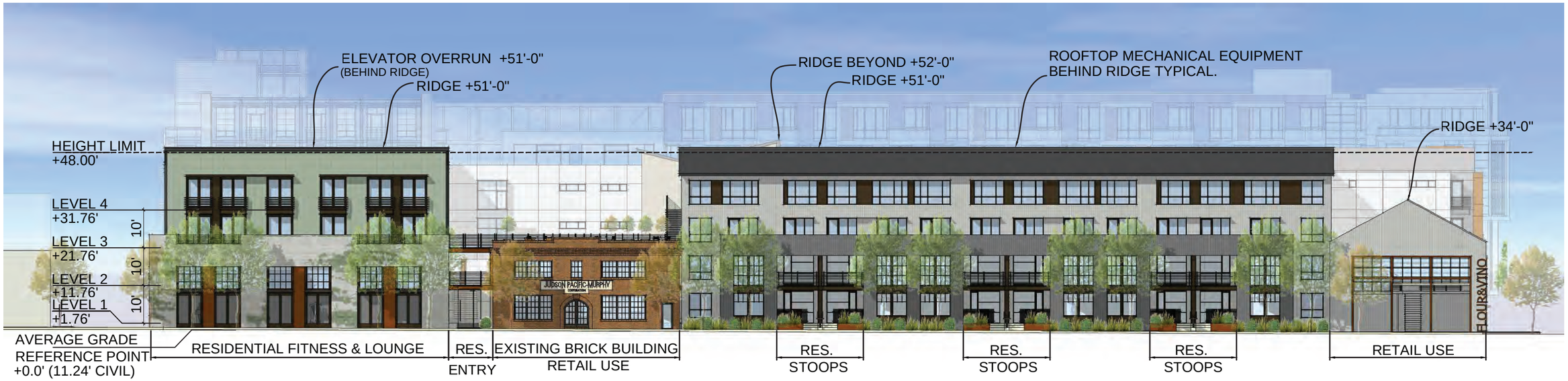


Figure II.7: Building Elevations, 17th Street (South)
Source: Christiani Johnson Architects, dated 12/17/2014

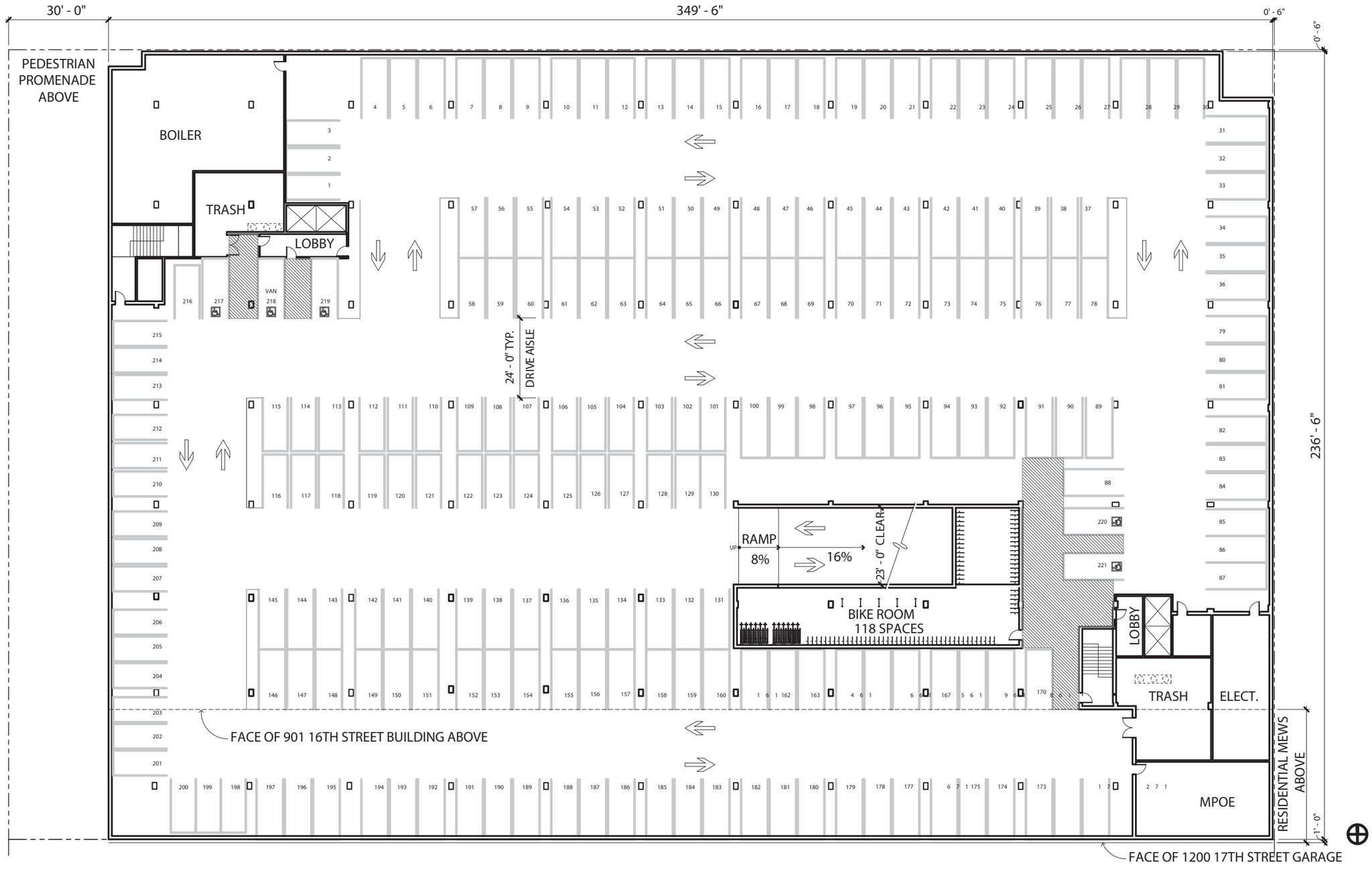


Figure II.8: Floor Plan, 90116th Street, Basement
Source: BARarchitects, dated 6/19/2014

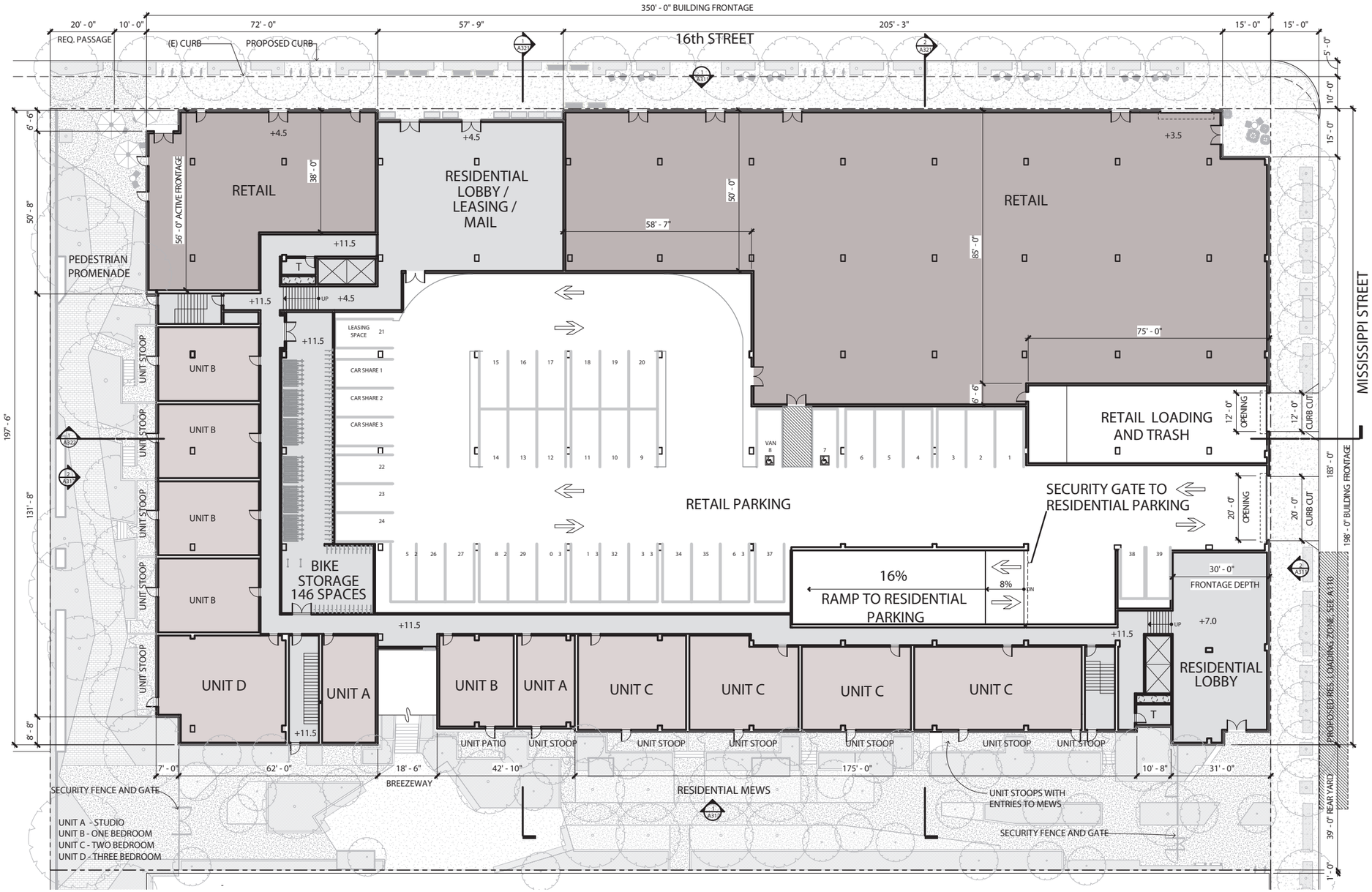


Figure II.9: Floor Plan, 90116th Street, Ground Floor
Source: BARarchitects, dated 6/19/2014

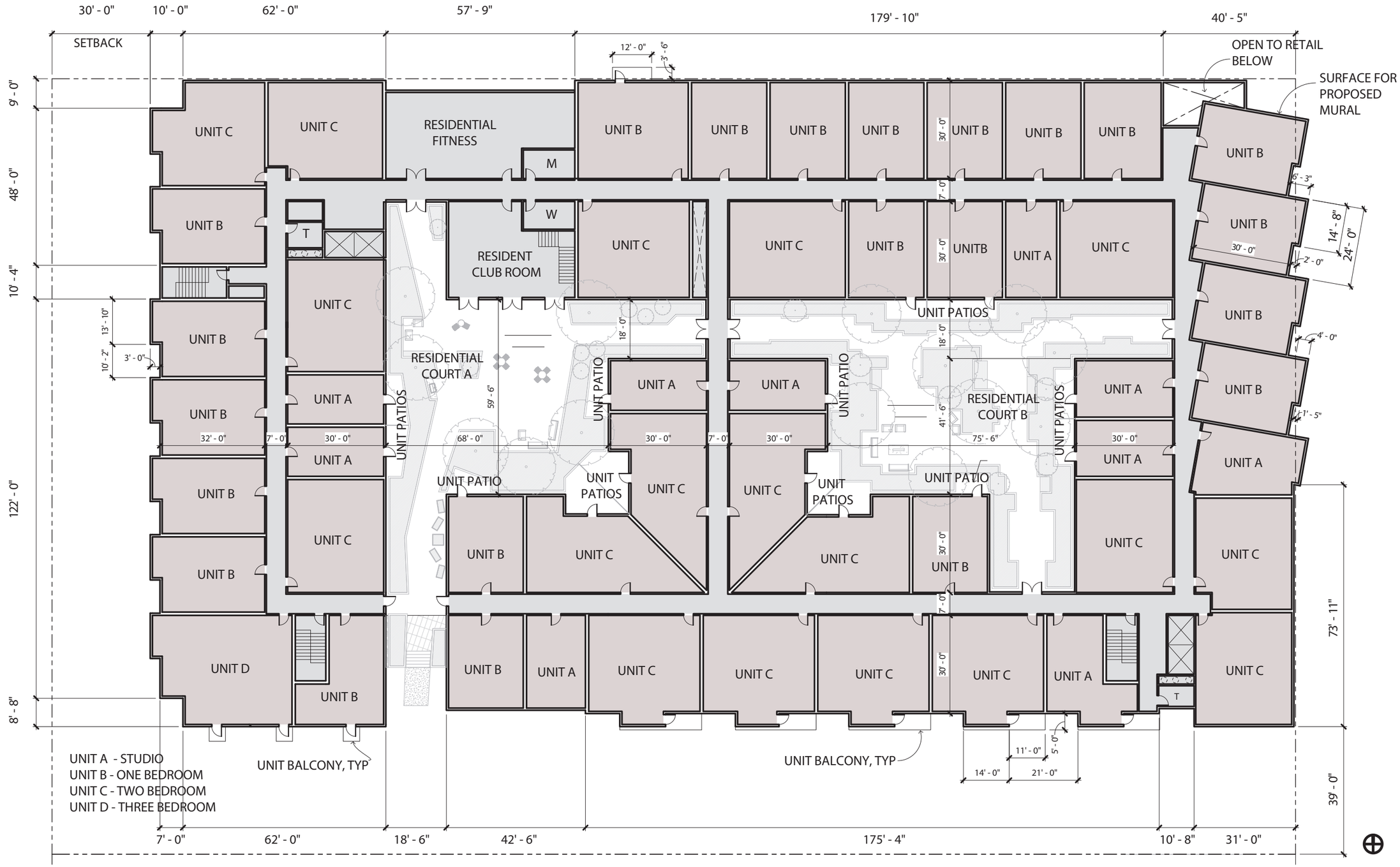


Figure II.10: Floor Plan, 901 16th Street, Podium Level (2nd Floor)
Source: BARarchitects, dated 6/19/2014

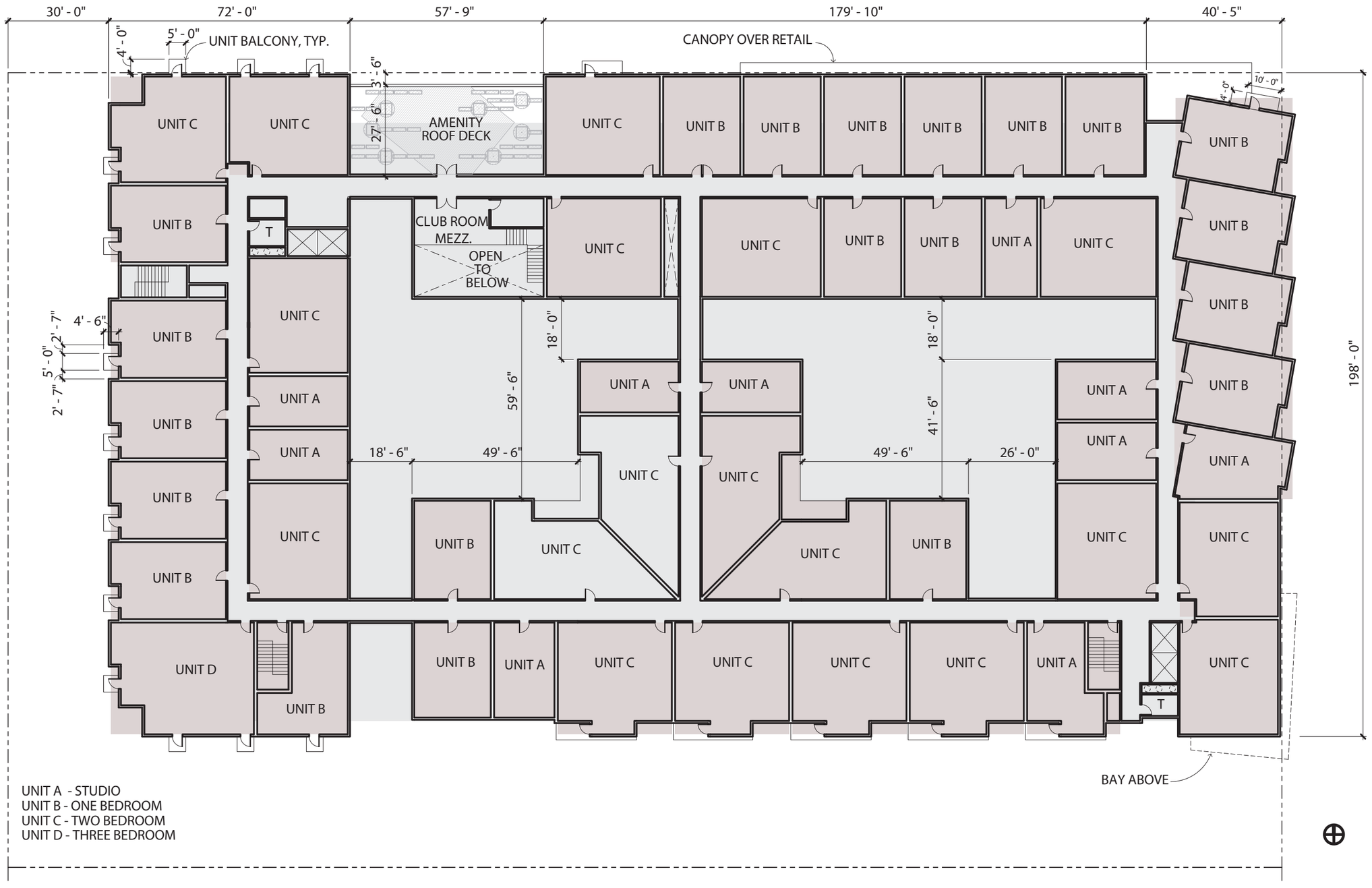


Figure II.11: Floor Plan, 901 16th Street, Example Upper Floors (4, 5, and 6)
Source: BARarchitects, dated 1/7/2015

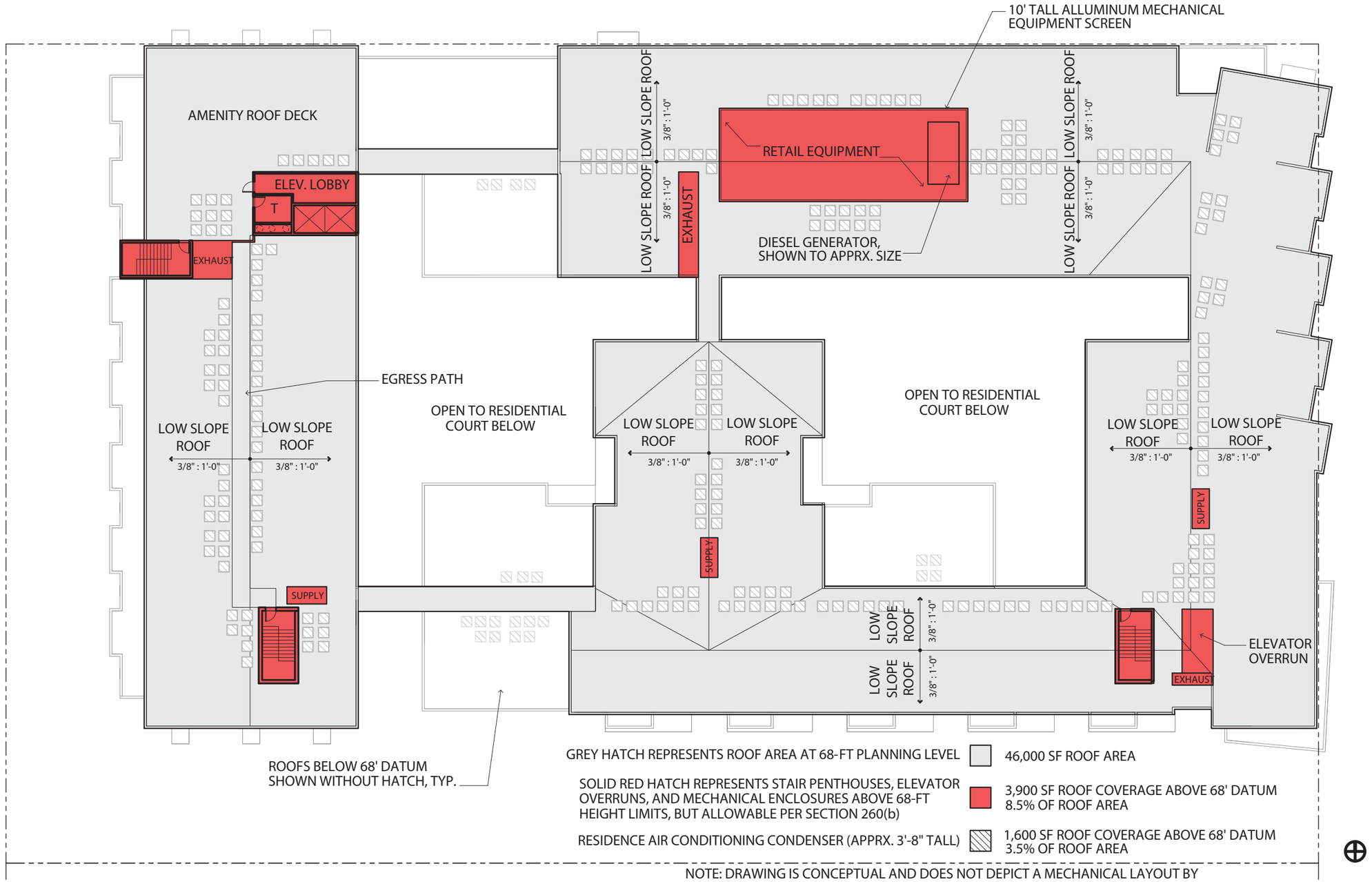


Figure II.12: Roof Plan, 901 16th Street
Source: BARarchitects, dated 1/7/2015

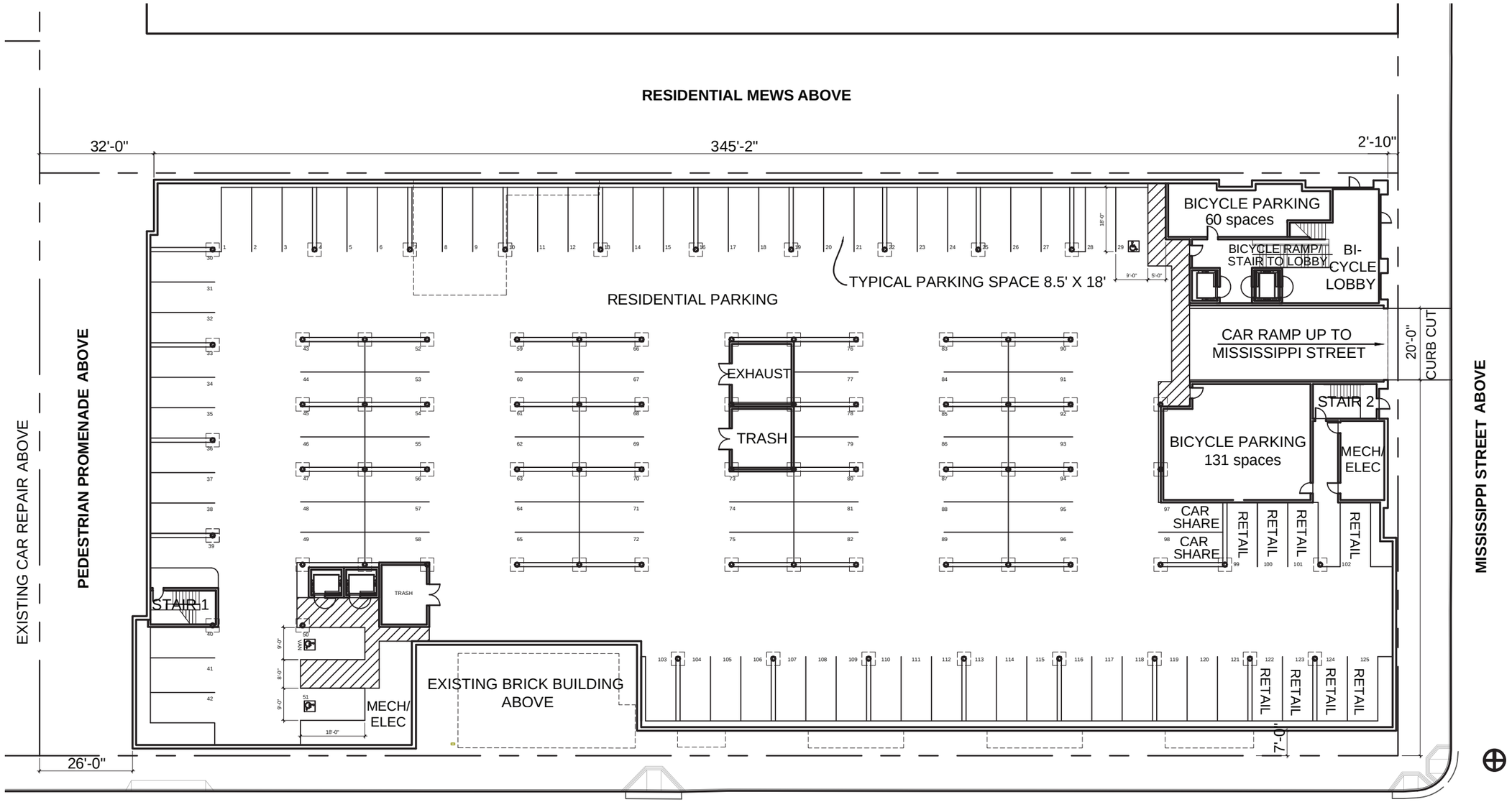


Figure II-13: Floor Plan, 1200 17th Street, Basement

Source: Christiani Johnson Architects, dated 6/19/2014

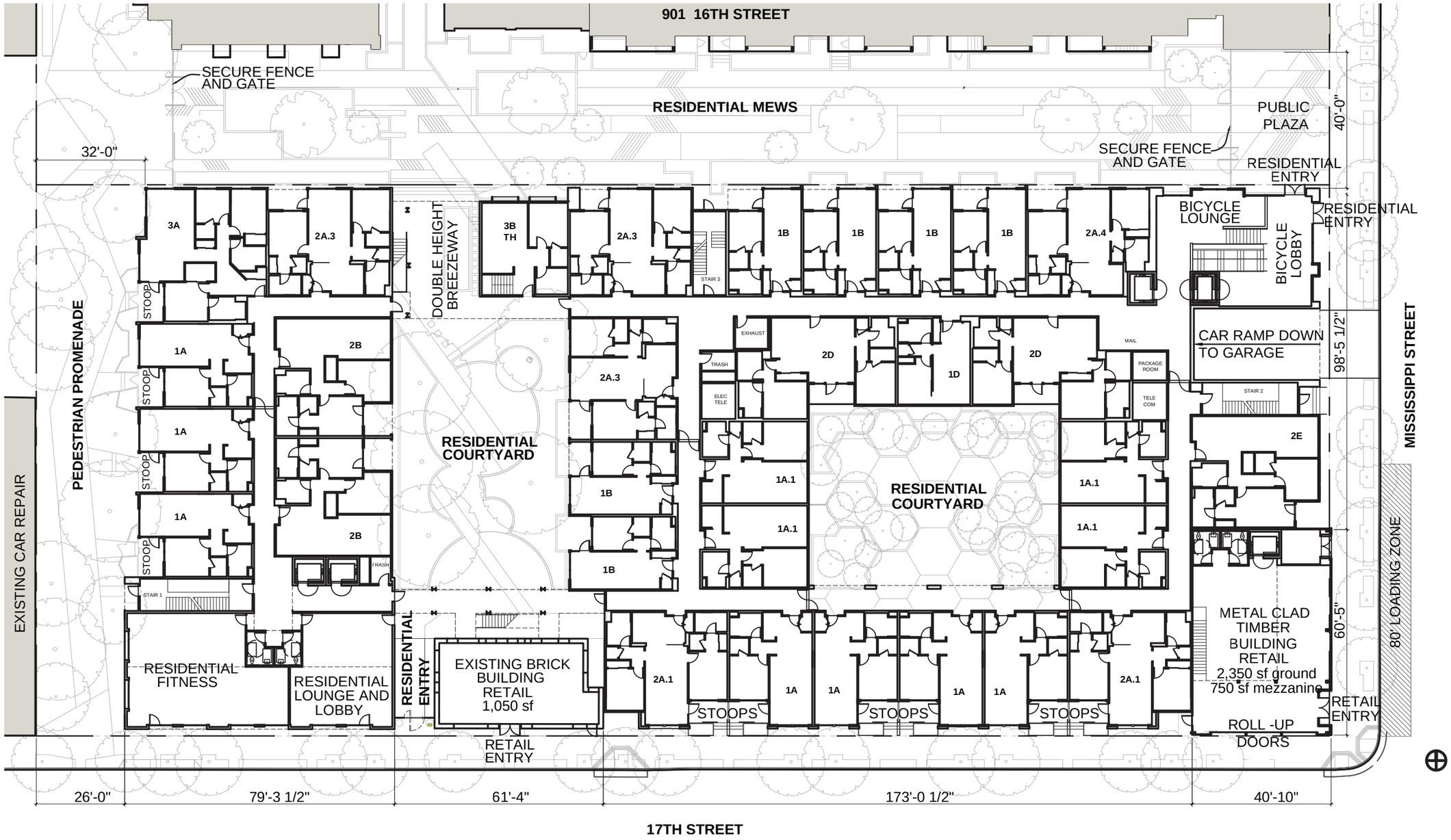


Figure II.14: Floor Plan, 1200 17th Street, Ground Floor

Source: Christiani Johnson Architects, dated 6/19/2014

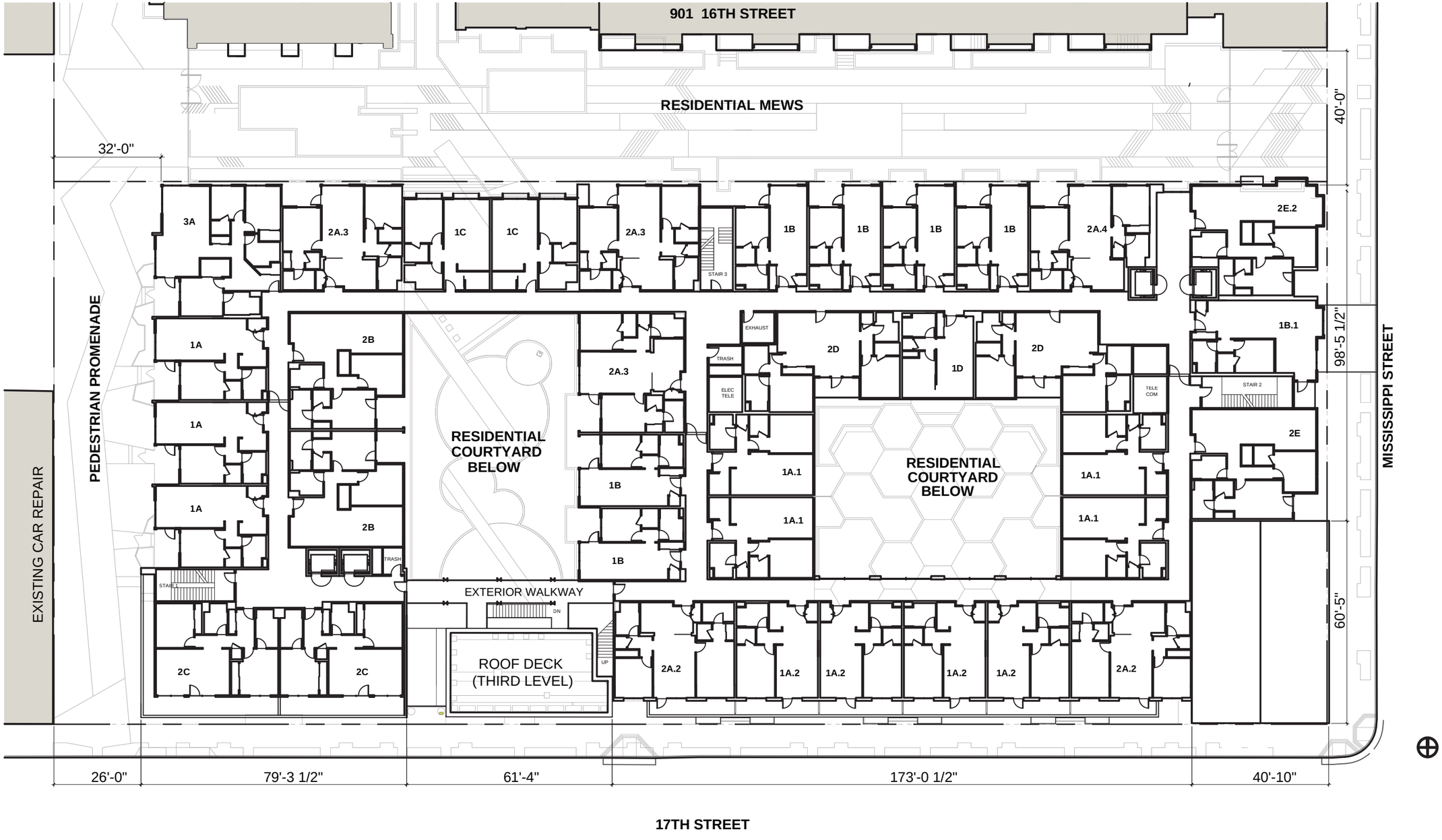
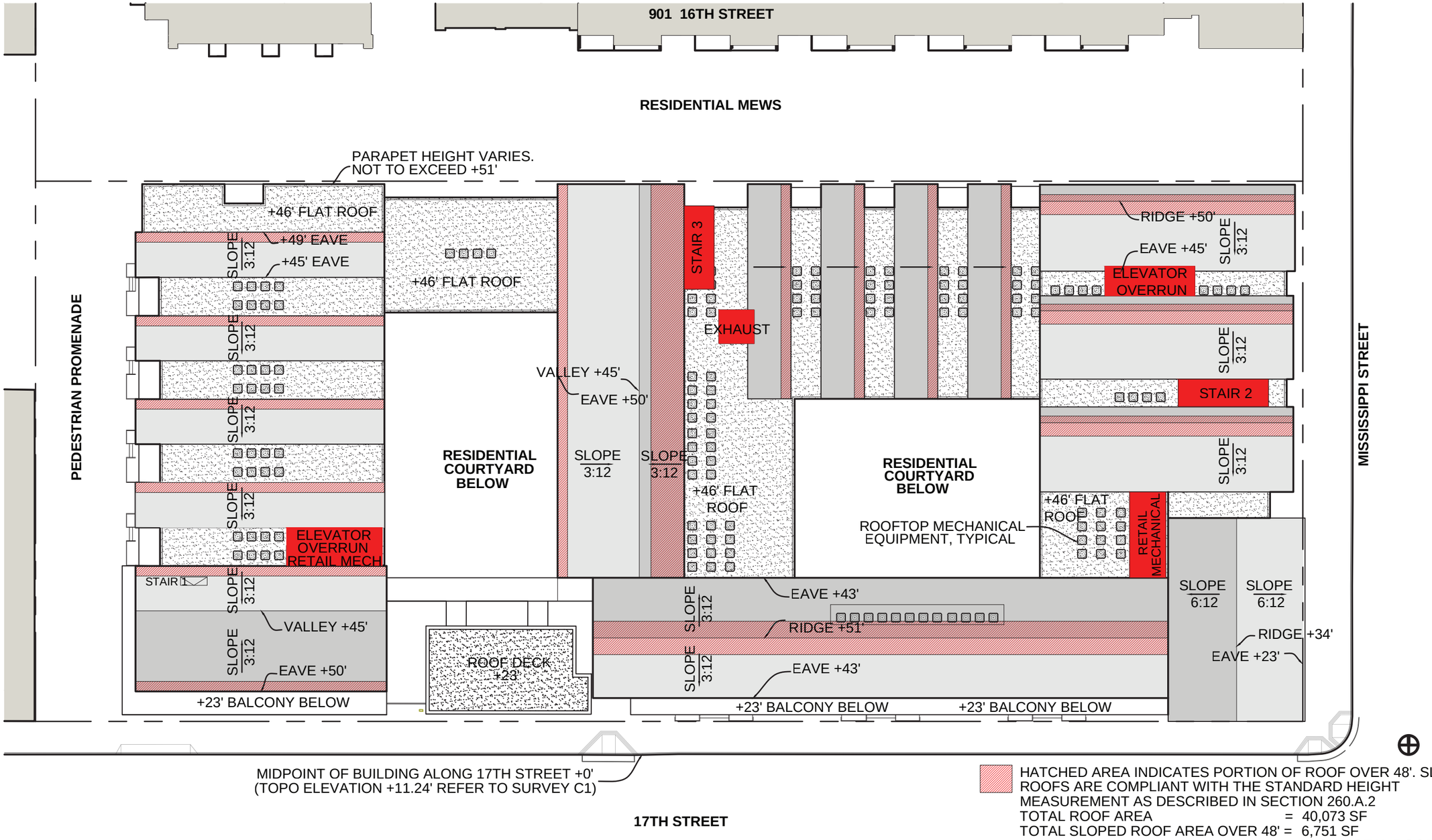


Figure II.15: Floor Plan, 1200 17th Street, Example Upper Floors (2, 3, and 4)

Source: Christiani Johnson Architects, dated 6/19/2014



HATCHED AREA INDICATES PORTION OF ROOF OVER 48'. SLOPED ROOFS ARE COMPLIANT WITH THE STANDARD HEIGHT MEASUREMENT AS DESCRIBED IN SECTION 260.A.2
TOTAL ROOF AREA = 40,073 SF
TOTAL SLOPED ROOF AREA OVER 48' = 6,751 SF
16.8% TOTAL ROOF AREA

SOLID RED AREAS INDICATE ELEVATOR/STAIR PENTHOUSES WHICH ARE ABOVE 48' HEIGHT LIMIT ALLOWED PER SECTION 261(b)(1)(B).
TOTAL ROOF AREA = 40,073 SF
TOTAL PENTHOUSE AREA OVER 48' = 1,510 SF
3.8% TOTAL ROOF AREA

Figure II.16: Roof Plan, 1200 17th Street

Source: Christiani Johnson Architects, dated 6/19/2014

Ground Floor Retail

The proposed project contains approximately 24,968 gsf of ground floor retail uses along both 16th and 17th Streets, to be divided into several individual retail stores. Specific retail tenants have not yet been identified.

The majority of the retail space, 20,318 gsf, is proposed along the 16th Street frontage in the northern building, including an active frontage along the proposed publicly accessible pedestrian alley. While tenants have not yet been finalized, for purposes of this analysis, it is conservatively estimated this retail space would be split between the following uses: 15,218 gsf for a community market, 2,500 gsf of restaurant, and two general retail spaces of 1,763 and 837 gsf.

The 17th Street Building includes a total of 4,650 gsf of retail/restaurant space. The existing brick office building at 17th Street and Texas Street would be preserved and adaptively repurposed as 1,550 gsf of retail/restaurant space, with a partial mezzanine replacing the existing second floor. The proposed 3,100 gsf retail/restaurant space at the corner of 17th and Mississippi Street would include certain architectural elements either salvaged from or reminiscent of the metal shed warehouse in that location, such as heavy timber posts, timber trusses, and corrugated metal sheathing.

Vehicle, Commercial, Bicycle, and Pedestrian Access

The proposed project includes approximately 388 vehicular parking spaces (336 residential, 47 commercial, and five car share), divided between a two-level garage in the 16th Street Building and a one-level garage in the 17th Street Building, both with access from Mississippi Street. One off-street commercial loading space accessed from Mississippi Street and two on-street loading spaces along Mississippi Street are proposed. A total of 455 Class 1 bicycle parking spaces are also proposed with access from the aforementioned garages, as well as internal lobbies within both proposed buildings. 52 Class 2 bicycle spaces (bike racks) would be provided at various sidewalk locations subject to approval by the San Francisco Municipal Transportation Agency (SFMTA).

Pedestrians would be able to access the buildings at various points. For the 16th Street Building, entrances for the residential uses are proposed along 16th and Mississippi streets (lobbies) and along the publicly accessible pedestrian alley and residential mews (individual unit stoops), with entrances for the retail uses proposed along 16th Street. For the 17th Street Building, entrances for the residential uses are proposed along 17th and Mississippi streets (lobbies), along 17th Street, and the publicly accessible pedestrian alley and residential mews (individual unit stoops), with entrances for the retail uses proposed along 17th Street.

Open Space

Along the westerly property line between 16th and 17th streets, the proposed project would include a 30- to 40-foot wide pedestrian alley totaling 13,194 square feet, which would be publicly accessible 24 hours a day. Additional publicly accessible open space would be provided as plaza areas at the corner of 16th and Mississippi streets (210 square feet) and where the residential mews area meets Mississippi Street (1,265 square feet).

In addition, approximately 36,263 square feet of common and private open space for use by residents would be provided in the residential mews, internal courtyards, roof decks, and private patios and decks.

Work within the Public Right-of-Way

The proposed project would include several changes around the perimeter of the project site and within the public right of way. All eight existing curb cuts at the site (two along 16th Street, three along Mississippi Street, and three on 17th Street) would be removed and filled with sidewalk and curb. Two new curb cuts would be provided on Mississippi Street for vehicle ingress and egress from the parking garages of the two proposed buildings, both 20 linear feet in width.

An additional 12-linear-foot curb cut is proposed for one off-street retail loading dock on Mississippi Street. Additionally, two 80' on-street loading zones are proposed along Mississippi Street, comprising two commercial and two residential 40' loading zones.

All sidewalks are located in the public right-of-way and do not cross the property line. To comply with the Better Streets Plan recommendations, the sidewalk along 16th Street would be widened to 15 feet (from 10 feet existing) by extending the existing curb into the public right-of-way by approximately five feet. The sidewalk along Mississippi Street would also be widened to 15 feet (from 14 feet, 4 inches existing) by extending the curb 8 inches into the public right-of-way. The existing 10-foot width of the sidewalk along 17th Street would be widened to 12 feet by extending the existing curb into the public right-of-way by approximately two feet. All sidewalks adjacent to the project site would be freshly poured and include landscaping per City requirements.

Pedestrian visibility improvements would be made to the intersection of 17th Street and Texas Street by providing continental crosswalk markings and non-electronic pedestrian crossing signage along all approaches to the intersection, subject to approval by SFMTA.

Construction

On-site construction work for the two lots is expected to occur concurrently and would span approximately two years, though construction plans have been designed such that they could be independently implemented. The first month would consist of building demolition followed by one month of site preparation. Grading and excavation for the underground garage would span approximately two months. The remainder of the two-year period would consist of building construction. Preliminary estimates indicate that a total of 68,500 cubic yards of soil materials would be exported off the project site and 6,850 cubic yards would be imported to the project site. Garage and building construction would occur over the final 22 months.

Excavation for the below-grade parking would remove at least 12 feet of fill from the site (and up to 20 feet of excavation below ground surface (bgs) in certain locations). Excavation would require shoring to retain the sides of excavation and protect existing surrounding improvements. A soldier-pile-and-lagging system including tiebacks extending laterally is proposed. During shoring and excavation, the groundwater would need to be lowered to a depth of at least three feet below the bottom of the planned excavation by an experienced dewatering contractor. To account for soils with inadequate support at that depth, deep foundation systems consisting of drilled piles that extend to bedrock (varying at depths between 1 foot and 67 feet below the ground surface), are proposed. It is possible spread footings could be used in the southern portion of the site, where bedrock may be encountered at or near excavation depth.

Rehabilitation of Brick Office Building at 1200 17th Street

As discussed, the historic brick office building would be rehabilitated for retail or restaurant use, which would generally involve retaining and rehabilitating the outer walls and features and renovating the interior non-historic improvements. All rehabilitation work will be done according to the Secretary of the Interior's Standards for Rehabilitation[10] and are anticipated to follow the approach outlined below.

During demolition, all adjoining structures would be demolished and all piping, conduit, and remnants of adjoining structures would be removed. During construction, the building would be protected in place. The brick walls would then be cleaned and restored, with any voids patched and/or repaired using brick and mortar that matches the original. The existing non-historic paint on the exterior walls (north, east, and west) of the building would be carefully removed to expose the red brick. Only gentle methods that do not remove the exterior face of the brick would be used, including power washing, hand sanding, blasting with walnut shells, or citrus-based strippers. The mortar would be cleaned and repointed wherever necessary. The existing deteriorated steel-sash windows on the primary (south) façade would be replaced "in-kind" with new steel windows that match the profiles, dimensions, operation and finish of the existing historic windows. The historic cast-cement sign above the primary entrance would be retained and repaired. The two pedestrian entrances on the primary façade both presently contain incompatible, non-historic doors. They would be replaced with doors that resemble historic conditions, based on available documentary evidence of the original doors. The existing wooden flagpole mounted on the roof would be retained and restored. The existing skylights are of unknown origin and would be removed to build a new roof deck. The skylights are not visible from the public right-of-way. Planter containers that are no higher than the parapet would be located just behind the parapet and would be not less than 24" wide. Vegetation and plantings inside the planter containers shall be low so as to be minimally visible from 17th Street. A guardrail would be located just behind the planter containers, at least 24" from the parapet, and the design of the said guardrail would be consistent with the objective of being minimally visible from 17th Street. A new roof deck would be located behind the guardrail. The brick office building's non-historic interior finishes and materials would be removed to expose the historic brick walls. A partial mezzanine level would be constructed within the rehabilitated structure, which would contain a total of 1,500 sf of retail or restaurant space. Any attachment of the mezzanine to the existing brick walls would be minimally destructive and, if necessary, would be patched to match the original materials.

The new building adjoining the brick office building at 1200 17th Street is designed to respect and be compatible with the existing brick office building. The brick office building would anchor the southern end of a 61'-4"-wide break in the new building's street wall. There would be a setback on the left (west) side of the brick building that would serve as the residential entrance to the new building. This setback measures 11'-9" wide and the area behind it would remain unbuilt. Additional setbacks would be located along the north and east walls of the brick office building. On the east side of the brick building there would be a notch-out measuring 10'-5" x 4'-10". The purpose of these setbacks and notch-out is to allow the brick building to "read" as a freestanding structure that is functionally related to the new building but structurally independent from it.

[10] Department of Interior Regulations, 36 CFR 67.

Visual Conditions and Views

The project site is primarily characterized by one-story industrial buildings and surface parking lots. Views of and across the site are available from surrounding streets and nearby Jackson Playground. Implementation of the proposed project would change the visual conditions and character of the project site by constructing four- and six-story mixed-use residential and commercial buildings and new open space areas. Views from surrounding public vantage points would be altered. Visual simulations were prepared by Environmental Vision to illustrate the design and massing of the proposed project from five viewpoints around the project site based upon photos taken on February 13, 2015 or July 13, 2015. A brief comparison of the existing and proposed visual conditions related to these vantage points is provided below.

The EQR Potrero project is located immediately to the north and across 16th Street. This project is currently under construction with approved plans for two 68-foot tall buildings. All floors of the buildings were fully framed out at the time photos were taken, though the total height would be slightly taller once completed due to parapets and roof-top elements including mechanical equipment and stair/elevator penthouses. To provide a better comparison to the conditions once this project is completed, simulations with and without the EQR Potrero project have also been included where visible in the same views.

- Viewpoint 1 – 17th Street at Arkansas Street (Corner of Jackson Playground). As shown in **Figure II-17a**, existing views from Jackson Playground looking east/northeast towards the project site include primarily one-story structures along the north side of 17th Street with the raised Highway I-280 in the background. The project site is only partially visible due to the distance and other buildings and street trees in between. As shown in **Figure II-17b**, being a few blocks away, the proposed project would be visible but not prominent in views from the park, blocking only some long-range views toward the raised Highway I-280.

- Viewpoint 2 – 16th Street near Missouri Street (site of future Daggett Park). As shown in **Figure II-18a**, existing views from the north side of 16th Street at the future Daggett Park, looking southeast across 16th Street, include the live/work lofts adjacent to the project site, the on-site warehouse reaching 39 feet, and beyond that, the raised Highway I-280 with hints of buildings beyond. As shown in the visual simulation in **Figure II-18b**, being across the street, the proposed project would be prominent in views from Daggett Park and taller than the adjacent live/work lofts. The proposed project would block view toward the raised portion of Highway I-280.

- Viewpoint 3 – Texas Street at Mariposa Street. As shown in **Figure II-19a**, the brick office building is aligned with Texas Street, framing it in the view past rows on either side of perpendicular-parked cars along the downward sloping Texas Street. The more industrial-looking buildings and roofs on the site surround the brick building, with the newly-constructed Owens Street Kaiser medical office building (with construction crane still evident above) beyond in the mid-ground and downtown San Francisco in the background. The under-construction EQR Potrero project is visible in this view immediately beyond the project site. As further shown in **Figure II-19b**, the 68-foot EQR Potrero buildings fill some of the mid-ground views, blocking some views toward downtown from behind the existing buildings on the project site. As shown in **Figure II-19c**, the brick building at the foot of Texas Street would be retained with the proposed project, with articulated new buildings of the 17th Street Building surrounding it and the 16th Street Building beyond. As with the EQR Potrero project, the 901 16th Street building is 68-feet high along 16th Street. Discreet portions of the 17th Street Building roof (about three percent of its total horizontal area) would contain stair and elevator penthouses reaching 51 or 52

feet. Being closer to this viewpoint, the proposed project would almost entirely block the EQR Potrero project from view, along with additional slivers of the view toward downtown. **Figure II-19d** shows the proposed project simulations on the existing photo from this viewpoint, without the completion of the EQR Potrero project added in. This is for comparison purposes only, as the EQR Potrero project is already under construction.

- Viewpoint 4 – Texas Street at 18th Street. This is the same general view as viewpoint 3, only from one block farther south from the project site, which also adds elevation as the street progresses up Potrero Hill. As shown in **Figure II-20a**, the brick office building and surrounding industrial-looking buildings on the project site are visible at the foot of Texas Street, past rows on either side of perpendicular-parked cars and homes along the downward sloping Texas Street. From this vantage point, the curve of I-280 is evident in the mid-ground along with the newly-constructed Owens Street Kaiser medical office building and other mid-ground buildings, with views toward downtown in the background. The under-construction EQR Potrero project is visible in this view immediately beyond the project site. As shown in **Figure II-20b**, the 68-foot EQR Potrero buildings fill some of the mid-ground views, blocking other mid-ground views including that of the curve of I-280 from behind the existing buildings on the project site. As shown in **Figure II-20c**, the brick building at the foot of Texas Street would be retained, with the proposed project with articulated new buildings of the 17th Street Building surrounding it and the 16th Street Building beyond. With the higher viewpoint, the very top of the EQR Potrero project would remain visible past the proposed project, with only limited additional blockage of mid-ground views. The background views toward downtown would be unaffected by either EQR Potrero or the proposed project from this viewpoint. **Figure II-20d** shows the proposed project simulations on the existing photo from this viewpoint, without the completion of the EQR Potrero project added in. This is for comparison purposes only, as the EQR Potrero project is already under construction.

- Viewpoint 5 – Texas Street at 19th Street. This is the same general view as viewpoints 3 and 4, only from an additional block farther south from the project site, which also adds elevation as the street progresses up Potrero Hill. As shown in **Figure II-21a**, the brick office building and surrounding industrial-looking buildings on the project site, including expanses of roof-tops, are visible at the foot of Texas Street, past rows on either side of perpendicular-parked cars and homes along the downward sloping Texas Street. From this vantage point, the curve of I-280 is prominent in the mid-ground along with the newly-constructed Owens Street Kaiser medical office building and other mid-ground buildings, with views toward downtown in the background. The under-construction EQR Potrero project is visible in this view immediately beyond the project site. As shown in **Figure II-21b**, the 68-foot EQR Potrero buildings fill some of the mid-ground views, blocking other mid-ground views including predominantly that of the curve of I-280. As shown in **Figure II-21c**, the brick building at the foot of Texas Street would be retained with the proposed project, surrounded by the remainder of the proposed project, which would be visible in front of the EQR Potrero project. With the higher viewpoint, the EQR Potrero project would remain visible past the proposed project, and the proposed project would not block any additional mid-ground views. The background views toward downtown would be unaffected by either EQR Potrero or the project from this viewpoint. **Figure II-21d** shows the proposed project simulations on the existing photo from this viewpoint, without the completion of the EQR Potrero project added in. This is for comparison purposes only, as the EQR Potrero project is already under construction.

THIS PAGE INTENTIONALLY LEFT BLANK

Figure II.17a: Viewpoint 1 – 17th Street at Arkansas Street, Existing View
Source: Environmental Vision, photo taken 2/13/2015

Figure II.17b: Viewpoint 1 – 17th Street at Arkansas Street, with Proposed Project
Source: Environmental Vision

Figure II.18a: Viewpoint 2 – 16th Street near Missouri Street, Existing View
Source: Environmental Vision, photo taken 2/13/2015

Figure II.18b: Viewpoint 2 – 16th Street near Missouri Street, with Proposed Project
Source: Environmental Vision

Figure II.19a: Viewpoint 3 – Texas Street at Mariposa Street, Existing View
Source: Environmental Vision, photo taken 7/13/2015

Figure II.19b: Viewpoint 3 – Texas Street at Mariposa Street, with Proposed Project
Source: Environmental Vision

Figure II.19c: Viewpoint 3 – Texas Street at Mariposa Street, with EQR Potrero
Source: Environmental Vision

Figure II.19d: Viewpoint 3 – Texas Street at Mariposa Street, with EQR Potrero and Proposed Project
Source: Environmental Vision

Figure II.20a: Viewpoint 4 – Texas Street at 18th Street, Existing View
Source: Environmental Vision, photo taken 7/13/2015

Figure II.20b: Viewpoint 4 – Texas Street at 18th Street, with Proposed Project
Source: Environmental Vision

Figure II.20c: Viewpoint 4 – Texas Street at 18th Street, with EQR Potrero
Source: Environmental Vision

Figure II.20d: Viewpoint 4 – Texas Street at 18th Street, with EQR Potrero and Proposed Project
Source: Environmental Vision

Figure II.21a: Viewpoint 5 – Texas Street at 19th Street, Existing View
Source: Environmental Vision, photo taken 7/13/2015

Figure II.21b: Viewpoint 5 – Texas Street at 19th Street, with Proposed Project
Source: Environmental Vision

Figure II.21c: Viewpoint 5 – Texas Street at 19th Street, with EQR Potrero
Source: Environmental Vision

Figure II.21d: Viewpoint 5 – Texas Street at 19th Street, with EQR Potrero and Proposed Project
Source: Environmental Vision

REQUIRED APPROVALS

At this time, it is anticipated that the proposed project would require the following City approvals and subsequent review processes:

Actions by the Planning Commission or Department

- Certification of the Final EIR and adoption of CEQA findings.
- Large Project Authorization with exceptions to rear yard configuration (both buildings), off-street loading (both buildings), horizontal mass reduction (16th Street Building), off-street parking in excess of 0.75 space per unit (both buildings), parking/loading entrance width (16th Street Building), and projecting bay dimension (16th Street Building). The Large Project Authorization is identified as the Approval Action for the whole of the proposed project.
- Conditional Use Approval to authorize a use size exceeding 3,999 square feet for one or more of the retail spaces within the 16th Street Building.
- General Plan Referral for sidewalk changes.

Actions by Other City Departments

- **Public Works**. Lot line adjustment merging and resubdividing the four lots to create two separate legal lots for the two new buildings, condominium map approvals, and sidewalk widening;
- **Department of Public Health (DPH).** Approval of a Site Mitigation Plan pursuant to the Maher Ordinance (Article 22 of the Health Code), an Enhanced Ventilation Plan pursuant to Article 38 of the Health Code, and for construction-period activities: a Soil Management Plan, an Air Monitoring Plan, and a Dust Control Plan;
- **Municipal Transportation Agency (SFMTA).** Approval of all proposed changes in curb cuts, parking and loading zones, and Class 2 bicycle parking pursuant to the SFMTA Color Curb Program and crosswalk markings and pedestrian signage at the intersection of 17th and Texas streets. Coordination with the SFMTA Interdepartmental Staff Committee on Traffic and Transportation to coordinate temporary construction-related changes to the transportation network, including potential traffic, street and parking changes and lane closures. As part of this process, the SFMTA Transportation Advisory Committee (TASC) may review the proposed project's construction Transportation Management Plan (TMP) to resolve internal differences between different transportation modes;
- **San Francisco Public Utilities Commission (SFPUC)**. Approval of an erosion and sediment control plan prior to commencing construction, and compliance with post-construction stormwater design guidelines, including a stormwater control plan; and
- **San Francisco Department of Building Inspection (DBI)**. Grading, demolition, building and occupancy permits.

Actions by Other Agencies

- **Bay Area Air Quality Management District (BAAQMD)**. Issuance of permits for installation and operation of the emergency generator.

THIS PAGE INTENTIONALLY LEFT BLANK

III. PLANS AND POLICIES

This chapter provides a summary of the relevant plans and policies of the City and County of San Francisco (City) that are applicable to the proposed project and focuses in particular on the proposed project's potential inconsistencies with applicable plans and policies that could result in environmental impacts. The determination of whether a project is consistent with a specific plan or policy can be subjective, and is best made with a broad understanding of the often-competing policy objectives in a planning document. As a result, policy consistency determinations are ultimately made by the City's local decision-making body (i.e., Planning Commission and/or Board of Appeals). This consideration of policies would occur independently of the environmental review process, as part of the decision to approve or reject the proposed project. The analysis in this chapter is intended to provide decision-makers with a discussion of planning considerations that are pertinent to the proposed project and associated development site, and a preliminary conclusion regarding whether the proposed project may be inconsistent with identified plans and policies. These preliminary conclusions are intended to supplement decision-makers' own understanding of the various and often-competing policy considerations.

Project-related policy conflicts and inconsistencies do not constitute, in and of themselves, significant environmental impacts. Such conflicts or inconsistencies result in environmental impacts only when they would result in direct physical effects. With the exception of effects on transportation and circulation and historic architectural resources, all potential physical impacts of the proposed project are discussed in the Community Plan Checklist prepared for the proposed project (see Appendix A). Potential physical impacts on transportation and circulation and historic architectural resources are discussed in this Focused Environmental Impact Report (EIR) in Chapter IV, Environmental Setting, Impacts, and Mitigation Measures.

The main City and County of San Francisco documents that guide planning and land use within and around the project site that are discussed in this chapter are:

- San Francisco General Plan
- Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods Plan)
    - Showplace Square/Potrero Area Plan
- San Francisco Planning Code
- Proposition M, the Accountable Planning Initiative
- Better Streets Plan
- Transit First Policy
- Bicycle Plan

Environmental plans and policies are those, like the Bay Area 2010 Clean Air Plan, which directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve the characteristics of the City's physical environment. The proposed project would not demonstrably or substantially conflict with any such adopted environmental plan or policy. Resource-specific and regional plans and policies are discussed in specific topical sections of this EIR or in the CPE Checklist contained in Appendix A (e.g., Air Quality), as appropriate.

SAN FRANCISCO GENERAL PLAN

The San Francisco General Plan provides general policies and objectives to guide land use decisions in the City, and embodies the City's vision for the future physical development of San Francisco. The General Plan comprises ten elements (each of which pertains to a particular topic or resource area that is important throughout the City). The elements include: Air Quality; Arts; Commerce and Industry; Community Facilities; Community Safety; Environmental Protection; Housing; Recreation and Open Space; Transportation; and Urban Design. These elements provide a policy context for future development in the City. In addition, the General Plan includes area plans that outline goals and objectives for specific geographic and community planning areas (such as the Showplace Square/Potrero Area Plan, discussed in the following subsection).

The Planning Department, Zoning Administrator, Planning Commission, and other City decision-makers will evaluate the proposed project in the context of the General Plan, and as part of this review process will consider potential conflicts. This consideration of General Plan objectives and policies will occur independent of the environmental review process, as part of the decision to approve or reject the proposed project. Any potential conflict not identified in this EIR would be considered in that context and would not alter the analysis of physical environmental impacts found in this EIR.

Two General Plan elements that are particularly applicable to planning considerations associated with the proposed project are the Urban Design and Housing Elements. The Urban Design Element of the General Plan focuses on the physical character and order of the City, and is concerned both with development and preservation. The Urban Design Element also seeks to protect public views of open space and water bodies, and protect and enhance the aesthetic character of San Francisco. Objective 3 of the Urban Design Element seeks to ensure that major new development complements existing land use patterns, protects important natural resources, and preserves neighborhood character. The proposed project is consistent with the type and intensity of development envisioned for the project site (refer to Eastern Neighborhoods Plan and Planning Code discussions below) and would not demonstrably conflict with any goals, objectives, or policies in the Urban Design Element.

The key objective of the Housing Element is to promote the development of new housing in San Francisco and the retention of existing housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure. A particular focus of the Housing Element is on the creation and retention of affordable housing, which reflects intense demand for such housing, a growing economy (which itself puts increasing pressure on the existing housing stock), and a constrained supply of land (necessitating infill development and increased density). In general, the Housing Element supports projects that increase the City's housing supply (both market-rate and affordable housing), especially in areas that are close to the City's job centers and are well-served by transit. The proposed project, which is a mixed-use project containing housing close to job centers, would not demonstrably conflict with any objectives or policies in the Housing Element.

EASTERN NEIGHBORHOODS PLAN

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Plan was adopted in December 2008. The goals of the Area Plan were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. The Eastern Neighborhoods Plan was adopted in part to support housing development in

some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

The Eastern Neighborhoods rezoning and Planning Code amendments included new zoning districts that permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced then existing industrial, commercial, residential single-use, and mixed-use districts. As a result of the Eastern Neighborhoods Plan, the project site was rezoned to Urban Mixed Use (UMU) from Heavy Industrial (M-2) and the 50-X and 40-X height and bulk districts. The Eastern Neighborhoods Plan also included changes to existing height and bulk districts in some areas, including allowances for buildings up to 68 feet tall along 16th Street and 48 feet on 17th Street at the project site.[10, 11]

In addition to the rezoning and Planning Code text amendments, the Eastern Neighborhoods Plan added four new area plans to the General Plan, including the Mission Area Plan, the East South of Market Area Plan, the Showplace Square/Potrero Area Plan, and the Central Waterfront Area Plan. Each of these Area Plans articulate a holistic vision for a neighborhood, by promoting areas that are transit, bicycle and pedestrian friendly; strengthening and encouraging vibrant neighborhood-serving commercial areas; providing and maintaining community facilities and open space to ensure neighborhood livability; and increasing both the supply and variety of housing for residents, with emphasis on affordable housing. As discussed below, the project site is located within the Showplace Square/Potrero Area Plan (Figure II-1) and would not demonstrably conflict with any objectives or policies within this subarea of the Eastern Neighborhoods Plan.[12, 13]

During the Eastern Neighborhoods Plan adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods Rezoning and Area Plan Final EIR (*Eastern Neighborhoods PEIR*) by Motion 17659[14] and adopted the Preferred Project for final recommendation to the Board of Supervisors.[15] The *Eastern Neighborhoods PEIR* is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Plan, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission

[10] The following zoning and height district maps were included at the PEIR Certification hearing: http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1260.

[11] On July 21, 2011 the Planning Commission took further action to amend the Zoning Map and make numerous technical corrections, including rezoning the 47 square foot parcel (Block 3949 Lot 001A) within the project site from MUR to UMU and increasing the height limit of that parcel from 40 feet to 68 feet, consistent with the zoning and height limit of surrounding properties. This document is available at: http://commissions.sfplanning.org/cpcpackets/2011.0559TZ.pdf.

[12] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 901 16th Street and 1200 17th Street, September 3, 2014.

[13] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 901 16th Street and 1200 17th Street, January 22, 2015.

[14] Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report, Planning Department, Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E, or at www.sfgov.org/site/planning_index.asp.

[15] San Francisco Planning Commission Motion 17659, August 7, 2008. This document is available online at www.sfgov.org/site/uploadedfiles/planning/Citywide/Eastern_Neighborhoods/Draft_Resolution_Public%20Parcels_FINAL.pdf.

adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR.

Individual projects that could occur in the future within the Eastern Neighborhoods Area are required to undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review is required. Project-level review of the proposed project is the subject of this EIR (also refer to the analysis provided in the CPE Checklist included in Appendix A).

Showplace Square/Potrero Area Plan

The project site is in the area covered by the Showplace Square/Potrero Area Plan, which is also a subarea of the Eastern Neighborhoods Plan (see discussion below). The Showplace Square/Potrero Area Plan covers an area that is roughly bound by Bryant and 7th Streets to the north, 7th Street and the I-280 corridor to the east, portions of Cesar Chavez, 26th and 25th Streets to the south; and Potrero Avenue to the west (see Figure II-1). The vision outlined in the Showplace Square/Potrero Area Plan for the pattern of development in this area is based on the need to increase opportunities for new housing development, particularly affordable housing; retain space for production, distribution and repair (PDR) activities; protect established affordable residential areas; maintain vibrant neighborhood commercial areas on Potrero Hill; maintain existing residential areas; and allow for new neighborhood-serving retail and businesses at the base of Potrero Hill.

Objectives of the Showplace Square/Potrero Area Plan that relate to the proposed project include:

- Encourage transition of portions of Showplace/Potrero to a more mixed use and neighborhood-serving character, while protecting the core of design-related PDR uses (Objective 1.1);
- Maximize development potential in keeping with neighborhood character (Objective 1.2);
- Retain the role of Showplace Square as an important location for Production, Distribution, and Repair (PDR) activities, focusing in particular on design related activities (Objective 1.7);
- Ensure that a significant percentage of new housing created in the area is affordable to people with a wide range of incomes (Objective 2.1);
- Require a significant number of units in new developments to have two or more bedrooms (Objective 2.3);
- Promote an urban form and architectural character that supports walking and sustains a diverse, active and safe public realm (Objective 3.2);
- Facilitate movement of automobiles by managing congestion and other negative impacts of vehicle traffic (Objective 4.9); and
- Ensure that new development includes high quality private open space (Objective 5.2).

The proposed project would develop a mixed-use residential development on a site that contains existing warehouse, office, and associated surface parking uses and be subject to the Inclusionary Affordable

Housing Program at the enhanced affordability levels required in the UMU zoning district.[16] The proposed project would provide a mix of residential units (approximately 41 percent of which would be two- and three-bedroom units); increased access for pedestrian circulation; and on-site open space.

The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the *Eastern Neighborhoods PEIR*, but would not result in significant impacts that were not identified, or more severe impacts than were analyzed, in the PEIR. In addition, the proposed project would increase traffic congestion in the area, and this issue is addressed in Section IV.A, Transportation and Circulation. These impacts are mitigated to the extent feasible, but were found to be significant and unavoidable. However, the proposed project would not demonstrably conflict with any objectives or policies in the Showplace Square/Potrero Area Plan.

SAN FRANCISCO PLANNING CODE

The San Francisco Planning Code (Planning Code) incorporates the City's Zoning Maps, implements the General Plan and governs permitted uses, densities, and configurations of buildings within the City. Permits to construct new buildings (or to alter and demolish existing buildings) may not be issued unless: 1) the proposed project conforms to the Planning Code; or 2) allowable exceptions are granted pursuant to provisions of the Planning Code.

The proposed project is generally consistent with the uses, density, unit mix, open space, and parking requirements of the Planning Code. The project sponsor is requesting six exceptions and waivers from the Planning Commission in its Large Project Authorization application for the proposed project: (1) exceptions to rear yard configuration (both buildings); (2) an exception for off-street parking to exceed 0.75 spaces per unit (both buildings); (3) an exception for use of two on-street loading spaces in lieu of two of the required off-street loading spaces (both buildings); (4) an exception for increased parking and loading street frontage (16th Street Building); (5) an exception to the horizontal mass reduction requirement (16th Street Building); and (6) an exception to the projecting bay dimension limitation (16th Street Building), as described in Chapter II, Project Description.

The following section describes the proposed project's consistency with its applicable land use district and the bulk, height, and other regulations associated with the project site.

Use District

As previously discussed, the project site is located within the UMU District. The UMU District is intended to promote a vibrant mix of uses while maintaining the characteristics of this formerly industrially-zoned area. It is also intended to serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods. Within the UMU District, allowed uses include production, distribution, and repair uses such as light manufacturing, home, and business services; arts activities; warehouse; and wholesaling. Additional permitted uses include retail, educational facilities, and nighttime entertainment. Housing is also permitted, but is subject to higher affordability requirements than elsewhere in the City. In particular, family-sized dwelling units are encouraged.

[16] Per San Francisco Planning Code section 419, UMU conversion projects require 14.4 to 17.6 percent of on-site units to be affordable, or 23 to 27 percent of units constructed as affordable units off site, or appropriate in-lieu fee. Specifics of how the proposed project will satisfy affordability requirements have not yet been determined and will be considered prior to project approval.

Within the UMU District, there is no minimum or maximum density requirement for residential use (subject to height and bulk controls consistent with Section 843.24 of the Planning Code) although at least 40 percent of all dwelling units must contain two or more bedrooms (Section 843.25). The proposed project includes 395 dwelling units (53 studios, 182 one-bedrooms, 146 two-bedrooms, and 14 three-bedrooms) and would comply with this requirement. Retail sales and services are permitted for up to 25,000 square feet per lot and any single commercial use larger than 3,999 square feet requires conditional use authorization; the proposed project would provide up to 24,968 square feet of ground floor commercial uses on the total site, with up to two commercial spaces proposed to exceed 3,999 square feet.

Projects proposing ten or more dwelling units are subject to enhanced Inclusionary Affordable Housing Program requirements applicable in the UMU district as outlined in Sections 415 and 419 of the Code. The project sponsor would comply with the requirements of the Inclusionary Affordable Housing Program.

The proposed project would redevelop the site with a mix of residential and ground floor commercial uses. With approval of the requested exceptions noted below, the proposed project would be consistent with the type and intensity of development envisioned for the site and would not demonstrably conflict with the zoning controls applicable to the project site.[17,18]

Height and Bulk District

The City's height and bulk districts are intended to serve a variety of urban design purposes. Generally, these height and bulk districts seek to relate the scale of new development to existing development and prevent the new development from overwhelming or dominating the City's skyline. The regulation of height and bulk is also intended to promote harmony in the visual relationships and transitions between new and existing development. The site is located in the 68-X Height and Bulk District along 16th Street and the 48-X Height and Bulk District along 17th Street. Per Article 2.5 of the Planning Code, these Height and Bulk Districts do not include bulk limits, but rather bulk limitation and special requirements in the form of rear yard setbacks, horizontal mass reduction and mid-block alleys as discussed below.

Building heights for both buildings were measured in accordance with San Francisco Planning Code Sections 102.12 and 260 at the maximum allowable heights of 68 feet along 16th Street and 48 feet along 17th Street.

As allowed by San Francisco Planning Code Section 260(b), parapets are allowed up to 4 feet above the maximum building height and certain rooftop elements, such as mechanical equipment, open space features, and stair penthouses, are allowed to extend up to 10 feet above the maximum building height. Elevator shafts are allowed to extend up to 16 feet above the maximum building height provided they do not together exceed 20 percent of the horizontal area of the roof above which they are situated. For the 16th Street Building, stair penthouses, elevator penthouses and mechanical equipment would cover approximately 12 percent of the horizontal area of the roof and would reach 78 feet (stair and mechanical penthouses) and 82 feet (elevator shafts), heights which are below the additional 16 feet that is permitted (up to 84 feet).

[17] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 901 16th Street and 1200 17th Street, December 3, 2013.

[18] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 901 16th Street and 1200 17th Street, January 2, 2014.

For the 17th Street Building, the stair and elevator penthouses together would cover approximately 3.8 percent of the horizontal area of the roof and would reach 51 or 52 feet, heights which are below the additional 10 feet and 16 feet that are permitted (up to 74 feet).

Setbacks

The minimum rear yard depth within the UMU District is required to be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet. As discussed in Chapter II, Project Description, rather than a single rear yard covering 25 percent of the site, the project proposes instead a series of shared private courtyards, residential mews area, and roof decks, and the publicly-accessible mid-block pedestrian passage, encompassing a total of 50,932 sf, which equates to approximately 33.5 percent of the site, exceeding the required area.

Sections 134(f) and 329(d)(7) of the Planning Code authorize the Planning Commission to modify the rear yard configuration of large projects in the UMU zoning district, "provided that: 1) a comparable, but not necessarily equal amount of square footage as would be created in a code conforming rear yard is provided elsewhere within the development; 2) the proposed new or expanding structure will not significantly impede the access to light and air from adjacent properties or adversely affect the interior block open space formed by the rear yards of adjacent properties; and 3) The modification request is not combined with any other residential open space modification or exposure variance for the project, except exposure modifications in designated landmark buildings under Section 307(h)(1)." The project sponsor is seeking an exception to this requirement to allow for a mid-block passage and appropriate light and air access to adjacent and proposed on-site buildings, and to provide usable open space for residents in amounts that exceed what is required.

Horizontal Building Mass

Planning Code Section 270.1 requires buildings exceeding 200 feet in length in the UMU district to incorporate a mass reduction break in the building to reduce the horizontal scale of the building into discrete sections not more than 200 feet in length. The proposed project's 16th and 17th Street frontages are 379.5 feet in length, and the Mississippi Street frontage is 236.5 feet in length; therefore, these frontages are subject to Section 270.1. This section of the Planning Code requires the mass reduction breaks to be not less than 30 feet in width, 60 feet in depth, and extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. Pursuant to Section 270.1(d) and 329(d)(3), the Planning Commission may modify or waive this requirement for large projects in the UMU district, providing they meet certain criteria that: 1) no more than 50 percent of the required mass is reduced unless special circumstances are evident; 2) the depth of any mass reduction breaks provided is not less than 15 feet from the front facade, unless special circumstances are evident; 3) the proposed building envelope can be demonstrated to achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building; and 4) the proposed building achieves unique and superior architectural design.

The project sponsor is requesting that the Planning Commission modify the horizontal mass reduction requirement along 16th Street because of the proposed residentially-scaled articulation of the facades, the visual drama of the mural and glassed face of the mass reduction area, and the provision of a roof deck area with more access to light and air. The requested exception from the requirements is the depth of the mass reduction area, which is 57 feet and 9 inches wide and 27 feet and 6 inches deep compared to the Planning Code requirements of 30 feet wide and 60 feet deep.

Obstruction over Streets and Alleys

Planning Code Section 136 (c)(2) constrains the length and depth of projecting bay windows. The bay window projection at the Southeast corner of the 16th Street Building (Mississippi Street and the Mews) at Levels 4 and 5 requires an exception due to the projection depth and length. The project sponsor describes the intent of the projection as an architectural bridge to transition between the differing design languages of the Mississippi and Mews elevations. In order to provide superior architectural design it is important that this element does not have the proportions of a standard bay outlined in Section 136. Rather it is an element with its own proportions different from that of a bay. Due to the projection's height above grade, and its location at the buildings corner, the project sponsor believes the projection does not negatively impact the streetscape experience.

Loading

Pursuant to Planning Code Section 152.1, the proposed project requires one commercial (for active freight loading and unloading by commercial vehicles) and three residential (for passenger loading and unloading) off-street loading spaces. One commercial off-street loading space is proposed. The project sponsor is requesting that the Planning Commission grant an exception to the off-street loading requirement to allow for two on-street loading spaces to fulfill the requirement for residential off-street loading spaces. The project sponsor's justification for the request is that no curb cuts are permitted along 16th Street. Thus, the 16th Street Building is limited to providing curb cuts along Mississippi Street because no other street frontages exist for that building. The 16th Street Building already proposes two curb cuts on Mississippi for garage entry and retail loading and the 17th Street Building proposes one curb cut for garage entry. Therefore, the project sponsor believes that the proposed project and streetscape along Mississippi Street would benefit by eliminating the additional curb-cuts that additional off-street loading spaces would require, allowing more of the building frontage to be dedicated to active retail, residential, and lobby uses.

Street Frontage for Parking and Loading

Related to the above, Planning Code Section 145.1 limits the parking and loading entrances to 20 feet per lot per frontage. Each of the 16th Street and "17th Street buildings" includes a 20-foot parking entrance for their respective parking areas. The 16th Street building additionally includes a 12-foot loading entrance for the commercial off-street loading space, which requires an exception. Again, the project sponsor's justification for the request is that no curb cuts are permitted along 16th Street Thus, the 16th Street Building is limited to providing curb cuts along Mississippi Street because no other street frontages exist for the 16th Street Building.

Open Space

Section 135 of the Planning Code specifies the amount of usable open space required to be supplied by new residential development in the Eastern Neighborhoods Mixed Use Zoning Districts. "Private usable open space" is defined as areas private to and designed for use by only one dwelling unit; "common usable open space" is defined as an area or areas designed for joint use by two or more dwelling units.

In Eastern Neighborhoods Mixed Use Zoning Districts, 80 square feet of usable open space per dwelling unit is required if all open space is to be private or common. If publicly accessible open space is provided, 54 square feet per dwelling unit is required. Open space requirements for non-residential uses within the

Eastern Neighborhoods are governed by Planning Code Section 135.3 (Table 135.3). For retail space, one square foot of usable open space per 250 feet of occupied floor area associated with new square footage is required, for a requirement of 100 gsf of open space. Assuming provision of only common and private open space, the proposed project's 395 units would require 31,600 gsf of open space pursuant to Planning Code Section 135. If only publically accessible open space were provided, the proposed project would require 21,330 gsf of open space.

The proposed project would include 50,932 gsf of open space on the project site, an amount that would exceed the open space requirements of the Planning Code for both commercial and residential open space. 14,669 gsf of the open space would consist of publicly accessible open space for use by project residents, employees, and the public. 33,149 gsf of the open space would be common open space shared by the residents of the project. The remaining 3,114 gsf would be private decks and balconies for use by residents of the adjacent units. The proposed project would also provide indoor recreational space, including residential fitness areas and lounge/club room areas.

Vehicle and Bicycle Parking

Per Section 151.1 of the Planning Code, there is no minimum parking requirement in this district for any use. Maximum parking allowances are as follows: 0.75 parking space per dwelling unit, except that units with two or more bedrooms and totaling over 1,000 gross square feet may be provided up to one parking space per unit with approval by the Planning Commission of a Large Project Authorization exception. The project proposes a residential parking ratio of 0.85 space per unit. For projects between 50 and 200 units, one car share parking is required; for projects over 200 units, two car share spaces, plus one for every 200 dwelling units over 200 are required. Retail parking is allowed one car for every 500 sf floor area up to 20,000 sf per lot. Additionally, when more than 10 non-residential spaces are proposed, car share spaces are required at 5% of the total and do not count toward maximum allowances. The minimum required vehicle parking for the proposed project is zero spaces and the maximum allowed is 385, plus car share spaces. The project proposes 383 spaces (45 of which are non-residential) plus five car share spaces, two spaces short of the maximum allowable vehicle parking spaces.

Under Planning Code Section 155.2, one Class 1 bicycle parking space is required for every dwelling unit up to 100 units, plus one Class 1 bicycle parking space for every 4 units over 100. One Class 2 bicycle space is required per 20 residential units. For retail and commercial use, one Class 1 bicycle parking space is required for every 7,500 gsf of retail space, and one Class 2 bicycle parking space is required for every 2,500 sf of retail space. These requirements are calculated separately for each building. The proposed project requires 251 Class 1 and 34 Class 2 bicycle spaces and proposes 455 and 52 spaces respectively, exceeding minimum bicycle parking requirements.

ACCOUNTABLE PLANNING INITIATIVE

In November 1986, the voter-approved Proposition M, the Accountable Planning Initiative, was included in the General Plan and added Section 101.1 to the Planning Code. The Accountable Planning Initiative established eight Priority Policies to guide certain land use decisions that generally relate to physical environmental issues. In regards to the proposed project, these issues are addressed in this EIR or in the CPE Checklist included in Appendix A. These policies, and the sections of this EIR or the CPE Checklist that address the environmental issues associated with the policies, are:

- That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced (see pages 25 and 26 of the CPE Checklist);

- That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods (see pages 25 and 26 of the CPE Checklist);

- That the City's supply of affordable housing be preserved and enhanced (see Chapter II, Project Description of the EIR and pages 26 and 27 of the CPE Checklist);

- That commuter traffic not impede Muni transit services or overburden our streets or neighborhood parking (see Section IV.A, Transportation and Circulation of the EIR);

- 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 resident employment and ownership in these sectors be enhanced (see pages 25 and 26 of the CPE Checklist);

- That the City achieve the greatest possible preparedness to protect against injury and the loss of life in an earthquake (see pages 52 to 54 of the CPE Checklist);

- That landmarks and historic buildings be preserved (Section IV.B, Cultural Resources of the EIR); and

- That our parks and open space and their access to sunlight and vistas be protected from development (see pages 42 to 48 of the CPE Checklist).

Prior to issuing a permit for any project which requires an EIR under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As with policies in the General Plan, Priority Policies may conflict with one another, depending on the project; decision-makers, in considering whether to approve the proposed project, would need to assess whether the proposed project, on balance, is consistent with the applicable Priority Policies when adopting the necessary findings.

Potential conflicts of the proposed project in regard to transportation and circulation, and historic architectural resources associated with the Priority Policies are discussed in the relevant topical sections of this EIR. The project case reports and approval motions will contain the Planning Department's comprehensive project analysis and findings regarding consistency of the proposed projects with the Priority Policies.

BETTER STREETS PLAN

The Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian environment and included a set of City-wide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Planning Department, Department of Public Works, San Francisco Municipal Transportation Agency, and SFPUC were joint project sponsors of the Plan on behalf of the City and County of San Francisco. The Better Streets Plan seeks to balance the needs of all City street users. The Plan identifies goals, objectives, policies, and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. Pedestrian areas mainly include sidewalks and crosswalks and, in some instances, portions of roadways. Major concepts covered in the Better Streets Plan range from increased

pedestrian safety and accessibility features to improved ecological performance of streets and streetscape greening.

The proposed project would not physically alter the existing vehicular circulation pattern or remove travel-ways on any major pedestrian or vehicle thoroughfares adjacent to the project site. The proposed project would provide a publicly-accessible mid-block pedestrian pathway to provide access between 16th and 17th Streets. In addition, widened sidewalks would be included with the project to enhance pedestrian mobility and comfort. Therefore, the proposed project would not demonstrably conflict with the Better Streets Plan.

TRANSIT FIRST POLICY

The City of San Francisco's Transit First policy, adopted by the Board of Supervisors in 1973 and contained within Section 8A.115 of the City Charter, was developed in response to the damaging impacts over previous decades of freeways on the City's urban character. The policy is aimed at restoring balance to a transportation system long dominated by the automobile, and improving overall mobility for residents and visitors whose reliance chiefly on the automobile would result in severe transportation deficiencies. It encourages multi-modalism, the use of transit, and other alternatives to the single-occupant vehicle as modes of transportation, and gives priority to the maintenance and expansion of the local transit system and the improvement of regional transit coordination. The project site is located in close proximity to numerous transit routes and is easily accessible by bicycle and sidewalks. Additionally, bike storage and parking would be provided on the project site. Therefore, the proposed project would not demonstrably conflict with the Transit First Policy.

SAN FRANCISCO BICYCLE PLAN

The City of San Francisco's Bicycle Plan, approved in June 2009, describes the City's program to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The Bicycle Plan identifies the citywide bicycle route network, and establishes the level of treatment (i.e., Class I, Class II or Class III facility) on each route. The Bicycle Plan also identifies near-term and far term improvements as well as policy goals, objectives and actions to support these improvements and to facilitate bicycling in San Francisco.

Near the project site, the San Francisco Bicycle Plan proposes minor changes to the existing facilities on Mariposa Street and Indiana Street. Minor improvements, including markings, signage, and facilities are considered treatments necessary to improve conditions for bicycle use, and are not specified in more detail by route in the Plan. No near or long-term projects are proposed for the study area.

While currently not a part of the bicycle plan, the City is proposing to relocate the existing Class II bicycle facility from 16th Street to 17th Street as anticipated in Muni Forward. The proposed project could accommodate future planned changes in the bicycle network and would not demonstrably conflict with the Bicycle Plan.

SUMMARY

In general, the proposed project is consistent with policies in the relevant planning documents described in this chapter related to the development of new housing, provision of active, pedestrian-oriented neighborhoods, and the development of a mixture of compatible land uses. The proposed project would not demonstrably conflict with General Plan policies relating to urban design or housing. With approval of

the requested waivers, modifications, and exceptions, the proposed project would not demonstrably conflict with the Planning Code or other applicable planning documents.

IV. ENVIRONMENTAL SETTING AND IMPACTS

This chapter contains an analysis of each issue that was identified in the Community Plan Exemption (CPE) Checklist (included in Appendix A) as a topic for analysis in the 901 16th Street and 1200 17th Street Project EIR. Sections A and B of this chapter describe the environmental setting of the project site related to each specific environmental issue evaluated in the EIR and the impacts which may result or which project implementation may potentially affect. Mitigation measures to reduce potential impacts are identified, where appropriate.

The project sponsor, Potrero Partners, LLC, filed an application on June 17, 2014, for the environmental evaluation of the proposed project. Based on the CPE Checklist published on February 11, 2015, the San Francisco Planning Department determined that an EIR is required. The CPE Checklist concluded that many of the physical environmental effects of the proposed project would be less–than-significant, or that mitigation measures identified in the *Eastern Neighborhoods PEIR*, agreed to by the project sponsor and required as a condition of project approval, would reduce significant impacts to a less-than-significant level. CEQA does not require further assessment of the project's less-than-significant impacts, which fall into the following topical areas: land use and land use planning; aesthetics; population and housing; paleontological and archeological resources; noise; air quality; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agriculture and forest resources. However, the CPE Checklist found potentially significant project-specific effects and/or cumulative impacts related to: Transportation and Circulation, and Historic Architectural Resources. Accordingly, these topics are evaluated in this EIR in separate topical sections.

PUBLIC RESOURCES CODE SECTION 21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 amended CEQA by adding Public Resources Code Section 21099 regarding the analysis of aesthetics and parking impacts for certain urban infill projects in transit priority areas,[19] as discussed below.

Aesthetics and Parking Analysis

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

1. The project is in a transit priority area; and

[19] A "transit priority area" is defined in Section 21099 of the California Public Resources Code as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California Public Resources Code as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco Transit Priority Areas can be found on-line at: http://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf.

2. The project is on an infill site; and

3. The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this EIR does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.[20]

Public Resources Code Section 21099(e) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetic impacts do not include impacts on historical or cultural resources. As such, there will be no change in the Planning Department's methodology related to design and historic review.

The Planning Department recognizes that the public and decision-makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, some information that would have otherwise been provided in an aesthetics section of the EIR (i.e., "before" and "after" visual simulations) has been included in Chapter II, Project Description, of this EIR. However, this information is provided solely for informational purposes and will not be used to determine the significance of the environmental impacts of the proposed project, pursuant to CEQA.

Similarly, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision-makers. Therefore, this EIR presents parking demand analysis for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable in the transportation analysis in Chapter IV.A, Transportation and Circulation.

Level of Service Analysis

Public Resources Code Section 21099 requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also requires OPR to develop alternative metrics outside of transit priority areas. The statute provides that, upon certification and adoption of the revised CEQA Guidelines by the Secretary of the Natural Resources Agency, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment." In other words, LOS or any other automobile delay metric more generally shall not be used as a significance threshold under CEQA.

OPR released a preliminary discussion draft of the new CEQA Guidelines (discussion draft) to implement Section 21099 in August 2014.[21] Another draft is expected in 2015, at which point OPR will receive further public comment. After receiving feedback during that public comment period, OPR will submit suggested changes of the CEQA Guidelines to the Secretary of the Natural Resources Agency for the formal

[20] San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 901 16th Street and 1200 17th Street, November 10, 2015.

[21] Governor's Office of Planning and Research, Updating Transportation Impacts Analysis in the CEQA Guidelines, 8/6/2014, available at: http://opr.ca.gov/docs/Final_Preliminary_Discussion_Draft_of_Updates_Implementing_SB_743_080614.pdf.

rulemaking and adoption process. Once the Secretary of the Natural Resources Agency adopts the CEQA Guidelines changes, they will be sent to the Office of Administrative Law for approval. When the Office of Administrative Law adopts the CEQA Guidelines changes, they will become effective immediately, which is anticipated sometime in late 2015 or early 2016. Therefore, the LOS-related provisions of Public Resources Code Section 21099 are not yet applicable to the proposed project and this EIR analyzes the traffic-related impacts of the proposed project as they pertain to LOS. However, in response to public comments concerning the forthcoming CEQA Guidelines changes, the following analysis is provided for informational purposes.

As stated above, OPR is currently updating the discussion draft. The discussion draft may undergo revisions in response to public input. As of the time of publication of this EIR, the discussion draft states that transportation impacts can be best measured using an alternative metric known as vehicle miles traveled (VMT). VMT quantifies the total distance traveled by automobiles that are estimated to result from a project, accounting for the number of passengers, the distance they travel to get to destinations, and the probability that people choose to make trips in automobiles rather than by other modes. Typically, development at a greater distance from other uses, located in areas with poor access to non-automobile modes of travel, would generate more driving than one that is located proximate to other complementary uses and/or where there are transportation options other than the automobile.

For land use projects, OPR proposes that a project that results in VMT (per capita, per service population, or other appropriate measure) greater than the regional average for the land use type (e.g., residential, employment, commercial) *may* indicate a significant impact. For this proposed project, regional refers to the nine-county Bay Area metropolitan region. As of 2012, the Bay Area regional VMT per person trip[22] for residential uses and retail uses is approximately 4.6 and 3.5, respectively. Utilizing trip generation rates from the City's Transportation Impact Analysis Guidelines for Environmental Review and automobile modal split, trip length, and vehicle occupancy estimates for the project's location from San Francisco Chained Activity Modeling Process (SF-CHAMP), the proposed project's residential and retail uses would result in a VMT per person trip of approximately 1.8 and 2.9, respectively. This is approximately 61 percent below the regional average for residential uses and 17 percent below the regional average for retail uses.

OPR also proposed that development projects that are located within a transit priority area *generally* may be considered to have a less-than-significant transportation impact. As stated above, the proposed project is located in a transit priority area.

DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment. The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the proposed project, and not on argument, speculation, or unsubstantiated evidence. Each impact and mitigation measure section of this chapter is prefaced by certain criteria, which have been developed by the San Francisco Planning Department for use in determining whether an impact is significant.

[22] VMT per person trip: The vehicle-miles traveled (accounting for vehicle occupancy, vehicle trip length, and auto mode share) for all automobile trips to or from the project site divided by the total number of trips by all modes to or from the project site. This measure excludes school trips, commercial vehicle trips, and visitor/tourist travel.

Impacts are categorized by type of impact as follows:

- **No Impact**. No adverse changes (or impacts) to the environment are expected.

- **Less Than Significant**. An impact that would not involve an adverse physical change to the environment, does not exceed the defined significance criteria, or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations.

- **Less Than Significant with Mitigation**. An impact that is reduced to a less-than-significant level though implementation of the identified mitigation measure.

- **Significant and Unavoidable with Mitigation**. An adverse physical environmental impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.

- **Significant and Unavoidable**. An adverse physical environmental impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and federal laws and regulations and for which there are no feasible mitigation measures.

FORMAT OF ENVIRONMENTAL ANALYSIS

Each environmental topic considered in this chapter comprises three primary sections: 1) environmental setting; 2) regulatory framework; and 3) impacts and mitigation measures. An overview of the general organization and the information provided in the three sections is provided as follows:

- Setting. The setting section for each environmental topic provides a description of the baseline physical setting for the project site and its surroundings at the beginning of the environmental review process (e.g., existing land uses, noise environment, traffic conditions).

- Regulatory Framework. The regulatory framework provides an overview of the federal, State, and local regulations (as applicable) that relate to each specific environmental topic.

- Impacts and Mitigation Measures. The impacts and mitigation measures section for each environmental topic presents a discussion of the impacts (i.e., the changes to baseline physical environmental conditions) that could result from implementation of the proposed project. The section begins with the criteria of significance, which establish a way of determining whether an impact is significant. The latter part of this section presents the impacts from the proposed project and mitigation measures, if required. The impacts of the proposed project are organized into separate categories based on the criteria listed in each topical section. Project-specific impacts are discussed first, followed by cumulative impacts.

Impacts are numbered and shown in bold type, and the corresponding mitigation measures, where identified, are numbered and indented, and follow impact statements. Impacts and mitigation measures are numbered consecutively within each topic and begin with an abbreviated reference to the impact section. The following symbols are used for individual topics:

TR: Transportation and Circulation

CP: Historic Architectural Resources

APPROACH TO ANALYSIS

The analysis of each issue topic includes an evaluation of the potential environmental impacts associated with implementation of the proposed project. As described in Chapter II, Project Description, the proposed project would result in the construction of new residential, commercial, open space, and associated infrastructure and parking. Project related construction and operation impacts are identified, where applicable in each subsection.

In addition, at a programmatic level, the *Eastern Neighborhoods PEIR* identified potential environmental impacts associated with implementation of the Eastern Neighborhoods Plan, which encompasses the project site. Therefore, impacts and mitigation measures identified in the *Eastern Neighborhoods PEIR* are applicable to future development projects within the Eastern Neighborhoods Plan area boundaries, pending site-specific, project-level review of individual development proposals.

APPROACH TO CUMULATIVE ANALYSIS

CEQA defines cumulative impacts as "two or more individual effects, which, when considered together, are considerable, or which can compound or increase other environmental impacts." Section 15130 of the CEQA Guidelines requires that an EIR evaluate potential environmental impacts that may be individually limited but cumulatively significant. These impacts could result from the proposed project alone, or together with other projects. The CEQA Guidelines state: "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." Cumulative impacts could result from individually minor but collectively significant projects taking place over time.

For the evaluation of cumulative impacts, CEQA allows the use of either a list of past, present, or reasonably anticipated relevant projects, including projects outside the control of the lead agency, a summary of the projections in an adopted planning document, or a combined list-based and growth projections approach. For the proposed project, the cumulative analysis primarily relies on the cumulative growth projections assumptions found in the *Eastern Neighborhoods PEIR*, as described below.

The *Eastern Neighborhoods PEIR* found that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 9,900 dwelling units and 3,200,000 to 6,600,000 square feet of non-residential uses (excluding PDR loss) throughout the lifetime of the Plan (year 2025).[23] The growth projected in the *Eastern*

[23] Tables 12 through 16 of the *Eastern Neighborhoods Draft EIR* and Table C&R-2 in the Comments and Responses show projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).[24] As of July 2015, projects containing 8,559 dwelling units and 2,231,595 square feet of non-residential space (excluding PDR loss) have completed or are planned to complete environmental review[25] within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (4,885 dwelling units and 1,472,688 square feet of non-residential space) and planned projects, including the proposed project (3,674 dwelling units and 758,907 square feet of non-residential space). Planned projects are those projects that have submitted environmental evaluation applications with the San Francisco Planning Department.

Within the Showplace Square/Potrero Hill subarea, the *Eastern Neighborhoods PEIR* estimated that implementation of the Eastern Neighborhoods Plan could result in an increase of approximately 2,300 to 3,900 dwelling units and 1,500,000 to 1,700,000 square feet of non-residential space (excluding PDR loss) through the year 2025. As of July 2015, projects containing approximately 3,266 dwelling units and 865,849 square feet of non-residential space (excluding PDR loss) have completed or are planned to complete environmental review within the Showplace Square/Potrero Hill subarea. These estimates include projects that have completed environmental review (1,822 dwelling units and 621,768 square feet of non-residential space) and planned projects, including the proposed project (1,444 additional dwelling units and 244,081 square feet of non-residential space).[26]

Growth that has occurred within the Plan area since adoption of the *Eastern Neighborhoods PEIR* has been planned for and the effects of that growth were anticipated and considered in the *Eastern Neighborhoods PEIR*. Although the reasonably foreseeable growth in the residential land use category is approaching the projections within the *Eastern Neighborhoods PEIR*, the non-residential reasonably foreseeable growth is between approximately 33 and 70 percent of the non-residential projections in the *Eastern Neighborhoods PEIR*. The *Eastern Neighborhoods PEIR* utilized the growth projections for certain environmental impact topics (i.e., Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water) to analyze the physical environmental impacts associated with that growth. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. Therefore, given the growth from the reasonably foreseeable projects have not exceeded the overall growth that was projected in the *Eastern Neighborhoods PEIR*, information that was not known at the time of the PEIR has

[24] San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: http://www.sf-planning.org/index.aspx?page=1678#background.

[25] For this section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

[26] The estimated number of dwelling units reported here is different than the estimated number of dwelling units identified in the San Francisco Planning Department's Pipeline Report, 3rd Quarter 2014 for Showplace Square/Potrero Hill subarea. Reasons for the difference include inadvertent overestimates from the Pipeline Report in the amount of development at particular development sites (e.g., 1000 16th Street and 1 Henry Adams and 801 Brannan Street) and the inclusion of Potrero Hope SF Project. The Potrero Hope SF Project includes 1,094 net new dwelling units; however, this Project is the subject of a stand-alone EIR that does not rely on the growth projections and impacts identified in the *Eastern Neighborhoods PEIR*. This Project would establish a Special Use District, would be built in phases over at least a 10-year period, and contains substantial infrastructure over and above considered in the *Eastern Neighborhoods PEIR*.

not resulted in new significant environmental impacts or substantially more severe adverse impacts than discussed in the PEIR, other than transportation and circulation, as discussed below in this EIR.

In conclusion, the proposed project is consistent with and within the growth projections anticipated in the *Eastern Neighborhoods PEIR*. Therefore, the cumulative assumptions provided within the *Eastern Neighborhoods PEIR* are applicable to development of the project site.

The specific approach to the cumulative analysis is discussed in each topical subsection of this chapter. The cumulative impact from several projects is evaluated as the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. This includes projects that have an application on file with the Planning Department (private projects) or have an identified funding source (for public projects).

THIS PAGE INTENTIONALLY LEFT BLANK

A. Transportation and Circulation

This section provides a discussion of the anticipated effects of the proposed 901 16th St and 1200 17th St project on the transportation and circulation system within the vicinity of the project site and is based on the Transportation Impact Study (TIS) prepared for the project.[27] The transportation analysis summarized here and presented in the TIS is consistent with the analysis contained in the *Eastern Neighborhoods PEIR* and with the City's Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines). As discussed in the Transportation and Circulation section of the CPE Checklist (see page 41, Appendix A), the proposed project could result in significant impacts related to transportation and circulation.

ENVIRONMENTAL SETTING

The project site is located at 901 16th Street and 1200 17th Street and is bordered by 16th Street to the north, Mississippi Street to the east, 17th Street to the south, and existing development to the west within the Showplace Square/Potrero Hill neighborhood. From the project site, the transportation study extends approximately 11 blocks west to Potrero Avenue, two blocks south to 18th Street, four blocks east to 3rd Street, and three blocks north to Hooper Street. The transportation study area represents a conservative estimate of the geographic area within which the proposed project might reasonably be anticipated to have a potential effect upon transportation and circulation conditions given existing traffic volumes, transit capacities, and known conflict points, and anticipated travel patterns as a result of the proposed project.

The site is completely developed with four existing structures, 14 loading berths, and a surface parking lot. The site is occupied by light industrial and storage uses. Pedestrian access to the site is provided by vehicle driveways located on Mississippi Street and 17th Street. Vehicular access to the off-street parking spaces is provided by two access points located on 16th Street and Mississippi Street.

This section provides a description of the existing transportation conditions in the vicinity of the project site. Included in this section are descriptions of existing roadway, circulation, transit, pedestrian, bicycle, loading, and parking conditions.

Roadway Network

The City and County of San Francisco identifies several types of roadway networks within its boundaries, including the Congestion Management Program (CMP) network, the Metropolitan Transportation System (MTS) network, Transit Preferential Streets, and Citywide Pedestrian Network. A detailed description of these regional and local access roadway networks is included below. **Figure IV.A-1** presents the roadway network in the vicinity of the project site and also identifies the study intersections discussed later in this section.

Regional Access

Regional vehicular access to the project site is provided by Interstate (I-280) to the east, Interstate 80 (I-80) to the north and US Highway 101 (US-101) to the west. Certain local streets in the vicinity of the site connect to I-280 and U.S. 101.

[27] DKS Associates, 1200 17th Street/901 16th Street Transportation Impact Study, March 2015 and Errata, August 2015.

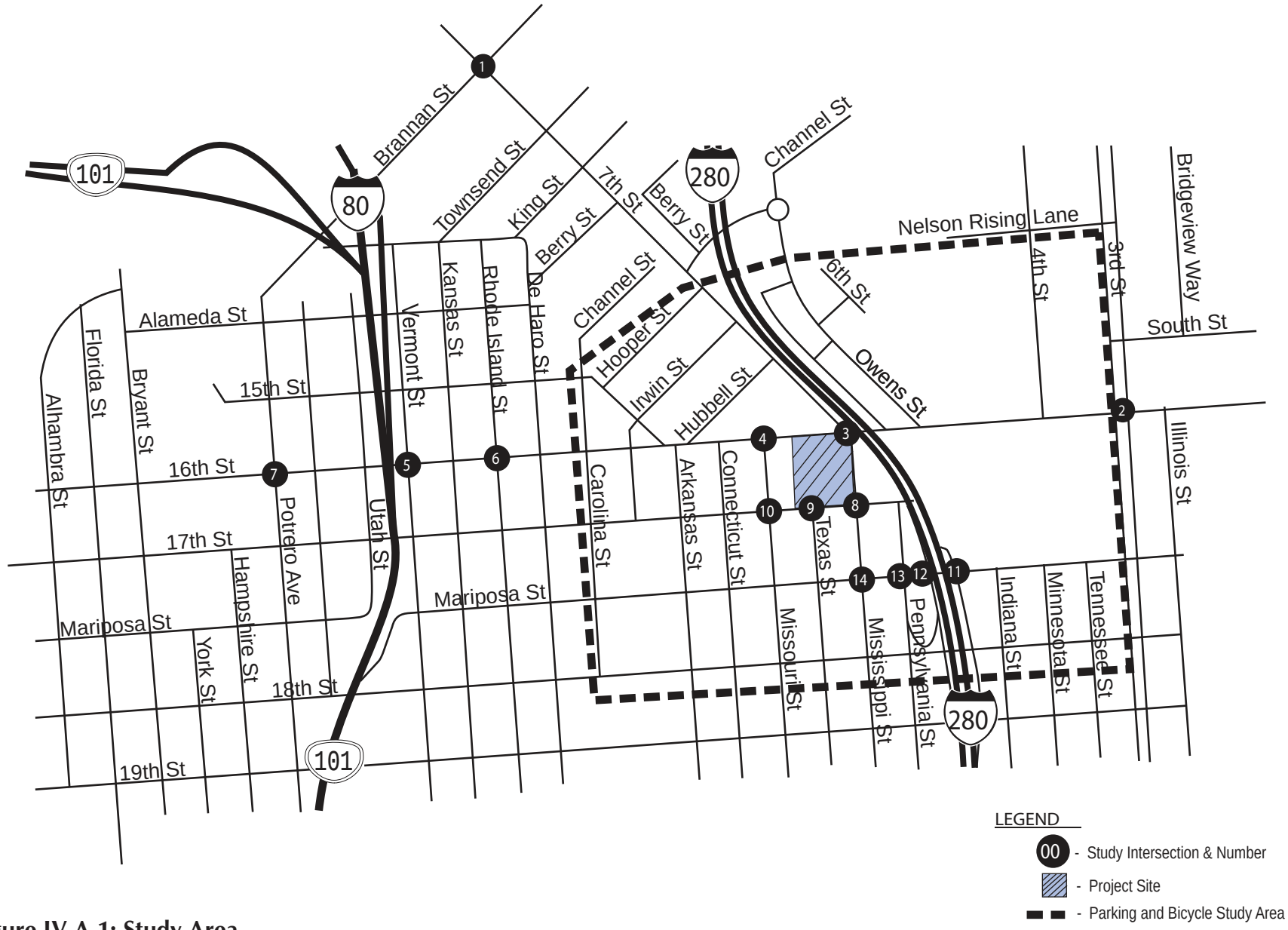


Figure IV.A-1: Study Area
Source: DKS 2015

- US-101 is an eight-lane freeway that runs north-south approximately 0.5 miles west of the project site and provides access to and from the North Bay and South Bay. US-101 is an elevated freeway until the junction with I-80 and the elevated Central Freeway structure where it continues via surface streets running north along Van Ness Avenue. Access to the project site from northbound US-101 is via the Mariposa Street/Vermont Street off-ramp.

- I-280 is a six-lane freeway that runs north-south adjacent to the project site to the east. In the vicinity of the project site, I-280 is the major roadway connector between downtown San Francisco and State Route 1 (SR 1) and San Jose. Access to the project site from northbound and southbound I-280 is via the 18th Street/Mariposa Street ramps.

- I-80 is an eight-lane freeway that generally runs east-west with the exception of a north-south segment located approximately 0.5 miles northwest of the project site. In the vicinity of the project site, I-80 is the major roadway connector between San Francisco and the East Bay via the Bay Bridge. Access to the project site from westbound I-80 is via the Ninth Street/Civic Center off-ramp and from eastbound I-80 is via the Seventh Street off-ramp. Access from the project site to eastbound I-80 is via the Bryant Street on-ramp slightly west of Eighth Street while access to westbound I-80 is via the Seventh Street on-ramp south of Harrison Street.

Local Access

The following section describes the local roadway system in the vicinity of the project site. In discussing local access, vehicle and on-street bicycle facilities and operations are described. Bikeways are classified as Class I, Class II, or Class III facilities.[28] Class I bicycle facilities provide a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized. Class II bicycle facilities provide a striped lane on a street or highway. Class III bicycle facilities are signed bike routes that provide for shared use with motor vehicle traffic.[29] Class III bicycle facilities are signed routes with no bike lane striping but may include other striping such as "sharrows" that allow bicyclists to share the roadway with vehicles.

- 3rd Street – 3rd Street runs between Market Street and Bayshore Boulevard (near I-280) north, east, and south of the project site. 3rd Street is a two-way, generally four-lane north-south roadway in the vicinity of the project site and is parallel to Mississippi Street to the west. 3rd Street accommodates the T-Third Street light rail line in the median of the roadway. On-street parking is not permitted along 3rd Street near the project site. No bikeways are located on 3rd Street in the study area.3rd Street is designated as a Major Arterial, Boulevard, Transit Preferential Street (transit important street), and Neighborhood Commercial Street in the San Francisco General Plan. In the San Francisco Better Streets Plan, 3rd Street is classified as a commercial throughway.

- 4th Street – 4th Street runs between Market Street and 16th Street north and east of the project site. 4th Street is a two-way, two-lane north-south roadway in the vicinity of the project site. On-street two-hour parking is generally permitted on either side of 4th Street. No bike routes are located on 4th Street near the project site. 4th Street is designated as a mixed-use street in the San Francisco Better Streets Plan.

[28] Bicycle facilities are defined by the State of California in the California Streets and Highway Code, Section 890.4.
[29] Caltrans Highway Design Manual – Chapter 1000 Bikeway Planning and Design, June 26, 2006.

- 7th Street – 7th Street runs between McAllister Street and 16th Street north of the project site. South of 16th Street, 7th Street becomes Mississippi Street. 7th Street is a two-way, two-lane northwest-southeast roadway through the South of Market neighborhood. In the vicinity of the project site, 7th Street has two southeast lanes and one lane in the northwest direction. Bicycle Route 23 is located on 7th Street in the vicinity of the project and is a five-foot-wide, Class II bicycle facility in both directions. In the San Francisco Better Streets Plan, 7th Street is designated as a mixed-use and neighborhood residential street and in the San Francisco General Plan, it is a Secondary Arterial.

- 16th Street – 16th Street is along the northern border of the project site. 16th Street runs between Flint Street to the west and Illinois Street to the east of the project site. 16th Street is an east-west roadway parallel to 17th Street to the south. Between Potrero Avenue and Wisconsin Street, 16th Street has two mainline lanes for vehicles in the westbound direction and one mainline lane in the eastbound direction. Between Wisconsin Street and Missouri Street, 16th Street has one lane of travel in each direction and between Missouri Street and Mississippi Street, 16th Street had two lanes of travel in the eastbound direction and one lane of travel in the westbound direction. East of Mississippi Street, 16th Street has two lanes of travel in each direction. The Caltrain tracks operate an at-grade crossing of 16th Street slightly east of and coordinated with the 7th/16th/Mississippi Street intersection including crossing gates, and audio and visual alerts. Non-metered on-street parking is generally permitted on either side of 16th Street. Between Missouri Street and Mississippi Street, 16th Street ranges between approximately 72 feet wide at Missouri Street and 80 feet wide at Mississippi Street, which includes sidewalks and parking and vehicle traveling lanes. Bicycle Route 40 is located on 16th Street between Kansas Street and Illinois Street and is a five foot wide Class II bicycle facility in both directions for much of this stretch. Between 3rd Street and Illinois Street, Bicycle Route 40 is classified as a Class III bicycle facility. In the San Francisco Better Streets Plan, 16th Street is designated as a mixed-use street and a Secondary Arterial, a Transit Preferential Street (transit oriented), and a Neighborhood Commercial Street in the San Francisco General Plan.

- 17th Street – 17th Street is along the southern border of the project site. 17th Street runs between Stanyan Street and Pennsylvania Street south of the project site. 17th Street is a two-way, two-lane east-west roadway parallel to 16th Street to the north and Mariposa Street to the south. A two-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. While sidewalks are generally present on either side of 17th Street, except between Mississippi Street and the terminus of 17th Street at Pennsylvania Street, where sidewalks are not present on either side of the street and vehicles park perpendicular to buildings along the street. Between Missouri Street and Mississippi Street, 17th Street is approximately 65 feet wide, which includes sidewalks and parking and vehicle traveling lanes. Bicycle Route 40 is located on 17th Street between Kansas Street and Douglass Street and is a five foot wide Class II bicycle facility in both directions for most of this stretch. Between Church Street and Castro Street, Bicycle Route 40 is classified as a Class III bicycle facility. 17th Street is designated as a mixed use street in the San Francisco Better Streets Plan.

- 18th Street – 18th Street runs between Market Street and Illinois Street with interruptions at Harrison Street and US 101. 18th Street is two blocks south of the project site and is a two-way, two-lane east-west roadway parallel to Mariposa Street to the north and 19th Street to the south. A two-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. No bikeways are located on 18th Street in the study area. 18th Street is generally designated as a neighborhood residential street in the San Francisco Better Streets Plan, with exceptions between Arkansas Street and Texas Street and the I-280 northbound off-ramp and Illinois

Street, where it is respectively designated as a neighborhood commercial and mixed-use street. 18th Street is designated as a Neighborhood Pedestrian Street (Neighborhood Commercial Street) between Texas Street and Arkansas Street.

- Arkansas Street – Arkansas Street runs between 16th Street and 23rd Street three blocks west of the project site. Arkansas Street is a two-way, two-lane, north-south roadway parallel to Wisconsin Street to the west and Connecticut Street to the east. A two-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. No bikeways are located on Arkansas Street in the study area. It is designated as a mixed-use street between 16th Street and 17th Street and a neighborhood residential street between 17th Street and 23rd Street in the San Francisco Better Streets Plan.

- Brannan Street – Brannan Street runs between Potrero Avenue and The Embarcadero north of the project site. Brannan Street is a two-way, four-lane northeast-southwest roadway parallel to Bryant Street to the north and Townsend Street to the south. A two-hour non-permit parking limit is enforced on either side of the street. No bikeways are located on Brannan Street in the study area. It is designated as a mixed-use street for its entire length in the San Francisco Better Streets Plan. Brannan Street is designated as a Major Arterial between Fifth Street and Sixth Street and between 9th Street and Potrero Avenue in the San Francisco General Plan.

- Carolina Street – Carolina Street runs between Channel Street and 18th Street and between 19th Street and Wisconsin Street five blocks west of the project site. Carolina Street is a two-way, two-lane north-south roadway parallel to De Haro Street to the west and Wisconsin Street to the east. Non-metered on-street parking is generally permitted on either side of Carolina Street. No bikeways are located on Carolina Street in the study area. It is designated as a mixed-use street between Channel Street and 17th Street and a neighborhood residential street between 17th Street and 23rd Street in the San Francisco Better Streets Plan.

- Connecticut Street – Connecticut Street runs between 16th Street and 22nd Street and between Wisconsin Street and Cesar Chavez Street two blocks west of the project site. Connecticut Street is a two-way, two-lane north-south roadway parallel to Arkansas Street to the west and Missouri Street to the east. A 2-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. No bikeways are located on Connecticut Street in the study area. It is designated as a mixed-use street between 16th Street and 17th Street and a neighborhood residential street between 17th Street and Cesar Chavez Street in the San Francisco Better Streets Plan.

- Hooper Street – Hooper Street runs from 7th Street and 8th Street, northwest of the project site. Hooper Street is a two-way, two-lane northeast-southwest roadway parallel to Channel Street to the north and Irwin Street to the south. Non-metered on-street parking is generally permitted on either side of Hooper Street. No bikeways are located on Hooper Street in the study area. It is designated as a mixed-use street in the San Francisco Better Streets Plan.

- Hubbell Street – Hubbell Street runs between 7th Street and 16th Street northwest of the project site. Hubbell Street is a two-way, two-lane northeast-southwest roadway parallel to Irwin Street to the north. Non-metered on-street parking is generally permitted on either side of Hubbell Street. No bikeways are located on Hubbell Street in the study area. It is designated as a mixed-use street in the San Francisco Better Streets Plan.

- Indiana Street – Indiana Street runs between Mariposa Street and Tulare Street two blocks east of the project site. Indiana Street is a two-way, two-lane north-south roadway parallel to I-280 to the west

and Minnesota Street to the east. Near the project site, non-metered on-street parking is generally permitted on either side of Indiana Street. Bicycle Route 7 is located on Indiana Street between Caesar Chavez Street and Mariposa Street as a Class III bicycle facility in both directions. The 907 Bicycle Route is located on Indiana Street between Caesar Chavez Street and Tulare Street and as a Class II bike facility in both directions. Indiana Street is designated as a mixed-use street in the San Francisco Better Streets Plan.

- Irwin Street – Irwin Street runs from 7th Street and 8th Street northwest of the project site. Irwin Street is a two-way, two-lane northeast-southwest roadway parallel to Hooper Street to the north and Hubbell Street to the south. Non-metered on-street parking is generally permitted on either side of Irwin Street. No bikeways are located on Irwin Street in the study area. It is designated as a mixed-use street in the San Francisco Better Streets Plan.

- Mariposa Street – Mariposa Street runs between Harrison Street and Illinois Street one block south of the project site with an interruption for US-101. Mariposa Street is a two-way, two-lane east-west roadway parallel to 17th Street to the north and 18th Street to the south. A two-hour non-permit parking limit is enforced on certain stretches of Mariposa Street while there is unregulated parking in other areas. Bicycle Routes 7 and 23 run along Mariposa Street between Mississippi Street and Illinois Street and are designated as Class III bicycle facilities. Near the project site, Mariposa Street is designated as a neighborhood residential street between Carolina Street and Texas Street and between Pennsylvania Street and the I-280 northbound off-ramps, and a mixed use street between Texas Street and Pennsylvania Street and between the I-280 northbound off-ramps and Illinois Street in the San Francisco Better Streets Plan.

- Minnesota Street – Minnesota Street runs between Mariposa Street and just south of 22nd Street and between 23rd Street and Cesar Chavez Street three blocks west of the project site. Minnesota Street is a two-way, two-lane north-south roadway parallel to Indiana Street to the west and Missouri Street to the east. A two-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. No bikeways are located on Minnesota Street in the study area. It is designated as a mixed-use street in the San Francisco Better Streets Plan.

- Missouri Street – Missouri Street runs between 16th Street and 23rd Street one block west of the project site. Missouri Street is a two-way, two-lane north-south roadway parallel to Connecticut Street to the west and Texas Street to the east. A two-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. No bikeways are located on Missouri Street in the study area. It is designated as a mixed-use street between 16th Street and 17th Street and a neighborhood residential street between 17th Street and 23rd Street in the San Francisco Better Streets Plan.

- Mississippi Street – Mississippi Street is along the eastern border of the project site. Mississippi Street runs between 16th Street and 22nd Street. Mississippi Street is a two-way, two-lane north-south roadway parallel to Texas Street to the west and Pennsylvania Street to the east. A two-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. Between 16th and 17th Streets, Mississippi Street is approximately 80 feet wide, which includes sidewalks and parking and vehicle traveling lanes. Bike Route 23 is located on Mississippi Street between 16th Street and Mariposa Street and is designated as a Class II bicycle facility. It is designated as a mixed-use street between 16th Street and Mariposa Street and a neighborhood residential street between Mariposa Street and 22rd Street in the San Francisco Better Streets Plan.

- Owens Street – Owens Street runs between 16th Street and Channel Street east of the project site on the UCSF Mission Bay campus. Owens Street is a two-way, two-lane northwest-southeast roadway. Parking is not allowed along Owens Street. No bikeways are located on Owens Street in the study area. It is designated as a mixed-use street in the San Francisco Better Streets Plan.

- Pennsylvania Street – Pennsylvania Street runs between 17th Street and Cesar Chavez Street one block east of the project site. Pennsylvania Street is a two-way, two-lane north-south roadway parallel to Mississippi Street to the west and I-280 to the east. Non-metered on-street parking is generally permitted on either side of Pennsylvania Street. Sidewalks are present on either side of Pennsylvania Street south of 18th Street, along the west side of Pennsylvania Street between 18th Street and Mariposa Street, and for a short segment north of 18th Street on the west side of Pennsylvania Street. No sidewalks are present along the east side of Pennsylvania Street from slightly north of 18th Street to 17th Street. No curbs are present along Pennsylvania Street between Mariposa Street and 17th Street. Parking perpendicular on both sides of the street is present for the entire length of Pennsylvania Street. No bikeways are located on Pennsylvania Street in the study area. It is designated as a neighborhood residential street in the San Francisco Better Streets Plan.

- Potrero Avenue – Potrero Avenue runs between Brannan Street and Cesar Chavez Street 0.7 mile west of the project site. Potrero Avenue is a two-way, four-lane north-south roadway parallel to Utah Street to the east and Hampshire Street to the west. A two-hour non-permit parking limit is enforced on either side of the street. Bike Route 25 is located on Potrero Avenue between 17th Street and Cesar Chavez Street and is designated as a Class II bicycle facility between 17th Street and 25th Street and a Class III facility between 25th Street and Cesar Chavez Street. It is designated as a mixed-use street between Brannan Street and 19th Street and a residential throughway between 19th Street and Cesar Chavez Street. It is a neighborhood commercial street between 24th Street and 25th Street and a Major Arterial for its entire length in the San Francisco Better Streets Plan.

- Rhode Island Street – Rhode Island Street runs between Division Street and 26th Street 0.4 miles west of the project site. Rhode Island Street is a two-way, two-lane north-south roadway parallel to DeHaro Street to the east and Kansas Street to the west. A three-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. No bikeways are located on Rhode Island Street in the study area. It is designated as a mixed-use street between Division Street and Mariposa Street and a neighborhood residential street between Mariposa Street and 26th Street in the San Francisco Better Streets Plan.

- Texas Street – Texas Street runs between 17th Street and 22nd Street and between 23rd Street and 25th Street south of the project site. Texas Street is a two-way, two-lane north-south roadway parallel to Missouri Street to the west and Mississippi Street to the east. A two-hour non-permit parking limit is enforced on certain stretches of the street while there is unregulated parking in other areas. No bikeways are located on Texas Street in the study area. It is designated as a mixed-use street between 17th Street and Mariposa Street and a neighborhood residential street between Mariposa Street and 22nd Street in the San Francisco Better Streets Plan.

- Wisconsin Street – Wisconsin Street runs between 8th Street and 17th Street and between 19th Street and 26th Street four blocks west of the project site. Wisconsin Street is a two-way, two-lane north-south roadway parallel to Carolina Street to the west and Arkansas Street to the east. Non-metered on-street parking is generally permitted on either side of Wisconsin Street. No bikeways are located on Wisconsin Street in the study area. The street is designated as a mixed-use street between 8th Street and 26th Street in the San Francisco Better Streets Plan.

- Vermont Street – Vermont Street runs between Division Street and 22nd Street 0.5 miles west of the project site. Vermont Street is a two-way, two-lane roadway between Division Street and 16th Street, a one-way, three-lane northbound roadway between 16th Street and Mariposa Street, a two-way, two-lane roadway between Mariposa Street and slightly south of 20th Street, and a one-way, one-lane southbound roadway between slightly south of 20th Street and 22nd Street. No bikeways are located on Vermont Street in the study area. It is designated as a mixed-use street between Division Street and 17th Street and a neighborhood residential street between 17th Street and 22nd Street in the San Francisco Better Streets Plan.

Intersection Operating Conditions

The following 14 intersections near the project site were evaluated for Level of Service (LOS). The intersections were chosen based upon where the proposed project might reasonably be anticipated to have a potential effect upon traffic conditions given existing traffic volumes and anticipated traffic patterns as a result of the proposed project. Figure IV.A-1 illustrates the location of the analyzed intersections listed below:

1. 7th Street and Brannan Street
2. 16th Street and 3rd Street
3. 7th/16th/Mississippi Street
4. 16th Street and Missouri Street
5. 16th Street and Rhode Island Street
6. 16th Street and Vermont Street
7. 16th Street and Potrero Avenue
8. 17th Street and Mississippi Street
9. 17th Street and Texas Street
10. 17th Street and Missouri Street
11. Mariposa Street and I-280 Northbound Off-Ramp
12. Mariposa Street and I-280 Southbound On-Ramp
13. Mariposa Street and Pennsylvania Street
14. Mariposa Street and Mississippi Street

Intersection vehicle, bicycle, and pedestrian counts were conducted on July 18, 2012, and July 17, 2014. Intersections were evaluated during the weekday PM peak hour (generally between 5:00 and 6:00 PM) of the PM Peak Period (4:00 to 6:00 PM) consistent with the 2010 Highway Capacity Manual (HCM) operations methodology and the SF Guidelines. Lane geometries for each intersection are presented in **Figure IV.A-2** and the Existing Conditions traffic volumes are presented in **Figure IV.A-3**.

A LOS evaluation is a qualitative description of intersection performance based on the average delay per-vehicle experienced during peak travel periods. LOS can range from "A" representing free-flow conditions to "F" representing congested conditions with long delays. In San Francisco, operating conditions are considered excellent at LOS A, satisfactory at LOS D, undesirable at LOS E, and unacceptable at or above capacity at LOS F. LOS definitions, considering vehicle delay for signalized and unsignalized intersections, are shown in **Table IV.A-1**.

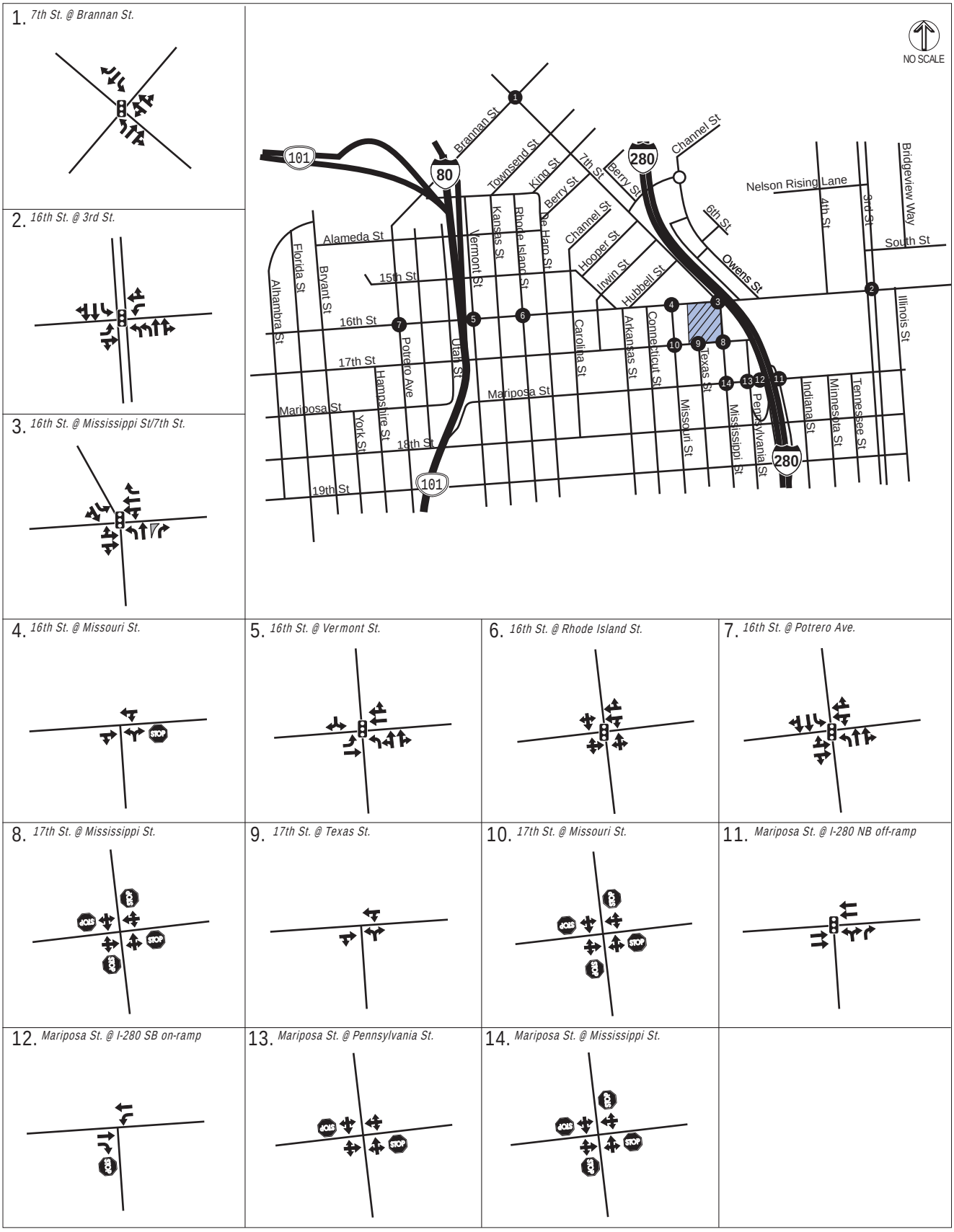


Figure IV.A.2: Existing Intersection Lane Geometry
Source: DKS 2015

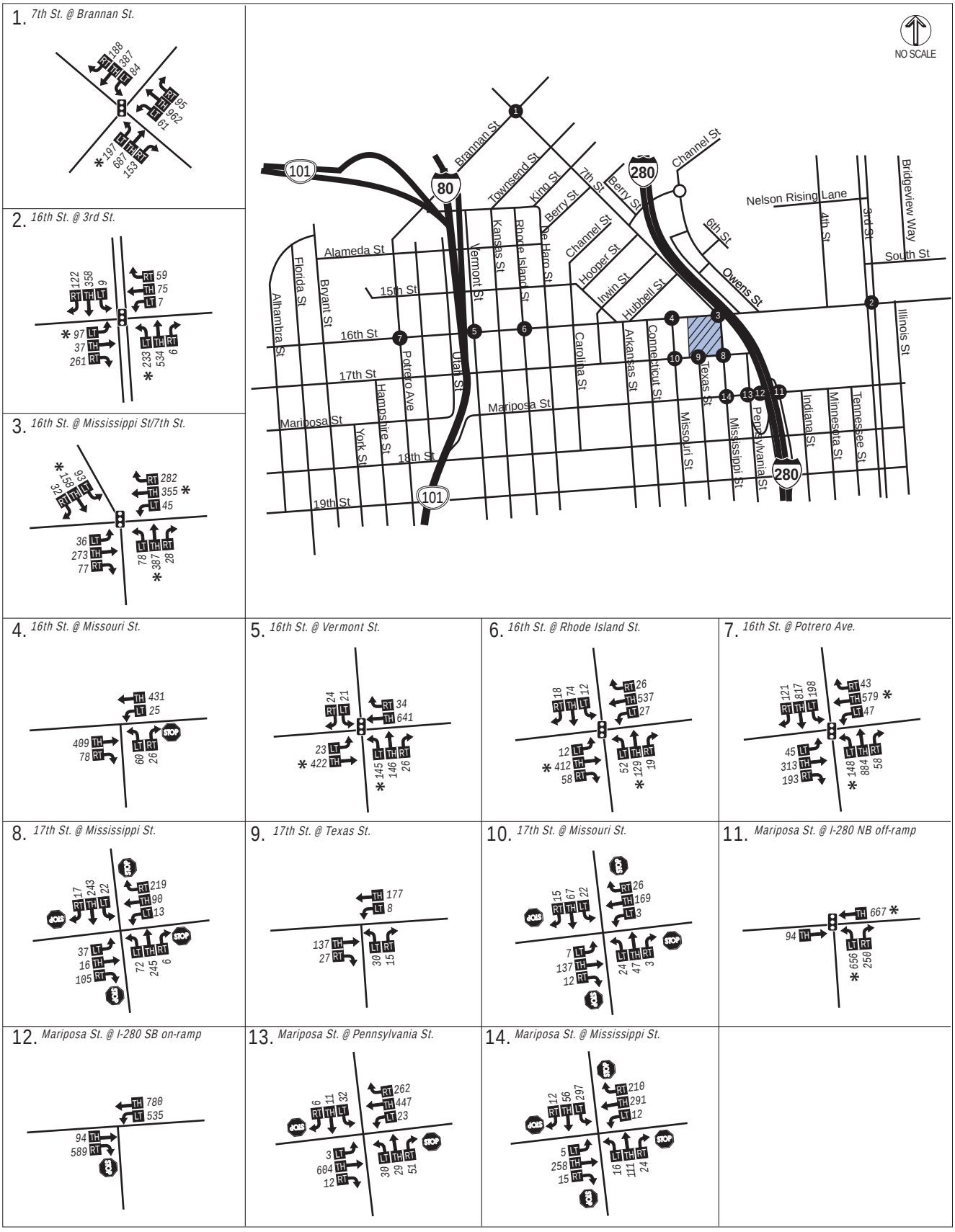


Figure IV.A.3: Existing Volumes
Source: DKS 2015

Table IV.A-1 – LOS Thresholds and Definitions

Level of Service	Average Control Delay (seconds/vehicle)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤ 10	≤ 10	Free flow/ Insignificant Delay
B	> 10 and ≤ 20	> 10 and ≤ 15	Stable Operation/ Minimal Delay
C	> 20 and ≤ 35	> 15 and ≤ 25	Stable Operation/ Acceptable Delay
D	> 35 and ≤ 55	> 25 and ≤ 35	Approaching Unstable/ Tolerable Delay
E	> 55 and ≤ 80	> 35 and ≤ 50	Unstable Operation/ Significant Delay
F	> 80	> 50	Forced Flow/ Excessive Delay
Source: 2010 *Highway Capacity Manual, Transportation Research Board, 2010.* Notes: Worst Approach Delay (in seconds per vehicle) for Unsignalized Intersections			

For signalized intersections, this methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the movements within the intersection. A combined weighted average delay and LOS is presented for the intersection.

For unsignalized intersections, average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn), for those movements that are subject to delay. For the purpose of this analysis, the operating conditions (LOS and delay) for unsignalized intersections are presented for the worst approach (i.e., the approach with the highest average delay per vehicle).

Based on the LOS analysis for Existing Conditions (see **Table IV.A-2**; calculation sheets are included in the TIS), 11 of the 13 study intersections currently operate at LOS D or better during the PM peak hour. The following three intersections operate at LOS E or F during the PM peak hour:

- Mariposa Street and the I-280 southbound on-ramp
- Mariposa Street and Pennsylvania Street
- Mariposa Street and Mississippi Street

The signalized intersection of 7th/16th/Mississippi Street has a Caltrain rail crossing across the westbound approach. There are a total of 17 scheduled northbound (7) and southbound (10) trains which cross this location during the PM peak period (4:00 to 6:00 PM) which results in temporarily blocked east-west traffic along 16th Street. Based on observations during the PM peak hour the crossing arms block east-west traffic (not northbound and southbound) along 16th Street for a maximum of 60 seconds and any additional queuing caused by the train crossing dissipates within one cycle length. LOS for a signalized intersection is calculated as the average delay experienced by vehicles on all approaches. The low frequency of crossings and lack of any persistent queue caused by the crossings would not change the LOS results for this intersection significantly.

Peak hour signal warrants are met for the unsignalized intersections of Mariposa Street and Mississippi Street and Mariposa Street and I-280 southbound on-ramp under Existing Conditions. The peak hour signal warrant is not met for the unsignalized intersection of Mariposa Street and Pennsylvania Street.

Table IV.A-2 – Existing Conditions Intersection Level of Service

No	Intersection Name	Control	PM peak hour	
			Average Delay[a]	LOS[b,c]
1	7th St and Brannan St	Signalized	17.7	B
2	16th St and Third St	Signalized	22.9	C
3	7th/16th/Mississippi St	Signalized	31.0	C
4	16th St and Missouri St	Unsignalized	23.2	C (NB)
5	16th St and Vermont St	Signalized	12.2	B
6	16th St and Rhode Island St	Signalized	10.5	B
7	16th St and Potrero Ave	Signalized	22.6	C
8	17th St and Mississippi St	Unsignalized	17.1	C (NB)
9	17th St and Texas St	Unsignalized	10.8	B (NB)
10	17th St and Missouri St	Unsignalized	9.7	A (WB)
11	Mariposa St and I-280 NB Off-Ramp	Signalized	28.6	C
12	Mariposa St and I-280 SB On-Ramp	Unsignalized	>50	**F (EB)**
13	Mariposa St and Pennsylvania St	Unsignalized	>50	**F (SB)**
14	Mariposa St and Mississippi St	Unsignalized	>50	**F (WB)**

Source: DKS Associates, 2015

Notes:

a. Delay is in seconds per vehicle and is based on average stopped delay. Where signalized intersection is LOS F, volume to capacity (v/c) ratio is also reported.

b. LOS = Level of Service

c. For unsignalized intersections, LOS is reported based on worst approach, which is indicated in parenthesis.

BOLD indicates unacceptable LOS of E or F

Transit Network

The existing transit network in the vicinity of the site is discussed below.

Local and Regional Transit Providers

The project vicinity is served by public transit, with local transit service within walking distance and regional transit available 0.7 to 1.3 miles from the site. Local service is provided by San Francisco Municipal Railway (Muni) bus and light rail under the direction of the San Francisco Municipal Transit Agency (SFMTA). Regional service to the East Bay and south of San Francisco is provided by Bay Area Rapid Transit (BART). The project site is located approximately 1.3 miles to the east of the 16th Street Mission BART station with local Muni bus service connecting to this station. Service to and from the South

Bay/Peninsula is provided by the Peninsula Corridor Joint Powers Board via Caltrain, with the nearest station at 22nd Street Station located approximately 0.7 miles south of the project site. In addition, the Alameda-Contra Costa County Transit District (AC Transit) and the Golden Gate Bridge Highway and Transportation District (Golden Gate Transit) provide bus service to the East Bay and North Bay, respectively. These services are generally routed through the Transbay Temporary Terminal, located approximately 1.5 miles north of the site, with the nearest stops to the project site for Golden Gate Transit located about 1.3 miles north of the site at the intersection of Mission Street and 5th Street and for AC Transit located about 1.8 miles north of the site at the Transbay Temporary Terminal. The area bounded by Rhode Island Street, 18th Street, 3rd Street, and the north end of Owens Street represents a distance of approximately ¼ mile from the project site and has been considered for the transit analysis as it approximates the distance people are willing to walk to transit. **Figure IV.A-4** shows the area transit network. Transit services within the vicinity of the project site are further discussed below.

Muni

Muni provides transit service within the City and County of San Francisco. Service options include bus (both diesel motor coach and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines. Within the vicinity of the proposed project, Muni service includes the 10 Townsend, 19 Polk, 22 Fillmore, and 55 16th Street[30] bus lines and the T Third Street light rail line. Ridership and capacity utilization for the PM peak hour is provided in **Table IV.A-3**.

Table IV.A-3 – Muni Service Summary

Route[1]	Outbound			Peak Hour Headway
	PM Ridership	PM Capacity	% Capacity Utilization	
10 Townsend	171	189	90%	20 min
19 Polk	124	252	49%	15 min
22 Fillmore	308	473	65%	8 min
T Third Street	550	714	77%	10 min

Source: SF Transit Data for Transportation Impact Studies Memo, SF Planning Department, 2013

[1]The 55 16th Street route started service February 2015 and there has not been any known passenger count data created for this line

[30] This route started service February 2015 and there has not been any known passenger count data created for this line that could be used for this study, and was thus not included in the existing and existing plus project capacity utilization described herein, resulting in a more conservative capacity utilization analysis.

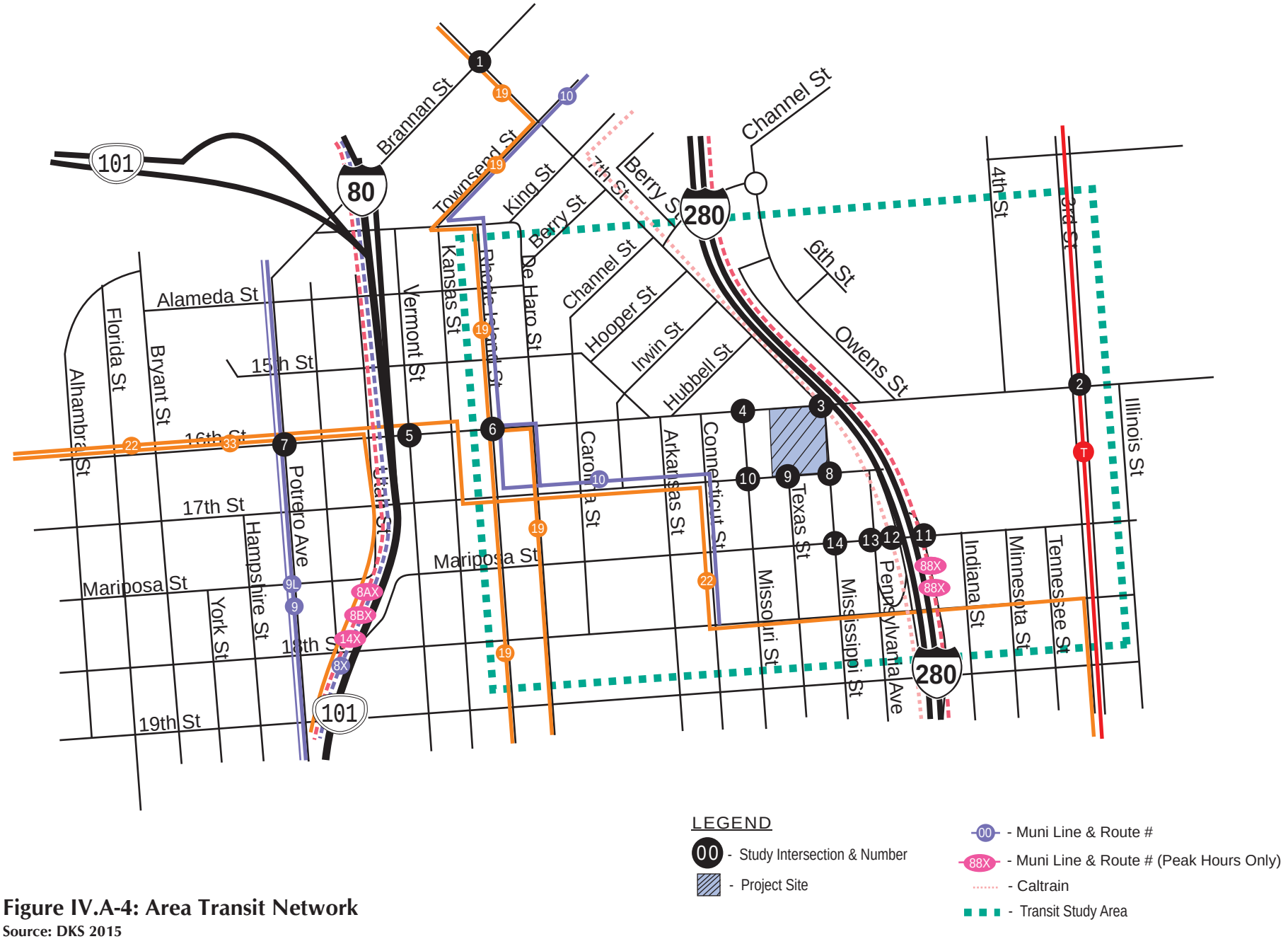


Figure IV.A-4: Area Transit Network
Source: DKS 2015

- 10 Townsend – The 10 Townsend bus operates from 5:00 AM to 12:00 midnight between the San Francisco General Hospital and Pacific Heights via Potrero Hill, Downtown, and Chinatown and runs along 17th Street, Connecticut Street, 18th Street, and 3rd Street in the vicinity of the project site. The AM and PM Peak Hour headway is 20 minutes, which is equivalent to a frequency of 3 buses per hour. The bus route is wheelchair accessible and bikes are permitted. The nearest inbound and outbound bus stops are located on Connecticut Street and 17th Street approximately 0.10 mile from the project site. At these stops, there is pavement striping locating the bus stop, which is shared with the 22 bus route.
- 19 Polk – The 19 Polk bus operates from 5:21 AM to 1:35 AM between Fisherman's Wharf and Hunters Point and runs along De Haro Street, 16th Street, and Rhode Island Street in the vicinity of the project site. The AM and PM Peak Hour headway is 15 minutes, which is equivalent to a frequency of 4 buses per hour. The route is wheelchair accessible and bikes are permitted. The nearest inbound bus stop is located at 16th Street and De Haro Street approximately 0.35 mile from the project site and the nearest outbound bus stop is located at 16th Street and Rhode Island Street approximately 0.4 mile from the project site. At these stops, there are pavement markings locating the bus stop and the stop is shared with the 10 bus route.
- 22 Fillmore – The 22 Fillmore bus route operates continuously between Potrero Hill and the Marina and runs along 17th Street, Connecticut Street, and 18th Street in the vicinity of the project site. The AM and PM peak hour headway is 8 minutes, which is equivalent to a frequency of about 7 buses per hour. The nearest inbound and outbound bus stops are located on Connecticut Street at 17th Street approximately 0.10 mile from the project site. At these stops, there is pavement striping locating the bus stop and the stop is shared with the 10 Townsend bus route.
- 55 16th Street—The 55 16th Street operates from 6:00 AM to 12:20 AM between the 16th Street Mission BART station and UCSF Medical Center.[31] The AM and PM peak hour headway is 15 minutes, which is equivalent to a frequency of 4 buses per hour. The nearest inbound and outbound bus stops are located at the corner of 16th Street and Missouri Street, adjacent to the project site.
- T Third Street – This line operates from 4:45 AM to 12:15 AM between the Castro and Sunnydale districts and has 10-minute headways during the AM peak period and 9-minute headways during the PM peak period, which is equivalent to a frequency of approximately 6 trains per hour. The nearest T Third Street station is located at 3rd Street and South Street approximately 0.5 mile north east of the project site. The station is wheelchair accessible, but bicycles are not permitted on the Muni Metro.

BART

BART operates a regional rail transit system between the East Bay (from Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont) and San Francisco and between San Mateo County and San Francisco with 5 lines and 43 stations located across San Francisco, Alameda, Contra Costa, and San Mateo Counties. The five lines provide regular service between 4:00 AM and midnight with trains for each line arriving every 15 to 20 minutes. During the weekday AM and PM peak period, headways are generally 5 to 15 minutes for each line. The nearest station for BART service is the 16th Street Mission (SF) station approximately 1.3 miles west of the project site, accessible by Muni bus route 22 Fillmore and the 55 16th

[31] This route started service February 2015 and there has not been any known passenger count data created for this line that could be used for this study, and was thus not included in the existing and existing plus project capacity utilization described herein, resulting in a more conservative capacity utilization analysis.

Street route. The Civic Center station is located along Market Street near 7th Street approximately 1.35 miles northwest of the project site and is accessible by Muni bus route 19 Polk. Four lines run through 16th Street-Mission (SF) station.

Caltrain

Caltrain provides passenger rail service on the Peninsula between Downtown San Francisco and Downtown San Jose with stops at several communities in San Mateo County and Santa Clara County. Limited service is available to communities south of San Jose. The Caltrain tracks operate east of the project site and include an at-grade crossing of 16th Street slightly east of the 7th/16th/Mississippi Street intersection. The at-grade Caltrain crossing of 16th Street includes crossing gates, audio and visual alerts, and is coordinated with the 7th/16th/Mississippi Street signalized intersection.

Within San Francisco, the nearest Caltrain station to the project site is at the 22nd Street station in the Potrero Hill neighborhood, approximately 0.5 mile south of the project site. Caltrain terminates at the Fourth/King Station in the South of Market neighborhood, approximately 0.75 mile north of the project site. Caltrain service headways during the AM and PM peak periods are between 6 and 23 minutes, depending on the type of train (e.g., local, limited, or express "baby bullet"). From the project site, Caltrain riders could access the Fourth/King Street Station via the 10 Townsend bus route or the 22nd Street Station via the 10 Townsend and transferring to the 48 Quintara bus routes.

AC Transit

AC Transit operates bus service in western Alameda and Contra Costa counties, as well as routes to the City of San Francisco and San Mateo County. AC Transit operates 27 "Transbay" bus routes between the East Bay and the temporary Transbay Terminal at Howard Street and Main Street. The temporary Transbay Terminal accommodates all Transbay AC Transit buses that stop in San Francisco during the AM and PM commute periods and is 1.5 miles northeast of the project site. The temporary Transbay Terminal is near many major San Francisco Muni routes and can be accessed from the project site by either the T Third Street Muni metro or 10 Townsend Muni bus. Most AC Transit Transbay service is provided only during commute periods, with headways between buses of approximately 15 to 20 minutes.

Golden Gate Transit

Golden Gate Transit provides bus service between the North Bay (Marin and Sonoma counties) and San Francisco. Golden Gate Transit operates 6 basic bus routes serving the temporary Transbay Terminal, one limited-stop service route, 17 routes serving the Financial District, and three routes serving the Civic Center. Access between the project site and Golden Gate Transit at the temporary Transbay Terminal is via the T Third Street Muni metro or 10 Townsend Muni bus approximately 1.5 miles northeast of the project site. Access between the project site and Golden Gate Transit and the Civic Center area stops is via the 19 Polk Muni bus. Basic bus routes operate at regular intervals of 15 to 90 minutes, depending on the time and day of the week. Golden Gate Transit also operates water transit service between Larkspur and Sausalito in the North Bay and the San Francisco Ferry Terminal during the morning and evening commute periods.

Transit Capacity Utilization

Consistent with the SF Guidelines, Muni's available service capacity is analyzed by a series of four screenlines which divide the City of San Francisco (northeast, northwest, southeast, and southwest). The

screenlines are useful in determining the magnitude of transit-related capacity and demand in the peak direction to or from downtown to other areas of the city. The San Francisco screenlines are schematically illustrated in Appendix I of the TIS. Muni screenline groupings are also listed in Appendix J of the TIS. **Table IV.A-4** details the ridership, capacity, and utilization for the screenlines. The SFMTA Board has adopted an "85 percent" standard for transit vehicle load – that is, all transit vehicles should operate at or below 85 percent capacity utilization. As shown in **Table IV.A-4**, all corridors and screenlines operate below the SFMTA 85 percent standard for transit vehicle loads.

Table IV.A-4 – Existing Conditions Muni Screenline Analysis - PM peak hour (Outbound)[1]

Screenline	Transit Corridor[2]	Capacity	Ridership	Utilization
Northeast				
	Kearny/Stockton	3,291	2,158	66%
	All Other Lines[3]	1,078	570	53%
	Subtotal	**4,369**	**2,728**	**62%**
Northwest				
	Geary Corridor	2,528	1,814	72%
	California	1,686	1,366	81%
	Sutter/Clement	630	470	75%
	Fulton/Hayes	1,176	965	82%
	Balboa	929	637	69%
	Subtotal	**6,949**	**5,252**	**76%**
Southeast				
	Third Street	714	550	77%
	Mission	2,789	1,529	55%
	San Bruno/Bayshore	2,134	1,320	62%
	Other Lines	1,712	1,034	60%
	Subtotal	**7,349**	**4,433**	**60%**
Southwest				
	Subway Lines	6,294	4,747	75%
	Haight/Noriega	1,651	1,105	67%
	All Other Lines	700	276	39%
	Subtotal	**8,645**	**6,128**	**71%**
Total		**27,312**	**18,540**	**68%**

Source: SFMTA TEP Project, Case No. 2011.0558E, October 2012

Notes:

1. Muni bus data collected between August 2011 and October 2011 (except 1AX and 1BX which is January to March 2012). Muni rail data collected between September 2007 and February 2010.
2. Refer to Appendix J for list of routes under each transit corridor.

Regional Screenline Analysis

AC Transit, SamTrans, Caltrain, Golden Gate Transit, and BART as regional agencies provide transit service to the East Bay, North Bay, and South Bay. As shown in **Table IV.A-5**, BART, AC Transit, ferry, Golden Gate Transit Bus, Caltrain, and SamTrans service all currently operate under 100 percent capacity utilization, as opposed to Muni's 85% capacity utilization standard. The highest utilization rate for these transit providers occurs for BART for the East Bay screenline which operates at 89 percent for the weekday PM peak hour.

Overall, the regional screenline analysis shows that utilization is approximately 76 percent for the PM peak hour in the outbound direction.

Table IV.A-5 – Existing Conditions Regional Screenline Analysis – Weekday PM Peak Hour (Outbound)

Screenline	Transit Corridor	Capacity	Demand	Utilization
East Bay				
	BART	22,050	19,716	89%
	AC Transit	3,926	2,256	57%
	Ferries	1,615	805	50%
	Subtotal	**27,591**	**22,777**	**83%**
North Bay				
	Golden Gate Transit Bus	2,817	1,384	49%
	Ferries	1,959	968	49%
	Subtotal	**4,776**	**2,352**	**49%**
South Bay				
	BART	14,910	10,682	72%
	Caltrain	3,100	2,377	77%
	SamTrans	320	141	44%
	Ferries	-	-	-
	Subtotal	**18,330**	**13,200**	**72%**
Total		**50,697**	**38,329**	**76%**

Source: SFMTA TEP Project, Case No. 2011.0558E, October 2012

Pedestrian Network

A qualitative evaluation of pedestrian conditions in the vicinity of the project site was conducted during the weekday midday (1:30 – 3:00 PM) and PM peak period (4:00 – 6:00 PM), as noted in the following sections.

Adjacent Sidewalk Conditions

Adjacent to the project site on 16th Street, sidewalks are generally 8-10 feet wide and are in good condition with a small amount of cracking and rutting. No tree pits or parking meters are present along 16th Street between Mississippi Street and Missouri Street. The west side of Mississippi Street between 16th Street and 17th Street serves the east side of the project site. Sidewalks along this stretch of Mississippi Street are approximately 15 feet wide with no tree pits or parking meters adjacent to the project site. The sidewalks for this stretch of Mississippi Street are in good condition with a small amount of cracking and rutting. Adjacent to the project site on the north side of 17th Street, sidewalks are generally 10 feet wide in the public right-of-way and in good condition with a small amount of cracking and rutting. No tree pits or parking meters are present along this stretch of 17th Street.

The existing project site operates as light industrial and storage with curb cuts on 16th Street, Mississippi Street, and 17th Street. Along the south side of 16th Street, the west side of Mississippi Street, and the north side of 17th Street, eight curb cuts are present totaling 238 feet in width.

Two curb cuts are located along the southern side of 16th Street. The easternmost curb cut, 21.5 linear feet in width, is located along the eastern edge of the project site, approximately 235 feet west of Mississippi Street and is fenced-off and locked when not in use. The second curb cut is located approximately 270 feet west of Mississippi Street and is 43 linear feet in width and serves two loading docks.

Three curb cuts are located along the western side of Mississippi Street. The northern most curb cut is located approximately 88 feet south of the intersection of 7th/16th/Mississippi Street and is 30 linear feet in width. The second curb cut is approximately 235 feet south of the intersection of 7th/16th/Mississippi Street and has a width of 30 linear feet. The third curb cut is approximately 272 feet south of the intersection of 7th/16th/Mississippi Street and is 53 linear feet in width. These curb cuts along the west side of Mississippi Street are in regular use.

Three curb cuts are located along the north side of 17th Street adjacent to the project site. The first is located approximately 262 feet west of the intersection of 17th Street and Mississippi Street and is 21.5 linear feet in width while the second is located approximately 325.5 feet west of the intersection of 17th Street and Mississippi Street and is approximately 24.5 linear feet in width. All of the curb cuts along the north side of 17th Street adjacent to the project site are in regular use. There is also a rollup door that is used regularly and is located approximately 87.5 feet west of the intersection of 17th Street and Mississippi Street, served by low pavement which functionally acts as a curb cut and is 14.5 linear feet in width.

The majority of study intersections have striped pedestrian crossings. The 7th/16th/Mississippi Street intersection is signalized and has striped crosswalks across the north, south, and west sides of the intersection. The east side does not have striped pedestrian crosswalks because the Caltrain tracks run adjacent to that side. Pedestrian signals and call buttons exist for the north, south, and west sides. All of the sides at 7th Street and Brannan Street, 16th Street and 3rd Street, 16th Street and Rhode Island Street, 16th Street and Vermont Street, 16th Street and Potrero Avenue, 17th Street and Mississippi Street, Mariposa Street and Mississippi Street, and Mariposa Street and Pennsylvania Street have striped crosswalks. None of the approaches at 17th Street and Texas Street, 17th Street and Missouri Street, Mariposa Street and the I-280 northbound off-ramp, and Mariposa Street and the I-280 southbound on-ramp have striped crosswalks.

Pedestrian Volumes

Adjacent to the project site, pedestrian volumes were observed to be higher along 16th Street and Mississippi Street/7th Street because these corridors provide pedestrian connections to the Mission and South of Market neighborhoods. The pedestrian concentration for all study intersections was observed to be the highest at the intersection of 7th Street and Brannan Street. The intersections at Mariposa Street and the I-280 northbound off-ramp and Mariposa Street and the I-280 southbound on-ramp were observed to have fewer pedestrians. It should be noted that pedestrian facilities at these two locations are limited with no ADA-compliant ramps and no striped crosswalks for any of the approaches. Pedestrians were observed to be able to walk at normal speeds along 16th Street, Mississippi Street, and 17th Street adjacent to the project site. Some conflicts were observed between pedestrians and right-turning vehicles, especially along 16th Street, Mississippi Street, and Mariposa Street. Conflicts were also observed between vehicles turning into and out of the project site via the curb cuts along the west side of Mississippi Street and pedestrians. Additionally, at this location, occasional conflicts were observed between large trucks and pedestrians, as large trucks unload/load and block the sidewalk for periods sometimes lasting longer than 30 minutes.

Pedestrian Relationship with Transit Services

West and south of the project site, the 10 Townsend and 22 Fillmore bus routes operate along 17th Street and Connecticut Street while the T Third Street Muni metro line operates east of the project site along 3rd Street. To reach the nearest 10 Townsend and 22 Fillmore bus stop at 17th Street and Connecticut Street, pedestrians walk down 16th Street west to Connecticut Street or walk down 17th Street west to Connecticut Street. To reach the nearest 55 16th Street bus stop at 16th Street and Missouri Street, pedestrians would walk along 16th Street or Missouri Street, which is on the same block as the project site.[32] The nearest T Third Street Muni metro stops are located at 3rd Street at South Street to the northeast and at 3rd Street and Mariposa Street to the southeast; both are approximately 0.5 mile from the project site. To reach the station at 3rd Street and South Street, pedestrians walk down 16th Street east to 3rd Street while the station at 3rd Street and Mariposa Street is accessible via Mississippi Street and Mariposa Street.

Bicycle Conditions

Figure IV.A-5 presents the bicycle route network in the vicinity of the project site. As shown in Figure IV.A-5, three bicycle routes are within the bicycle study area of Carolina Street to the west, 18th Street to the south, 4th Street to the east, and 8th Street, Hooper Street, and streets south of an "extension" of Nelson Rising Lane west of 4th Street. Segments of these three bicycle routes are designated as Class II or Class III bicycle facilities. In general, these nearest bikeways are a combination striped bike lanes and sharrows with directional signage (as part of the Bike Route system).

- Bicycle Route 7 - Bicycle Route 7 runs from the intersection of Keith Street & Carroll Avenue to the intersection of Mariposa Street & Illinois Street. It is a Class III bicycle facility for its entire length except for a short segment on Cesar Chavez Street, between 3rd Street and Indiana Street, where it is a Class II bicycle facility. Within the study area, Bicycle Route 7 is a Class III bicycle facility and travels east to west on Mariposa Street, west of Indiana Street, and north to south on Indiana Street, south of Mariposa Street.

[32] This route started service February 2015, and was therefore not included in the existing and existing plus project capacity utilization described herein.

LEGEND

00 - Study Intersection & Number

- Project Site

- Bicycle Study Area

- Class III Bike Facilities

- Class II Bike Facilities

25 - Numbered Bike Route

Figure IV.A-5: Area Bicycle Routes

Source: DKS 2015

- Bicycle Route 23 - Bicycle Route 23 runs from the intersections of 7th and 8th Street at Market Street to the intersection of Mariposa Street & Illinois Street. Bicycle Route 23 is a Class II bicycle facility for its entire length except for a short segment on Mariposa Street, between Mississippi Street and Illinois Street, where is it a Class III bicycle facility. Within the study area, Bicycle Route 23 travels north of 16th Street on 7th Street and on Mississippi Street between 16th Street and Mariposa Street as a Class II bicycle facility. On Mariposa Street, between Mississippi Street and Illinois Street, Bicycle Route 23 is a Class III bicycle facility.

- Bicycle Route 25 - Bicycle Route 25 runs in the north-south direction between the Bayshore Caltrain station and Market Street in the Civic Center neighborhood. Bicycle Route 25 alternates between a Class II and a Class III bicycle a facility along its length. Adjacent to the study area, Bicycle Route 25 travels along Potrero Avenue as a Class II bicycle facility.

- Bicycle Route 40 - Bicycle Route 40 generally runs in the east-west direction between the Cole Valley neighborhood and Mission Bay. Bicycle route 40 is a Class III bicycle facility for the entire route with exceptions on 16th Street between Kansas Street and 3rd Street and on 17th Street between Kansas Street and Treat Street where it is a Class II bicycle facility. Within the study area, Bicycle Route 40 runs along 16th Street as a Class II bicycle facility with five foot wide bicycle lanes in both directions.

Bicycle Observations

Based on numerous field observations in the area by consultants and Planning Department staff between 2012 and 2015, bicycles were in close proximity with vehicles along 16th Street, Mississippi Street, and Mariposa Street. In some instances, turning vehicles created conflicts with bicycles. Bicycles traveling on the Class III bicycle route along Mariposa Street at the I-280 southbound on-ramp were observed to conflict with vehicles turning from eastbound or westbound Mariposa Street to the I-280 southbound on-ramp. This intersection is stop-controlled in the eastbound direction but free-flow in the westbound direction.

The Mariposa Street and I-280 northbound off-ramp is signalized but conflicts between vehicles turning east or west to Mariposa Street were observed. In general, vehicles traveling to and from the I-280 ramps were seen traveling at rates of speed higher than those along Mariposa Street resulting in shorter reaction times for turning vehicles avoiding bicycles.

Along Mississippi Street, bicycles traveling in the Class II bicycle facilities were seen to be in conflict with vehicles turning to access the project site via the three curb cuts on the west side of the street. Additionally, at this location, occasional conflicts were observed between large trucks and bicyclists, as large trucks unload/load and block the entirety of the Class II southbound bicycle lane for periods sometimes lasting longer than 30 minutes. At other locations in the study area, a small number of conflicts were observed between turning bicycles and pedestrians in crosswalks. No bicycle racks were observed near the project site. Bicycles were observed to be locked to utility poles and street sign poles in the absence of bicycle racks.

For the PM Peak Hour at the intersection of 7th/16th/Mississippi Street, seven bicycles were counted using the northbound approach, 16 for the southbound approach, 14 for the eastbound approach, and 24 for the westbound approach.

Loading Conditions

In terms of on-street loading conditions, no loading zones or commercial parking spaces are located along 16th Street, Mississippi Street, or 17th Street adjacent to the project site. Farther away from the project site, a yellow (commercial) loading zone is located along the west side of Missouri Street between 16th Street and 17th Street, the east side of Mississippi Street between 17th Street and Mariposa Street, and along the east side of Missouri Street between 17th Street and Mariposa Street. In terms of off-street loading at the project site, a total of 14 active loading berths are accessed via three curb cuts along the west side of Mississippi Street. Nine loading berths are accessed through an off-street parking lot via a 30-linear-foot curb cut on the west side of Mississippi Street approximately 87.5 feet south of 16th Street. Two berths are located via a 30-linear-foot curb cut approximately 153.5 feet north of 17th Street, while another three berths are located via a 53-linear-foot curb cut approximately 100 feet north of 17th Street. At the loading berths located on the west side of Mississippi Street, large trucks were observed having difficulties backing into the loading berths, blocking traffic in both directions on Mississippi Street for approximately 10 minutes. Once parked, the large trucks were observed unloading/loading and blocking the Mississippi Street sidewalk and Class II bicycle lane for periods sometimes lasting longer than 30 minutes.

A locked but regularly used access point with a curb cut 22 linear feet in width is located along the south side of 16th Street at the eastern edge of the project site. There are two loading docks along the south 16th Street accessible by a 43-linear-foot curb cut located approximately 270 feet west of Mississippi Street. There are three loading docks along the north side of 17th Street adjacent to the project site. The first loading dock is accessed via a 15-linear-foot low curb located approximately 75 feet west 17th Street. The second is accessed via a 20-linear-foot curb cut approximately 350 feet west of 17th Street. The third loading dock is accessed via a 15-linear-foot curb cut and is located approximately 410 feet west of 17th Street.

Parking Conditions

Existing on-street and off-street parking conditions were examined for the weekday Midday period (1:00 to 3:30 PM) and Evening period (6:30 to 8:00 PM) during the week of June 24, 2013 and July 22, 2013. The resulting counts are provided in Appendix D of the TIS.

On-street midday and PM period parking supply and occupancy were surveyed in a study area bounded by Carolina Street to the west, 18th Street to the south, 4th Street to the east, and 8th Street, Hooper Street, and streets south of a westerly "extension" of Nelson Rising Lane west of 4th Street to the north, as shown in **Figure IV.A-6**. On-street parking within the study area primarily consists of time restricted and non-metered spaces. For a more conservative analysis, spaces were not considered if they were in a tow-away zone, had no-stopping restrictions, or did not allow parking during the Midday or Evening periods.

As shown in **Figure IV.A-6** and detailed in Appendix D of the TIS, the parking study area provides a combined on-street parking supply of approximately 2,203 vehicles. Adjacent to the project site, there are approximately 21 on-street parking spaces along the south side of 16th Street between Missouri and Mississippi Streets, 14 on-street parking spaces along the west side of Mississippi Street between 16th Street and Mariposa Street, and 18 on-street parking spaces along the north side of 17th Street between Missouri and Mississippi Streets.

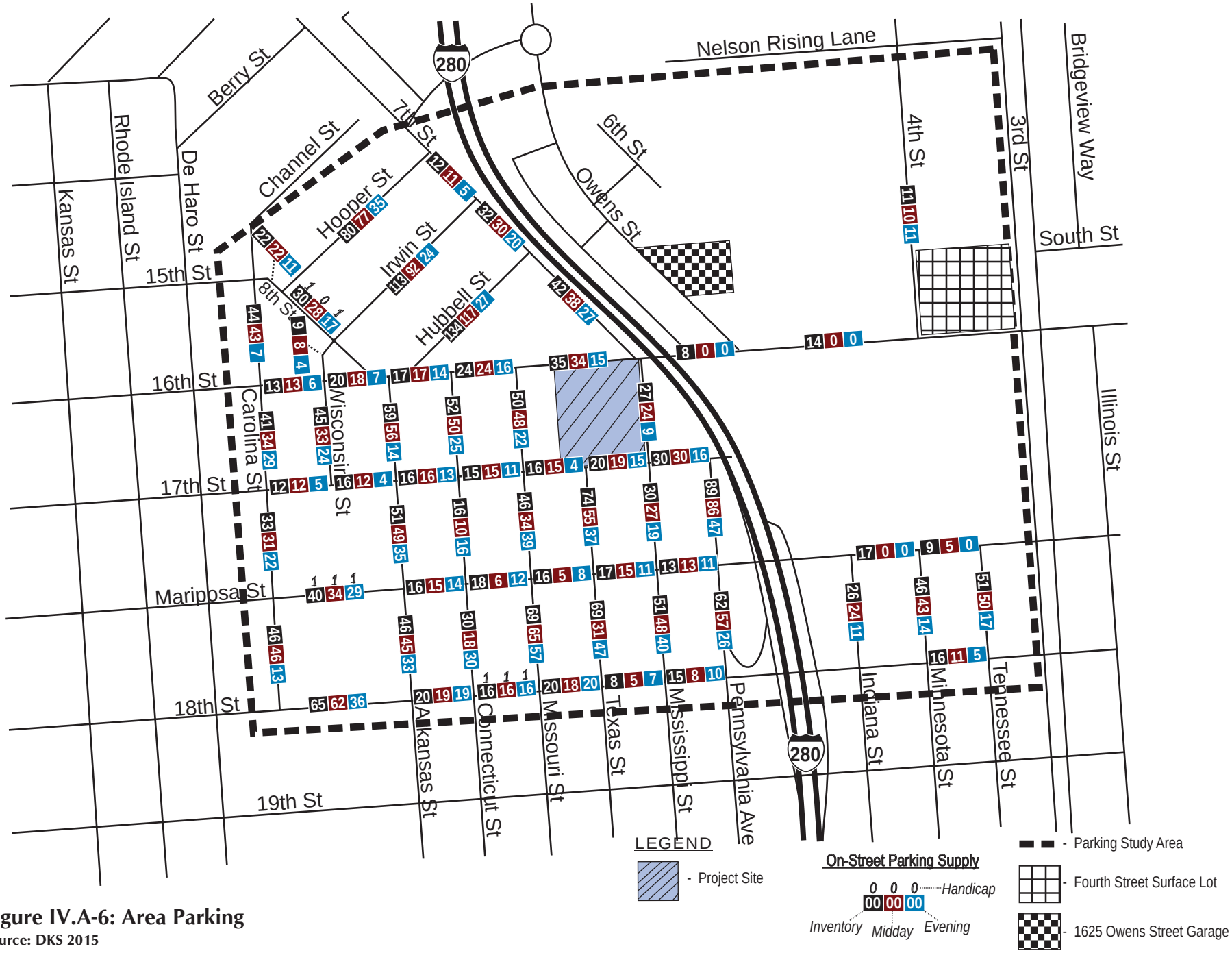


Figure IV.A-6: Area Parking
Source: DKS 2015

As shown in **Table IV.A-6**, for the Midday period from 1:00 to 3:30 PM, approximately 1,899 on-street spaces are occupied resulting in an 86 percent utilization rate. For the Evening period from 6:30 to 8:00 PM, 1,141 on-street parking spaces are occupied for a 52 percent utilization rate.

Table IV.A-6 – Existing Conditions On-Street Parking Analysis

On Street Parking Facility	Metered Supply	Non-Metered Supply	Total Supply	Occupied Spaces	Utilization
Study Area					
Midday (1-3:30 PM)	0	2,203	2,203	1,899	86%
Evening (6:30 – 8 PM)	0	2,203	2,203	1,141	52%
Within two blocks of Project site					
Midday (1-3:30 PM)	0	1,482	1,482	1,216	82%
Evening (6:30 – 8 PM)	0	1,482	1,482	684	46%
On Streets adjacent to Project Site					
Midday (1-3:30 PM)	0	148	148	140	95%
Evening (6:30 – 8 PM)	0	148	148	65	44%

Source: DKS Associates, 2012. *Street Parking Survey*.

Within two blocks of the project site (bounded by Irwin Street to the north, 7th Street to the northeast, Owens Street and Pennsylvania Street to the east, 18th Street to the south, and Connecticut Street to the west), approximately 1,216 on-street spaces are occupied during the Midday period resulting in a 82 percent utilization rate, and approximately 684 on-street spaces are occupied during the Evening period resulting in a 46 percent utilization rate. On the streets adjacent to the project site, approximately 140 on-street spaces are occupied during the Midday period resulting in a 95 percent utilization rate, and approximately 65 on-street parking spaces are occupied during the Evening period resulting in a 44 percent utilization rate.

REGULATORY FRAMEWORK

Local regulations that apply to transportation and circulation at the project site are included in the San Francisco General Plan, San Francisco Bicycle Plan, San Francisco Better Streets Plan, and the City's Transit First Policy. These are described below. No federal, State, or other regional regulations apply to the project site or vicinity.

San Francisco General Plan

The Transportation Element of the San Francisco General Plan is composed of objectives and policies that relate to the eight aspects of the citywide transportation system: General Regional Transportation, Congestion Management, Vehicle Circulation, Transit, Pedestrian, Bicycles, Citywide Parking, and Goods Management. The Transportation Element references San Francisco's "Transit First" Policy in its introduction, and contains objectives and policies that are directly pertinent to consideration of the

proposed project, including objectives related to locating development near transit investments, encouraging transit use, and traffic signal timing to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multimodal transportation system. The San Francisco General Plan also emphasizes alternative transportation through the positioning of building entrances, making improvements to the pedestrian environment, and providing safe bicycle parking facilities.

San Francisco Bicycle Plan

The Bicycle Plan describes the City's program to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The Bicycle Plan identifies the citywide bicycle route network, and establishes the level of treatment (i.e., Class I, Class II or Class III facility) on each route. The Bicycle Plan also identifies near-term improvements as well as policy goals, objectives and actions to support these improvements. It also includes long-term improvements, and minor improvements that would be implemented to facilitate bicycling in San Francisco.

San Francisco Better Streets Plan

The Better Streets Plan focuses on creating a positive pedestrian environment through measures such as careful streetscape design and traffic calming measures to increase pedestrian safety. The Better Streets Plan includes guidelines for the pedestrian environment, which it defines as the areas of the street where people walk, sit, shop, play, or interact. Generally speaking, the guidelines are for design of sidewalks and crosswalks; however, in some cases, the Better Streets Plan includes guidelines for certain areas of the roadway, particularly at intersections.

Transit First Policy

In 1998, the San Francisco voters amended the City Charter (Charter Article 8A, Section 8A.115) to include a Transit-First Policy, which was first articulated as a City priority policy by the Board of Supervisors in 1973. The Transit-First Policy is a set of principles which underscore the City's commitment that travel by transit, bicycle, and foot be given priority over the private automobile.

These principles are embodied in the policies and objectives of the Transportation Element of the San Francisco General Plan. All City boards, commissions, and departments are required, by law, to implement transit-first principles in conducting City affairs.

IMPACTS AND MITIGATION MEASURES

This section analyzes the impacts to the transportation system that could result from the proposed project. The section begins with the significance criteria, which establishes the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the proposed project.

Significance Criteria

The following are the significance criteria regarding transportation used by the Planning Department for the determination of impacts associated with a proposed project:

- The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E

to LOS F. The operational impacts on unsignalized intersections are considered significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the peak hour.
- The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.
- The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed off-street loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycle or pedestrians.
- The project would have a significant effect on the environment if it would result in inadequate emergency vehicle access.
- Construction-related impacts generally would not be considered significant due to their temporary and limited duration.
- The project would have a significant effect on the environment if it would result in a substantial parking deficit that could create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians and where particular characteristics of the project or its site demonstrably render use of other modes infeasible.

Approach to Analysis

This section presents the methodology for analyzing transportation impacts and information considered in developing travel demand for the proposed project. The impacts of the proposed project on surrounding roadways were analyzed using the guidelines set forth in the SF Guidelines. The SF Guidelines provide direction for analyzing transportation conditions and identifying the transportation impacts of a proposed project in San Francisco.

The analysis of the proposed project was conducted for existing plus project and 2025 Cumulative Conditions. "Existing Plus Project" conditions assess the near-term impacts of the proposed project, while "2025 Cumulative" conditions assess the long-term impacts of the proposed project in combination with other reasonably foreseeable future development and transportation network changes.

Impact Analysis Methodology

The impact analysis methodology for traffic, transit, bicycle, pedestrian, loading, emergency access, and construction impacts is described below. Additional items specific to the 2025 Cumulative Conditions impact analysis methodology are described in the next section.

Traffic Analysis

The traffic analysis provided herein focuses on project-specific impacts that could result with development of the proposed project. As with existing conditions, the analysis of the effect of the proposed project on the study intersections was based on the LOS methodology described in the Highway Capacity Manual (HCM) 2000. LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent vehicle flow conditions with short delays, to LOS F, which indicates congested or overloaded vehicle flow conditions with extremely long delays. In San Francisco, LOS A through D are considered acceptable, and LOS E and LOS F are considered unsatisfactory service levels.

Transit Analysis

The impact of additional transit ridership generated by the proposed project was assessed for the local and regional transit screenlines, and the impact of the additional project-generated vehicle trips on transit routes in the vicinity of the project site was also assessed.

The availability of Muni service capacity was analyzed in terms of a series of screenlines. The concept of screenlines is used to describe the magnitude of travel to or from the greater downtown area, and to compare estimated transit volumes to available capacities. Screenlines are hypothetical lines that would be crossed by persons traveling between downtown and its vicinity and other parts of San Francisco and the region. Four screenlines have been established in San Francisco to analyze potential impacts of projects on Muni service: northeast, northwest, southwest, and southeast, with sub-corridors within each screenline. The bus and light rail lines used in this screenline analysis are considered the major commute routes from the downtown area. Other bus lines, such as lines with greater than 10-minute headways, are not included due to their generally lower ridership.

The screenline for each route reflects the maximum load point (MLP) for each Muni line that crosses one of the screenlines. The MLP for each individual line may occur at some point of either side of the schematic lines drawn for graphical representation. For the purpose of this analysis, Muni ridership measured at the four San Francisco screenlines and sub-corridors represents the peak direction of travel and patronage loads for the Muni system, which corresponds with the evening commute in the outbound direction from the downtown area to other parts of San Francisco. As a means to determine the amount of available space within each screenline, capacity utilization is used, which relates the number of passengers per transit vehicle to the design capacity of the vehicle. The capacity per vehicle includes both seated and standing capacity, where standing capacity is somewhere between 30 to 80 percent of seated capacity (depending upon the specific transit vehicle configuration). For example the capacity of a light rail vehicle is 119

passengers, the capacity of a historic streetcar is 70 passengers, and the capacity of a standard bus is 63 passengers.

Muni's established capacity utilization performance standard for peak period operations is 85 percent. It should be noted that the 85 percent utilization is of seated and standing loads, so at 85 percent all seats are taken and there are many standees. Muni screenlines and subcorridors at or near 85 percent capacity operate under noticeably crowded conditions with many standees. Because each screenline and most sub-corridors include multiple lines, each with several vehicles during the peak hour, some individual vehicles may operate at or above 85 percent of capacity and are extremely crowded, while others operate under less crowded conditions. Moreover, the extent of crowding is exacerbated whenever target headways are not met through either missed runs and/or bunching in service. Thus, in common with other types of transportation operations such as roadways and parking facilities, transit operators may experience substantial problems in service delivery even when operating at less than 85 percent of capacity.

A screenline analysis was also performed on the regional transit carriers (AC Transit, BART, Caltrain, Golden Gate Transit and SamTrans), in order to determine the current service volumes and capacity. Three regional screenlines have been established around San Francisco to analyze potential impacts of projects on the regional transit carriers. For the purpose of this analysis, the ridership and capacity at the three screenlines represents the peak direction of travel and patronage loads, which corresponds with the evening commute in the outbound direction from downtown San Francisco to the region. As a means to determine the amount of available space for each regional transit provider, capacity utilization is also used. For all regional transit operators, the capacity is based on the number of seated passengers per vehicle. All of the regional transit operators have a 1-hour load factor standard of 100 percent, which would indicate that all seats are full.

Pedestrian Analysis

Pedestrian conditions were assessed qualitatively as they relate to the project site, including safety, capacity, and right-of-way issues, and conflicts with traffic.

Bicycle Analysis

Bicycle conditions were assessed qualitatively as they relate to the project site, including bicycle routes, safety and right-of-way issues, and conflicts with traffic.

Loading Analysis

Loading was analyzed by comparing the on-site and on-street loading spaces proposed as part of the project to the projected loading demand. If projected loading demand exceeds capacity of convenient loading spaces, potential hazards are identified and assessed.

Emergency Vehicle Access

Potential project-related changes affecting emergency vehicle access were assessed qualitatively. Specifically, the analysis assessed whether any of the proposed project elements would preclude adequate emergency vehicle access.

Construction Analysis

Potential short-term and temporary construction impacts related to transportation and parking were assessed qualitatively. The potential for overlapping construction of the project in combination with other cumulative projects was also assessed qualitatively.

Parking Analysis

Parking was analyzed by comparing the existing on-street parking supply to the projected parking demand and any proposed changes to parking supply. The analysis assessed if the increased parking demand due to the project would overburden the existing supply.

Project Travel Demand

Travel demand refers to the new vehicle, transit, pedestrian, bicycle, and other trips generated by the proposed project. This section provides an estimate of the travel demand that would be generated by the proposed project, including parking demand and loading demand. Further description of the trip generation and mode split is provided below.

The proposed project would include retail and residential uses for the site. The trip generation for both uses is based on the SF Guidelines and the existing land use credits are based on peak hour observations of arriving and departing vehicles made at the existing project site on August 2, 2012.

The person-trip generation rates for the proposed two uses are detailed in **Table IV.A-7**. The person trip generation represents employee, visitors, and residents, less existing credits to the project site. The proposed project is estimated to generate a net 12,361 daily person trips and 1,505 (834 inbound and 671 outbound) net PM peak hour person trips. Person trips include trips by all modes of travel (vehicle, transit, walking, and other, which includes bicycling, taxi, and motorcycling).

Mode Split and Average Vehicle Occupancy

The project-generated person trips were assigned to travel modes in order to determine the number of vehicle, transit, pedestrian, and bicycle trips. **Table IV.A-8** shows daily person trips, by mode based on land use. Further breakdown by point of origin/destination is included in Appendix L of the TIS. On a daily basis, the proposed project would generate 12,361 person trips which would include an estimated 7,055 auto person trips (4,233 vehicle trips), 2,124 transit trips, 2,510 walk trips, and 671 "Other" person trips (which includes trips by bicycle, motorcycle and taxi).

As shown in **Table IV.A-9**, during the weekday PM peak hour, the proposed project would generate a net 1,505 person trips which would include 809 automobile person trips with 513 vehicle trips (284 inbound and 229 outbound), 290 transit trips (170 inbound and 120 outbound), 302 walk trips (166 inbound and 136 outbound), and 104 Other trips (66 inbound, 38 outbound). Trip credits are the number of observed trips to the existing site.

Table IV.A-7 – Person-Trip Rate and Generation

Site Use	Area (SF)/ Units	Trip Rate		Trip Generation			Total
		Daily Rate	PM Peak Hour	Daily Person	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1200 17th Street Retail							
Restaurant (Composite)	4,650	0.600	13.5%	2,790	181	196	377
901 16th Street Retail							
General Retail	2,600	0.150	9.0%	390	17	18	35
Community market	15,218	0.297	7.3%	4,520	158	172	330
Restaurant (Composite)	2,500	0.600	13.5%	1,500	97	105	203
Total Retail	**24,968**	***0.368***	***10.3%***	**9,200**	**453**	**491**	**944**
Residential (Both Buildings)							
Residential (Studio)	53	7.5	17.3%	398	46	23	69
Residential (1-bedroom)	182	7.5	17.3%	1,365	157	79	236
Residential (2-bedroom)	146	10.0	17.3%	1,460	168	85	253
Residential (3-bedroom)	14	10.0	17.3%	140	16	8	24
Total Residential	**395**	**8.513**	**17.3%**	**3,363**	**387**	**195**	**582**
New Person Trips				**12,563**	**840**	**686**	**1,526**
Existing Land Use Credit			10.4%	-202	-6	-15	-21
Net New Person Trips				**12,361**	**834**	**671**	**1,505**

Source: DKS Associates, 2014

Notes:

1. Trip generation rates, PM peak hour percentages, and inbound/outbound splits from City's SF Guidelines Table C-1 and C-2.

Table IV.A-8 – Mode Split and Daily Trip Generation by Trip Type

Land Use	Daily Person Trips									Average Vehicle Occupancy	Total Vehicle Trips[1]
	Auto		Transit		Walk		Other		Total Trips		
	%	Trips	%	Trips	%	Trips	%	Trips			
Retail (Work)[1]	71	262	20	74	6	21	3	11	368	1.23	213
Retail (Non-Work)[1]	64	5,661	12	1,033	22	1,978	2	159	8,832	1.90	2,980
Residential[2]	38	1,284	30	1,017	17	561	15	501	3,363	1.08	1,193
Trip Credit	*75*	*-152*	*0*	*0*	*25*	*-50*	*0*	*0*	*-202*	*1.00*	*-152*
Project Total	**57**	**7,055**	**17**	**2,124**	**20**	**2,510**	**5**	**671**	**12,361**	**1.67**	**4,233**

Source: DKS Associates, 2015

Notes:

1 – Retail mode splits and AVO are based on *SF Guidelines Appendix E;* retail, community market, and restaurant uses combined.

2 – Residential mode splits and AVO are based on an average of the *American Community Survey for Census Tracts 607 and 227.04, Appendix J*.

Table IV.A-9 – PM Peak Hour Trip Generation by Trip Type and Mode

Land Use	PM Peak Hour Person Trips									Average Vehicle Occupancy	Total Vehicle Trips[1]
	Auto		Transit		Walk		Other		Total Trips[2]		
	%	Trips	%	Trips	%	Trips	%	Trips			
Retail (Work)[1]	71	27	20	8	6	2	3	1	38	1.23	22
Retail (Non-Work)[1]	64	581	12	106	22	203	2	16	906	1.90	306
Trip Credit	*100*	*-21*							*-21*	*1.00*	*-21*
Residential[2]	38	222	30	176	17	97	15	87	582	1.08	206
Project Total	**54**	**809**	**19**	**290**	**20**	**302**	**7**	**104**	**1,505**	**1.58**	**513**

Source: DKS Associates, 2015

Notes:

1 – Retail mode splits and AVO are based on *SF Guidelines Appendix E;* retail, community market, and restaurant uses combined.

2 – Residential mode splits and AVO are based on an average of the *American Community Survey for Census Tracts 607 and 227.04, Appendix J*.

Trip Distribution

The trip distribution in **Table IV.A-10** shows the trip distribution patterns assumed for the proposed project and would include origins or destinations within San Francisco, the East Bay, North Bay, South Bay, and beyond. San Francisco trips are separated into four "Superdistrict" areas of San Francisco as shown in Appendix M in the TIS as 1, 2, 3, and 4. Each Superdistrict corresponds to a quadrant of San Francisco. The project site is located in Superdistrict 3, but the proposed project would include trips to other Superdistricts as described further below.

Table IV.A-10 – Trip Distribution Patterns

Origin/ Destination	Retail (Work)	Retail (Non-Work)	Residential	Aggregate PM peak hour
Superdistrict 1	8%	6%	60%	27%
Superdistrict 2	11%	9%	5%	8%
Superdistrict 3	24%	61%	10%	40%
Superdistrict 4	8%	5%	5%	5%
East Bay	16%	6%	6%	6%
North Bay	6%	2%	2%	2%
South Bay	28%	11%	12%	12%
Total	**100%**	**100%**	**100%**	**100%**

Source: DKS Associates, 2014; SF Guidelines, 2002.

As shown in **Table IV.A-10**, a majority of the non-work, retail trips would travel within San Francisco with the largest percentage of those, 61 percent, traveling within Superdistrict 3, where the project is located. Outside San Francisco, most retail trips would travel to or from the South Bay area. The distribution of residential work and non-work trips correspond to the general distribution of employment in San Francisco, with 60 percent of trips destined to greater downtown San Francisco (SD-1) and the remaining 40 percent split between outlying San Francisco neighborhoods and surrounding areas.

These trip distribution patterns have been applied to the vehicle trip generation for the existing and proposed uses on the project site. This process produces a weighted or aggregate trip distribution pattern based on the total PM peak hour vehicle trips each land use would generate and are shown in **Table IV.A-10**.

Freight and Service Loading Demand

The longest truck expected to be accessing the project site would be 45 feet. Based on the service vehicle type distribution, loading demand for approximately 76 percent of the time would be in the form of shorter vehicles (cars, pickups, vans, and small delivery trucks), whose length would be 20 feet or less.

As shown in **Table IV.A-11**, it is estimated that less than one daily truck trip would be generated for the proposed general retail use, about 26 trips for the proposed restaurant use, 20 trips for the community market use, and 14 daily truck trips would be generated for the residential use, for a total of 59 daily truck trips. It is estimated that the proposed project's loading demand would be approximately three loading trips during an average hour and approximately four loading trips during the peak hour.

Table IV.A-11 – Project Commercial Vehicle-Trips and Loading Space Demand

Land Use	GSF	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
Residential	438,681	13.16	0.76	0.61
General Retail (Composite)	2,600	0.57	0.03	0.03
Restaurant	7,150	25.74	1.49	1.19
Community market	15,218	19.38	1.79	1.18
Total		**58.9**	**4.07**	**3.01**

Source: DKS Associates & SF Guidelines, Appendix I, 2014.

Parking Demand

Project-related parking demand consists of both long-term and short-term demands. Long-term parking is typically related to employees and residents while short-term parking is in reference to patrons and visitors and is typically less than four hours in length.

As shown in **Table IV.A-12**, on a daily basis, the proposed project would generate short term demand for 273 spaces from the proposed restaurant, retail, and community market uses, and long term demand for 544 spaces from the proposed residential, restaurant, general retail, and community market uses.

Table IV.A-12 Project Parking Demand – Daily

Site Use	GSF/Units	Short Term[1]	Long Term[1]
Retail (Restaurant)	7,150	127	13
Retail (Composite)	2,600	12	5
Retail (Community Market)	15,218	134	26
Residential (studio/1-bedroom)	235	-	260
Residential (two- and three-bedroom)	160	-	240
Total		**273**	**544**

Source: DKS Associates, 2014.

Notes: 1. Long term retail demand is based on work-based retail trips whereas short term retail demand is based on non-work retail trips.

Analysis Approach Specific to 2025 Cumulative Conditions

Eastern Neighborhoods PEIR

The *Eastern Neighborhoods PEIR* included an evaluation of potential traffic, transit, pedestrian, bicycle, loading, and construction impacts that could occur with implementation of the Eastern Neighborhoods Plan. Parking demand and supply was also considered.

The San Francisco County Transportation Authority (SFCTA) countywide travel demand forecasting model was used to develop the travel forecasts for development and growth through the year 2025 in the Eastern Neighborhoods study area. This approach resulted in an impact assessment for year 2025 conditions that took into account both the future development expected in the Eastern Neighborhoods (e.g., development growth in Showplace Square/Potrero Hill Area Plan) and the expected growth in housing and employment for the remainder of San Francisco and the nine-county Bay Area.

The 2025 Cumulative Conditions traffic volumes have been developed from the existing and cumulative intersection turning movement volumes for the *Eastern Neighborhoods PEIR*. For intersections not included in the *Eastern Neighborhoods PEIR*, the annual percent growth rate for intersection turning movement volumes between the existing and Cumulative Conditions analysis years have been determined. This annual percent growth rate has been applied to the observed 2013 turning movement volumes to determine the 2025 Cumulative Conditions turning movement volumes. Pedestrian, bicycle, and construction impacts are also discussed. Due to cumulative growth in the area, demand for on-street parking and loading conditions would likely increase. However, demand for parking and loading at the project site would be largely site specific and provision of off-street parking or loading space would remain similar to Existing Plus Project conditions. As any changes to on-street conditions would not be directly related to the proposed project under Cumulative Conditions, these topics are not discussed in the cumulative discussion.

Transportation Network Changes

A number of transportation network changes are proposed for the area surrounding the project site. Some of these improvements are funded, approved, and expected to be constructed and operational by the 2025 analysis year, and thus are included in the 2025 Cumulative Conditions. Others are preliminary in nature, possibly without identified funding sources or lacking in project-level detail, and thus are not included in the 2025 Cumulative Conditions. Projects not included in the 2025 Cumulative Conditions include the California High Speed Rail project, as the segment design through San Francisco is preliminary in nature, although this project is briefly described below for informational purposes. In addition, removal of the northern section of I-280 is under consideration to reconnect the Mission Bay neighborhood to the rest of the city, increase park space and land available for development, as well as to facilitate construction of the California High Speed Rail project; however, as the rail project itself is preliminary and design alternatives are still under consideration, and further feasibility analyses would have to be conducted, it is currently unknown if or how this change to the circulation system would occur. It would be speculative to include this project in the cumulative analysis; therefore, removal of I-280 is not considered.

The following transportation improvements, which are part of the projects and plans described below, are a list of major projects included in the 2025 Cumulative analysis. These improvements are anticipated to be constructed and/or implemented by 2025 and would therefore affect the transportation network in the vicinity of the project site.

Muni Forward (formerly Transit Effectiveness Project)

The SFMTA, in partnership with the San Francisco Office of the Controller, will be implementing Muni Forward (formerly known as the Transit Effectiveness Project [TEP]), which represents the first holistic review of the Muni network and service delivery since the 1970s. Muni Forward objectives are to reduce transit travel time and improve transit customer experiences, service reliability, and transit service effectiveness and efficiency. The SFMTA has developed the Service Policy Framework, which sets forth transit service delivery objectives and actions to meet them and supports the SFMTA Strategic Plan goals.

Implementation of Muni Forward would be guided by the Service Policy Framework which would help determine how investments should be made to the system. Muni Forward includes Service Improvements, Service-related Capital Improvements, and transit Travel Time Reduction Proposals. The Muni Forward Implementation Strategy was developed in 2011. In March 2013, the Muni Forward Final EIR was published, and Muni Forward was approved by the SFMTA Board of Directors in March 2014. All of the Muni transit routes near the project site and described previously herein are addressed in Muni Forward.

On January 31, 2015, the 10 Townsend bus route added two additional service trips during the AM peak as part of Muni Forward. In the project area, under Muni Forward, the 10 Townsend bus route would be renamed the 10 Sansome and would be rerouted south of the Caltrain Depot Station to operate through the Mission Bay neighborhood rather than along Townsend Street, Rhode Island Street, and 17th Street near the project site. The route would eliminate service between 4th Street and Division Street along Townsend Street, between Division Street and 17th Street along Rhode Island Street, and between Rhode Island Street and Connecticut Street along 17th Street. Under Muni Forward, the route north of 17th Street would be located on Connecticut Street, 16th Street, 8th Street, Irwin Street, 7th Street, new street segments between 7th Street and 4th Street, and 4th Street and King Street. Changes to service frequency would also occur.

Also under Muni Forward improvements, the 19 Polk bus route would continue to operate between Van Ness Avenue and North Point Street but service would end at San Francisco General Hospital at 23rd Street and Potrero Avenue. South of 24th Street, service would be replaced with the rerouted 48 Quintara route. No changes in headway in the AM or PM are proposed.

For the T Third route, an increase in frequency would occur. The one-car K Ingleside line would continue to be through-routed with the T Third route.

On January 31, 2015, the new Muni route 55 began operating along 16th Street between Mission Bay and the 16th Street BART Station. The implementation of that triggered some of the Muni Forward changes on the 22 Fillmore and 33 Stanyan bus routes.

Under Muni Forward improvements, the 22 Fillmore bus route continues along 16th Street to 3rd Street in the Mission Bay neighborhood. This route change adds transit to 16th Street between Kansas Street and 3rd Street, Mission Bay Boulevard between 4th Street and 3rd Street, 4th Street between Gene Friend Way and Mission Bay Boulevard, and along Gene Friend Way. The 22 Fillmore existing segment along Connecticut and 18th Streets would be replaced by a revised 33 Stanyan route. Service on Kansas Street and 17th Street would be eliminated.

Additionally as part of the Travel Time Reduction Project (TTRP.22_1, with Alternatives and Variants), the elimination of left turns and the installation of a center-running, transit-only lane are being evaluated under an Expanded Alternative. Along 16th Street, implementing this project would eliminate left turns in the westbound direction at Potrero Avenue, in both directions at Bryant Street, Utah Street, San Bruno Avenue, Kansas Street, Rhode Island Street, De Haro Street, Carolina Street, Wisconsin Street, Arkansas Street, Connecticut Street, and Missouri Street. As a result, cumulative volumes that would have turned left at these intersections were rerouted to turn left at nearby intersections. The intersection of 16th Street and Missouri Street, among others, would be signalized. At the 7th/16th/Mississippi Street intersection, the eastbound and westbound approaches would each be restriped to accommodate a left turn lane and a through-right lane. At the intersection of 16th Street and 3rd Street, the lane configuration would be restriped to include one westbound mixed-flow lane and one eastbound through-left turn lane, one eastbound through lane, and one right-turn lane pocket. A bus-only lane, if implemented, would operate in each direction along 16th Street near the project site and the existing bike lane on 16th Street between 7th Street and Kansas Street (Bicycle Route 40) would be removed and relocated to 17th Street.

Expected traffic diversions due to the restriction of left turns along 16th Street are described in the TIS.

In terms of streetscape improvements in the project vicinity, the Muni Forward Expanded Alternative, as described above, proposes transit-only lanes going in both directions along 16th Street. At this time, the proposed cross-section for the Expanded Alternative with center-running transit-only lanes along 16th Street near the 7th/16th/Mississippi Street intersection could include (from north to south) a 12-foot wide sidewalk, and 10-foot wide westbound traffic lane, a 12-foot-wide westbound bus lane, a 12-foot-wide eastbound transit-only lane, a nine-foot-wide eastbound traffic left-turn pocket, a 11-foot-wide eastbound through/right-turn lane, and a 14-foot-wide sidewalk. The left-turn pocket at the eastbound approach of the 7th/16th/Mississippi intersection could be 74-feet long. West of the turn lane, the sidewalk on the south side of 16th Street could be 18-feet-wide for 135 feet in length.

In addition, under Muni Forward, the existing bicycle lane along 16th Street would be removed and instead installed on both directions of 17th Street east of Kansas Street, as a continuation of the existing bicycle lane on 17th Street. If the 17th Street cross-section were the same as the existing conditions west of Kansas Street, the cross-section (from north to south) would be a 12-foot-wide sidewalk, a 6-foot-wide westbound bicycle lane with a 2-foot buffer on one side, 10-foot-wide traffic lanes in both directions, a 5-foot-wide eastbound bicycle lane, and a 9-foot-wide eastbound parking lane. The designs of this Expanded Alternative, if selected, could change and are subject to public outreach and SFMTA approval.

San Francisco Bicycle Plan

The San Francisco Bicycle Plan, approved in June 2009, proposes minor changes to the existing facilities on Mariposa Street and Indiana Street near the project site. Minor improvements, including markings, signage, and facilities are considered treatments necessary to improve conditions for bicycle use, and are not specified in more detail by route in the Plan. No near or long-term projects are proposed for the study area.

Mission Bay Redevelopment Plan/UCSF Mission Bay Medical Center

The Mission Bay Redevelopment Plan covers approximately 303 acres of land between the San Francisco Bay and I-280. The development program would include up to 6,000 housing units, 4.4 million square feet of office/life science/biotechnology commercial space, a new UCSF research campus, known as the USCF Mission Bay Medical Center, and hospital complex, 500,000 square feet of retail space, a 500-room hotel, 41 acres of open space, a new 500 student public school, and other public amenities. The Mission Bay Redevelopment Plan also proposes changes to the transportation network. Intersection improvements would include modifications to Owens Street, Mariposa Street at the I-280 northbound off-ramp, and Mariposa Street at the I-280 southbound on-ramp.

With the implementation of the Owens Street extension, slated to open December 2015,[33] it is expected that some traffic exiting northbound I-280 at Mariposa Street would continue northbound along Owens Street instead of using Mississippi Street to head north. The proportion of trips expected to divert was taken from assumptions made in the Mission Bay Redevelopment EIR. Volumes at the southbound approach of the intersection of Mariposa Street and Owens Street were taken from the Mission Bay Redevelopment EIR. Based on assumptions made in the Mission Bay Redevelopment EIR, most vehicles at the westbound approach of the intersection of Mariposa Street and I-280 southbound on-ramp turned left to enter the

[33] Email correspondence between Wade Wietgrefe, San Francisco Planning Department, and Luke Stewart, Mission Bay Development Group, LLC, March 27, 2015.

freeway. For consistency with cumulative volumes stated in the Mission Bay Redevelopment EIR, the southbound, right-turning vehicles at Owens Street were all routed to turn left at the intersection of Mariposa Street and I-280 southbound on-ramp. Calculations for the diversion patterns are provided in the TIS.

1000 16th Street Project

The approved mixed-use project at 1000 16th Street would include a park and plaza area between 7th Street and 16th Street on the Daggett Street right-of-way and would be known as "Daggett Park". Daggett Street is not currently constructed as an operating street but would be constructed as part of the 1000 16th Street project and will align with Missouri Street between 7th Street and 16th Street.

Mission Bay Loop

The approved Mission Bay loop will provide turn around capabilities for the T Third Street light rail vehicles via a connection of new trackway from Third Street to 18th, Illinois, and 19th streets. Given the distance of this approved project from the project site (greater than 0.33 mile), this approved project in combination with the proposed project is not anticipated to affect the operating conditions at any study intersections.

Caltrain Electrification and High Speed Rail

Caltrain has plans to implement a Modernization Program that would electrify the railway to provide upgraded performance and allow more efficient operations and a higher capacity. The Program is scheduled to be complete by 2020 or 2021. Currently Caltrain crosses 16th Street at grade at the 7th/16th/Mississippi Street intersection. There are currently ten trains per hour during peak periods and the Modernization Program would allow the number of trains to increase to 12 trains per hour. Additionally, Caltrain is anticipating a "blended system" which would see California High Speed Rail trains running alongside Caltrain on the same tracks. The "blended system" may require a grade separation at 7th/16th/Mississippi Street, but at this time this is too speculative to include within Cumulative Conditions.

EXISTING PLUS PROJECT-LEVEL IMPACT EVALUATION

Impact TR-1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 10 of the 14 study intersections or otherwise conflict with traffic circulation in the vicinity. (Less-than-significant)

Level of service calculations were performed at the 14 study intersections for the weekday PM peak hour. The proposed project would generate a net 284 inbound and 229 outbound vehicle trips during the PM peak hour, for a total of 513 PM peak hour vehicle trips. The Project weekday PM peak hour vehicle trips were added to existing traffic volumes to obtain Existing Plus Project Conditions traffic volumes. **Figure IV.A-7** illustrates both project-generated trips and Existing Plus Project traffic volumes for each study intersection.

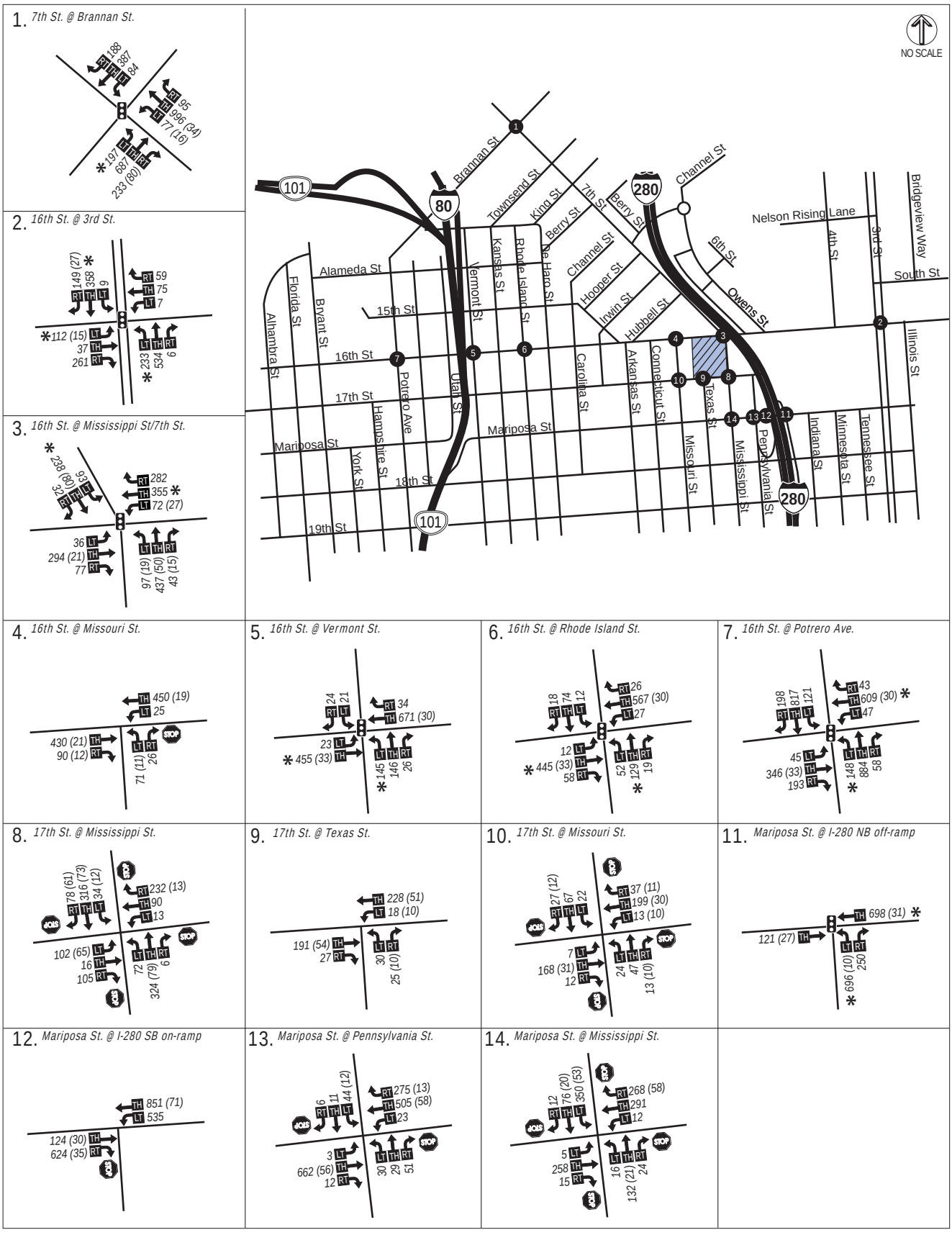


Figure IV.A-7: Existing Plus Project Volumes
Source: DKS 2015

LEGEND
1 - Study Intersection
STOP - Stop Sign
- Traffic Signal
- Project Site
000 - PM Peak Hour Traffic Volume
LT TH RT - Volume Turn Movement
Left•Thru•Right
(xx) - Project Generated Traffic Volumes
* - Critical Movement

As shown in **Table IV.A-13**, 10 of the 14 study intersections would operate at LOS D or better during the PM peak hour:

- 7th Street and Brannan Street
- 16th Street and 3rd Street
- 7th/16th/Mississippi Street
- 16th Street and Missouri Street
- 16th Street and Rhode Island Street
- 16th Street and Vermont Street
- 16th Street and Potrero Avenue
- 17th Street and Texas Street
- 17th Street and Missouri Street
- Mariposa Street and I-280 Northbound Off-Ramp

Therefore, based on the level of service calculations, impacts to these 10 study intersections would be less-than-significant under Existing Plus Project Conditions.

Table IV.A-13 – Existing Plus Project Conditions Intersection Level of Service

No	Intersection Name	Control	Existing Conditions PM peak hour		Existing Plus Project Conditions PM peak hour	
			Average Delay[a]	LOS[b, c]	Average Delay[a]	LOS[b, c]
1	7th St and Brannan St	Signalized	17.7	B	19.1	B
2	16th St and Third St	Signalized	22.9	C	22.7	C
3	7th/16th/Mississippi St	Signalized	31.0	C	43.6	D
4	16th St and Missouri St	Unsignalized	23.2	C (NB)	27.6	D (NB)
5	16th St and Vermont St	Signalized	12.2	B	12.5	B
6	16th St and Rhode Island St	Signalized	10.5	B	10.7	B
7	16th St and Potrero Ave	Signalized	22.6	C	22.8	C
8	17th St and Mississippi St	Unsignalized	15.7	C (NB)	**>50**	**F (SB)**
9	17th St and Texas St	Unsignalized	10.8	B (NB)	11.7	B (NB)
10	17th St and Missouri St	Unsignalized	9.7	A (WB)	11.0	B (WB)
11	Mariposa St and I-280 NB Off-Ramp	Signalized	28.6	C	34.5	C
12	Mariposa St and I-280 SB On-Ramp	Unsignalized	**>50**	**F (EB)**	**>50**	**F (EB)**
13	Mariposa St and Pennsylvania St	Unsignalized	**>50**	**F (SB)**	**>50**	**F (SB)**
14	Mariposa St and Mississippi St	Unsignalized	**>50**	**F (WB)**	**>50**	**F (WB)**

Source: DKS Associates

Notes: a. Delay is in seconds per vehicle and is based on average stopped delay. Where signalized intersection is LOS F, volume to capacity (v/c) ratio is also reported.

b. LOS = Level of Service

c. For unsignalized intersections, LOS is reported based on worst approach (i.e., approach with greatest delay), which is indicated in parentheses. Worst approach can change with addition to project volumes, which are not distributed evenly across different approaches.

BOLD indicates unacceptable LOS of E or F

As discussed on page IV.A.12, the signalized intersection of 7th/16th/Mississippi Street has a Caltrain rail crossing across the westbound approach. The low frequency of crossings and lack of any persistent queue caused by the crossings would not change the LOS results for this intersection significantly.

Under Existing Conditions, the eastbound (worst) approach of the unsignalized intersection of Mariposa Street and the I-280 southbound on-ramp operates at LOS F during the PM peak hour, and Caltrans signal warrants would be met. Under Existing Plus Project conditions, the LOS of this intersection would remain at LOS F, and the Caltrans signal warrants would continue to be met. The proposed project would add 65 vehicle trips to the worst (eastbound) approach during the PM peak hour, representing 8.7 percent of the total PM peak hour eastbound approach volume. The proposed project's contribution to this approach would represent a substantial contribution, and therefore, the proposed project would be considered to have a significant impact to the unacceptable operating conditions at the intersection of Mariposa Street and the I-280 southbound on-ramp. However, the Mission Bay South Infrastructure Plan Mitigation Measure E.17b would signalize this intersection as part of the Mission Bay South Owner Participation Agreement. These changes are certain, they are already under way, and are estimated to be completed by December 2015, prior to the proposed project's operation.[34] With the proposed improvements, the intersection would operate at LOS A during the Existing Plus Project weekday PM peak hour conditions. Therefore, because the implementation of the measures would occur prior to the proposed project becoming operational, the proposed project would have a less-than-significant impact on the intersection of Mariposa Street and the I-280 Southbound on-ramp.

Other Traffic Hazards

In general, the proposed project would add vehicle trips to the surrounding roadways, however, the project's increase in traffic would not create a major traffic hazard in the project area. The proposed project would remove all of the existing eight curb cuts on 16th Street, Mississippi Street, and 17th Street. The proposed project would include three new curb cuts on Mississippi Street. The new curb cuts would provide vehicular access into the proposed project's at-grade and underground parking garages and off-street loading dock. The gate to the parking garage of the 16th Street Building would be open during business hours (7:00 AM to 8:00 PM) for retail parking, while the gate to parking garage of the 17th Street Building, which would not contain short-term retail customer parking, would remain closed to the general public at all times. The interior spaces of the new parking garages would be able to accommodate the anticipated number of vehicles entering the project site, including during the PM peak hour based upon the estimated vehicle trip generation and distribution. Therefore vehicles queuing on the vehicular traffic lanes to enter the parking garage should be limited. Given the lower traffic volumes along Mississippi Street, the ability of the garages to accommodate vehicle queues, and that the proposed project would not include the construction of structures that would cause traffic hazards, the proposed project would have a less-than-significant impact on traffic hazards.

Impact TR-2: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street. (Significant and Unavoidable)

[34] Email correspondence between Wade Wietgrefe, San Francisco Planning Department, and Luke Stewart, Mission Bay Development Group, LLC, March 27, 2015.

Under Existing Conditions, the unsignalized intersection of 17th Street and Mississippi Street operates at LOS C. The proposed project would add 146 vehicle trips to the worst (southbound) approach during the PM peak hour, representing 34.1 percent of the total PM peak hour southbound approach volume. The LOS at this intersection under Existing Plus Project conditions would degrade to LOS F, and the Caltrans signal warrants would be met. The proposed project's contribution to this approach would represent a substantial contribution, and therefore, the proposed project would be considered to have a significant impact to the operating conditions at the intersection of 17th Street and Mississippi Street.

To mitigate poor operating conditions at the 17th Street and Mississippi Street, various options to reduce automobile delay were considered by SFMTA staff[35]. One option considered was to install a 75-foot southbound right-turn pocket and 135-foot northbound left-turn pocket at the intersection. With this option, the intersection would then operate at LOS D during the Existing Plus Project weekday PM peak hour conditions. However, SFMTA staff determined restriping was not a preferable measure for mitigating this impact. Therefore, this option was rejected.

Another option considered by SFMTA staff was the installation of a traffic signal. With signalization, the intersection would operate at LOS A during the Existing Plus Project weekday PM peak hour conditions. This would result in the project having a less-than significant impact on operations at the intersection of 17th Street and Mississippi Street. SFMTA believes that signalization is feasible and supports this measure to reduce Level of Service impacts. However, SFMTA cannot commit that sufficient funding beyond the "fair share" amount provided by the project sponsor in Mitigation Measure M-TR-2a below is available to ensure that this measure would be implemented. Therefore, the impact would be considered significant and unavoidable if sufficient funding is not identified. [36]

Mitigation Measure M-TR-2a: 17th Street and Mississippi Street Signalization

To mitigate poor operating conditions at the intersection of 17th Street and Mississippi Street, the project sponsor shall pay its fair share for the cost of design and of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA.

Under Existing Conditions, the southbound approach of the unsignalized intersection of Mariposa Street and Pennsylvania Street operates at LOS F during the PM peak hour and Caltrans signal warrants are not met. The proposed project would add 12 vehicle trips to worst approach (southbound) during the PM peak hour, representing 19.7 percent of the total PM peak hour southbound approach volume. Under Existing Plus Project conditions, the LOS would remain at F, and Caltrans signal warrants would be met. Therefore, the proposed project would be considered to have a significant impact to the operating conditions at the intersection of Mariposa Street and Pennsylvania Street.

To mitigate poor operating conditions at Mariposa Street and Pennsylvania Street various options to reduce automobile delay were considered by SFMTA staff.[37] Options considered included modification of

[35] Findings of Feasibility of Traffic Mitigation Measures Proposed for 901 16th Street/1200 17th Street (Case No. 2011.1300E), June 4, 2015

[36] Discussions are in progress for local development to make fair share contributions necessary to provide funding for a signal at the intersection of Mariposa Street and Pennsylvania Street.

[37] Ibid.

the intersection to be all-way stop-controlled (from two-way stop-controlled) or installation of turn pockets, but these options would not improve operating conditions to acceptable levels.

Another option considered by SFMTA staff was the installation of a traffic signal. With signalization, the intersection would operate at LOS A during the Existing Plus Project weekday PM peak hour conditions. This would result in the project having a less-than significant impact on operations at the intersection of Mariposa Street and Pennsylvania Street. SFMTA believes that signalization is feasible and supports this measure to reduce Level of Service impacts. However, SFMTA cannot commit that sufficient funding beyond the "fair share" amount provided by the project sponsor in Mitigation Measure M-TR-2b below is available to ensure that this measure would be implemented. Therefore, the impact would be considered significant and unavoidable if sufficient funding is not identified.

Mitigation Measure M-TR-2b: Mariposa Street and Pennsylvania Street Signalization

To mitigate poor operating conditions at the intersection of Mariposa Street and Pennsylvania Street, the project sponsor shall pay its fair share for the cost of design and implementation of signalization or other similar mitigation to improve automobile delay at this intersection, as determined by the SFMTA.

Under Existing Conditions, the unsignalized intersection of Mariposa Street and Mississippi Street operates at LOS F at the worst approach (westbound) for the PM peak hour and Caltrans signal warrants are met. The proposed project would add 58 vehicle trips to the worst (westbound) approach during the PM peak hour, representing 10.2 percent of the total PM peak hour westbound approach volume. The LOS at this intersection under Existing Plus Project conditions would remain at LOS F, and the Caltrans signal warrants would continue to be met. The proposed project's contribution to this approach would represent a substantial contribution, and therefore, the proposed project would be considered to have a significant impact to the operating conditions at the intersection of Mariposa Street and the Mississippi Street.

To mitigate poor operating conditions at Mariposa Street and Mississippi Street various options to improve automobile delay were considered by SFMTA staff.[38] An option considered included the installation of turn pockets, but it was rejected because it did not improve intersection LOS to an acceptable level.

Another option considered by SFMTA staff was the installation of a traffic signal. With signalization, the intersection would operate at LOS C during the Existing Plus Project weekday PM peak hour conditions. After review of this potential mitigation, SFMTA concluded that the existing all-way STOP sign-controlled intersection of Mariposa and Mississippi streets is not a desirable candidate for traffic signalization because the traffic patterns at this particular intersection are more effectively served by an all-way STOP control than by a traffic signal. The existing STOP sign on westbound Mariposa Street slows traffic on westbound Mariposa Street as it approaches Mississippi Street, where the land uses change from generally commercial to mostly residential. SFMTA does not want to encourage a substantial amount of through westbound movements on Mariposa Street west of Mississippi Street, which a traffic signal could encourage. Given that no feasible mitigation is identified, the proposed project's impact on this intersection's operations would be significant and unavoidable.

[38] Ibid.

In addition to Mitigation Measures M-TR-2a and M-TR-2b, implementation of Transportation Demand Management measures could reduce the number of vehicle trips generated by the proposed project. The Project Sponsor has agreed to the following mitigation measure:

Mitigation Measure M-TR-2c: Implement a Transportation Demand Management Plan.

The project applicant and subsequent property owners shall prepare and implement a TDM Plan with a goal of reducing estimated one-way vehicle trips by 10 (ten) percent compared to the projections within the project's Transportation Impact Study. Prior to final certificate of occupancy for any new building associated with the project, the project applicant shall submit a TDM Plan to the Planning Department staff.

The project applicant is responsible for identifying the components of the TDM Plan that could reasonably be expected to achieve the reduction goal for each new building associated with the project, and for making good faith efforts to implement them. Components of the TDM Plan beyond Planning Code requirements could include, but are not limited to, education and marketing of transportation options; on-site safety strategies; subsidies for transportation options other than the single occupancy vehicle; providing additional car-share or bicycle parking; reducing the amount or restricting access to vehicular parking; unbundling vehicular parking from commercial tenants occupancy; and increasing the cost of vehicular parking. The TDM Plan shall include monitoring of person and vehicle trips traveling to and from the project site to determine the TDM Plan's effectiveness, as outlined below. The TDM Plan shall be adjusted based on the monitoring results if three consecutive monitoring results show that existing measures are not creating a trend toward meeting the reduction goal.

TDM Plan Monitoring: The project sponsor shall collect data and make monitoring reports available for review and approval by the Planning Department staff.

- Timing: Monitoring data and reports shall be required to be submitted to Planning Department staff every two years for a period of eight years and every four years thereafter (referred to as reporting periods), until two consecutive reporting periods display the project has met the reduction goal. The first monitoring report is required one year after initial occupancy of either building. The timing may be modified by the Planning Department as needed to consolidate this requirement with other annual monitoring and/or reporting requirements for the project. Each trip count and survey (see below for definitions) shall be completed within 90 days following the end of the applicable reporting period. Each monitoring report shall be completed within 180 days following the applicable reporting period.

- Components: The monitoring report, including trip counts and surveys, shall include the following components OR comparable alternative methodology and components as approved or provided by Planning Department staff:
    - Trip Count and Intercept Survey: Trip count and intercept survey of persons and vehicles arriving and leaving the building for no less than two days of the reporting period between 6:00 a.m. and 8:00 p.m. One day shall be a Tuesday, Wednesday, or Thursday, and another day shall be a Saturday.

- Property Manager/Coordinator Survey: The project sponsor shall request in writing from Planning Department Staff a survey (online or paper) that shall be completed by property manager/coordinator to document which TDM Plan were implemented during the reporting period and obtain basic building information (e.g., percent unit occupancy, off-site parking utilization by occupants of the building, loading frequency, etc.). This survey shall be included in the monitoring report submitted to Planning Department staff.
- Travel Demand Information: The above trip count and survey information shall be able to provide travel demand analysis characteristics as outlined in the SF Guidelines in effect at the time of the survey.
- Assistance and Confidentiality: Planning Department staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected.

The project applicant cannot require participation in all proposed measures under its TDM Plan, and the trip reduction number is stated as a goal and not an absolute requirement. However, if such measures are implemented and meet the 10 percent reduction goal, this would not reduce volumes sufficiently to reduce the impacts at impacted intersections to less-than-significant levels if measures M-TR-2a and M-TR-2b are not implemented. A higher reduction goal in the mitigation measure was determined speculative given the current limited amount of data in San Francisco regarding the effectiveness of Transportation Demand Management measures, the voluntary nature of compliance with TDM measures by users of the buildings, and the uncertain feasibility of achieving a greater reduction goal. Therefore, this impact would be considered significant and unavoidable.

Impact TR-3: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by Muni transit capacity; nor would it affect transit operating conditions within the project vicinity such that adverse impacts to Muni transit service could occur. (Less-than-significant)

As mentioned in **Table IV.A-9**, the proposed project would generate approximately 290 transit trips during the PM peak hour. Transit riders to and from the project site would likely use the nearby Muni bus routes and rail lines for local transit trips[39], and the regional transit lines (potentially with transfers to and from Muni) for trips outside San Francisco. The project site is approximately 0.10 mile (1 block) from the 10 Townsend and 22 Fillmore Muni bus stops at the intersection of Connecticut Street and 17th Street. The project site is approximately 0.35 miles and 0.4 mile from the 19 Polk inbound and outbound Muni bus stops, respectively. These bus stops are located at the intersection of 16th Street and De Haro Street and 16th Street and Rhode Island Street, respectively. The project site is approximately 0.5 mile west of the nearest T Third Street Muni light rail line stop at South Street. The nearest regional transit facility is the 16th Street BART station which is approximately 1.2 miles west of the project site.

[39] It should be noted that inbound and outbound transit trips generated by the project would not necessarily correspond with the inbound and outbound Muni screenlines. For instance, an inbound trip to the project site via the 19 Polk from the north half of Superdistrict 1 would correspond with an inbound trip on the Muni northeast screenline. However, the same trip would correspond to an outbound trip on the Muni southeast screenline.

During the PM peak hour, the proposed project would generate 170 inbound and 120 outbound transit trips to the project site. It is estimated that of these transit trips, approximately 93 trips would cross the PM peak hour Muni outbound screenlines and 26 would cross the regional outbound screenlines for BART, AC Transit, Golden Gate Transit, Caltrain, and SamTrans as shown in **Table IV.A-14** and **Table IV.A-15**. Of the 26 transit trips that would cross the regional screenlines, 18 transit trips would cross more than one screenline. 189 transit trips would not cross an outbound PM peak hour screenline (i.e., some trips would be headed in the inbound direction during the PM peak hour and other trips would not cross a screenline at all). Of the approximately 93 transit trips that would cross the PM peak hour Muni outbound screenlines, 23 trips would cross the Northeast screenline, 7 trips would cross the Northwest screenline, 62 trips would cross the Southeast screenline and one trip would cross the Southwest screenline.

Local Transit

Table IV.A-14 summarizes the ridership and capacity funder Existing Plus Project Conditions for Muni screenlines. As shown in **Table IV.A-14,** under Existing Plus Project Conditions, all screenlines and corridors would continue to operate under the Muni 85 percent capacity utilization threshold. Therefore, the proposed project would have a less-than-significant impact on Muni ridership and capacity utilization.

While the proposed project would add 93 outbound transit trips during the PM peak hour, which would be distributed among the Muni screenlines, as shown in **Table IV.A-14**, the transit-related trips generated by the proposed project would not, as discussed above, cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity.

Of the transit routes serving the project site, only the 10 Townsend bus route is currently operating at or above 85 percent capacity utilization as shown in **Table IV.A-3**. The proposed project would add 8 trips to the outbound 10 Townsend bus route, crossing the Northeast screenline, representing 4.1 percent of the ridership. This increase would not represent a substantial contribution and would therefore have a less-than-significant impact.

The proposed project would add vehicle trips to streets with Muni bus service, including 16th Street, 18th Street, Rhode Island Street, and De Haro Street. However, as the relevant intersections and approaches are continuing to operate at an acceptable LOS, it is expected that these project-related vehicle trips would not affect transit operations and would generally not be in direct conflict with Muni buses and light rail vehicles. In addition, the proposed project would not be adding any new curb cuts which could create substantial delays from vehicle queuing on any of the roadways which Muni operates upon. Furthermore, no bus and light rail stop locations exist directly adjacent to the project site. The nearest bus stop is located at 16th Street and Missouri Street and the nearest light rail stop is located at 3rd Street and South Street. As such, the proposed project would not substantially affect Muni transit operations (i.e., delays or operating costs). Therefore, the proposed project would have a less-than-significant impact on Muni transit operations.

It should be noted that the proposed project's retail uses would be subject to the Transit Impact Development Fee (TIDF). The TIDF attempts to recover the cost of carrying additional transit riders generated by new development by obtaining fees on a square footage basis. TIDF funds may be used to increase transit service. It should also be noted that San Francisco is currently proposing to replace the Transit Impact Development Fee with one that covers more types of development. The new fee would be called the Transportation Sustainability Fee and would provide additional revenue to help fill the City's transportation funding gap (Board of Supervisors File Number 150790).

Table IV.A-14 – Muni Screenline Analysis - PM peak hour (Outbound)

Screenline	Transit Corridor[3]	Capacity	Existing Conditions		Existing Plus Project Conditions	
			Maximum Load	Utilization	Maximum Load[1,2]	Utilization
Northeast						
	Kearny/Stockton:	3,291	2,158	66%	2,158 (0)	66%
	All Other Lines:	1,078	570	53%	593 (23)	55%
	Subtotal	**4,369**	**2,727**	**62%**	**2,751 (23)**	**63%**
Northwest						
	Geary Corridor:	2,528	1,814	72%	1,816 (2)	72%
	California:	1,686	1,366	81%	1,367 (1)	81%
	Sutter/Clement:	630	470	75%	471 (1)	75%
	Fulton/Hayes:	1,176	965	82%	966 (1)	82%
	Balboa:	929	637	69%	639 (2)	69%
	Subtotal	**6,949**	**5,252**	**76%**	**5,259 (7)**	**76%**
Southeast						
	3rd Street:	714	550	77%	568 (18)	74%
	Mission:	2,789	1,529	55%	1,529 (0)	55%
	San Bruno/Bayshore	2,134	1,320	62%	1,320 (0)	62%
	Other Lines:	1,712	1,034	60%	1,078 (44)	63%
	Subtotal	**7,349**	**4,433**	**60%**	**4,495 (62)**	**61%**
Southwest						
	Subway Lines:	6,294	4,747	75%	4,748 (1)	73%
	Haight/Noriega:	1,651	1,105	67%	1,105 (0)	67%
	All Other Lines:	700	276	39%	276 (0)	39%
	Subtotal	**8,645**	**6,128**	**71%**	**6,129 (1)**	**71%**
Total		**27,312**	**18,541**	**68%**	**18,634 (93)**	**68%**

Source: SFMTA TEP Project, Case No. 2011.0558E, October 2012; DKS Associates, 2014

Notes:

1. Muni bus data collected between August 2011 and October 2011 (except 1AX and 1BX which is January to March 2012). Muni rail data collected between September 2007 and February 2010.
2. proposed project trips are in parentheses (XX).
3. Refer to Appendix J for routes listed under each corridor.

Table IV.A-15– Existing Plus Project Conditions Regional Screenline Analysis – Weekday PM peak hour (Outbound)

Screenline	Transit Corridor	Capacity	Existing Conditions		Existing Plus Project Conditions	
			Maximum Load	Utilization	Maximum Load[1]	Utilization
East Bay						
	BART	22,050	19,716	89%	19,724 (8)	89%
	AC Transit	3,926	2,256	57%	2,256 (0)	57%
	Ferries	1,615	805	50%	805 (0)	50%
	Subtotal	**27,591**	**22,777**	**83%**	**22,785 (8)**	**83%**
North Bay						
	Golden Gate Transit Bus	2,817	1,384	49%	1,387 (3)	49%
	Ferries	1,959	968	49%	968 (0)	49%
	Subtotal	**4,776**	**2,352**	**49%**	**2,355 (3)**	**49%**
South Bay						
	BART	14,910	10,682	72%	10,694 (12)	72%
	Caltrain	3,100	2,377	77%	2,380 (3)	77%
	SamTrans	320	141	44%	141 (0)	44%
	Ferries	-	-	-	-	-
	Subtotal	**18,330**	**13,200**	**72%**	**13,215 (15)**	**72%**
Total		**50,697**	**38,329**	**76%**	**38,355 (26)**	**76%**

Source: SFMTA TEP Project, Case No. 2011.0558E, October 2012, DKS, 2012

Notes: [1] proposed project trips are in parentheses (XX).

Regional Transit

Similar to Muni, the analysis for regional transit screenlines assesses the effect of project-generated transit trips in the outbound direction for regional transit operators during the weekday PM peak hour. **Table IV.A-15** summarizes the ridership and capacity for the regional screenlines under the Existing Plus Project Conditions. As shown in **Table IV.A-15**, the proposed project would add approximately 26 new transit riders in the weekday PM peak hour to the three regional screenlines: eight transit trips to the East Bay, three transit trips to the North Bay, and 15 transit trips to the South Bay. The proposed project would not cause the regional transit services to exceed 100-percent capacity utilization. As a result, the proposed project would have a less-than-significant impact on ridership and capacity utilization for the regional transit operators.

No regional transit facilities exist adjacent to the project site, and therefore, similar to local transit, the proposed project trips would not alter any regional transit operations in the project area. As such, the proposed project would not adversely affect regional transit operations and would have a less-than-significant impact on regional transit.

Impact TR-4: The proposed project would not result in an increase in the amount of overcrowding on public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, nor create potentially hazardous conditions for pedestrians. (Less-than-significant)

Planning Code Compliance

The *Better Streets Plan*, which is codified in Section 138.1 of the *Planning Code*, outlines required and recommended minimum sidewalk widths for various street types. The streets that border the project site, 16th Street, 17th Street, and Mississippi Street, have all been classified as mixed-use. According to the *Better Streets Plan* guidelines, the minimum sidewalk width is 12 feet and recommended sidewalk width is 15 feet for mixed-use streets.

Sidewalks exist along the perimeter of the project site. To comply with the Better Streets Plan recommendations, the proposed project would widen the existing 10-foot sidewalk on the north side (16th Street) and the existing 14.3 foot sidewalk on the east side (Mississippi street) of the project site to 15 feet. To comply with the Better Streets Plan minimum width, the proposed project would widen the existing 10-foot sidewalk (measured from the property line to edge of curb) on the south side (17th Street) of the project site to 12 feet.

In compliance with Section 270.2 of the Planning Code, the proposed project would include an approximately 30 to 40-foot-wide pedestrian alley along the west side of the development. This alley would provide a north-south pedestrian connection between 16th Street and 17th Street that would be publicly accessible 24-hours a day. As shown in **Figure II.3,** residential entry points would be accessed through a pedestrian mews with entrances at Mississippi Street and the pedestrian alley. The primary entry points for the residential uses would be lobbies located along 16th Street, Mississippi Street, and 17th Street. Retail access would be located along 16th Street and 17th Street and pedestrians walking from on-street parking to retail space may use the pedestrian alley and sidewalks surrounding the project site as shown in **Figure II.3**.

In addition, pedestrian visibility improvements would be made to the intersection of 17th Street and Texas Street by providing continental crosswalk markings and non-electronic pedestrian crossing signage along all approaches to the intersection, subject to approval by SFMTA.

Pedestrian Trips and Relevant Vehicle and Loading Trips

Although **Table IV.A-9** only reports the primary mode of transportation, most transportation journeys begin and end as pedestrian (walking) trips. Longer walking trips associated with other primary modes typically occur with transit trips to and from transit stops, while other transportation trips consist solely of walking. As stated in **Table IV.A-9**, the proposed project would generate 302 walking trips as the primary mode and 290 transit trips during the PM peak hour with the majority (67 percent) of walking trips related to the retail use. The majority of transit trips (60 percent) are from residential use with the remaining (40 percent) from retail use.

New vehicle trips can cause conflicts with pedestrians. Therefore, the following provides the proposed project's net new vehicle trips at the proposed buildings' garage ingress/egress points. The proposed project would generate a total of 284 net new inbound vehicle trips and 229 net new outbound vehicle trips during the PM peak hour. The 16th Street Building would generate 182 net new inbound PM peak hour vehicle trips (90 residential, 92 retail, not including 3 vehicle-trip credit) and 150 net new outbound PM

peak hour vehicle trips (45 residential, 105 retail, not including 8 vehicle-trip credit). This would represent approximately three inbound and three outbound vehicle trips per average minute throughout the PM peak hour for the "16th Street building's" parking garage ingress/egress.

The 17th Street Building would generate 108 inbound PM peak hour vehicle trips (47 residential, 61 retail, not including 3 vehicle-trips credit) and 94 outbound PM peak hour vehicle trips (24 residential, 70 retail, not including 7 vehicle-trips credit). This would represent approximately two inbound and two outbound vehicle trips per average minute throughout the PM peak hour for the "17th Street building's" parking garage ingress/egress.

Similarly, new loading trips can cause conflicts with pedestrians. The proposed project would generate a peak demand of five loading trips during the peak hour of loading activities.

Sidewalk Crowding

Existing pedestrian volumes, as described in the Pedestrian Network Section, in the project site vicinity, including pathways to transit stops, were observed to be light. The proposed project-related pedestrian traffic would be accommodated by existing pedestrian facilities and improved pedestrian facilities (i.e., widened sidewalks and pedestrian alley) in the project site vicinity. Therefore, the proposed project would not result in substantial overcrowding on public sidewalks and its impact on sidewalk overcrowding would be less-than-significant.

Potentially Hazardous Conditions

The proposed project would include three separate vehicle driveways along Mississippi Street. One new driveway would provide ingress/egress to the at-grade off-street loading space for the 16th Street Building. The new curb cut for this new driveway would be 12-linear feet wide and approximately 100 to 112 feet from the 7th/16th/Mississippi Street intersection. Approximately 14 feet south of this new driveway, another new driveway would provide ingress/egress to a two-level garage containing retail and residential parking in the 16th Street Building. The new curb cut for the new driveway would be 20-linear feet wide. Approximately 135 feet south of the new parking garage driveway for the 16th Street Building, the third new driveway would provide ingress/egress to a one-level garage containing residential and retail parking in the 17th Street Building. The new curb cut for the new driveway would be 20-linear feet wide. The proposed project would generate more vehicular traffic at these three driveways than currently generated under existing conditions. Thus, the proposed project would have the potential to conflict with pedestrians along the western sidewalk of Mississippi Street, as described further below.

The gate to the parking garage of the 16th Street Building would be open during business hours (7:00 am to 8:00 pm) for retail parking, while the gate to parking garage of the 17th Street Building, which would not contain short-term retail customer parking, would remain closed to the general public at all times. The interior space of the new parking garages would be able to accommodate the anticipated number of vehicles entering the project site, including during the PM peak hour. Therefore vehicles queuing on the sidewalk to enter the parking garage should be limited. The new off-street loading dock would be 63 feet in length. This length would be able to accommodate the type of trucks (including occasional larger trucks)

anticipated to be generated by the proposed project. Given the relative infrequency of delivery vehicles[40] entering the off-street loading dock and the ability of the off-street loading dock to accommodate the type of delivery vehicles generated by the proposed project, potential hazards to pedestrians due to trucks blocking the sidewalk would be minimal.

Four local transit stops are located near the project site. The project site is adjacent to the 55 16th Street bus stops at 16th Street and Missouri Street, approximately 0.10 mile (1 block) from the 10 Townsend and 22 Fillmore bus stops at Connecticut Street and 17th Street, and approximately 0.35 mile and 0.4 mile from the 19 Polk inbound (at De Haro Street and 17th Street) and outbound (at Rhode Island Street and 17th Street) bus stops, respectively. The project site is approximately 0.5 mile west of the nearest T Third Street light rail line stop at South Street. Those accessing the project site using Muni buses would walk along 17th Street after disembarking. Those using Muni light rail to access the project site would walk south along 3rd Street, and turn right onto 16th Street. Generally, the sidewalks leading to these transit stops are in good condition with minimal cracking and rutting and most intersections include designated crosswalks. For the above reasons, the proposed project would not create potentially hazardous conditions for pedestrians.

Pedestrian Accessibility

The proposed project would not include sidewalk narrowing, roadway widening, removal of center medians, or other conditions that would otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Conclusion

The proposed project would not overall result in overcrowding on public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, or create potentially hazardous conditions for pedestrians. The proposed project would also create additional corridors for pedestrian circulation and provide crosswalk visibility improvements at the intersection of 17th Street and Texas Street. As such, pedestrian impacts resulting from the proposed project would be less-than-significant.

Impact TR-5: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (Less-than-significant)

Planning Code Compliance

Planning Code section 155.2 states that for buildings with over 100 dwelling units, the minimum number of Class 1[41] bicycle parking spaces required is 100 plus one for every four dwelling units over 100. It also states the minimum number of Class 2 bicycle parking spaces required is one for every 20 units. For retail uses, one Class 1 bicycle parking space is required for every 7,500 square feet of occupied floor area. In addition, for Class 2 bicycle parking spaces, a minimum of two spaces total or one space for every 2,500

[40] Five loading trips are anticipated during the peak hour of loading activities. However, as described further in the loading impacts discussion below, not all of the loading trips are anticipated to occur in the off-street loading dock.

[41] According to the *Planning Code*, Class I bicycle spaces are defined as "Spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees". Class 2 spaces are "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

square feet of occupied floor area are required, whichever is larger. Bicycle space requirements for restaurant use are the same as retail, except that for Class 2 bicycle parking spaces for restaurant use, a minimum of two spaces total or one space for every 750 square feet of occupied floor area are required, whichever is larger.

Under Planning Code Section 155.2, the residential portion of the new 16th Street Building (260 units) would be required to provide 140 Class 1 and 13 Class 2 bicycle parking spaces. The retail portion of this building would be required to provide two Class 1 bicycle parking spaces and 12 Class 2 bicycle parking spaces. Thus, the combined bicycle parking space requirement for both residential and commercial uses for the proposed 16th Street Building would be 142 Class 1 spaces and 23 Class 2 bicycle parking spaces. The 16th Street Building would provide a total of 264 Class 1 spaces and 40 Class 2 bicycle parking spaces, which would be more than what is required by the Planning Code.

Under Planning Code Section 155.2, the residential portion of the new 17th Street Building (135 units) would be required to provide 109 Class 1 and 7 Class 2 bicycle parking spaces. The retail portion of this building would be required to provide two Class 2 bicycle parking spaces. The "17th Street" building would provide a total of 191 Class 1 spaces and 12 Class 2 spaces, which would be more than what is required by the Planning Code.

In total, the proposed project would be required by the Planning Code to provide 251 Class 1 bicycle parking spaces and 34 Class 2 bicycle parking spaces in sidewalk racks.[42,43] The proposed project would exceed these requirements by providing a total of 455 Class 1 bicycle parking spaces and 52 Class 2 bicycle parking spaces. Under Planning Code Section 155.4, the residential portion of the proposed project would be exempt from providing bicycle-use related shower facilities and clothes lockers, as would the retail portion because it would contain less than 25,000 gross square feet.

Bicycle Trips and Relevant Vehicle and Loading Trips

The proposed project would generate 671 daily "other" trips, a portion of which would be bicycle trips. Similar to pedestrians, new vehicle and loading trips can cause conflicts with bicyclists. Therefore, please refer to Impact TR-4 above for more detailed estimates related to the proposed project's vehicle and loading demand.

Potentially Hazardous Conditions

Three bicycle routes exist within the vicinity of the project site. Bicycle route 40 runs along 16th Street, bicycle route 23 runs along 7th Street, Mississippi Street, and Mariposa Street, and bicycle route 7 runs along Indiana Street and Mariposa Street. Based on existing observations, along Mississippi Street, bicycles traveling in the Class II bicycle facilities were seen to be in occasional conflict with the large vehicles turning to access the project site via the three existing curb cuts on the west side of the street. Additionally, at this location, occasional conflicts were observed between large trucks and bicyclists, as large trucks unload/load and block the entirety of the southbound Class II bicycle lane for periods sometimes lasting longer than 30 minutes.

[42] The sidewalk racks would be subject to MTA and Public Works approval.

[43] Calculation based on gross square footage, whereas requirement is based on occupied square footage, so the requirement may be less.

At other locations in the study area, a small number of conflicts were observed between turning bicycles and pedestrians in crosswalks. The Mariposa Street and I-280 northbound off-ramp is signalized but conflicts between vehicles turning east or west to Mariposa Street were observed. In general, vehicles traveling to and from the I-280 ramps were seen traveling at speeds higher than those along Mariposa Street, resulting in shorter reaction times for turning vehicles trying to avoid bicycles. None of the bicycle routes in the project vicinity are located on the "Bicycle High Injury Corridors" map as identified by SFMTA[44].

The proposed project would generate more vehicle trips to the area roadways that contain bicycle routes than the current use at the project site. In particular, the proposed project would generate more vehicle trips along bicycle route 23. Vehicles and delivery trucks would enter and exit the two new parking garages and off-street loading dock from the southbound and northbound direction along Mississippi Street (bicycle route 23). As vehicles and delivery trucks approach and leave the new parking garages and off-street loading dock, vehicles would cross the southbound Class II bicycle lane.

The existing parking lane along the west curb and adjacent to the southbound Class II bicycle lane would serve as a de facto right turn lane as southbound vehicles enter the new parking garages. Given that on-street parking would remain to the north of both new parking garages on the project site, this right turn lane into the new parking garages would be short (approximately 25 feet for the 16th Street Building and 9 feet for the 17th Street Building). A short right turn lane length should limit the speed of vehicles crossing the southbound Class II bicycle lane and entering the new parking garages because the vehicles would need to reduce speed to enter the curb lane first and then make the turning radii into the new parking garages.[45] In addition, a short right turn lane limits the amount of time bicyclists are exposed to vehicular traffic on both sides. For northbound vehicles entering the new parking garages, vehicles would have to wait for a pause in vehicular and bicycle traffic before turning across the southbound travel and Class II bicycle lanes.

The gate to the parking garage of the 16th Street Building would be open during business hours (7:00 am to 8:00 pm) for retail parking, while the gate to parking garage of the 17th Street Building, which would not contain short-term retail customer parking, would remain closed to the general public at all times. The interior space of the new parking garages would be able to accommodate the anticipated number of vehicles entering, including during the PM peak hour, therefore vehicles queuing on the Class II southbound bicycle lane to enter the new parking garages is not expected. The new off-street loading dock would be 63 feet in length. As discussed in the Impact TR-5, this length would be able to accommodate the type of trucks (including occasional large trucks) anticipated to be generated by the proposed project. Given the relative infrequency of delivery vehicles[46] entering the off-street loading dock, impacts to bicyclists due to trucks crossing the southbound Class II bicycle lane would be minimal.

[44]Vision Zero, DRAFT Capital Project Implementation in Support of Vision Zero, October 14, 2014, http://sfmta.com/sites/default/files/projects/2014/DRAFT%20Vision%20Zero%20Progress%20Report%20October%2014%202014.pdf

[45] The NACTO Urban Bikeway Design Guides recommends right-turn only lanes should be short as possible along Through Bike Lanes, such as that present on Mississippi Street. Refer to http://nacto.org/cities-for-cycling/design-guide/intersection-treatments/through-bike-lanes/

[46] Five loading trips are anticipated during the peak hour of loading activities. However, as described further in Impact TR-6 discussion, not all of the loading trips are anticipated to occur in the off-street loading dock.

In addition, the proposed project would include two on-street loading zones along Mississippi Street. These two on-street loading zones would replace existing on-street vehicular parking spaces in the eight-foot-wide lane. The on-street loading zones are anticipated to be used for commercial and passenger loading. The width of these loading vehicles is estimated to be 8 feet wide and could be accommodated in the proposed on-street loading zones without blocking portions of the southbound Class II bicycle lane (refer to Impact TR-6 discussion below for further information). Thus, the proposed project would decrease the existing conflicts at the project site between large vehicles blocking the entirety of the southbound Class II bicycle lane. For the above reasons, the proposed project would not create potentially hazardous conditions for bicyclists.

Bicycle Accessibility

The proposed project would not include roadway widening, removal of a bicycle facility, or other conditions that would otherwise interfere with bicycle accessibility to the site and adjoining areas.

Conclusion

The proposed project would not interfere with bicyclist accessibility or create potentially hazardous conditions for bicyclists. As such, bicycle impacts resulting from the proposed project would be less-than-significant.

Although the proposed project would have less-than-significant impacts to bicyclists, the Project Sponsor has agreed to the following improvement measures, which could further reduce the proposed project's less-than-significant bicycle impacts.

Improvement Measure I-TR-5a: On-site Bicycle Safety Strategies

To reduce potential conflicts with cyclists, the project sponsor should implement all of the following safety measures:

- Restrict commercial loading at the off-street loading dock to hours outside of the weekday AM and PM peak periods.
- Provide on-site signage (stop sign; sign indicating to drivers to be aware of pedestrians and bicyclists; and a no left turn sign, if warranted by SFMTA after further study as identified in Improvement I-TR-5b) at the exit point for the new parking garages and off-street loading dock. Deploy staff at the loading dock while commercial vehicles are being received in order to minimize the disruption to other modes of transportation.

Improvement Measure I-TR-5b: On-Street Bicycle Safety Strategies

To reduce potential conflicts with cyclists and turning vehicles accessing and leaving the project site, the project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to determine whether the following would be appropriate:

- Provide bicycle lane visibility improvements for drivers of vehicles exiting the new parking garages by designating the first 20 feet of curb space to the north of the off-street loading curb cut for the 16th Street Building as well as the first 20 feet of curb space to the north of the new parking garage curb cut for the 17th Street Building as red zones or for motorcycle parking or Class 2 bicycle space parking.

- Provide bicycle lane visibility and transition improvements by providing colored pavement markings along Mississippi Street and dashed line markings at entrance points to the new parking garages, such as those described in the NACTO Urban Bikeway Design Guide.
- If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict northbound and southbound traffic from turning left along Mississippi Street mid-block between 16th and 17th Street by restriping it with double-yellow lines.
- If determined to be necessary by the SFMTA after a one-year observation period following initial occupancy of the proposed project, restrict on-street commercial loading during the weekday AM and PM peak periods.

The bicycle lane visibility improvements as outlined in the first and second bullet points above should be completed prior to when the Final Certificate of Occupancy is received for either new building. If, after a one-year observation period that commences after the initial occupancy of the proposed project, the SFMTA determines it is necessary that either restricting northbound and southbound traffic along Mississippi Street mid-block between 16th and 17th Street (as detailed in the first bullet point above) and/or restricting on-street commercial loading during the weekday AM and PM peak periods (as detailed in the second bullet point above), the project sponsor should pay for the cost to design and implement these improvements.

Impact TR-6: The loading demand of the proposed project would be accommodated within the proposed off-street loading facilities or within convenient on-street loading zones, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians. (Less-than-significant)

Planning Code Compliance

According to Table 152.1 in the Planning Code, the minimum number of required off-street freight loading spaces in Eastern Neighborhoods Mixed Use districts is one off-street loading space for retail stores and restaurants with gross floor area totaling between 10,001 and 30,000 square feet. No off-street loading spaces are required for retail stores and restaurants less than 10,000 square feet. For residential uses, one off-street loading space is required for uses with gross floor area between 100,001 and 200,000 square feet and two off-street loading spaces are required for uses with gross floor area between 200,001 and 500,000 square feet.

The 16th Street Building, which would contain 20,318 square feet of retail/restaurant space, would provide one retail off-street loading space, thereby satisfying the Planning Code requirements. The 16th Street Building would contain 278,150 square feet of gross floor area for residential uses and would not provide any off-street loading spaces. Therefore, the project sponsor is seeking an exception to the two off-street loading space requirement associated with the proposed residential use for the 16th Street building.

The 17th Street Building would contain 4,150 square feet of retail/restaurant space, which is less than 10,000 square feet. Therefore it would be exempt from having to provide an off-street retail loading space. The 17th Street Building would contain 160,531 square feet of gross floor area for residential uses and would not provide any off-street loading spaces. Therefore, the project sponsor is seeking an exception to the one off-street loading space requirement associated with the proposed residential use for the 17th Street building.

In total, the proposed project would be required by the Planning Code to provide four off-street loading spaces (three residential, one commercial). The proposed project would provide one off-street loading space (one commercial) and would not meet the Planning Code requirements.

According to Section 154 of the Planning Code, every required off-street loading space shall have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. The off-street loading space provided in the 16th Street Building would be 63-feet long, 18-feet wide, and have a vertical clearance of 14 feet, which complies with Planning Code requirements.

Loading Demand and Vehicle Size

It is estimated that 59 daily truck trips would be generated by the Project. Approximately four loading trips (one residential, three commercial) would be generated during the average hour, with a demand of five loading trips (one residential, four commercial) during the peak hour. Most of the demand (76 percent[47]) would come from shorter vehicles (cars, pickup trucks, vans, and small delivery trucks) whose length is 20 feet or less. The standard width of a truck is 8 feet, based on American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets (2004 Edition). Residential moving activities would likely take place in the underground parking garage or in the designated on-street loading zone.

Loading Supply

Inside the 16th Street Building, the off-street loading dock would be able to accommodate one commercial vehicle. Along the curb on the west side of Mississippi Street and to the south of the new "16th Street building's" parking garage, the proposed project would include one 40-foot commercial loading zone (yellow curb) and one 40-foot passenger loading zone (white curb). Similarly, along the curb on the west side of Mississippi Street and to the south of the new "17th Street building's" parking garage, the proposed project would include one 40-foot commercial loading zone (yellow curb) and one 40-foot passenger loading zone (white curb). Conservatively assuming that the commercial vehicles during the peak hour of loading activities would be 30 feet in length or shorter (which would constitute approximately 95 percent of anticipated loading vehicles), and further assuming the average delivery/pickup takes 25 minutes, approximately six commercial vehicles could be serviced in one hour between the off-street loading dock and two on-street commercial loading zones.[48] This is greater than the estimated commercial loading demand of four loading spaces during the peak hour. In addition, the two 40-foot passenger loading zones could also accommodate the estimated residential demand of one loading space during the peak hour. Therefore, the loading demand during the peak hour of loading activities could be accommodated within the proposed off-street loading facilities or within the proposed nearby on-street loading zones. As such, loading impacts resulting from the proposed project would be less-than-significant.

Other Traffic Hazards – Loading

According to the AASHTO Geometric Design of Highways and Streets manual, the minimum design turning radii for a 45-linear-foot, articulated trailer vehicle is 40 feet. At the intersection of 7th/16th/Mississippi, this size vehicle would be able to turn into and off of Mississippi Street, as the

[47] SF Guidelines, Appendix H, Table H-2

[48] *SF Guidelines*, Appendix H. Assumes two commercial vehicles per hour at each proposed space.

intersection is large enough to accommodate wide turning movements. The intersection of 17th Street and Mississippi Street would also be able to accommodate the truck turning movements from this size vehicle, but the vehicle may cross the opposing travel lane while crossing the intersection. These size vehicles currently access the existing uses at the project site. A truck turning assessment indicates that an articulated trailer vehicle (45-linear-foot, WB-40) would be able to reverse into the off-street loading dock space. In order to access this off-street loading dock space, the articulated trailer truck would have to travel southbound along Mississippi Street approximately 115 feet past the new off-street loading dock, stop, and then reverse into the off-street loading dock space. The reverse maneuver would also require the vehicle to swing into the northbound travel lane. These size (45-foot-long) vehicles are anticipated to total only one percent of the approximately 59 daily truck trips (i.e., one truck of this size approximately every two days). Given the infrequency of these size vehicles accessing the proposed uses and that these size vehicles access the existing uses, the proposed project's loading would not cause major traffic hazards.

Although the proposed project would have less-than-significant impacts to loading, the following improvement measures, in addition to those mentioned in Improvement Measures I-TR-5a and I-TR-5b related to bicyclists, could further reduce the proposed project's less-than-significant loading impacts. The Project Sponsor has agreed to the following improvement measure:

Improvement Measure I-TR-6: Off-street Loading Management

To minimize the potential for double parking due to potential shortage of available off-street or on-street commercial and passenger loading spaces, the project sponsor, property owner, or official designee of the development should implement all of the following measures:

- Identify a Loading Coordinator(s) for each new building. The Loading Coordinator is responsible for the implementation and ongoing operation of all other loading measures identified below, as well as those identified in Improvement Measures I-TR-5a and I-TR-5b:
  - Require residential move-in and move-out activities to be scheduled and coordinated.
  - Require large vehicle commercial loading delivery (i.e., those lasting longer than 30 minutes and/or 45-foot-long vehicles) to be scheduled and coordinated.
  - Discourage commercial vehicles and large residential move-in and move-out vehicles from double parking by advising the operators to return at a time when the off-street and on-street spaces are available for use.

Impact TR-7: The proposed project would not result in significant impacts on emergency vehicle access. (Less-than-significant)

Emergency vehicle access would be provided along Mississippi Street. The proposed loading zones along Mississippi Street would provide the most direct emergency access to the site because vehicles could be easily cleared in this area. These loading zones would be adjacent to the retail portion and the residential units on the eastern side of the proposed project. Emergency vehicles would also be able to access the commercial and residential buildings via the respective parking facilities and via the freight loading facility from Mississippi Street. The proposed project would not block travel lanes in the vicinity. Because emergency service providers would continue to have adequate emergency vehicle access, the proposed project would have a less-than-significant impact on emergency vehicle access.

Impact TR-8: The proposed project would not result in construction-related transportation impacts because of the temporary and limited duration of these activities. (Less-than-significant)

Based on preliminary construction information provided by the project sponsor, construction is estimated to take approximately 24 months, staggered slightly between the two buildings. Typical hours of construction would occur on weekdays between 7:00 AM and 4:00 PM. The hours of construction would be consistent with the Department of Building Inspection requirements, and the contractor would need to comply with the San Francisco Noise Ordinance.[49] There may be some need for additional construction activity later during weekdays, on Saturdays, or on an as-needed basis. This construction activity, if outside of regulated construction days/hours, would be subject to review by the San Francisco Public Works and Department of Building Inspection and would be required to comply with the Noise Ordinance.

Construction staging and delivery activities would generally occur on-site. Loading and unloading of materials could occur on 16th Street, 17th Street, and Mississippi Street. If any temporary traffic lane, parking lane, or sidewalk closures are necessary, closures would be required to be coordinated with City agencies to lessen the effects of the construction-related activities. Any traffic lane closures and sidewalk closures are subject to review and approval by the City's Transportation Advisory Staff Committee (TASC) which involves several departments including Public Works, SFMTA, San Francisco Police Department, and San Francisco Fire Department. In addition, the contractor would be required to follow "Regulations for Working in San Francisco Streets" (the Blue Book), which is available from SFMTA (www.sfmta.com/cms/vcons/bluebook.htm). Also, although conflicts with transit operations are not anticipated, the project sponsor/contractor would be required to coordinate with the Street Operations and Special Events Office at Muni to coordinate the schedule of construction activities and to decrease any potential conflicts construction activities may have on transit services or facilities.

Construction impacts would be predominantly limited to the site and limited in duration; therefore, the proposed project impacts were determined to be less-than-significant.

Although the proposed project would have less-than-significant construction impacts, the Project Sponsor has agreed to the following improvement measure, which could further reduce the proposed project's less-than-significant construction impacts.

> **Improvement Measure I-TR-8: Construction Management.**
>
> The project sponsor should develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works, implement a Construction Management Plan (CMP), addressing transportation-related circulation, access, staging, and hours for deliveries.
>
> The CMP would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The CMP would supplement and expand,

[49] The San Francisco Noise Ordinance, Article 29 of the Police Code, permits construction activities seven days a week, between 7:00 AM and 8:00 PM.

rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. The CMP should include, but not be limited to, the following:

- Management practices include, but are not limited to the following:
  - Identifying ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands (e.g., recommending that construction companies encourage their workers to walk, cycle, rideshare or take transit to and from the construction site).
  - Identifying best practices for accommodating pedestrians, such as temporary pedestrian wayfinding signage or temporary walkways.
  - Identifying best practices for accommodating bicyclists and bicycle facilities such as bicycle wayfinding signage or temporary detours.
  - Identify a route for construction-related trucks to utilize during construction. This route should follow 16th Street, 3rd Street, and Owens Street.
  - Minimizing deliveries and trucks trips to the project site during peak hours (generally 7 AM to 9 AM and 4 PM to 6 PM, but may include other times during Giants game days) where feasible, and having the construction manager endeavor to efficiently schedule deliveries and trucks trips to the project site when necessary during peak hours to minimize secondary effects to the surrounding transportation infrastructure.
- Develop a public information plan to provide adjacent residents and businesses with regularly-updated information regarding project construction activities, peak construction vehicle activities, (e.g. concrete pours), travel lane closures, and other lane closures.
- As part of the CMP review, the project sponsor should consult with SFMTA to assist coordination of construction traffic management strategies as they relate to transit operations and the needs of other users adjacent to the project site. Construction traffic management strategies include having a construction management contact person, advertisement of the construction schedule to local businesses and schools, and encouragement of construction workers to carpool or use alternative modes of travel.

Impact TR-9: The proposed project would not result in parking-related transportation impacts because of sufficient parking supply available in the vicinity of and provided within the project site. (Less-than-significant)

As discussed in Summary, SB 743 amended CEQA by adding Public Resources Code Section 21099 regarding the analysis of parking impacts for certain urban infill projects in transit priority areas. Public Resources Code Section 21099(d), effective January 1, 2014, provides that "parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." As previously discussed, the proposed project is within a transit priority area. Thus, this EIR does not consider adequacy of parking in determining the significance of project impacts under CEQA. However, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore,

this section presents an analysis of parking supply and demand and the Planning Code requirements for informational purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial unmet parking demand caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether the unmet parking demand creates such conditions would depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial unmet parking demand caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts cause by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Polices, including those in the Transportation Element of the General Plan. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

Parking Demand

As shown in **Table IV.A-12**, on an average weekday, the proposed project's short-term parking demand would be 273 parking spaces, all from the commercial (customer) uses, and long-term parking demand would be 544 parking spaces (500 residential uses; 44 commercial (employee) uses). Long-term parking is typically related to employees and residents while short-term parking is in reference to patrons and visitors and is typically less than four hours in length.

- Mid-Day (1:00 to 3:30 PM) – Conservatively assuming all of short-term parking demand, all of the commercial long-term parking demand, and 80 percent[50] of the residential long-term parking demand

[50] *SF Guidelines*, Appendix G.

would be needed during the midday period, the proposed project would have a mid-day parking demand of 717 parking spaces (400 residential uses; 317 commercial uses).

- Evening (6:30 to 8:00 PM) - Conservatively assuming all of short-term and long-term parking demand would be needed during the evening period, the proposed project would have an evening parking demand of 817 parking spaces (500 residential uses; 317 commercial uses).

Parking Supply

The proposed project would result in some on-street parking loss. The proposed project would widen the sidewalk on the north side of the project site along 16th Street from 10 to 15 feet, eliminating parking along that section and resulting in the loss of 16 parking spaces. In addition, the Project would include two loading zones and three curb cuts on the east side of the project site along Mississippi Street, resulting in the loss of 8 parking spaces. Thus, the total loss of on-street parking spaces would be 24 spaces.

The proposed project would provide 383 off-street parking spaces (336 residential use; 47 commercial use). In addition, the proposed project would include five car-share spaces, which are not included in the calculation below.

- Mid-Day (1:00 to 3:30 PM) – Assuming the loss of the 24 on-street spaces mentioned above and allocating that parking loss to commercial uses, the proposed project would have an unmet mid-day parking demand of 358 parking spaces (64 residential use; 294 commercial use).

- Evening (6:30 to 8:00 PM) - Assuming the loss of the 24 on-street spaces mentioned above and allocating that parking loss to commercial uses, the proposed project would have an unmet evening parking demand of 458 parking spaces (164 residential use; 294 commercial use).

While the number of proposed off-street parking spaces provided would be less than the demand, on-street parking and off-street parking in nearby parking garages are available in the project site vicinity. Based on **Table IV.A-16**, within the parking study area, 515 parking spaces are unoccupied during the midday period and 1,420 parking spaces are unoccupied during the evening period.[51] Assuming the additional off-street parking spaces provided and the on-street parking spaces lost by the proposed project, the unmet parking demand could be accommodated within existing on- and off-street parking spaces. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the proposed project would not materially affect the overall parking conditions in the project vicinity such that a substantial parking deficit would occur and impacts are considered less-than-significant.

[51] These numbers take into account the estimated loss of 24 parking spaces from various proposed project components described above (i.e., sidewalk widening, curb cuts, and loading zones).

Table IV.A-15 – Existing Plus Project Conditions Parking Analysis

Parking Facility	Capacity	Midday (1:30 PM – 3:00 PM)		Evening (6:30 PM – 8:00 PM)	
		Demand	Utilization	Demand	Utilization
Existing On-Street Parking	2,203	1,899	86%	1,141	52%
Existing Off-Street Parking	740	505	68%	358	48%
Existing Total	**2,943**	**2,404**	**82%**	**1,499**	**51%**
Project Contribution On-Street	-24	-	-	-	-
Residential Contribution Off-Street	336	400	100%	500	100%
Commercial Contribution Off-Street	47	317	100%	317	100%
Existing Plus Project Total	**3,302**	**3,121**	**95%**	**2,316**	**70%**

Source: DKS, On Street Parking Survey, 2012

It should be noted that the proposed project's parking spaces are not 'bundled' with the residential units. In other words, residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit. It should also be noted that Planning Commission has the discretion to adjust the number of off-street parking spaces included in the proposed project, typically at the time that the project entitlements are sought. In many cases the Planning Commission does not support the parking ratio proposed by the project sponsor and the ratio is substantially reduced. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission does not support the provision of any off-street parking spaces. Planning Code section 151.1, however, permits up to 336 off-street parking spaces based on one space per two- and three-bedroom unit and 0.75 spaces per remaining dwelling unit and up to 50 parking spaces for retail uses at this location.

If the proposed project did not provide any off-street parking spaces, the proposed project would have an unmet parking demand of 717 parking spaces in the midday period and 817 parking spaces in the evening period. As shown in **Table IV.A-16**, within the parking study area, 515 parking spaces are unoccupied during the midday period and 1,420 parking spaces are unoccupied during the evening period. Therefore, the unmet parking demand could be accommodated within existing on- and off-street parking spaces during the evening period, but not during the mid-day period (shortfall of 202 parking spaces). It is not anticipated that this would result in a substantial parking deficit given persons making the shift to other modes of transportation, and given that the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the proposed project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays are created for traffic, transit, bicycles or pedestrians and impacts are considered less-than-significant.

Although the proposed project would have less-than-significant impacts to parking, the Project Sponsor has agreed to the following improvement measure, which could further reduce the proposed project's less-than-significant parking impacts.

Improvement Measure I-TR-9: Queue Abatement.

It should be the responsibility of the owner(s)/operator(s) of the 16th Street Building and the 17th Street Building off-street parking facility to ensure that recurring vehicle queues do not occur on the Mississippi Street public right-of-way fronting the subject property. A vehicle queue is defined as one or more vehicles (destined to the off-street parking facility) blocking any portion of the Mississippi Street public right-of-way fronting subject property for a consecutive period of three minutes or longer on a daily or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department should notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.

2025 CUMULATIVE-LEVEL IMPACT EVALUATION

Impact C-TR-1: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative traffic impacts at 10 of the 14 study intersections. (Less-than-significant)

Figure IV.A-8 shows the 2025 Cumulative Conditions traffic volumes at the study intersections for the PM peak hour. Similar to the Existing Plus Project Condition, level of service calculations were performed at the 14 study intersections for the weekday PM peak hour. As described under Section 3 Travel Demand, the proposed project would generate a net 284 inbound and 229 outbound vehicle trips during the PM peak hour, for a total of 513 PM peak hour vehicle trips.

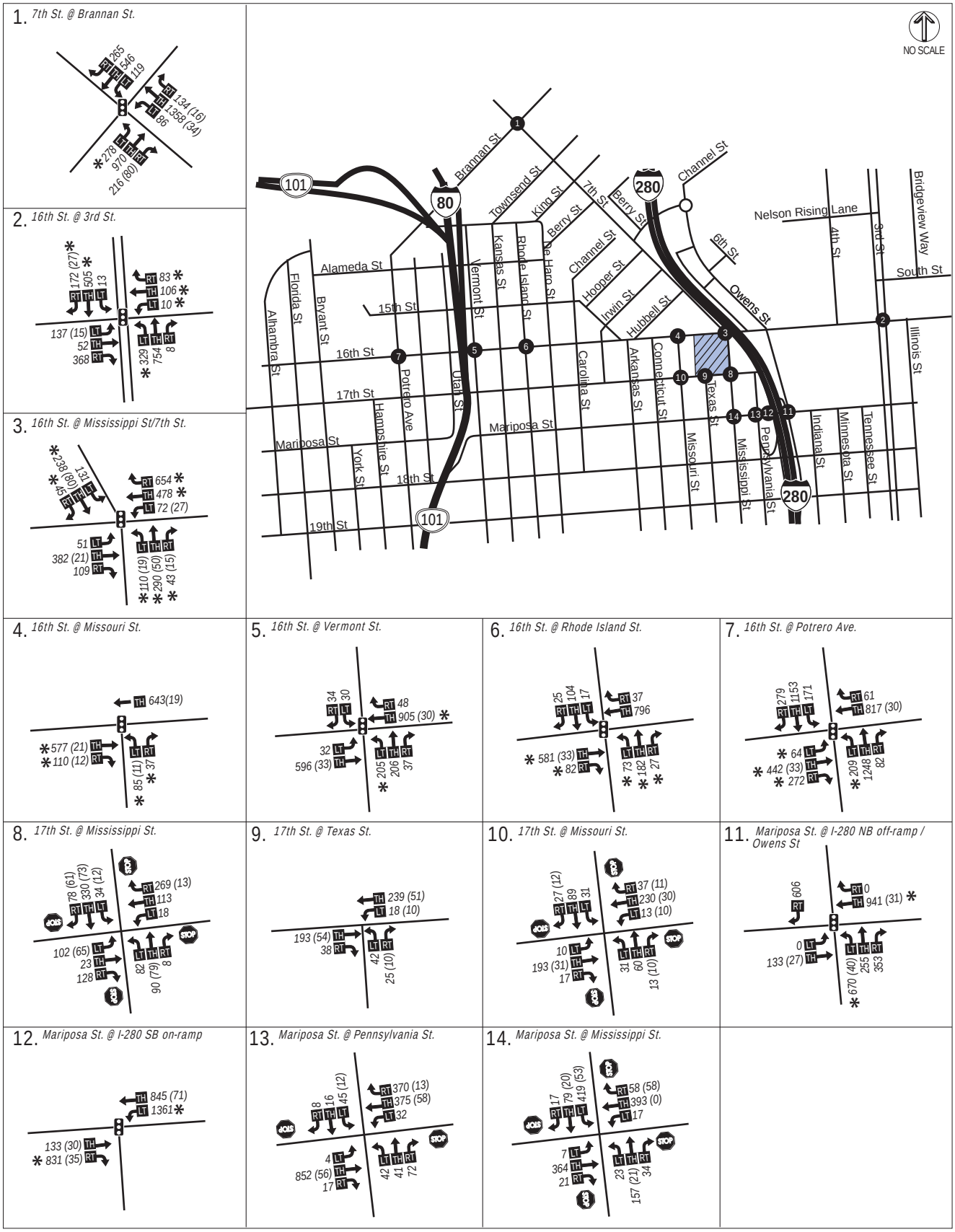


Figure IV.A-8: Cumulative Volumes
Source: DKS 2015

LEGEND
1 - Study Intersection
STOP - Stop Sign
- Traffic Signal
- Project Site
000 - PM Peak Hour Traffic Volume
LT TH RT - Volume Turn Movement
Left•Thru•Right
(xx) - Project Generated Traffic Volumes
* - Critical Movement

As shown in **Table IV.A-17**, eight of the 14 study intersections would operate acceptably at LOS D or better during the PM peak hour under 2025 Cumulative Conditions, at which the proposed project would have a less-than significant impact:

- 16th Street and 3rd Street
- 16th Street and Missouri Street
- 16th Street and Vermont Street
- 16th Street and Rhode Island Street
- 17th Street and Texas Street
- 17th Street and Missouri Street
- Mariposa Street and I-280 NB Off-Ramp
- Mariposa Street and I-280 SB On-Ramp

Table IV.A-17 – 2025 Cumulative Conditions PM Peak Hour Intersection LOS

No	Intersection Name	Control	Existing		Cumulative	
			Average Delay[a]	LOS[b,c]	Average Delay[a]	LOS[b,c]
1	7th St and Brannan St	Signalized	17.7	B	**75.6**	**E**
2	16th St and Third St	Signalized	22.9	C	24.2	C
3	7th/16th/Mississippi St	Signalized	31.0	C	**>80 v/c = 1.61**	**F**
4	16th St and Missouri St	Signalized	23.2	C (NB)	15.1	B
5	16th St and Vermont St	Signalized	12.2	B	52.7	D
6	16th St and Rhode Island St	Signalized	10.5	B	31.8	C
7	16th St and Potrero Ave	Signalized	22.6	C	**>80 v/c = 5.29**	**F**
8	17th St and Mississippi St	Unsignalized	15.7	C (NB)	**39.0**	**E (SB)**
9	17th St and Texas St	Unsignalized	10.8	B (NB)	12.4	B (NB)
10	17th St and Missouri St	Unsignalized	9.7	A (WB)	12.8	B (WB)
11	Mariposa St and I-280 NB Off-Ramp	Signalized	28.6	C	22.8	C
12	Mariposa St and I-280 SB On-Ramp	Signalized	**>50**	**F (EB)**	32.5	C
13	Mariposa St and Pennsylvania St	Unsignalized	**>50**	**F (SB)**	**>50**	**F (SB)**
14	Mariposa St and Mississippi St	Unsignalized	**>50**	**F (WB)**	**>50**	**F (SB)**

Source: DKS Associates, 2014

Notes:

a. Delay is in seconds per vehicle and is based on average stopped delay. Where signalized intersection is LOS F, volume to capacity (v/c) ratio is also reported.

b. LOS = Level of Service

c. For unsignalized intersections, LOS is reported based on worst approach, which is indicated in parentheses. Worst approach can change with addition to project volumes, which are not distributed evenly across different approaches.

BOLD indicates unacceptable LOS of E or F

The following two of 14 study intersections would operate unacceptably at LOS E or F under 2025 Cumulative Conditions. However, because the proposed project does not significantly contribute to their unacceptable operation, the proposed project would have a less-than-significant impact:

- 7th Street and Brannan Street
- 16th Street and Potrero Avenue

As shown in **Table IV.A-17**, the signalized intersection of 7th Street and Brannan Street, during the PM peak hour the intersection would operate at LOS E under 2025 Cumulative Conditions. The proposed project would add no vehicles to the critical[52] eastbound left-turn movement, which would operate below the standard at LOS F under 2025 Cumulative Conditions. Because the proposed project does not contribute substantially to the critical movement and therefore does not contribute significantly to any increase in delay at this intersection, the proposed project would result in a less-than-significant impact to the unacceptable operations of the intersection of 7th Street and Brannan Street. At the signalized intersection of 16th Street and Potrero Avenue, during the PM peak hour the intersection would operate at LOS F under 2025 Cumulative Conditions. The proposed project would add no vehicles to the critical northbound left-turn movement, and 33 vehicles to the critical eastbound approach, both of which would operate at LOS F. This project-related contribution to the eastbound approach would represent 4 percent of the total PM peak hour volume under Cumulative Conditions. The proposed project's contributions to critical movements would not be substantial, and therefore, the proposed project would result in a less-than-significant impact at the intersection of 16th Street and Potrero Avenue.

The *Eastern Neighborhoods PEIR* evaluated potential impacts to 40 intersections within or in the vicinity of the Eastern Neighborhoods. The *Eastern Neighborhoods PEIR* determined that the rezoning that would occur within the Eastern Neighborhoods as a result of implementation of the proposed rezoning and area plans project would increase daily traffic and would result in significant and unavoidable impacts to 10 of the 15 study intersections within or near the Showplace Square/Potrero Hill area.

Of the 10 impacted intersections, 7th Street and Brannan Street, and 16th Street and Rhode Island Street are study area intersections. However, the proposed project does not contribute traffic volumes to the critical turn movement at either the 7th Street and Brannan Street or 16th Street and Rhode Island intersections. Therefore, the proposed project would not substantially contribute to unacceptable intersection operations described in the *Eastern Neighborhoods PEIR*.

Impact C-TR-2: The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street. (Significant and Unavoidable)

As shown in **Table IV.A-17**, the following four study intersections would operate at LOS E or F during the PM peak hour under 2025 Cumulative Conditions, as follows:

[52] Critical movement is defined as the movement or lane for each phase that requires the most green time. An increase in demand to a critical movement will increase delay for the intersection, whereas an increase in demand to a non-critical movement will not increase delay.

- 7th/16th/Mississippi Street
- 17th Street and Mississippi Street
- Mariposa Street and Pennsylvania Street
- Mariposa Street and Mississippi Street

At the signalized intersection of 7th/16th/Mississippi Street, during the PM peak hour the intersection would operate at LOS F under 2025 Cumulative Conditions. The proposed project would add no vehicles to the critical westbound through-right movements, and 84 vehicles to the critical northbound approach, which would both operate at LOS F. This project-related contribution to the critical northbound approach would represent 19.0 percent of the total PM peak hour volumes under 2025 Cumulative Conditions. The proposed project's contributions to the critical northbound movement would be considerable (greater than 5 percent), and therefore, the proposed project would result in a significant cumulative impact at the intersection of 7th/16th/Mississippi Street.

The intersection is already signalized, and providing additional new through or turn lanes would require substantial reduction in sidewalk widths, which would be inconsistent with the pedestrian environment encouraged by the City and County of San Francisco. Furthermore, providing additional new through or turn lanes would be in conflict with future modifications to lane geometry per those contemplated by Muni Forward, which would seek to convert existing lanes to transit-only lanes along 16th Street. There were no feasible mitigations identified which would improve the poor operating conditions at this intersection to an acceptable level (LOS D or better). Therefore, the proposed project's impact would remain significant and unavoidable.

Under 2025 Cumulative Conditions with the proposed project, the southbound approach of the unsignalized intersection of 17th Street and Mississippi Street would, similar to Existing Plus Project conditions, continue to operate at LOS F during the PM peak hour and Caltrans signal warrants would continue to be met. The proposed project would have a significant Existing Plus Project impact on the operation of this intersection and thus the proposed project would similarly have a significant impact under 2025 Cumulative Conditions. Signalization of this intersection and other measures to improve operations were considered, as described in the Existing Plus Project impact discussion. The implementation of Mitigation Measure M-TR-2a, 17th Street and Mississippi Street Signalization, would improve cumulative intersection operations to LOS A. The SFMTA believes that signalization is feasible, but given that SFMTA cannot commit that sufficient funding beyond the "fair share" amount provided by the project sponsor is available to ensure that this measure would be implemented, the impact at the intersection, under Existing Plus Project Conditions, was considered significant and unavoidable if funding is not identified. Similarly, under Cumulative Conditions, the proposed project would have a significant and unavoidable impact due to the uncertainty of funding the improvement.

Under 2025 Cumulative Conditions with the proposed project, the southbound approach of the unsignalized intersection of Mariposa Street and Pennsylvania Street would, similar to Existing Plus Project conditions, continue to operate at LOS F during the PM peak hour and Caltrans signal warrants would continue to be met. The proposed project would have a significant Existing Plus Project impact on the operation of this intersection and thus the proposed project would similarly have a significant impact under 2025 Cumulative Conditions. Signalization of this intersection and other measures to improve operations were considered, as described in the Existing Plus Project impact discussion. The

implementation of Mitigation Measure M-TR-2b, Mariposa Street and Pennsylvania Street Signalization, would improve cumulative intersection operations to LOS B. SFMTA staff determined that signalization is feasible, but given that SFMTA cannot commit that sufficient funding beyond the "fair share" amount provided by the project sponsor is available to ensure that this measure would be implemented, under Existing Plus Project Conditions, the impact at the intersection was considered significant and unavoidable if available funding is not identified. Similarly, under Cumulative Conditions, the proposed project would have a significant and unavoidable impact if available funding is not identified.

Under 2025 Cumulative Conditions, the westbound approach of the unsignalized intersection of Mariposa Street and Mississippi Street would operate at LOS E during the PM peak hour and Caltrans signal warrants would continue to be met. The proposed project would have a significant and unavoidable Existing Plus Project impact on the operation of this intersection and thus the proposed project would similarly have a significant impact under 2025 Cumulative Conditions. Signalization of this intersection and other measures to improve operations were considered, as described in the Existing Plus Project impact discussion. However, none of the measures were determined to be feasible under Existing Plus Project Conditions and the impact at the intersection was considered significant and unavoidable. Similarly, under Cumulative Conditions, the proposed project would have a significant and unavoidable impact due to the uncertainty of implementing changes at the intersection.

Impact C-TR-3: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative transit impacts. (Less-than-significant)

As previously discussed, cumulative impacts were identified for up to seven Muni transit lines in the *Eastern Neighborhoods PEIR* (including the 9 San Bruno, 22 Fillmore, 26 Valencia, 27 Bryant, 33 Stanyan, 48 Quintara, and 49 Van Ness/Mission lines). The 22 Fillmore is the only line out of the seven listed that runs in the vicinity of the project site. None of these lines would be substantially affected by the proposed project. Improvement of transportation demand management was proposed as mitigation in the *Eastern Neighborhoods PEIR* (Mitigation Measure E-11: Transportation Demand Management), which is also included as a mitigation for the proposed project (Mitigation Measure M-TR-2c).

Local Transit

Muni transit service under the 2025 Cumulative Conditions would include the service changes described in the impact analysis methodology section for SFMTA's Muni Forward, including changes to the 22 Fillmore, 10 Townsend, 19 Polk, and 33 Stanyan. These efforts in the Muni transit system would help to improve the efficiency, effectiveness, and reliability of public transit in San Francisco.

The PM peak hour Muni outbound screenline analysis for the Existing and 2025 Cumulative Conditions is given in **Table IV.A-18**.

Table IV.A-18 – 2025 Cumulative Conditions Muni Screenline Analysis - PM peak hour (Outbound)[1]

Screenline	Transit Corridor	Existing Conditions			2025 Cumulative Conditions		
		Capacity	Demand	Utilization	Capacity	Demand	Utilization
Northeast							
	Kearny/Stockton:	3,291	2,158	66%	3,468	2,770 (0)	80%
	All Other Lines:	1,078	570	53%	1,596	911 (23)	59%
	Subtotal	**4,369**	**2,727**	**62%**	**5,064**	**3,681 (23)**	**73%**
Northwest							
	Geary Corridor:	2,528	1,814	72%	3,099	2,915 (2)	94%
	All Other Lines:	4,421	3,438	78%	8,293	6,939 (5)	84%
	Subtotal	**6,949**	**5,252**	**76%**	**11,392**	**9,854 (7)**	**87%**
Southeast							
	3rd Street:	714	550	77%	893	759 (18)	87%
	Mission:	2,789	1,529	55%	1,685	1,497 (0)	89%
	Other Lines:	3,846	2,354	61%	2,600	2,818 (44)	110%
	Subtotal	**7,349**	**4,433**	**60%**	**5,178**	**5,073 (62)**	**99%**
Southwest							
	Subway Lines:	6,294	4,747	75%	6,188	5,927 (1)	96%
	All Other Lines:	2,351	1,381	59%	1,837	1,587 (0)	86%
	Subtotal	**8,645**	**6,128**	**71%**	**8,025**	**7,514 (1)**	**94%**
Total		**27,312**	**18,541**	**68%**	**29,659**	**26,123 (93)**	**88%**

Source: SF Guidelines, 2002; SF Planning Department and SFMTA, 2013

Notes:

1. Muni bus data collected between August 2011 and October 2011 (except 1AX and 1BX which is January to March 2012). Muni rail data collected between September 2007 and February 2010.
2. Proposed project trips are in parentheses (XX).

Between the Existing and 2025 Cumulative Conditions, the capacity across the screenlines would increase from 27,312 to 29,659 while the demand would increase from 18,350 to 26,123. The proposed project would result in 93 new transit trips crossing the outbound PM peak hour Muni screenlines. All of the respective project contributions to the four screenlines would result in the screenlines operating at a capacity utilization of 99 percent or below, with all but one (northeast) screenline with a capacity utilization above the 85 percent standard. The proposed project would increase demand by 23 passenger trips to the northeast screenline, which would operate at 73 percent capacity utilization. The proposed project would increase demand by 7 trips to the northwest screenline, which would operate at 87 percent capacity utilization; however, the project-related contribution would represent less than 1.0 percent of the total screenline demand. The proposed project would increase demand by 62 trips to the southeast screenline,

which would operate at 99 percent capacity utilization; however, the project-related contribution would represent less than 1.0 percent of the total screenline demand. The proposed project would increase demand by one trip to the southwest screenline, which would operate at 94 percent capacity utilization; however the project-related contribution would represent less than 1.0 percent of the total screenline demand. Because the proposed project does not contribute a considerable amount of transit demand to any of the screenlines operating over the 85 percent capacity utilization standard, the proposed project would result in a less-than-significant impact to Muni operations.

Of the transit routes serving the project site, only the 10 Townsend bus route is currently operating at or above 85 percent capacity utilization as shown in **Table IV.A-18**. The proposed project would add 8 trips to the outbound 10 Townsend bus route, crossing the Northeast screenline, representing 4.1 percent of the ridership. This increase would not represent a substantial contribution and would therefore have a less-than-significant impact.

The proposed project would add vehicle trips to streets with Muni bus service, including 16th Street. However, as this analysis assumes full implementation of transit-only lanes along 16th Street, it is expected that these project-related vehicle trips would not affect transit operations and would generally not be in direct conflict with Muni buses and light rail vehicles. The widened sidewalk along 16th Street is not anticipated to conflict with the planned 16th Street transit improvements under Muni Forward given the anticipated cross-section for this segment of 16th Street. The proposed sidewalk widening along 16th Street would be subject to San Francisco Public Works approval, after consultation with the SFMTA to ensure no conflicts would occur with future planned transit network changes. Furthermore, no bus and light rail stop locations exist directly adjacent to the project site. The nearest bus stop is located at the intersection of 16th Street and Missouri Street and the nearest light rail stop at 3rd Street and South Street. As such, the proposed project would not substantially affect Muni transit operations (i.e., result in delays or operating costs). Therefore, the proposed project would have a less-than-significant impact on Muni transit operations.

Regional Transit

No regional screenline analysis for future year 2025 conditions was performed. However, as presented in **Table IV.A-18**, about 26 new transit trips associated with the proposed project would cross regional screenlines and no impacts were identified under Existing Plus Project conditions. Furthermore, the marginal increase in regional trips would mostly be "reverse commute" trips and would not substantially affect future ridership levels in the peak direction during the evening commute hours. Therefore, it is reasonable to assume that proposed project would not contribute considerably to transit overcrowding if it were to occur under Cumulative Conditions. Based on these findings, the proposed project would not result in substantial effects to future ridership levels along regional transit lines and impacts to regional transit would be less-than-significant.

Impact C-TR-4: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative pedestrian impacts. (Less-than-significant)

Pedestrian circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. Pedestrian trips throughout the city may increase under the cumulative scenario due to general background growth. Pedestrian trips generated by the proposed project in the project site vicinity would include walk trips to and from the project site, plus walk trips to and from

transit lines. However, as stated in Existing plus Project Conditions, the proposed project would not result in the overcrowding of sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Considering the proposed project's growth cumulatively with reasonably foreseeable future project and growth throughout the City, the cumulative effects of the proposed project would not be considerable. Furthermore, the Better Streets Plan recommends various pedestrian improvements in the project site vicinity that would further reduce the proposed project-related pedestrian impacts in future Cumulative Conditions. Various pedestrian improvements for mixed-use streets, like the streets fronting the project site include widening sidewalks to a minimum width of 12 feet and recommended width of 15 feet. For the above reasons, the proposed project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative pedestrian-related transportation impacts.

Impact C-TR-5: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative bicycle impacts. (Less-than-significant)

Bicycle circulation impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. Bicycle trips throughout the City may increase under the 2025 Cumulative Conditions due to general background growth. Bicycle trips generated by the proposed project in the project site vicinity would include bicycle trips to and from the project site. However, as stated in Existing plus Project Conditions, the proposed project would not create potentially hazardous conditions for bicyclists or otherwise interfere with bicyclist accessibility to the site and adjoining areas. Increases in the number of proposed project vehicle trips could increase some conflicts between bicyclists and the new vehicles (e.g., along Mississippi Street), however these conflicts would not be considered significant. Considering the proposed project's growth with reasonably foreseeable future project and growth throughout the City, the cumulative effects of the proposed project on bicycle facilities would not be considerable.

The proposed project would conform to future planned changes in the bicycle network. These include relocating the existing Class II bicycle facility from 16th Street to 17th Street as anticipated in Muni Forward and minor improvements detailed in the San Francisco Bicycle Plan. The proposed project would not add a conflict (e.g., new curb cut or loading zone) along one of these planned bicycle network changes. The widened sidewalk along 17th Street (from 10 to 12 feet) is not anticipated to conflict with this planned 17th Street bicycle facility given the anticipated cross-section for this segment of 17th Street. The proposed sidewalk widening along 17th Street would be subject to San Francisco Public Works approval, after consultation with the SFMTA to ensure no conflicts would occur with future planned bicycle network changes. For the above reasons, the proposed project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative bicycle-related transportation impacts.

The *Eastern Neighborhoods PEIR* determined that new bicycle trips resulting from development subsequent to implementation of the proposed rezoning and area plans would use the existing and planned system of bicycle routes. Individual development projects would be required to comply with provisions of the Planning Code pertaining to bicycle parking spaces in off-street parking facilities, and other support facilities, such as showers and lockers. Bicycle impacts were determined to be less-than-significant.

Impact C-TR-6: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative construction-related transportation impacts. (Less-than-significant)

Construction of the proposed project may overlap with the construction of other projects within the project vicinity. Construction activities, as described under Section 4.2.7, could affect access, traffic, and pedestrians on streets used as access routes to and from study areas and the project site. Overall, localized cumulative construction-related transportation impacts could occur as a result of cumulative projects that generate increased traffic at the same time and on the same roads as the proposed project. The construction manager for the project would be required to work with the various departments of the City to develop a detailed and coordinated Construction Management Plan (CMP) that would address construction vehicle routing, traffic control, and pedestrian movements adjacent to the construction area for the duration of any overlap in construction activity. The cumulative impacts of multiple nearby construction projects would not be considerable, as the construction would be of temporary duration, and the Project Sponsor would coordinate with various City departments such as SFMTA and Public Works through the Transportation Advisory Staff Committee (TASC) to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction overlap.

Additionally, the proposed project's construction timeline may overlap with other projects under construction or implemented at the same time. The Muni Forward Project may be implemented along 16th Street. While the proposed project's construction may occur concurrently with other projects in the project vicinity, it is not expected that the construction schedule of the proposed project would be in conflict with other projects in the area.

Therefore, for the above reasons, the proposed project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative construction-related transportation impacts.

B. Historic Architectural Resources

INTRODUCTION

A "historical resource" is defined in CEQA Guidelines Section 15064.5(a) as one that is listed in, or determined eligible for listing in, the California Register of Historic Resources (CRHR). This subsection describes historic architectural resources at the project site; identifies potential historic architectural resources in the vicinity of the project site; and evaluates potential direct and indirect impacts to those resources that could result from the proposed project.

For the purposes of this EIR, the term "historic architectural resource" is used to distinguish such resources from archaeological resources, which may also be considered historical resources under CEQA.

The Notice of Preparation and Community Plan Exemption (included as Appendix A to this EIR) determined that the project would not cause significant adverse impacts to potential archeological and other cultural resources beyond those identified in the *Eastern Neighborhoods PEIR*, with implementation of Mitigation Measure M-CP-1. Therefore, further discussion of archeological and other cultural resources is not required in this EIR.

Project impacts on "historical resources," as defined by CEQA Guidelines Section 15064.5, are analyzed in two steps. The first step determines whether a project may have an effect on a resource that falls within the definition of "historical resource(s)" under CEQA. If the project is found to potentially affect historical resources, the second step is to determine whether the effects of the project would result in a substantial adverse change to the affected resource(s). A project that may cause a substantial adverse change in the significance of a historical resource is one that may have significant effects on the environment (CEQA Guidelines Section 15064.5(b)).

This chapter is based on information provided in the Historical Resource Evaluation (HRE) prepared by VerPlanck Historic Preservation Consulting[53] (and associated appendices) for the proposed project and an Historic Resource Evaluation Response (HRER) prepared by the Planning Department[54] that includes a determination regarding the historical resource status of the buildings on the project site and the potential project impacts to historic resources.

ENVIRONMENTAL SETTING

The project site is largely surrounded by industrial and commercial properties and sites that have been or are currently being redeveloped for residential uses. The project site is not located in or contributing to a historic district and no nearby properties have been designated as or found eligible for listing as historic resources with the exception of 1231 17th Street, the Bottom of the Hill entertainment venue, located approximately 100 feet southwest from the project site, across 17th Street. The structure at 1231 17th Street was assessed as part of the area-wide Showplace Square Survey and described as a good and well preserved example of reconstruction period development when it was a speakeasy "soda fountain" and as

[53] VerPlanck Historic Preservation Consulting, Historic Resource Evaluation 1200 17th Street/901 16th Street, November 25, 2014.

[54] Gretchen Hilyard (Preservation Planner), San Francisco Planning Department, Historic Resource Evaluation Response, 1200 17th Street/901 16th Street, December 19, 2014.

a locally significant venue for live music since 1972. A status code of 5S3 was assigned under that survey, meaning that it appears individually eligible for local listing. There is no record of any follow-up study of this site. Additional information regarding surrounding development, including photographs, can be found in the HRE.

Historical Context

The project site is located on the northerly edge of San Francisco's Potrero District, a formerly industrial and working-class neighborhood that has been transformed over the last few decades into an increasingly residential area, with some residual industry remaining along its northern and eastern edges. The history of the site is summarized below. Additional information including photographs, historic maps, and tables charting ownership and changes can be found in the HRE.

Historical Background of the Northern Potrero District

The project site is located within the northern Potrero District. The northern Potrero, which began to develop as an industrial area in the early 1900s, thereafter became known as the New Wholesale District (the "New" to differentiate it from the "Old" Wholesale District on Mission Street, between 1st and 6th streets) circa 1905 and it remained one of San Francisco's foremost industrial districts for most of the twentieth century. Although the industrialization of the northern Potrero District got underway before the 1906 Earthquake, full-scale development of the area (as well as the adjoining Mission Bay area) did not take off until after the 1906 Earthquake, when the Atchison Topeka & Santa Fe (Santa Fe) and the Southern Pacific railroads completed filling Mission Bay for new industrial sites.

All sorts of industries relocated to the New Wholesale District after 1906, including hardware dealers, food processing and canning plants, cable and belt manufacturers, steel fabricators, bakeries, paint manufacturers, barrel makers, mattress factories, and many other types of industry. Construction of new industrial facilities and the expansion of existing industrial plants continued until World War II. After the war, many industrialists left San Francisco for Emeryville, South San Francisco, San Leandro, and other suburban industrial cities, where large tracts of land with freeway access were available and unions were less powerful. Though San Francisco's industrial sector steadily declined during the 1950s and 1960s, many of the large warehouses and factories in the New Wholesale District found new life in the 1970s. During this time, wholesale design firms, many of which had been located in Jackson Square, looked to the disused warehouses of the New Wholesale District. These buildings were perfect for wholesale showrooms with their large floorplates, convenient freeway access, and ample parking. By the early 1980s, the proliferation of wholesale design-related companies gave the area a new name, "Showplace Square."

Pacific Rolling Mill Co.

The Pacific Rolling Mill Co., the developer of the project site, was founded in 1898 by Patrick Noble. The company was a reincarnation of the much older Pacific Rolling Mills Co., a well-known steel manufacturer based at Potrero Point that went out of business in May 1898. (The newer company omitted the "s" from "Mills"of its predecessor's name.) Pacific Rolling Mill Co. concentrated on the fabrication and assembly of structural steel for large buildings, rather than steel manufacturing. The company was originally headquartered at 519 Mission Street, where its headquarters remained until 1905.

Meanwhile, as early as 1899, Noble had leased half of Block 3949 from the Real Estate and Development Co. and began building a fabrication plant. At this point the Pacific Rolling Mill Co. was confined to the

southern half of the site. None of the buildings on the Pacific Rolling Mill Co. property at that time survives today.

The Pacific Rolling Mill Co. facility had prospered with all the work that accompanied the reconstruction of San Francisco after the 1906 Earthquake and been significantly enlarged by 1915. A new "structural shed" on the eastern edge the site (now the 1100 17th Street portion of the 1100/1200 17th Street warehouse), as well as a massive new "stock shed" on the west side of Texas Street (now the warehouse at 1210 17th Street/975 16th Street) had been added.

Pacific Rolling Mill Co. Plant Expansion in 1926

In 1920, Patrick Noble died. Pacific Rolling Mill Co. subsequently inaugurated an ambitious expansion program at its existing plant. In 1926, the company erected several new structures, including a new steel-frame shop building (now the 1200 17th Street portion of the 1200/100 17th Street warehouse) and a new two-story brick office building (now the vacant office building at 1200 17th Street). The stock shed at 1210 17th Street was also expanded at this time with at least one shed-roofed addition on its east side.

The block of Texas Street between 16th and 17th streets, which originally divided the project site into two sections, was formally closed in 1923. This allowed the Pacific Rolling Mill Co. to legally enlarge its stock shed at 1210 17th Street, which received additions on its east side between 1923 and 1926.

Judson-Pacific Purchases the Pacific Rolling Mill Co.

On August 2, 1928, the Pacific Rolling Mill Co. merged with Judson Manufacturing Co. of San Francisco, and on December 7, 1928, the newly organized Judson-Pacific Co. purchased the property from the Real Estate and Development Co. Judson-Pacific promptly moved its sales offices from 1200 17th Street to 604 Mission Street, where Judson Manufacturing Co. had been headquartered prior to the merger. The company had three locations: the approximately 3-acre facility at 17th and Mississippi streets in San Francisco, an 8-acre facility in Emeryville, and a 25-acre open-hearth plant in Oakland. Together these plants fabricated 25,000 tons of structural steel per year, making it the largest steel fabricating company in the West.

Aerial photographs taken of the site during the late 1930s indicates that all four pre-1927 structures that stand today were there, including the brick office building at 1200 17th Street, the shops structure at 1200 17th Street, and the open-sided metal- clad sheds at 1100 and 1210 17th Street. Every square inch of the site was covered with buildings, although the buildings shown in the aerial photographs from the late 1930's on the northeast portion of the site no longer exist.

Judson Pacific-Murphy Sells 1200 17th Street/901 16th Street

In comparison with Judson-Pacific's much larger East Bay facilities, its Potrero plant was small and produced a relatively small portion of the company's overall output. Hemmed in by other properties, expansion on the existing site was constrained. Judson-Pacific, which thrived during the remaining years of the 1920s-era building boom, barely survived the Depression and World War II. In 1945, it merged with the J. Philip Murphy Corporation, forming the Judson Pacific-Murphy Corporation. The new company retained the Potrero plant for only one year. In 1946, Judson Pacific-Murphy consolidated its manufacturing operations in the East Bay and idled its Potrero plant.

A photograph taken in 1945, shows the entire Judson Pacific-Murphy plant shortly before it closed (Figure IV.B-1). This image, which appears to have been taken from the roof of a nearby building, illustrates the complex before it was converted into a fully enclosed warehouse facility by Owens-Illinois Glass Co. in 1946-7.

Figure IV.B-1: Photograph of the project site taken in 1945, looking northwest

Source: A Romance of Steel in California (1946), annotated by VerPlanck in the 2014 HRE.

Judson Pacific-Murphy Corporation was the last structural steel fabricator to occupy the site. On June 12, 1946, the company sold the property (APNs 3949/002 and 3950/001) to Paul F. Gillespie, William S. Wetenhall, and Arthur E. and Mabel H. Wilkens, a consortium that was eventually expanded to more than 20 investors.

Owens-Illinois Corporation Converts Open Sheds into Enclosed Warehouses

The new ownership consortium leased the project site to the Owens-Illinois Glass Co. in 1946. The Owens-Illinois Glass Co., a maker of glass bottles and other related products, began making plans and shortly thereafter converted the vacant structural steel fabrication plant into an enclosed warehouse facility for its products, including bottles, jars, food containers, molded plastic enclosures, and bottle caps. Owens-Illinois made several significant alterations to the structures, including the construction of new concrete foundations and floor slabs, rebuilding the interior framing and enclosing the formerly open walls of the sheds with new corrugated steel and/or asbestos-coated steel panels, installing a fire suppression system, reconfiguring the east wall of 1100 17th Street with three large loading docks, reframing the northern half of 1100 17th Street, building six new loading docks and three canopies on the south side of the shops structure at 1200 17th Street, and enclosing the gaps between the brick office building and the surrounding metal-clad structures. The conversion was designed by the San Francisco engineering firm of H.J. Brunnier.

Subsequent Owners and Alterations: 1953-2014

In May 1953, the Fiberglas Engineering Supply Division, a subsidiary of the Owens-Corning Corporation, took over the lease to the project site and performed interior alterations to the brick office building, including installing new partitions and new linoleum flooring in the offices.

Throughout the 1950s, 1960s, and 1970s, the same consortium of investors (known as Robert Baker et al) that bought the property in 1946 continued to own and manage it. Fiberglas Engineering Supply Co. remained in the building until 1966. In February 1967, City Transfer and Storage, a file storage company, leased the building and remodeled the office building into the company's headquarters and the warehouse structures into a storage facility. The scope of work for the brick office building included the demolition of all non-bearing partition walls, the installation of a pair of new wood-panel doors in the main entrance, a new private office at the southwest corner of the second floor level, painting, new toilet rooms, electrical work, and various other cosmetic changes.

In June 1984, Robert Baker et al sold the project site to Macor, Inc., a real estate investment company. Macor promptly leased it to Cor-O-Van, a file storage company based in Coronado, California. During the time that Macor owned the property, its tenants made dozens of alterations to the site. Macor, Inc. sold the project site to Cornerstone Properties and Walden Mission Bay I LLC in March 2006. In November 2011, the ownership structure changed to Potrero Partners LLC. Throughout the time that Walden Development/Potrero Partners has owned the property, it has continued to lease most of the site to Cor-O-Van, including the warehouse structure at 1200/1100 17th Street and the southern half of the warehouse at 1210 17th Street. The northern half of this warehouse (975 16th Street) is leased to the University of California, which uses it for storage.

Building Description

The project site contains four buildings, as described below, a modular office building surrounded by a surface parking lot, two metal shed warehouse structures, and a brick office building. (These buildings are shown on Figure II-2.) Additional information about the building on the site, including additional photographs, can be found in the HRE.

Description of Modular Office Building at 901 16th Street

Located at the northeast corner of the project site is a one-story, wood-frame, portable modular office building housing the administrative offices of Cor-O-Van, the primary tenant of the property. The utilitarian structure, which was moved to the site in 1996, is clad in plywood. It has aluminum windows, a flat roof, and the primary entrance is accessed by a ramp running parallel to 16th Street. This building is not historic-age and is not further discussed in this analysis.

Description of Metal Shed Warehouse at 1200/1100 17th Street

Originally constructed as two open-sided sheds, these structures have subsequently been clad in corrugated metal siding and connected internally as one warehouse building.

The portion occupying the Mississippi Street frontage at 1100 17th Street is a one-story, wood and steel-frame, gable-roofed warehouse constructed ca. 1910 (Shown in **Figures IV.B-1** and **IV.B-2**). Originally framed with heavy wood timbers and sheltered beneath a hipped roof with open sides (i.e., no exterior walls), the structure was reconstructed by Owens-Illinois Glass Co. in 1946-7 as a general-purpose warehouse including enclosing the formerly open sides with windowless corrugated metal panels. At the same time (1946-7) the northern half of the structure was partially demolished and reframed in steel to allow the construction of three large loading docks along Mississippi Street, which currently have contemporary metal roll-up doors. The gable roof, which runs parallel to Mississippi Street, is punctuated at its ridge by remnants of sheet metal ventilators.

Figure IV.B-2: Warehouse at 1200/1100 17th Street, looking southwest on Mississippi St., 2014

Source: HRE, VerPlanck, 2014

Figure IV.B-3: South façade of warehouse at 1200/1100 17th Street, looking northeast on 17th St., 2014

Source: HRE, VerPlanck, 2014

Connected to the 1100 17th Street portion along the entire shared boundary, the much larger portion of the combined warehouse at 1200 17th Street was constructed in 1926 by the Pacific Rolling Mill Co. as a shops complex. It is a one-story, steel-frame structure with a saw-tooth roof. The exterior is clad in corrugated metal siding that was attached in 1946-7, as described above.

The south (primary) façade of the 1200 17th Street portion of the warehouse has a simple, functional design (**Figure IV.B-3**). A large vehicular entrance with a steel roll-up door was built in 1969 at the east end of the south façade and replaced a "barn" door that was removed from a different location in 1969. There is also a pedestrian entrance with a steel door on this façade. While the lower level is windowless, the upper level of the south façade is punctuated by an irregular pattern of steel industrial sash windows. Some of these windows have operable awning sashes. Others have been infilled or partially infilled.

The north façade of the 1200 17th Street portion of the warehouse faces the parking lot and 16th Street (**Figure IV.B-4**). Reconfigured in 1946-7, this section of the north façade consists of six loading docks, three of which are sheltered beneath three large metal canopies that were constructed in 1947. The loading dock openings all contain contemporary steel roll-up doors. Located along the north façade is a steel water tank mounted on a square platform.

Figure IV.B-4: North façade of warehouse at 1200/1100 17th Street, looking southwest from parking lot, 2014

Source: HRE, VerPlanck, 2014

Description of Metal Shed Warehouse at 1210 17th Street/975 16th Street

Along the western portion of the project site is a one-story, steel and wood-frame warehouse with a compound gable and shed roof. The large building extends through the block from 16th Street to 17th Street. A portion of the west façade, which is mostly obscured by adjoining buildings, is visible from Missouri Street and a large section of the east façade is visible from 16th and Mississippi Streets. The structure, which was originally constructed as an open-sided shed ca. 1908, is now entirely windowless and clad in corrugated metal applied in 1946-7 when the structure was converted into an enclosed

warehouse by the Owens-Illinois Glass Co. Large portions of the exterior cladding have been replaced in recent years.

The primary (south) façade of the warehouse at 1210 17th Street/975 16th Street faces 17th Street (**Figure IV.B-5**). It is a windowless wall of painted corrugated metal panels. The south façade has three vehicular entrances with contemporary steel roll-up doors and a pedestrian entrance with a steel door. The structure's roofline, which consists of a shallow gable and two shed-roofed sections, indicate the warehouse has been expanded and altered several times.

Figure IV.B-5: South Façade of Warehouse at 1210 17th Street/975 16th Street, looking northeast on 17th Street, 2014

Source: HRE, VerPlanck, 2014

The north façade of the warehouse at 1210 17th Street/975 16th Street faces 16th Street (**Figure IV.B-6**) and is essentially the mirror image of the south façade. It is a windowless wall of painted corrugated metal panels with two large vehicular openings punctuating the two newer shed-roofed additions to the east. The vehicular entrances both contain contemporary steel roll-up doors. The older gable-roofed volume to the west has two pedestrian entrances containing contemporary steel doors.

The visible portions of the east and west façades are windowless and clad in unpainted corrugated metal siding. Most of the metal cladding along the lower portion of the east façade has been replaced in recent years.

Figure IV.B-6: North Façade of Warehouse at 1210 17th Street/975 16th Street, looking southeast on 16th Street, 2012

Source: HRE, VerPlanck, 2014

Description of Brick Office Building at 1200 17th Street

The brick office building at 1200 17th Street is a two-story, timber-frame structure with a concrete slab foundation and a gently sloping roof concealed behind a flat, raised parapet. Aside from a pair of planter beds flanking the main entrance, there is no landscaping. The roughly rectangular building is enveloped within the adjoining metal shed warehouses, with only the south façade exposed as an exterior wall. Built of brick and ornamented with corbeled detailing, the former office building stands out from its utilitarian neighbors. This office building resembles several comparable industrial brick buildings located throughout the Showplace Square area.

The south (primary) façade of the brick office building at 1200 17th Street is unpainted brick (**Figure IV.B-7**). Aside from the right bay, which supports a secondary entrance, the primary façade is symmetrical, featuring a recessed, arched entrance in the center bay of the first floor level that is now boarded up. The arched entrance is outlined by brick voussoirs and capped by a brick keystone at the top of the arch. The entrance is flanked to either side by rectangular window openings containing multi-light steel industrial sash windows, with operable awning sashes. The second floor level of the south façade is articulated by a smaller multi-light steel industrial window in the center bay. This window is flanked by rectangular steel industrial-sash windows that are as wide, but somewhat shorter, than the corresponding windows on the first floor level. All window openings on the primary façade have molded brick lug sills but no other ornament. The windows on the first floor level are protected behind steel security bars added at an unknown time. A cast-cement sign, presently obscured behind a vinyl banner, reads: "JUDSON-MURPHY CORPORATION." The primary façade is crowned by a corbeled brick cornice and stepped parapet. A

wooden flagpole is attached to the roof just behind the parapet. The lower portion of the façade is presently covered in painted-out graffiti.

Figure IV.B-7: South Façade of Brick Office Building at 1200 17th Street, looking north on 17th Street, 2012

Source: HRE, VerPlanck, 2014

The interior of the brick office building has been altered several times since the Judson-Murphy Corporation, the successor to the Pacific Rolling Mill Co., sold the site after World War II. According to building permit applications on file at the San Francisco Department of Building Inspection, the interior was first remodeled in 1953 when the Fiberglass Engineering Co., a subsidiary of the Owens-Illinois Glass Co., leased the property. The work included the installation of new wood partitions, toilet rooms, and linoleum flooring. The interior of the building was remodeled again in 1967, when City Transfer and Storage leased the building. As part of this alteration, all non-load-bearing partitions were demolished and reconstructed. Additional changes included new doors, a new private office at the southwest corner of the second floor level, a new women's restroom, and several other cosmetic changes. Most of the interior appears to date to that era (**Figure IV.B-8**).

Figure IV.B-8: Interior of Brick Office Building at 1200 17th Street, 2012
Source: HRE, VerPlanck, 2014

REGULATORY FRAMEWORK

This subsection describes the pertinent state and local laws and regulations that pertain to the identification and regulation of historic architectural resources.

Federal

U.S. Secretary of the Interior's Standards for Rehabilitation

There are no federal laws or regulations that apply to this project site, because the project is not federally funded and does not require federal permitting. That being said, the U.S. Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards) have been adopted by local government bodies across the country, including the City and County of San Francisco, for reviewing work to historic properties under local preservation ordinances. Developed by the National Park Service for reviewing certified rehabilitation tax credit projects, the Rehabilitation Standards provide guidance for reviewing work to historic properties.

The Rehabilitation Standards are a useful analytic tool for understanding and describing the potential impacts of changes to historic resources. Conformance with all ten Rehabilitation Standards does not determine whether a project would cause a substantial adverse change in the significance of a historical resource under CEQA. Rather, projects that comply with the Standards benefit from a regulatory presumption that they would have a less-than- significant adverse impact on a historic resource. Projects that do not comply with the Rehabilitation Standards may or may not cause a substantial adverse change in the significance of an historic resource and would require further analysis to determine whether the historic resource would be "materially impaired" by the project under CEQA Guidelines 15064.5(b).

State

California Office of Historic Preservation

The State of California implements the National Historic Preservation Act (NHPA) through its statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation is an office of the California Department of Parks and Recreation, and implements the policies of the NHPA on a statewide level. The Office of Historic Preservation also maintains the California Historical Resources Inventory. The State Historic Preservation Officer is an appointed official who implements historic preservation programs in the state's jurisdiction, and is housed at the California Office of Historic Preservation.

California Environmental Quality Act

CEQA Guidelines Section 15064.5(a), in Title 14 of the California Code of Regulations, defines a "historical resource" as:

(1) A resource listed in, or determined to be eligible by the state Historical Resources Commission, for listing in the CRHR.

(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code (PRC) or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Therefore, under the CEQA Guidelines, even if a resource is not included on any local, state, or federal register, or identified in a qualifying historical resources survey, a lead agency may still determine that any resource is a historical resource for the purposes of CEQA if there is substantial evidence supporting such a determination. A lead agency must consider a resource to be historically significant if it finds that the resource meets the criteria for listing in the CRHR.

California Register of Historical Resources

The CRHR is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve

to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility to the CRHR are based on National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the CRHR, including California properties formally determined eligible for or listed in the National Register (PRC Section 5024.1[d]).

To be eligible for the CRHR as a historical resource, a prehistoric or historic-period resource must be significant at the local or state level under one or more of the following criteria:

- Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Criterion 2: Is associated with the lives of persons important in our past;
- Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history (CEQA Guidelines Section 15064.5 [a][3]).

For a resource to be eligible for the CRHR, it must also retain enough integrity to be recognizable as a historical resource and to convey its significance.[55] A resource that does not meet the National Register criteria may still be eligible for listing in the CRHR.

Local

San Francisco General Plan

The San Francisco General Plan Urban Design Element addresses historic preservation and includes the following policies:

> POLICY 2.4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Showplace Square/Potrero Area Plan

The Showplace Square/Potrero Area Plan contains the following objective and supporting policies that address historic preservation:

Objective 8.1: Identify and evaluate historic and cultural resources within the Showplace Square Area Plan.

[55] Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." California Office of Historic Preservation, Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources (Sacramento, CA: California Office of State Publishing, September 4, 2001).

POLICY 8.1.1: Conduct context-based historic resource surveys within the Showplace Square Area Plan.

POLICY 8.1.2: Pursue formal designation of the Showplace Square historic and cultural resources, as appropriate.

POLICY 8.1.3: Recognize and evaluate historic and cultural resources that are less than fifty years old and may display exceptional significance to the recent past.

Objective 8.2: Protect, preserve, and reuse historic resources within the Showplace Square Area Plan.

POLICY 8.2.1: Protect individually significant historic and cultural resources and historic districts in the Showplace Square Area Plan from demolition or adverse alteration.

POLICY 8.2.2: Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties in conjunction with the Showplace Square Area Plan objectives and policies for all projects involving historic or cultural resources.

POLICY 8.2.3: Promote and offer incentives for the rehabilitation and adaptive reuse of historic buildings in the Showplace Square plan area.

Objective 8.3: Ensure that historic preservation concerns continue to be an integral part of the ongoing planning processes for the Showplace Square plan area as they evolve over time.

POLICY 8.3.1: Pursue and encourage opportunities, consistent with the objectives of historic preservation, to increase the supply of affordable housing within the Showplace Square plan area.

POLICY 8.3.2: Ensure a more efficient and transparent evaluation of project proposals which involve historic resources and minimize impacts to historic resources per CEQA guidelines.

POLICY 8.3.3: Prevent destruction of historic and cultural resources resulting from owner neglect or inappropriate actions.

POLICY 8.3.4: Consider the Showplace Square Area Plan's historic and cultural resources in emergency preparedness and response efforts.

POLICY 8.3.5: Protect and retrofit local, state, or nationally designated UMB (Unreinforced Masonry Buildings) found in the Plan Area.

POLICY 8.3.6: Adopt and revise land use, design and other relevant policies, guidelines, and standards, as needed to further preservation objectives.

Objective 8.4: Promote the principles of sustainability for the built environment through the inherently "green" strategy of historic preservation.

POLICY 8.4.1: Encourage the retention and rehabilitation of historic and cultural resources as an option for increased sustainability and consistency with the goals and objectives of the Sustainability Plan for the City and County of San Francisco.

Objective 8.5: Provide preservation incentives, guidance, and leadership within the Showplace Square Area Plan.

POLICY 8.5.1: Disseminate information about the availability of financial incentives for qualifying historic preservation projects.

POLICY 8.5.2: Encourage use of the California Historic Building Code for qualifying historic preservation projects.

POLICY 8.5.3: Demonstrate preservation leadership and good stewardship of publicly owned historic and cultural resources.

Objective 8.6: Foster public awareness and appreciation of historic and cultural resources within the Showplace Square Area Plan.

POLICY 8.6.1: Encourage public participation in the identification of historic and cultural resources within the Showplace Square plan area.

POLICY 8.6.2: Foster education and appreciation of historic and cultural resources within the Showplace Square plan area among business leaders, neighborhood groups, and the general public through outreach efforts.

San Francisco Planning Code

The City of San Francisco's commitment to historic preservation is codified generally in Section 101.1 of the Planning Code, which includes preservation of landmarks and historic buildings as Priority Policy 7.

San Francisco Historic Preservation Commission and Planning Code, Articles 10 and 11

The San Francisco Historic Preservation Commission (HPC) is a seven-member body under the City Charter that makes recommendations to the San Francisco Board of Supervisors on landmark designations, historic district designations, and individual resource designations in historic districts. The HPC reviews and provides comments on environmental documents under CEQA for projects affecting historical resources; and the HPC reviews and comments on any agreements proposed under the NHPA where the City would be a signatory. The HPC also approves Certificates of Appropriateness for landmarks and properties in Article 10 Historic Districts, and Permits to Alter for historic buildings and districts under Article 11. The City and County of San Francisco reviews the historical resources designated under Articles 10 and 11 of the San Francisco Planning Code when it evaluates project impacts on historical resources. Article 10 describes procedures regarding the preservation of sites and areas of special character or special historical, architectural, or aesthetic interest or value, such as officially designated city landmarks and buildings included in locally designated historic districts. Under Article 11 of the Planning Code there are six designated downtown conservation districts.

Planning Department CEQA Review Procedures for Historical Resources

As a certified local government[56] and the lead agency in CEQA determinations, the City and County of San Francisco has instituted guidelines for initiating CEQA review of historic resources. The Planning Department's CEQA Review Procedures for Historical Resources[57] incorporates the state's CEQA Guidelines into the City's existing regulatory framework. To facilitate the review process, the Planning Department has established the following categories to establish the baseline significance of historic properties based on their inclusion in cultural resource surveys and/or historic districts:

Category A – Historical Resources is divided into two sub-categories:

- Category A.1 – Resources listed on or formally determined to be eligible for the CRHR. These properties will be evaluated as historical resources for purposes of CEQA. Only the removal of the property's status as listed in or determined to be eligible for listing in the CRHR by the California Historic Resources Commission will preclude evaluation of the property as a historical resource under CEQA.

- Category A.2 – Adopted local registers, and properties that have been determined to appear or may become eligible, for the CRHR. These properties will be evaluated as historical resources for purposes of CEQA. Only a preponderance of the evidence demonstrating that the resource is not historically or culturally significant will preclude evaluation of the property as a historical resource. In the case of Category A.2 resources included in an adopted survey or local register, generally the "preponderance of the evidence" must consist of evidence that the appropriate decision-maker has determined that the resource should no longer be included in the adopted survey or register.

  Where there is substantiated and uncontroverted evidence of an error in professional judgment, of a clear mistake or that the property has been destroyed, this may also be considered a "preponderance of the evidence that the property is not a historical resource."

- Category B – Properties Requiring Further Consultation and Review. Properties that do not meet the criteria for listing in Categories A.1 or A.2, but for which the City has information indicating that further consultation and review will be required for evaluation whether a property is a historical resource for the purposes of CEQA.

- Category C – Properties Determined Not to Be Historical Resources or Properties for which the City Has No Information indicating that the Property is a Historical Resource. Properties that have been affirmatively determined not to be historical resources, properties less than 50 years of age, and properties for which the City has no information.

[56] "Certified local government" means a local government that has been certified by the National Park Service to carry out the purposes of the National Historic Preservation Act of 1966 (16 U.S. Code Section 470 et seq.) as amended, pursuant to Section 101(c) of that act and the regulations adopted under the act which are set forth in Part 61 (commencing with Section 61.1) of Title 36 of the Code of Federal Regulations.

[57] San Francisco Planning Department, 2008. San Francisco Preservation Bulletin No. 16, City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources. March 31. This document is available online at www.sf-planning.org/index.aspx?page=1827, or at the Planning Department, 1650 Mission Street, Suite 400.

Previous Surveys and Official Registers

The following records were searched to determine if any structures on the project site have been identified in any survey or official register of historical resources. The specific surveys and registers consulted are described below, in chronological order.

Here Today Survey

Published in 1968 by the San Francisco Junior League, Here Today: San Francisco's Architectural Heritage is San Francisco's earliest comprehensive inventory of historical resources. Prepared by volunteers, the survey provides a photograph and concise historical data for approximately 2,500 properties. The survey was adopted in 1970 by the San Francisco Board of Supervisors under Resolution No. 268-70. The survey files are archived at the Koshland History Center at the San Francisco Public Library.

The project site is not included in Here Today, either in the published book or the survey files.

Department of City Planning Architectural Quality Survey (AQS)

Between 1974 and 1976, the San Francisco Planning Department completed an inventory of architecturally significant buildings throughout San Francisco. An advisory committee comprising several architects and architectural historians assisted in the final determination of ratings for the roughly 10,000 buildings surveyed. The Planning Department surveyed both contemporary and older buildings, but historical associations were not considered. Planning staff assigned each surveyed building a numerical rating ranging from "0" (contextual importance) to "5" (individual significance of the highest degree). The inventory assessed only architectural significance, which was defined as a combination of the following characteristics: design features, urban design context, and overall environmental significance. When completed, the Architectural Quality Survey (AQS) was believed to represent the top 10 percent of the city's building stock. The survey was adopted in 1977 by the San Francisco Board of Supervisors under Resolution No. 7831. The Planning Department has been directed to use the survey, although the methodology is inconsistent with CEQA Guidelines PRC 5024.1(g).

Only the brick office building at 1200 17th Street is identified in the AQS. It has a summary rating of 2, placing it within the top 5 percent of the city's building stock.

San Francisco Architectural Heritage Surveys

San Francisco Heritage (Heritage) is the city's oldest not-for-profit organization dedicated to the preservation of San Francisco's unique architectural and cultural heritage. Heritage has completed several major historic resource inventories in San Francisco, including Downtown, the South of Market Area, the Richmond District, Chinatown, the Van Ness Corridor, the Northeast Waterfront, and Dogpatch. Heritage ratings range from "A" (highest importance) to "D" (minor or no importance) and are based on both architectural and historical significance.

San Francisco Architectural Heritage has not surveyed Potrero Hill. Occasionally, Heritage will have files for properties located in unsurveyed areas. There is a file for the project site containing some photographs and other data, but the property is not rated.

Designated San Francisco City Landmarks Adopted in 1967 as Article 10 of the San Francisco Planning Code, the San Francisco City Landmark program recognizes the significance of listed buildings and

protects them from inappropriate alterations and demolition through review by the San Francisco Historic Preservation Commission. As of 2014, there were 265 landmarked properties and 12 designated historic districts..

The project site is not a city landmark and it is not a contributor to any locally designated or "potential" historic districts.

California Historical Resources Information System

Properties listed in the California Historical Resources Information System's (CHRIS) Historic Property Data File, or that are under review by the California Office of Historic Preservation (OHP), are assigned status codes ranging from "1" to "7," establishing a record of historical significance. Properties with the status code of "1" are listed in the California Register or the National Register. Properties with the status code of "2" have been formally determined eligible for listing in the California Register or the National Register. Properties with the status code of "3" or "4" appear eligible for listing in either register through survey evaluation. Properties with the status code of "5" are typically locally significant or of contextual importance. Status codes of "6" indicate that a property has been found ineligible for listing in any register and a status code of "7" indicates that a property has not been evaluated.

According to the CHRIS Historic Property Data File for the City and County of San Francisco, the project site has a status code of "6Y," meaning that it was determined ineligible for the National Register by consensus through the Section 106 process. This status code was assigned in 1996 as part of the project review for Caltrans' repair of Interstate 280, which as a recipient of federal funds, was required to inventory and evaluate properties within the project's "Area of Potential Effects." According to the San Francisco Planning Department, though the site as a whole has the status code of 6Y, the brick office building has its own status code of "3CS," meaning that it appears eligible for listing in the California Register through survey evaluation. The survey in question was the Planning Department's own Showplace Square Survey, discussed below.

Showplace Square Survey

In 2008-09, the San Francisco Planning Department hired Kelley & VerPlanck Historical Resources Consulting (Kelley & VerPlanck) to complete the Showplace Square Survey. The survey area, whose boundaries spanned parts of the northern Mission and Potrero districts, as well as the southwest corner of the South of Market Area, encompassed 736 acres and 550 individual properties. The survey area was traditionally industrial but during the last half of the twentieth century most of the local industries migrated to the suburbs or overseas. This industrial exodus left many of the warehouses and industrial plants vacant, though several dozen of the area's brick industrial buildings attracted wholesale design firms in the 1970s, giving the area its present-day nickname of Showplace Square.

The Showplace Square Survey was completed as part of the Planning Department's ongoing long-range planning efforts in the Eastern Neighborhoods planning area to ensure that historically, culturally, and architecturally significant properties and districts were identified before changes to zoning and height and bulk limits were implemented.

The project site, encompassing the former Pacific Rolling Mill Co. complex, was surveyed but not evaluated in the Showplace Square Survey. The project site is not located in any of the potential historic districts identified in the survey and no individual determinations of eligibility were made. The only

conclusion of Kelley & VerPlanck regarding the property was that further research was needed prior to making a determination of eligibility. Nonetheless, following completion of the report in 2009, Planning Department staff determination assigned a proposed status code of 3CS to the entire site, indicating the entire site would be eligible for the California Register.

Page & Turnbull Report

Walden Development, the owner of the project site, appealed the Planning Department's decision that the entire Pacific Rolling Mill Co. property was eligible for the California Register, arguing that the property was too extensively altered to qualify. In response, the San Francisco Historic Preservation Commission requested additional information from the property owner. In November 2011, the property owner retained Page & Turnbull to evaluate the property to determine its significance and integrity. Page & Turnbull completed field work, researched the property's history, and arrived at the following conclusion:

> The time during which the new Pacific Rolling Mill Co. made its greatest contribution to the city was 1906-1928, which covers the period from the Earthquake and Fire through the company's merger with Judson Manufacturing Co. Although remnants from this period of significance (1906-1928) are extant on the site, the corrugated metal buildings have been so dramatically altered since then that they no longer retain the integrity necessary to convey a significant association with the Pacific Rolling Mill Co. Of the three extant structures associated with the Pacific Rolling Mill Co., only the brick office building retains sufficient integrity to be considered a historic resource. The brick office building was constructed by the Pacific Rolling Mill Co. as part of a large building campaign at the subject property, and reflects the success of the business during the first decades of the twentieth century. It appears to be significant under Criterion 1 as the best remaining example of the company's steel fabricating operation at 17th and Mississippi Streets.[58]

San Francisco Historic Preservation Commission

The Historic Preservation Commission, upon the recommendation of the Planning Department preservation staff, concurred with Page & Turnbull's report in Motion No. 0134 (August 17, 2011), with the specific determination that, because of a lack of historic integrity, the majority of the site should retain its existing status code of 6Y, with only the brick office building acquiring the new status code of 3CS, indicating that only the brick office building would be eligible for the California Register and the rest of the site would not be eligible.

Recent Assessments

Historic assessments have been prepared either for or in response to the current development effort, including an Evaluation of Integrity report by Katherine Petrin (dated February 2014); as well as letters, historic photographs, and other information submitted by Joseph Butler on behalf of a neighborhood group. These were taken into consideration for the final VerPlanck HRE (November 2014) and Planning Department HRER, upon which this chapter is based. As noted previously, these documents are available for review as part of Case File No. 2012.1398E at the San Francisco Planning Department.

[58] Page & Turnbull, 1200-1210 17th Street Preliminary Assessment (San Francisco: November 2011)

The HRE and the HRER concur in the previous determinations by Page & Turnbull, the Planning Department and the Historic Preservation Commission that the site's period of significance is 1906 to 1928, that the brick office building meets the criteria for designation as an historic resource because it retains integrity from the period of significance, and that the metal warehouses lack sufficient integrity from the period of significance to be historic resources, as detailed below.

Determination of Eligibility

To be eligible for the CRHR as a historical resource, a historic-period resource must be significant at the local or state level under one or more of the four CRHR criteria and retain enough integrity to be recognizable as a historical resource and to convey its significance.

The project property was evaluated for listing in the CRHR as follows:

- Criterion 1 (Event): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

If it retained integrity, the entire former Pacific Rolling Mill Co. site would appear eligible for listing in the California Register under Criterion 1 (Events) for its association as an important structural steel fabrication company that made an outsized contribution toward the reconstruction of San Francisco after the 1906 Earthquake. Among many others, the Pacific Rolling Mill Co. supplied structural steel for San Francisco General Hospital, the Standard Oil Building, the Balfour Building, the San Francisco Public Library, the YMCA on Golden Gate Avenue, the Financial Center Building in Oakland, the California-Hawaii Sugar Refinery in Crockett, and several of the buildings for the 1915 Panama Pacific International Exposition. All three pre-1927 structures on the property share this context, including the warehouses at 1200/1100 17th Street and 1210 17th Street/965 16th Street, and the brick office building, also at 1200 17th Street. But of these structures, only the brick office building retains integrity from the period of significance. In contrast, the two metal-clad structures were all extensively altered in 1946-7 when Owens-Illinois Glass Co. converted the property into a general-purpose warehouse facility.

The period of significance under Criterion 1 is 1906 to 1928, the period in which the subject property was occupied by the Pacific Rolling Mill Co. and when the company made the bulk of its contributions toward the reconstruction of San Francisco after the 1906 Earthquake. Though other studies have argued that the period of significance ought to extend to 1946, when the last steel fabricator, Judson Pacific-Murphy, vacated the site, the subsequent owners were all larger corporations whose manufacturing operations took place at multiple plants, diluting the association of the subject property with the fabrication of steel frames for specific projects. Even if the period of significance was moved to 1946, the metal-clad warehouses do not retain sufficient integrity from the period prior to 1947 because of the extensive alterations made by Owens-Illinois Glass Co. in 1947.

- Criterion 2 (Person): Resources that are associated with the lives of persons important to local, California, or national history.

The former Pacific Rolling Mill Co. facility does not appear eligible for listing under California Register Criterion 2 (Persons). Though the Pacific Mill Rolling Co. was founded by Patrick Noble – a notable San Francisco industrialist and public figure – he died in 1920, six years before the brick office building (the only intact structure on the site that retains integrity) was constructed. In order to be eligible under

Criterion 2, a property must also have a tangible association with an important person, meaning that the property must have been where that person made his or her most important contributions. For the entire time that Patrick Noble was owner of the Pacific Rolling Mill Co. he maintained his headquarters in downtown San Francisco. It was only after his death that the company's main office moved to 1200 17th Street.

- Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

The brick office building of the former Pacific Rolling Mill Co. appears eligible for listing in the California Register under Criterion 3 (Design/Construction) as a good example of a brick industrial building constructed during the post-1906 reconstruction period in San Francisco. After the 1906 Earthquake, "fire-proof" masonry construction became more popular than wood, mainly because it was required by revised building codes and/or because insurance companies would no longer insure non-fireproof buildings. During the first two decades following the disaster, concrete and brick were both employed in San Francisco. Corrugated iron was also used but it was mostly employed for inexpensive and impermanent sheds or additions to existing structures. Until reinforced-concrete construction was perfected in the 1920s brick construction remained the most popular fireproof building material, largely because contractors were more adept in brick construction. By the 1920s, concrete surged ahead of brick due to its falling cost, superior strength, better performance in earthquakes, and the ability to easily create ornamental details at low cost. As a result, the heyday of brick construction in post-quake San Francisco lasted only about 20 years, from 1906 until ca. 1925. Today brick industrial buildings are most numerous in a handful of areas, including the old Union Iron Works facility at Pier 70, the Northeast Waterfront Historic District, the South End Historic District, and Showplace Square.

The brick office building of the former Pacific Rolling Mill Co. appears eligible under Criterion 3 as a structure that embodies the distinctive characteristics of a type, period, and method of construction – in this case a heavy timber-frame brick building constructed in the mid-1920s as the centerpiece of an industrial plant. The building features all of the typical hallmarks of the type, including its unreinforced brick walls laid in five-course American bond, its simple corbeled detailing, its stepped parapet, and its regularly spaced window openings containing steel industrial sash windows. The office building was constructed of brick because it was the company's headquarters and it was necessary for it to stand out from the utilitarian steel sheds surrounding it. The rest of the Pacific Rolling Mill Co. facility was constructed of impermanent materials – mainly wood and corrugated metal – because the purpose of these structures was simply to shelter production work from the elements. Designed to be easily adapted to changes in use or production techniques, they did not need to be attractive works of architecture.

The period of significance under Criterion 3 is 1926, the year that the brick office building was constructed.

- Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

Criterion 4 mainly deals with archaeological resources and is not applicable to the current assessment. The Community Plan Exemption (included as Appendix A to this EIR) determined that the project would not cause significant adverse impacts to potential archeological resources with implementation of Mitigation Measure M-CR-1.

Integrity

Overall, the former Pacific Rolling Mill Co. property retains a low degree of integrity. As described above, the majority of the site's buildings were rebuilt in 1946-7 as part of the Owens-Illinois Co.'s conversion of the property to warehouse use. Two of the structures on the site (1100 and 1210 17th Street) were originally framed canopies without exterior walls. These sheds were mostly open along their sides (aside from wooden canopies and a security fence) to facilitate the movement of large subassemblies in and out of the structures. As described above, in 1946 Owens-Illinois Glass Co. applied for a permit to perform over $115,000 of alterations to the metal-clad structures, including pouring new concrete foundations and slabs and enclosing their open sides with corrugated metal panels. The conversion from manufacturing to warehouse use necessitated these changes to safeguard manufactured goods from theft and to facilitate the orderly storage and distribution of these goods to retailers. Shelving took the place of open work space and exterior walls went up to prevent unauthorized entry. The former shops structure, which was always an enclosed structure, was also heavily altered during its conversion to warehouse use. All of the fenestration along the lower part of the 17th Street façade was removed and the north façade facing 16th Street was rebuilt as a series of loading docks. Later changes include the removal of the large wood barn door from the south façade of the shops structure in 1969 and other incremental changes over time. As demonstrated by a comparison of existing conditions with historic photographs taken in 1945, the metal-clad structures look completely different now than they did during the period of significance (see **Figures IV.B-1** through **IV.B-5**.

Of the three pre-1927 structures on the former Pacific Rolling Mill Co. property, only the brick office building has avoided extensive exterior changes. The only notable alterations to its exterior include the replacement of the cast-cement sign in 1945, the replacement of the original glazed single-panel doors with solid-core wood doors in 1967, and the installation of metal security bars in front of the windows at an unknown date.

There are seven aspects used by the California Register to assess integrity – location, design, setting, materials, workmanship, feeling, and association. The following section analyzes the former Pacific Rolling Mill Co. facility and the former brick office building under each of the seven aspects. If the analysis applies to the entire site there is no separate discussion for the brick office building. Otherwise, the office building is called out separately.[59]

- Location: "Location is the place where the historic property was constructed or the place where the historic event occurred."

No part of the former Pacific Rolling Mill Co. facility has ever been moved. Therefore, it retains the aspect of location.

[59] The discussion here is consistent with the HRE for the proposed project. As noted in the City's HRER: "Subsequent reports were submitted to staff for review including: a Historic Resource Evaluation (HRE) by VerPlanck Historic Preservation Consulting (dated December 4, 2014); an Evaluation of Integrity report by Katherine Petrin (dated February 2014); as well as letters, historic photographs, and other information submitted by neighborhood groups. All of these documents were reviewed by Planning Preservation staff. Staff concurs with the VerPlanck HRE that the brick office building at 1200 171h Street is the only eligible historic resource on the site. The changes that occurred when the site was rebuilt in 1946-47 as part of the Owens-Illinois Co.'s conversion of the property to warehouse use altered the historic character of the site and its associated structures. The other reports submitted to dispute the findings of the HRE did not provide sufficient information to conclude that the other buildings on the site retain sufficient integrity to convey significance under the California Register criteria described below."

- Design: "Design is the combination of elements that create the form, plan, space, structure, and style of a property."

Entire Site: The original designs of the two metal-clad structures have been changed drastically. Two of the structures (1100 and 1210 17th Street) were originally open-sided sheds. In 1946-7 they were enclosed to create secure warehouses. Similarly, the former shops structure at 1200 17th Street has undergone substantial changes to both its interior and to its exterior elevations.

Brick Office Building: The design of the former brick office building has not changed since it was built in 1926. Though the interior has been remodeled several times, the exterior is essentially intact.

In conclusion, though the site as a whole does not retain integrity of design, the brick office building does retain this aspect.

- Setting: "Setting is the physical environment of a historic property."

Since the former Pacific Rolling Mill Co. facility was completed in 1926, many changes have occurred on the site and in the surrounding neighborhood. In addition to the demolition of the adjoining Pacific Refining and Roofing Co. plant ca. 1947, several concrete industrial buildings were built on adjoining properties in the late 1920s, 1930s, and 1940s. In the late 1960s, the construction of the I-280 viaduct separated the subject property from the Mission Bay area. In addition, most of the industrial facilities north of 16th Street were pulled down ca. 2000 for residential development which is now underway. Since the 1960s, most of the train tracks and other rail facilities in the vicinity were removed or paved over. Finally, the erection of several residential loft buildings in the 1990s and 2000s on adjoining properties facing Missouri and 16th streets introduced high-density residential uses to the formerly industrial block. Cumulatively these changes have converted what was originally a stand-alone industrial plant in a sparsely populated industrial neighborhood into part of a thriving mixed-use community containing a blend of industrial, office, and residential uses.

In conclusion, due to the extensive changes that have occurred in the vicinity of the former Pacific Rolling Mill Co. property, the site as a whole does not retain integrity of setting.

- Materials: "Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property."

Entire Site: As mentioned above, all of the metal-clad structures were clad in corrugated metal in 1946-7 when they were converted into enclosed warehouses. Additional sections of these structures have been re-clad in recent years. The northern half of the warehouse structure at 1100 17th Street was entirely rebuilt in 1946-7. Aside from portions of their structural framing, it is doubtful that any of these three structures retain any of their original materials.

Brick Office Building: Though its interior has been remodeled several times, the exterior of the brick office building retains all of its original materials, including its brick walls, steel industrial sash windows, and wooden flagpole.

In conclusion, though the site as a whole does not retain integrity of materials, the brick office building retains this aspect.

- Workmanship: "Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory."

Entire Site: As a facility built of industrially produced materials handled in a conventional manner typical of its era, most of the former Pacific Rolling Mill Co. facility does not embody any notable examples of workmanship.

Brick Office Building: The brick office building is the only part of the former Pacific Rolling Mill Co. facility to retain any evidence of traditional workmanship, especially the handcrafted brick corbelling at the cornice level and the brick voussoirs and keystone surrounding the arched entrance.

In conclusion, though the site as a whole does not retain integrity of workmanship, the brick office building does retain this aspect.

- Feeling: "Feeling is a property's expression of the aesthetic or historic sense of a particular period of time."

Though research indicates that there have been major changes to the former Pacific Rolling Mill Co. complex, the changes that were made are generally compatible with industrial usage. For that, the former Pacific Rolling Mill Co. facility retains integrity of feeling.

- Association: "Association is the direct link between an important historic event or person and a historic property."

Entire Site: Extensive alterations to the former Pacific Rolling Mill Co. facility in 1946-7 converted what were formerly open sheds into enclosed warehouses. These alterations, made by the Owens-Illinois Glass Co., occurred well after the period of significance (1906-1928).

Brick Office Building: As described, the alterations to the brick office building are much less extensive than those made to the metal-clad structures, with the result that the office building looks substantially similar to how it did during the period of significance.

In conclusion, though as a whole the former Pacific Rolling Mill Co. facility does not retain integrity of association, the brick office building does retain this aspect.

Of the seven aspects of integrity, the entire site retains only the aspects of location and feeling. In contrast, the brick office building retains the aspects of location, design, materials, workmanship, feeling, and association. It does not retain integrity of setting.

IMPACTS AND MITIGATION MEASURES

This section analyzes the impacts to historic architectural resources that could result from the proposed project. The section begins with the significance criteria, which establishes the thresholds for determining whether an impact is significant. The latter part of this section presents the impacts associated with the proposed project.

Significance Criteria

For the purpose of this analysis, the following applicable threshold was used to determine whether implementation of the project would result in a significant historic architectural resources impact, which is based upon Appendix G of the CEQA Guidelines. Implementation of the proposed project would have a significant effect on historic architectural resources if the project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code.

Approach to Analysis

CEQA Guidelines Section 15064.5[b] establishes the criteria for assessing a significant environmental impact on historical resources. It states, "[a] project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." The CEQA Guidelines define "substantial adverse change in the significance of a historical resource" as a "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (Section 15064.5[b][1]). The significance of a historic architectural resource is considered to be "materially impaired" when a project demolishes or materially alters the physical characteristics that justify the inclusion of the resource in the CRHR, or that justify the inclusion of the resource in a local register, or that justify its eligibility for inclusion in the CRHR as determined by the lead agency for the purposes of CEQA (Section 15064.5[b][2]).

As discussed above, an HRE was prepared for the proposed project (VerPlanck 2014). Planning Department staff reviewed the HRE and prepared a HRER that includes a determination regarding the historical resource status of the existing buildings and the potential impacts of the proposed project. The following conclusion is excerpted from the City's HRER. (This excerpt references the criteria to be eligible for the CRHR as a historical resource, as detailed in the Regulatory Setting section above.)

> Staff concurs with the VerPlanck HRE that the brick office building at 1200 17th Street is the only eligible historic resource on the site. The changes that occurred when the site was rebuilt in 1946-47 as part of the Owens-Illinois Co.'s conversion of the property to warehouse use altered the historic character of the site and its associated structures. The other reports submitted to dispute the findings of the HRE did not provide sufficient information to conclude that the other buildings on the site retain sufficient integrity to convey significance under the California Register criteria described below.
>
> The HRE details the significance of the historic resource as follows: The brick office building at 1200 17th Street is eligible for listing in the California Register under Criterion 1 (Events) for its association with the Pacific Rolling Mill Co. during the time it made its greatest contribution to San Francisco. The period of significance under Criterion 1 is 1906-1928, the period in which the subject property was occupied by the Pacific Rolling Mill Co. and when the company made the bulk of its contribution towards the reconstruction of San Francisco after the 1906 Earthquake. The brick office building is also eligible for listing in the California Register under Criterion 3 (Design/Construction) as a good example of a brick industrial building constructed during the post-1906 reconstruction period in San Francisco, and as a structure that embodies the distinctive

characteristics of a type, period, and method of construction – a heavy timber-frame brick building constructed in the mid-1920s as the centerpiece of an industrial plant.

The period of significance under Criterion 3 is 1926, the year the building was constructed. The subject property is part of a larger industrial complex formerly occupied by the Pacific Rolling Mill Co. at 1200 17th Street/901 16th Street. The entire site was found to have significant associations as an important structural steel fabrication company that made a contribution towards the rebuilding of San Francisco after the 1906 Earthquake. Only the brick office building at 1200 17th, Street (constructed in 1926) was found to retain sufficient integrity to convey this significance under California Register Criterion 1 and 3. The property is not located within the boundaries of any historic district.

The building is considered a "Category A.2" property (Resources listed on adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register) for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures.

This section analyzes the proposed project's impacts to historic architectural resources. As discussed above, on the project site only the brick office building at 1200 17th Street is a "known historical resource" (see Historic Architectural Resource Evaluation section above.)

Existing Plus Project Impacts

Impact CP-1: The proposed rehabilitation of the existing historic brick office building at 1200 17th Street, when conducted in accordance with applicable Secretary of the Interior's Rehabilitation Standards as proposed, would not have a substantial adverse effect on an individual historic architectural resource. No other structures on site are eligible for listing as historic architectural resources or districts. (Less-than-significant)

As discussed above, the only structure on the site that is eligible for listing as an individual historical resource is the brick office building at 1200 17th Street. Due to loss of integrity, the other structures at the site are not considered historical resources. There is no historic district to which the structures at the project site contribute.

The proposed changes to the brick office building and surrounding site were assessed in the HRE and HRER and found to be consistent with all Secretary of the Interior Standards for Rehabilitation.

The new use would continue the commercial use of the building and would allow for the preservation of the existing building in place. The project would retain the building's character-defining features, which are limited to the exterior. All four existing exterior walls would be preserved, as well as the building's height, massing and fenestration pattern. The proposed project includes the preservation, repair and in-kind replacement of distinctive materials, features and finishes of the brick office building, including the brick façade materials, cast cement sign, and steel-sash windows. No distinctive materials, features, finishes or construction techniques would be removed.

Historically, the brick office building was constructed as a freestanding office building for the industrial facility and was designed and constructed of brick to differentiate it from the surrounding industrial buildings. The building would continue to function in this way in contrast to the new residential construction, which is contemporary in design. The overall spatial relationships of the site would be

maintained and the detailing (including materials) of the new buildings would reference the industrial character of the existing site. The brick office building would be surrounded by a landscaped buffer so that it stands apart from the nearby new construction. If the surrounding new construction were to be removed in the future, the building could be retained as a free-standing structure.

As a project that complies with the Secretary of the Interior's Standards, the regulatory presumption is that it would not cause a substantial adverse change in the significance of an historical resource and would therefore not have a significant effect on the environment.

Cumulative Impacts

Impact C-CP-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on historic architectural resources. (Less-than-significant)

As discussed in the settings section of this chapter, the project site is not in or adjacent to any designated or potential historic district. The only historic resource on the project site is the brick office building at 1200 17th Street and the rehabilitation of this building would not result in a significant impact to this historic architectural resource (see Impact CP-1 and related discussion above). The project site is across 17th Street and approximately 100 feet northeast of the Bottom of the Hill club, a local entertainment venue since 1972 and a good and well preserved example of reconstruction period development, when it was a speakeasy "soda fountain". The Bottom of the Hill was assigned a status code of 5S3 as part of the Showplace Square Survey, meaning that it appears individually eligible for local listing. The proposed project would not directly alter the character of the potential historic resource during construction or indirectly alter the character of the potential historic resource given the distance between the project site and the potential historic resource during operations. The proposed project would not materially impair the ability of the Bottom of the Hill to convey its significance as a potential historic resource. Therefore, the proposed project would not contribute to cumulative impacts to historic architectural resources and the project would result in less-than-significant cumulative impacts.

THIS PAGE INTENTIONALLY LEFT BLANK

V. OTHER CEQA ISSUES

This chapter discusses the following topics in relation to the proposed project: growth inducement; significant environmental effects that cannot be avoided if the proposed project is implemented; significant irreversible environmental changes that would result if the proposed project is implemented; and areas of controversy and issues to be resolved.

GROWTH INDUCEMENT

A project is considered growth inducing if it would directly or indirectly foster substantial economic or population growth, or the construction of substantial amounts of additional housing. Examples of projects likely to result in significant adverse growth inducement include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions in areas that are sparsely developed or undeveloped. The proposed project would be located on an infill site, surrounded on all sides by urban uses, and would not result in the extension of infrastructure into undeveloped areas or the construction of a residential project in an area that is undeveloped or lightly developed. Population growth that would result from the proposed project would be limited to the project site itself and the proposed project would not directly or indirectly induce growth beyond the project site.

The *Eastern Neighborhoods PEIR* found that an increase of approximately 7,400 to 9,900 dwelling units throughout the lifetime of the Plan (year 2025) would be expected to occur as a secondary effect of implementation of the Eastern Neighborhoods Plan. As of July 2015, 8,559 dwelling units have completed or are planned to complete environmental review, including the proposed project. In the *Eastern Neighborhoods PEIR*, approximately 2,300 to 3,900 of these dwelling units were anticipated within the Showplace Square/Potrero Hill subarea, and as of July 2015, approximately 3,266 dwelling units have completed or are planned to complete environmental review within this subarea, including the proposed project. The *Eastern Neighborhoods PEIR* also determined that the Plan would serve to advance some key City policy objectives including: provision of housing, especially permanently affordable housing; conversion of underutilized industrial lands to housing; and new opportunities for housing near downtown. In addition, the *Eastern Neighborhoods PEIR* found that the Plan would not create a substantial demand for additional housing in San Francisco. However, the *Eastern Neighborhoods PEIR* determined that the entire Eastern Neighborhoods Plan is itself potentially growth-inducing, in that it would remove barriers to housing and population growth throughout wide areas of the study area and would result in secondary and cumulative effects due to that growth. These indirect and cumulative effects are fully analyzed in the *Eastern Neighborhoods PEIR*. The proposed project is within the development projected to occur under the Area Plan, and therefore there would be no additional impacts related to growth inducing effects beyond those analyzed in the PEIR.

SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

As discussed in Chapter IV of this EIR, the proposed project would result in significant and unavoidable impacts related to transportation and circulation. Under Existing Plus Project conditions, four study intersections – Mariposa Street and the I-280 southbound on-ramp, 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – would operate at an unacceptable level (LOS F) during the PM peak hour. The proposed project's contribution to unacceptable operating conditions at these intersections would be five percent or more and would therefore be a significant impact. The intersection of Mariposa Street and the I-280 southbound on-ramp would be

mitigated by measures implemented by another project prior to operations of the proposed project. For two intersections (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street), while measures have been identified to reduce these impacts to a less-than-significant level and SFMTA supports the measures to reduce Level of Service impacts, full funding for the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time. SFMTA has determined that it would not support measures to improve operations at the intersection of Mariposa Street and Mississippi Street, because such measures could encourage diversion of traffic to residential streets. As such, the mitigation is infeasible and the impact is significant and unavoidable.

In addition, the proposed project, combined with past, present, and reasonably foreseeable future projects, would result in a considerable contribution to significant cumulative traffic impacts at four of the study intersections – 7th Street/16th Street/Mississippi Street, 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – each of which would operate at LOS E (the first listed only) or LOS F under the 2025 Cumulative Conditions. The proposed project's contribution to unacceptable operating conditions at these intersections would be five percent or more and would therefore be a significant impact. The intersection of 7th Street/16th Street/Mississippi Street is already signalized and is being contemplated as a location for transit-only lanes as part of Muni Forward. No mitigation compatible with SFMTA plans for the intersection have been identified and the impact would remain significant and unavoidable. The other three intersections are discussed in the preceding paragraph, as they are also impacted under existing conditions. While measures have been identified to reduce these impacts to a less-than-significant level, SFMTA either does not support the measure (Mariposa Street and Mississippi Street) or SFMTA supports the measures but full funding of the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street).

The *Eastern Neighborhoods PEIR* determined that adoption of the Eastern Neighborhoods Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR (Production, Distribution, and Repair). The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the *Eastern Neighborhoods PEIR*, but would not result in significant impacts that were not identified or more severe impact than analyzed in the PEIR. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009. While land use controls in Western SoMa were identified as possible mitigation, this was determined not to be feasible and would not be applicable to the proposed project in any case, as it is not located in that area.

AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

The Planning Department prepared a CPE checklist and published a NOP of an EIR on February 11, 2015, announcing its intent to prepare and distribute a Focused EIR (the NOP and CPE checklist are presented as Appendix A to this EIR). Publication of the NOP and CPE checklist initiated a 30-day public review and comment period that began on February 11, 2015, and ended on March 15, 2015. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, and potentially interested parties, including regional and State agencies.

During the review and comment period, a total of 86 comment sets, including letters, emails, and comment cards submitted to the Planning Department or provided orally at the public scoping session were provided by interested parties. The comment letters, emails, and comment cards received in response to

the NOP/CPE Checklist and a transcript of the comments received at the March 4, 2015, public scoping meeting are available for review as part of Case File No. 2011.1300E. The Planning Department has considered the comments made by the public in preparation of the Draft EIR for the proposed project. Comments on the NOP/CPE Checklist that relate to environmental issues are summarized below and are addressed in the NOP/CPE Checklist or in this EIR, as noted.

The following is a summary of the comments received during the NOP scoping period with either notes where each of these issues is addressed in this document, or a brief response to the comment received.

Comments on the Notice of Preparation

Parking

Some commenters noted concern that the proposed amount of parking was not enough. A ratio of at least one parking space per unit was frequently referenced. Some noted difficulty finding street parking in the area that has been and would be exacerbated by area development including the proposed project. Conversely, some commenters noted parking should be limited to encourage less car ownership/driving.

A complete Transportation Impact Study was prepared and is available for review at the Planning Department as part of Case File No. 2011.1300E. Section IV.A, Transportation and Circulation presents the results of the traffic analysis. As noted in these documents, parking provisions are not considered a CEQA impact for projects such as that proposed, but analysis of parking demand and provisions has been included for informational purposes.

Traffic

Some commenters referenced concern over traffic in the area, including the existing congestion in the area and increased traffic from recent and upcoming development including the proposed project. Many specifically supported including an analysis of traffic and related issues in an EIR. Specifically referenced concerns included:

> Congestion on Mississippi Street associated with the only parking access to the proposed project garages being located on that street.
>
> Backups caused by rail crossing at 16th Street (Caltrain and possibly High Speed Rail).
>
> Pedestrian and bicycle safety with increased congestion.
>
> Other future changes that should be taken into account including the Golden State Warriors event center, high speed rail, and potential razing of I-280 north of Mariposa Street.
>
> Age of the data (2012) being stale.
>
> Emergency response times from the bomb squad at 17th and DeHaro being delayed.
>
> Caltrans and other commenters expressed a desire to assess the proposed project's Vehicle Miles Traveled (VMT) in addition to or instead of LOS analysis.

A complete Transportation Impact Study was prepared and is available for review at the Planning Department as part of Case File No. 2011.1300E. Section IV.A, Transportation and Circulation presents the results of the traffic analysis. If not specified below, the above concerns were addressed in this analysis.

Caltrain crossing: The intersection of 7th/16th/Mississippi Street has a Caltrain rail crossing across the westbound approach. There are 17 scheduled northbound or southbound trains which cross this location during the PM peak period (4:00 to 6:00 PM) which results in blocked east-west traffic along 16th Street. Based on observations during the PM peak hour the crossing arms block east-west traffic along 16th Street for a maximum of 60 seconds and any additional queuing caused by the train crossing dissipates within one cycle length. Therefore, the low frequency of crossings and lack of any persistent queue caused by the crossings would not change the LOS results for this intersection significantly.

Golden State Warriors Event Center: Due to the relative timing of the proposals, the Warriors' event center project was not included in the cumulative analysis of the proposed project. The Supplemental EIR for the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 (the project that includes the "Warriors' Event Center") identifies three study intersections that overlap with this EIR: 16th/7th/Mississippi Street, Mariposa/I-280 SB on-ramp, and Mariposa/I-280 NB off-ramp. Under Cumulative Conditions, significant traffic impacts were only identified at the intersection of 16th/7th/Mississippi Street during the Weekday PM peak period. The cumulative condition volumes for this intersection are consistent with the volumes used for this study. As a result, the Event Center project would not cause any significant change to the results given in this report and may potentially reduce the percent contribution to the impacted intersection from the proposed project.

VMT: Analysis of VMT is not yet required for traffic assessment under CEQA. The Planning Department is working to determine appropriate VMT rates for various uses in order to analyze VMT for future projects. Preliminary data results in the conclusion that the proposed project would have a below regional-average VMT (fewer vehicle miles traveled) and as a project in a transit priority area, would generally be considered to have a less-than-significant transportation impact when assessed using VMT. (See more detailed discussion on pages IV.2 to IV.3 of this document.)

Density/Size

Some commenters stated that the proposed project is too big for the site in relation to density of units and/or scale of the building. This was often related to land use and planning (statements that it is not consistent with plans), traffic, and/or neighborhood character.

The proposed project has been determined to be generally consistent with the General Plan and the uses, density, unit mix, open space, and parking requirements of the Planning Code and would require five modifications, waivers, and exceptions that are allowable under the Planning Code. There is no significant impact related to land use and planning (see pages 25 and 26 of the CPE Checklist in Appendix A) and as noted in this document, aesthetic issues are not considered a CEQA impact for projects of this type. As for the traffic generated by a project of the proposed size, a complete Transportation Impact Study was prepared and is available for review at the Planning Department as part of Case File No. 2011.1300E. Section IV.A, Transportation and Circulation presents the results of the traffic analysis.

Area Development/Unit Goals Exceeded

Some commenters stated that too much development has occurred in the area recently, sometimes specifically referencing unit count projections for the area and their belief that those projections are being exceeded by projects in the pipeline. This was often linked to lack of infrastructure improvements identified in the Eastern Neighborhood Plan related to area growth including road and transit improvements, parks, utilities and services.

The *Eastern Neighborhoods PEIR* found that an increase of approximately 7,400 to 9,900 dwelling units throughout the lifetime of the Plan (year 2025) would be expected to occur as a secondary effect of implementation of the Eastern Neighborhoods Plan. As of July 2015, 8,559 dwelling units have completed or are planned to complete environmental review, including the proposed project. In the *Eastern Neighborhoods PEIR*, approximately 2,300 to 3,900 of these dwelling units were anticipated within the Showplace Square/Potrero Hill subarea, and as of July 2015, approximately 3,266 dwelling units have completed or are planned to complete environmental review within this subarea, including the proposed project. The *Eastern Neighborhoods PEIR* also determined that the Plan would serve to advance some key City policy objectives including: provision of housing, especially permanently affordable housing; conversion of underutilized industrial lands to housing; and new opportunities for housing near downtown. In addition, the *Eastern Neighborhoods PEIR* found that the Plan would not create a substantial demand for additional housing in San Francisco. However, the *Eastern Neighborhoods PEIR* determined that the entire Eastern Neighborhoods Plan is itself potentially growth-inducing, in that it would remove barriers to housing and population growth throughout wide areas of the study area and would result in secondary and cumulative effects due to that growth. These indirect and cumulative effects are fully analyzed in the *Eastern Neighborhoods PEIR*. The proposed project is within the development projected to occur under the Area Plan, and therefore there would be no additional impacts related to growth inducing effects beyond those analyzed in the PEIR and discussed in this EIR related to transportation and circulation. (See more detailed discussion on pages IV.5 to IV.7 of this document.) Additionally, the proposed project would not demonstrably conflict with any objectives or policies in the Eastern Neighborhoods Plan (see pages III.2 to III.5 of this document for additional discussion).

Architecture/Design

Some commenters noted dissatisfaction with the look of the proposed building. Sometimes this was related to not liking the architecture or scale, though often comments also related to the commenter's desire to retain more of an industrial feel. Conversely, some commenters expressed support for removing the existing warehouses, which they do not consider to be aesthetically pleasing.

These comments are not directly related to the environmental analysis. As noted in this document, aesthetic issues are not considered a CEQA impact for projects of this type. Visual simulations have been included for informational purposes in Chapter II, Project Description.

Parks and Open Space

Some commenters noted a need for additional parks and open space in the area to accommodate existing and future residents including those from the proposed project. Some suggested new projects should not be approved until specific plans for additional parks/open space were identified and/or constructed. Some suggested the project site should be used entirely as a park for the area.

The proposed project is consistent with open space requirements of the Planning Code and includes more on-site open space than is required, though much of this is common or private open space accessible only to the residents of the proposed project. There is no significant impact related to land use and planning (see pages 25 and 26 of the CPE Checklist in Appendix A) or recreation (see page 49 of the CPE Checklist in Appendix A). For informational purposes, two new publically-accessible parks are under construction nearby, the 0.9-acre Daggett Park across the street and the 2.03-acre Mariposa Park 0.2 miles away at Mariposa and Owens Streets. The former of these parks is located in an area identified in the Eastern Neighborhoods Plan Streets and Open Space Concept (Figure A3) as an area to acquire and develop sites for open space or neighborhood parks, and the latter was identified as planned open space.

Historic Architectural Resources

Some commenters asserted that industrial buildings on the site are historic, some specifically referring to the metal shed warehouses and association with Pacific Rolling Mill Co. and more generally referring to reminders of the past industrial nature of the area. Some commenters specifically referenced support of a metal shed reuse alternative suggested by Save the Hill.

A complete Historic Resource Evaluation was prepared and is available for review at the Planning Department as part of Case File No. 2011.1300E. Section IV.B, Historic Architectural Resources presents the results of this evaluation. As noted in these documents, only the brick office building at 1200 17th Street was found to be historic.

Regardless of the above, the suggested alternative options submitted by the Save the Hill group were considered by the City (components of which are represented as the Metal Shed Reuse Alternative), and considered in Chapter VI, Alternatives.

Eastern Neighborhoods PEIR

Some commenters suggested the *Eastern Neighborhoods PEIR* was too old to rely on for tiering or otherwise inaccurate for assessment of cumulative impacts. This was often tied to the issue of the extent of recent and proposed development in the area. Sometimes specific topics were identified under this issue such as traffic, hazardous materials, and loss of historic buildings.

To assess the proposed project under current and currently foreseeable conditions, a complete Transportation Impact Study and Historic Resource Evaluation were prepared and are available for review at the Planning Department as part of Case File No. 2011.1300E and as summarized in Chapter IV of this document.

A discussion of completed, planned and projected dwelling units is included on pages IV.5 to IV.6 of this document, as summarized here. The *Eastern Neighborhoods PEIR* found that an increase of approximately 7,400 to 9,900 dwelling units throughout the lifetime of the Plan (year 2025) would be expected to occur as a secondary effect of implementation of the Eastern Neighborhoods Plan. As of July 2015, 8,559 dwelling units have completed or are planned to complete environmental review, including the proposed project. In the *Eastern Neighborhoods PEIR*, approximately 2,300 to 3,900 of these dwelling units were anticipated within the Showplace Square/Potrero Hill subarea, and as of July 2015, approximately 3,266 dwelling units have completed or are planned to complete environmental review within this subarea, including the proposed project. (See more detailed discussion on pages IV.5 to IV.7 of this document.)

PDR Job/Use Loss

Some commenters noted concern over loss of PDR-type jobs and spaces for such employment both specific to this site and cumulatively in the Eastern Neighborhoods.

The proposed project is consistent with the Eastern Neighborhoods Plan, which acknowledged loss of PDR jobs and spaces, and would contribute to the related Significant and Unavoidable cumulative impact identified in the *Eastern Neighborhoods PEIR*. The mitigation identified in the PEIR for the Eastern Neighborhoods Plan does not apply to the project site. (See page 26 of the CPE Checklist in Appendix A.)

Toxics During Construction

Some commenters noted concern regarding contaminated soils and groundwater and the possibility of health impacts to neighbors and/or nearby school children.

Characterization of and identification of appropriate methods for handling hazardous materials at the site during construction were adequately addressed in the CPE Checklist (pages 57 to 60) and referenced Environmental Site Assessments, which are available for review at the City Planning Department as part of Case File No. 2011.1300E. The Department of Public Health will review and approve a Site Mitigation Plan, Soil Management Plan, Air Monitoring Plan, and Dust Control Plan as part of required project approvals.

Construction Impacts

Some commenters noted concerns over potential impacts during the construction period, specifically dust/emissions, noise and parking/access to businesses.

Noise, air quality and hazardous materials impacts during construction were adequately addressed in the CPE Checklist (pages 31-32, 35-40 and 57-60) and these comments raised no additional concerns. Measures to reduce noise and dust during construction are required by various City Codes, as discussed in the CPE Checklist.

Emissions, Vehicle

Some commenters expressed concern over air quality in the area, specifically related to vehicles/traffic from existing as well as recent and upcoming development including the proposed project.

Air Quality was addressed in the CPE Checklist (pages 35 to 41) and these comments raised no additional concerns.

Views

Some commenters noted concern over loss of views from and to Potrero Hill.

This is not directly related to the environmental analysis. As noted in this document, aesthetic issues are not considered a CEQA impact for projects of this type. Visual simulations and discussion have been included for informational purposes in Chapter II, Project Description.

Shadows

Some commenters noted the proposed project would cause shadows, often specifically related to the under-construction Daggett Park. Planning Code Section 295 was sometimes specifically referenced.

Shadows were assessed in the CPE Checklist (pages 42 to 50) and these comments raised no additional concerns. As noted in that document, Daggett Park is not under the jurisdiction of the Recreation and Park Commission and is accordingly not subject to Section 295, although the proposed project's net new shadow upon Daggett Park was evaluated in the CPE Checklist and found to have a less-than-significant impact.

Nightclub Noise

Some commenters expressed concern regarding the potential for conflict related to noise from the Bottom of the Hill nightclub and the proposed residential units along 17th Street that could negatively impact operation of the nightclub.

Noise was addressed in the CPE Checklist (pages 31 to 35) and referenced a complete Environmental Noise Assessment, which is available for review at the Planning Department as part of Case File No. 2011.1300E. The Environmental Noise Assessment included long-term continuous noise measurements spanning evenings in which concerts took place at the Bottom of the Hill nightclub. These comments raised no additional concerns.

Additionally, as noted as a possibility in the CPE, the City has subsequently adopted Ordinance 070-15 related to noise regulations for residential uses near places of entertainment with an effective date of June 19, 2015. The ordinance amended various City codes to require attenuation of exterior noise for new residential structures and to provide that existing places of entertainment not become nuisances on the basis of noise impacts on nearby residents. The proposed project would comply with these (previously proposed but now adopted) regulations and the proposed project and acoustical analysis will be reviewed by the Entertainment Commission as part of the approval process consistent with this new regulation.

Geological Hazards

Some commenters noted concern regarding geological hazards on/near the site and questioned the appropriateness of the site for the proposed development. Specific concerns included character of the soil and site (liquefaction potential, fault line, water levels, etc.) as well as potential for construction-period activities including vibration to damage nearby buildings and gas pipelines.

Geological hazards were addressed in the CPE Checklist (pages 52 to 54) and referenced geotechnical investigations, which are available for review at the Planning Department as part of Case File No. 2011.1300E and these comments raised no additional concerns.

Beneficial Impacts

Some commenters in support noted their belief that development in the proposed location would be less impactful than suburban development.

No response is necessary.

Other Comments

Some comments were less common and did not fit under the above topics. These can be briefly summarized as pertaining to the commenter's belief that not enough is being done to address affordable and family housing, area crime, access to area business during construction, water supply/drought, area school capacity, wind tunnels related to tall buildings, and that additional right-of-way for the sidewalk along 17th street should be taken from the project property and not existing right-of-way.

Other comments were either not directly related to the environmental analysis or already adequately covered in the CPE Checklist.

Summary

The above issues are addressed and analyzed throughout this EIR and the CPE Checklist.

This Draft EIR will be circulated for public review and comment. During this period, written comments concerning the accuracy and adequacy of the Draft EIR will be accepted and a public hearing will be held before the Planning Commission to receive oral comments. After the close of the public comment period, written responses will be prepared to address substantive comments received on the environmental analysis, and any revisions to the Draft EIR will be identified.

Comments expressing support for the proposed project or opposition to it will be considered independently of the environmental review process by City decision-makers, as part of their decision to approve, modify, or disapprove the proposed project.

THIS PAGE INTENTIONALLY LEFT BLANK

VI. ALTERNATIVES

The CEQA Guidelines require the analysis of a reasonable range of potentially feasible alternatives to the proposed project or to the location of the project, which would feasibly attain most of the basic objectives of the proposed project and avoid or substantially lessen any of the significant effects of the project (CEQA Guidelines Section 15126.6). The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit informed public participation and an informed and reasoned choice by the decision-making body (CEQA Guidelines Section 15126.6(f)).

CEQA generally defines "feasible" to mean the ability to be accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors. The following factors may also be taken into consideration when assessing the feasibility of alternatives: site suitability; economic viability; availability of infrastructure; General Plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and the ability of the proponent to attain site control (CEQA Guidelines Section 15126.6(f)(1)).

CEQA also requires that a No Project Alternative be evaluated (CEQA Guidelines Section 15126.6(e)); the analysis of the No Project Alternative is based on the assumption that the proposed project would not be approved. In addition, an environmentally superior alternative must be identified among the alternatives considered. The environmentally superior alternative is generally defined as the alternative that would result in the least adverse environmental impacts to the project sites and affected environment. If the No Project Alternative is found to be the environmentally superior alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

CEQA Guidelines Section15126.6(c) also requires an EIR to identify and briefly discuss any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process. In identifying alternatives, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the basic project objectives. Those alternatives that would have impacts identical to or more severe than the proposed project, or that would not meet most of the project objectives, were rejected from further consideration.

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Alternatives were selected that would reduce identified impacts of the proposed project. The proposed project would result in significant unavoidable impacts related to land use and transportation and circulation.

Land Use

The *Eastern Neighborhoods PEIR* determined that adoption of the Eastern Neighborhoods Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR (Production, Distribution, and Repair). While land use controls in Western SoMa were identified as possible mitigation, this was determined not to be feasible and would not be applicable to the proposed project in any case, as the proposed project is not located in that area. A Statement of Overriding Considerations was adopted by the City accepting this significant impact because retention of the PDR uses would conflict with planned growth of the area. The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the *Eastern Neighborhoods PEIR*, but would not result in significant impacts that were not identified or more severe impact than analyzed in the PEIR.

Transportation and Circulation

Under Existing Plus Project conditions, four study intersections – Mariposa Street and the I-280 southbound on-ramp, 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – would operate at an unacceptable levels (LOS F) during the PM peak hour. The proposed project's contribution to unacceptable operating conditions at these intersections would be five percent or more and would therefore be a significant impact. The intersection of Mariposa Street and the I-280 southbound on-ramp would be mitigated by measures implemented by another project prior to operations of the proposed project. For two intersections (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street), while measures have been identified to reduce these impacts to a less-than-significant level and SFMTA supports the measures to reduce Level of Service impacts, full funding for the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time. SFMTA has determined that it would not support measures to improve operations at the intersection of Mariposa Street and Mississippi Street, because such measures could encourage diversion of traffic to residential streets. As such, the mitigation is infeasible and the impact is significant and unavoidable.

In addition, the proposed project, combined with past, present, and reasonably foreseeable future projects, would result in a considerable contribution to significant cumulative traffic impacts at four of the study intersections – 7th Street/16th Street/Mississippi Street, 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street – each of which would operate at LOS E (the first listed only) or LOS F under the 2025 Cumulative Conditions. The proposed project's contribution to unacceptable operating conditions at these intersections would be five percent or more and would therefore be a significant impact. The intersection of 7th Street/16th Street/Mississippi Street is already signalized and is being contemplated as a location for transit-only lanes as part of Muni Forward. No mitigation compatible with SFMTA plans for the intersection have been identified and the impact would remain significant and unavoidable. The other three intersections are discussed in the preceding paragraph, as they are also impacted under existing conditions. While measures have been identified to reduce these impacts to a less-than-significant level, SFMTA either does not support the measure (Mariposa Street and Mississippi Street) or SFMTA supports the measures but full funding of the measures has not been identified, so their feasibility is uncertain, and these impacts are considered significant and unavoidable at this time (17th Street and Mississippi Street and Mariposa Street and Pennsylvania Street).

In summary, mitigation is considered infeasible at two impacted intersections because SFMTA would not support identified measures due to conflicts with the desired operation of these intersections (7th Street/16th Street/Mississippi Street, and Mariposa Street and Mississippi Street). Two additional intersections (17th Street and Mississippi Street, and Mariposa Street and Pennsylvania Street) have feasible mitigation identified that would reduce impacts to less-than-significant levels, but full funding of the improvements has not been identified, so implementation cannot be assumed at this time and the impacts are assumed to be significant and unavoidable.

Impacts related to transportation and circulation are discussed in more detail than other topics due to the complex nature of the traffic, pedestrian, transit, bicycle, and loading issues surrounding the proposed project. The analysis included herein is based on an evaluation of the project alternatives conducted by DKS Associates.

ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION

As discussed previously, the Save the Hill group submitted a package of alternative plans featuring retention and reuse of the warehouse buildings on the site. These suggested alternative options were considered by the City (components of which are represented as the Metal Shed Reuse Alternative discussed below), which takes into account application of Planning Code requirements for residential unit access to light and air. Other variations on an alternative featuring retention and reuse of the warehouse buildings were not further considered as additional similar alternatives would not be different enough to meaningfully contribute to a reasonable range of alternatives.

The following alternatives were considered as part of this alternatives analysis, but ultimately rejected from detailed analysis:

1. Off-site Alternative. This alternative was rejected because the project sponsor does not have control of another site that would be of sufficient size to develop a mixed-use project with the intensities and mix of uses that would be necessary to achieve most of the basic project objectives.

2. Open Space Alternative. An alternative which considers the development of exclusive open space on the site was not considered for further analysis as it would not meet most of the basic project objectives, the proposed project exceeds the Planning Code open space requirements for the proposed development, the City does not own the project site, and acquisition of the site for City open space is not within the City's open space acquisition priority list.

3. Medical Office and Residential Alternative. The project was originally proposed in 2011 with a medical office building along 16th Street and a mixed use residential building along 17th Street. The medical group has since moved forward with the medical office project at a different location and is no longer interested in this type of development at this site. An alternative with a medical office building would not substantially reduce project impacts so was rejected as an alternative.

SUMMARY OF PROJECT ALTERNATIVES

This chapter compares three alternatives, as summarized below:

- The No Project Alternative, under which the project site would not be redeveloped with the proposed project and the project site would remain generally in its existing condition.

- The Reduced Density Alternative, under which the project site would be developed with fewer residential units and less commercial space at the same maximum allowable heights but with a smaller footprint to allow for more open space. This alternative would include 273 residential units, 16,880 square feet of commercial space, 56,850 square feet of open space, 271 off-street parking spaces within a partially below-grade garage, and associated improvements. The total building area would be 561,625 gsf and building heights would be 6 stories (68 feet) along 16th street and 4 stories (48 feet) along 17th Street.

- The Metal Shed Reuse Alternative, under which all the warehouse buildings on the site (1200/1100 17th Street, and 1210 17th Street/975 16th Street) would be retained and reused. Along with a new building with underground parking in the northeast corner of the site, this alternative would contain a mix of residential units, commercial space, and artist workspace and exhibition space including 177 residential units, 20,200 square feet of commercial space, 55,323 square feet of artist workspace and exhibition space, 36,291 square feet of open space, 123 off-street parking spaces within a below-grade

garage, and associated improvements. The total building area would be 369,907 gsf and building heights would be up to 5 stories (58 feet) along 16th street and 4 stories (48 feet) along 17th Street. This alternative was analyzed solely in response to community requests for a smaller-scale alternative that retained the existing warehouses and this alternative would not reduce effects related to historic architectural resources, as the warehouses at the site were determined not to be historic resources.

Table VI-1 compares key elements of the alternatives to the proposed project.

Table VI-1: Summary of Project Alternatives and Proposed Project Development

Use	Proposed Project	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Total Building Area (gsf)	616,452	109,500	561,625	369,907
Residential Units				
Studio	53	-	0	18
1 Bedroom	182	-	162	83
2 Bedroom	146	-	82	68
3 Bedroom	14	-	29	8
Total Units	395	-	273	177
Commercial/Public Use				
Retail	17,818	-	15,180	10,100
Restaurant	7,150	-	1,700	10,100
		-	-	-
Artist Workspace	-	-	-	46,957
Public Exhibition Space	-	-	-	8,366
Total Commercial/Public Space (gsf)	24,968	-	16,880	75,523
Open Space (gsf)	50,932	-	56,850	36,291
Building Heights				
Along 16th Street in ft (stories)	68 (6)	39	68 (6)	58 (5)
Along 17th Street in ft (stories)	48 (4)	34	48 (4)	48 (4)
Parking				
Off-Street Non-Residential Spaces	45	-	36	
Off-Street Residential Spaces	338	-	233	121
Off-Street Car Share Spaces	5	-	2	2
Total Off-Street Vehicle Spaces	388		271	123
Class 1 Bicycle Spaces	455	-	218	184
Class 2 Bicycle Spaces	52	-	21	20
Off-Street Loading Spaces	1	14	2	3
On-Street Loading Spaces	2 passenger; 2 commercial	-	0	0

Sources: DKS Associates, Inc., *901 16th Street/1200 17th Street Potrero Partners, LLC Mixed-Use Project Transportation Impact Study*, March 2015; Christiani Johnson Architects, Inc., *Reduced Density Alternative* and *Metal Shed Reuse Alternative*, March 2015.

NO PROJECT ALTERNATIVE

Description

Under the CEQA-required No Project Alternative, the site would generally remain in its existing condition and would not be redeveloped with a mix of residential, commercial, and open space uses. No open space would be developed within the site and no changes to surrounding loading or curb space would occur. This alternative is intended to reduce or avoid impacts associated with building demolition, site preparation, construction activities, and effects associated with the operation of more intense uses on the site. The existing warehouse and office uses totaling approximately 109,500 square feet would continue operating at the site.

Building heights on the site would not be increased and views of and past the site would remain unchanged.

Objectives

Because the physical environment of the site would be unchanged, the No Project Alternative would not achieve any of the project sponsor's objectives for the proposed project. In particular, objectives regarding the redevelopment of a large underutilized site, creation of a mixed-use project within the UMU District, contribution to regional housing needs, provision of open space, and development of a financially feasible project would not be achieved. The No Project Alternative would meet the objective to preserve the historic brick office building.

Land Use Impacts

The buildings on the site have recently been occupied by storage/moving and storage uses. It is possible the existing buildings on the project site could be utilized for PDR uses in the future if they were retained. While difficult to quantify due to the speculative nature of potential PDR use, it is possible the No Project Alternative would have a reduced contribution to cumulative loss of PDR uses identified in the *Eastern Neighborhoods PEIR*. The City previously adopted a Statement of Overriding Considerations determining that cumulative impact related to PDR loss in the Eastern Neighborhoods would be accepted to accommodate planned growth of the area.

Transportation and Circulation Impacts

Existing circulation patterns within and in the vicinity of the site would continue under the No Project Alternative. Unlike the proposed project, under the No Project Alternative there would be no changes to traffic, transit, pedestrian, bicycle, loading, emergency vehicle access, or parking conditions compared to existing conditions. Therefore, compared to the proposed project, which would have significant unavoidable project impacts at three study intersections, significant unavoidable cumulative impacts at four study intersections, and less-than-significant, transit, pedestrian, bicycle, loading, emergency vehicle access, parking and transportation-related construction impacts, the No Project Alternative would not result in any impacts related to transportation and circulation. Parking conditions within and in the vicinity of the proposed project would also not change. The proposed alterations to the existing pedestrian circulation pattern, including the proposed mid-block pedestrian alley along the west side of the development, would not occur under this alternative.

Historic Architectural Resources Impacts

Under the No Project Alternative, the historic brick office building at 1200 17th Street would be retained, as it would under the proposed project, but would not be rehabilitated and opened to the public as a retail or restaurant space. There would be no plans to remove or change other buildings at the site either, though none of the other buildings are considered historic architectural resources under CEQA (See section IV.B).

Impact Summary

The No Project Alternative assumes retention of existing buildings that could be appropriate for PDR uses, thereby reducing cumulative impacts related to loss of PDR use in the Eastern Neighborhoods Plan area. The City previously adopted a Statement of Overriding Considerations determining that cumulative impact related to PDR loss in the Eastern Neighborhoods would be accepted to accommodate planned growth of the area.

The No Project Alternative assumes no changes to Transportation and Circulation and therefore no impacts. This would avoid significant and unavoidable impacts to all four intersections identified under the proposed project (two of these could be mitigated if full funding is identified).

The No Project Alternative would not change impacts related to historic architecture. Both this alternative and the proposed project retain the historic brick office building at 1200 17th Street, although the brick office building would not be rehabilitated in the No Project Alternative. While the metal shed warehouses would also be retained under the No Project Alternative, these have been determined not to qualify as historic resources, so their loss or retention would not change impact conclusions.

REDUCED DENSITY ALTERNATIVE

Description

Specifics of the Reduced Density Alternative are shown in **Figures VI-1** through **VI-6**. Note that elevations are intended to be diagrammatic and do not reflect architectural design that would be completed for an actual project.

Under the Reduced Density Alternative, all existing on-site buildings and surface pavements on the project site would be demolished and the site would be redeveloped with a mix of residential and commercial uses within two buildings. This alternative is similar to the proposed project, including two buildings built to the maximum height allowances with partially underground parking, but includes a smaller footprint to allow for greater open space and resultant lower number of residential units and commercial space.[60] A total of 273 residential units and 16,880 square feet of commercial uses would be developed, for a total building area of 561,625 gsf. This alternative would include 122 fewer residential units and 7,588 fewer square feet of commercial space compared to the proposed project. Similar to the proposed project, this alternative would feature a public pedestrian alley along the west side of the development with residences opening onto a mews and residential courtyards.

[60] The Reduced Density Alternative was specifically developed to reduce the project's potential level of service impacts to certain study intersections to a less-than-significant level. The development assumptions for the Reduced Density Alternative reflect the maximum number of residential units and commercial square footage that could be developed at the site without resulting in existing plus project traffic-related impacts.

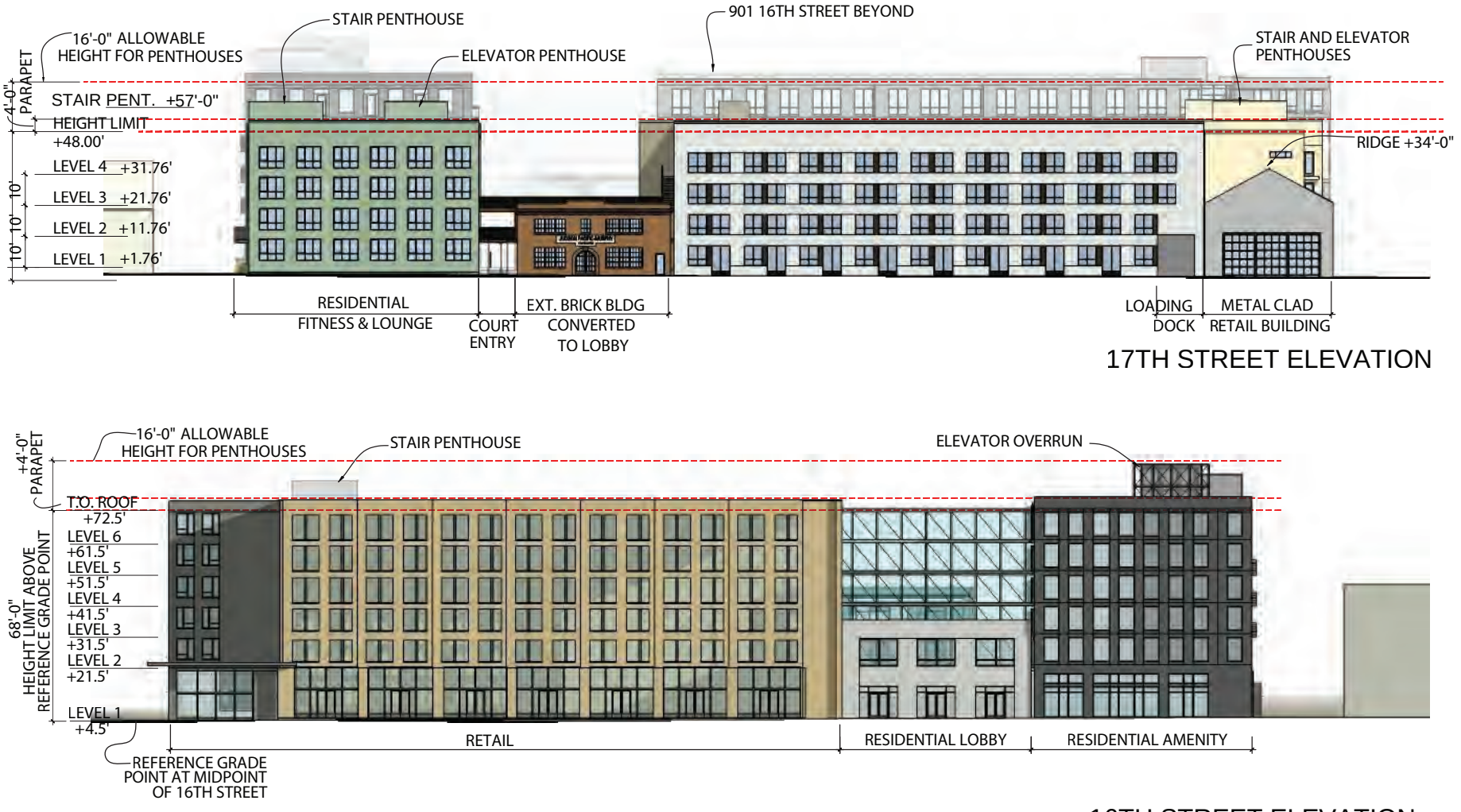


Figure VI-1: Reduced Density Alternative Elevations (16th Street and 17th Street)

Source: Christiani Johnson Architects, 2015

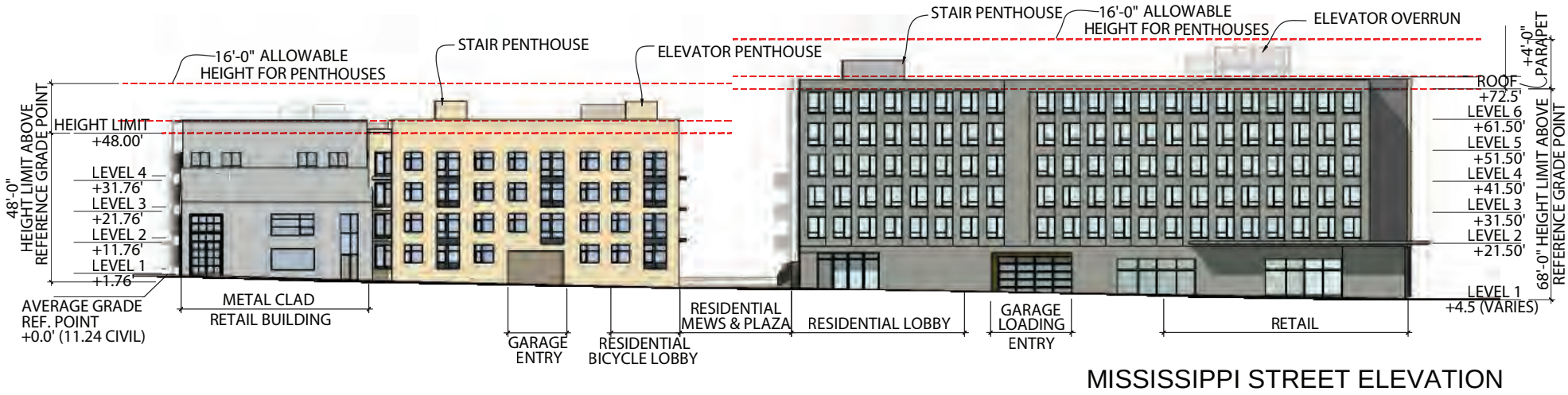


Figure VI-2: Reduced Density Alternative Elevations (Mississippi Street)

Source: Christiani Johnson Architects, 2015

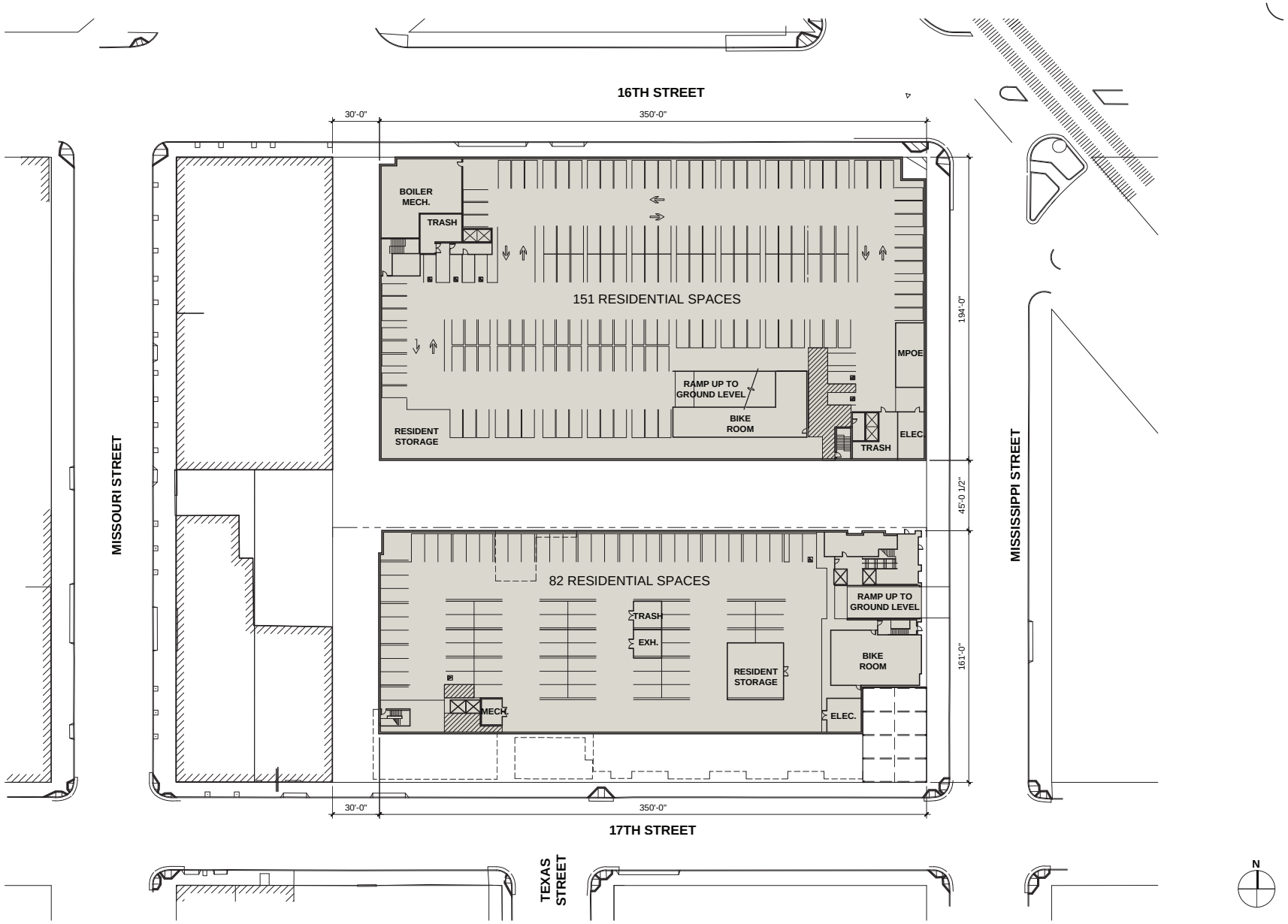


Figure VI-3: Reduced Density Alternative Floor Plan, Basement

Source: Christiani Johnson Architects, 2015

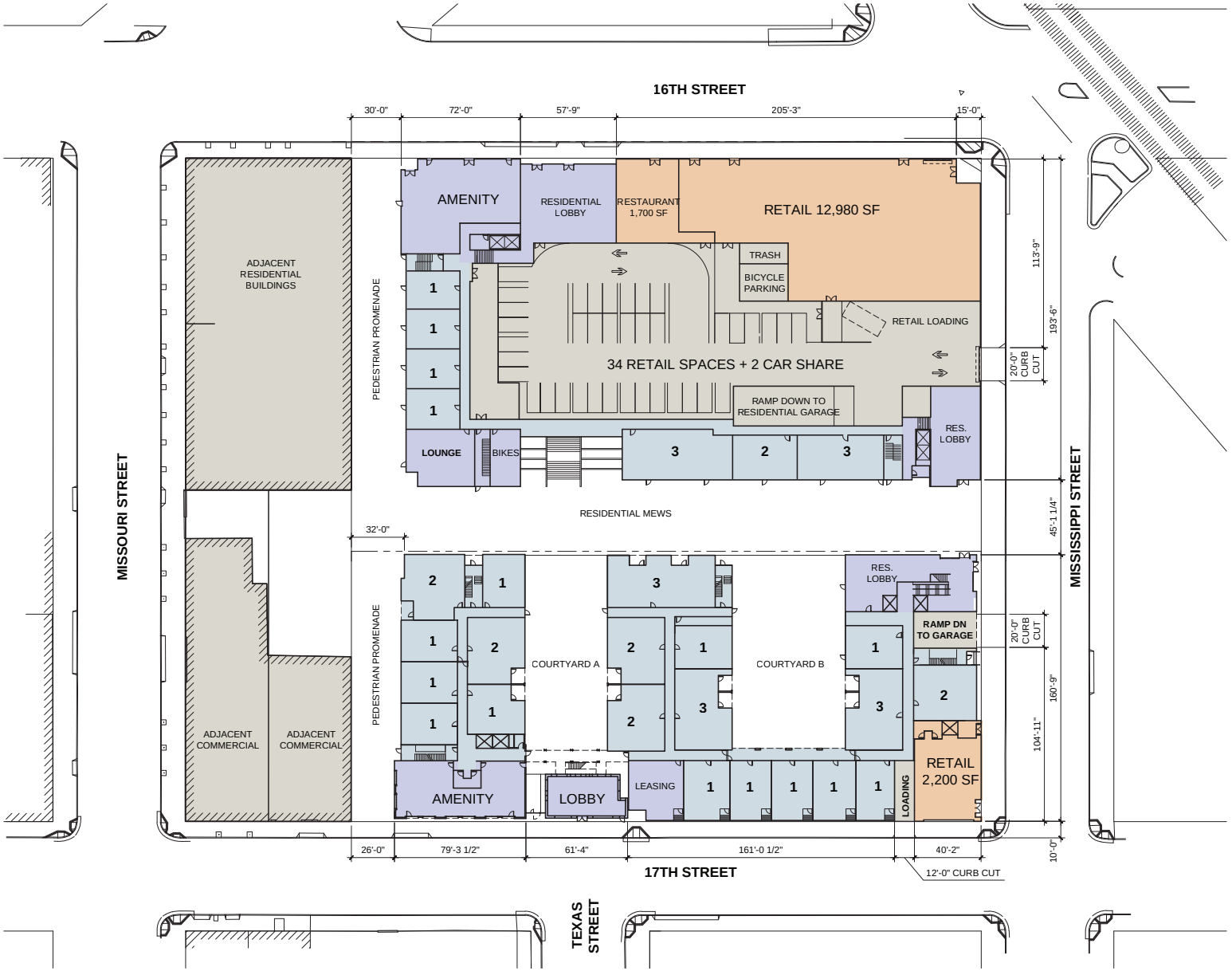


Figure VI-4: Reduced Density Alternative Floor Plan, Ground Floor

Source: Christiani Johnson Architects, 2015

Figure VI-5: Reduced Density Alternative Floor Plan, Representative Upper Floor
Source: Christiani Johnson Architects, 2015

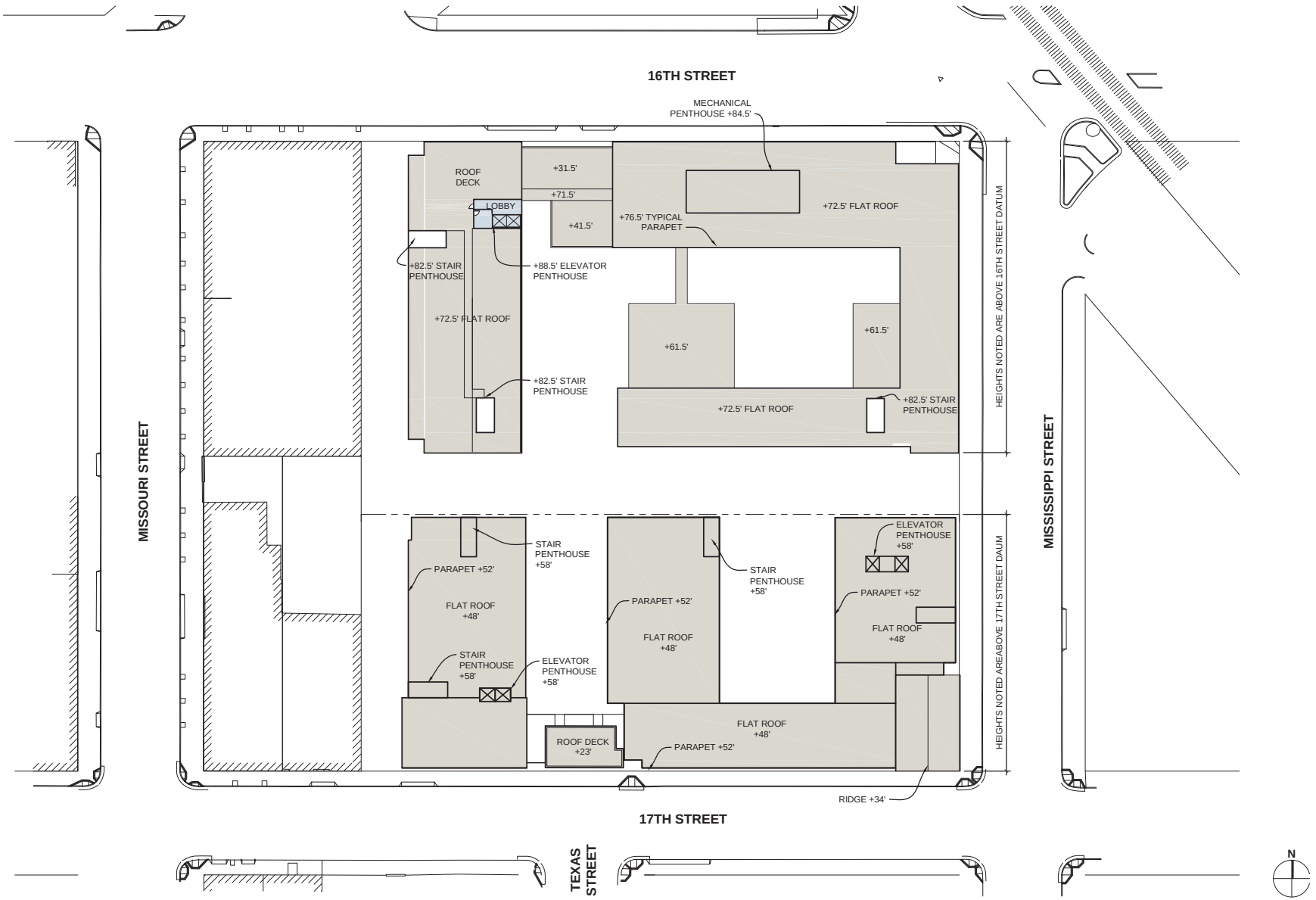


Figure VI-6: Reduced Density Alternative Roof Plan

Source: Christiani Johnson Architects, 2015

The reduced density alternative would include underground residential parking garages in both the 16th Street Building and 17th Street Building with access via two driveways with 20-foot curb cuts from Mississippi Street. Class 1 bicycle parking would be included in the underground garages. Retail parking as well as additional bicycle parking would be provided at ground level in the 16th Street Building. Two off-street loading spaces would be provided with one being adjacent to the retail parking area and the other off of 17th Street (a 12-foot curb cut).

Building Characteristics

The configuration of the buildings would be similar to the configuration of the proposed project, although compared to the proposed project: 1) the courtyards would be expanded, reducing the footprint of the buildings; 2) there would be less commercial frontage, with locations toward the western end of the buildings, including the existing brick building, becoming residential amenities or lobby areas instead of commercial areas.

The height of the buildings would be the same as under the proposed project. Views of and across the site would be similar to those under the proposed project.

Open Space

Under the Reduced Density Alternative, the type and location of open space areas would be similar to the proposed project, except there would be larger courtyard areas (private common open space) within the interiors of both buildings. A total of approximately 56,850 gsf of publicly accessible and private open space would be developed throughout the site. Similar to the proposed project, open space would include a publicly accessible mid-block pedestrian pathway along the western boundary.

Access and Parking

Pedestrian access to and through the site under the Reduced Density Alternative would be the same as under the proposed project. Proposed sidewalk improvements included in the proposed project would also be included in this alternative.

Parking access and provisions would be generally the same except that the amount of parking spaces would be reduced consistent with allowable maximum provisions under the Planning Code. Access points would be located on Mississippi Street only. Similar to the proposed project, the Reduced Density Alternative would modify the configuration of existing on-street parking spaces adjacent to the site to including the removal of existing curb cuts and to allow for two new on-street loading spaces.

Loading

The Reduced Density Alternative would provide two off-street loading docks and no on-street loading zones.

Objectives

The Reduced Density Alternative would achieve some of the project sponsor's objectives for the project. Because this alternative would allow for redevelopment of the site with a mix of residential and commercial uses, but at a density less than the proposed project, objectives regarding the development of a mix of uses on an underutilized site, contribution to the City's regional housing needs, and development of a financially feasible project would be achieved to a lesser extent than the proposed project. The Reduced Density Alternative would also comply with the UMU District zoning and the existing height and bulk

requirements for the site and preserve the historic brick office building. Because the intensity of proposed uses would be less than that of the project, most of the project sponsor's objectives would be achieved to a lesser extent than the proposed project. The objective for incorporation of open space would be met to an even greater degree than with the proposed project.

Land Use Impacts

Existing buildings on the site that could potentially be appropriate for PDR uses would be demolished and replaced in the Reduced Density Alternative with residential and retail uses. The Reduced Density Alternative would have the same contribution as the proposed project to cumulative loss of PDR uses identified in the *Eastern Neighborhoods PEIR*. However, the City previously adopted a Statement of Overriding Considerations determining that cumulative impact related to PDR loss would be accepted to accommodate planned growth of the area.

Transportation and Circulation Impacts

Under the Reduced Density Alternative there would be a reduction in the overall square footage of proposed uses as compared to the proposed project. Additionally the community market space land use was changed to general retail as was all restaurant spaces except for 1,700 square feet in the 16th Street Building. This alternative would include 122 fewer residential units and 7,588 fewer square feet of commercial space compared to the 395 residential units and 24,968 square feet of the proposed project.

Travel demand for the Reduced Density Alternative was estimated consistent with the methodology presented in Section IV.C, Transportation and Circulation. **Table VI-2** summarizes the PM peak hour trips by mode for the Reduced Density Alternative as compared to the proposed project. Since the Reduced Density Alternative would represent a 31 percent decrease in both retail and residential land uses, the number of person- and vehicle-trips in the PM peak hour is lower compared to the proposed project (724 total trips with the Reduced Density Alternative versus 1,505 under the proposed project).

The Reduced Density Alternative would reduce the demand for loading spaces by one space when compared to the proposed project. For the Reduced Density Alternative, the parking demand would be reduced from 817 spaces for the proposed project to 450 spaces. An analysis of the traffic (project and cumulative), transit, pedestrian circulation, bicycle circulation, loading, emergency access, and construction-related impacts associated with the Reduced Density Alternative is provided below. Parking conditions are also discussed, for informational purposes.

Table VI-2: Trip Generation by Mode, Weekday PM Peak Hour – Proposed Project and Reduced Density Alternative

Project/Alternative	Person-Trips					Vehicle Trips
	Auto	Transit	Walk	Other[a]	Total[b]	
Proposed Project	809	290	302	104	1,505	513
Reduced Density Alternative	357	162	139	67	724	245

[a] "Other" mode includes bicycles, motorcycles, and taxis.
[b] Total trips include a credit for existing land uses, which accounts for a 21 trip reduction
Sources: *SF Guidelines*; 2000 U.S. Census; DKS Associates, Inc..

Traffic Impacts

The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street. The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street.

The Reduced Density Alternative was developed specifically to reduce the proposed project's project-specific and cumulative level of service (LOS) impacts to the intersection of Mariposa Street and Mississippi Street to a less-than-significant level, given it was deemed infeasible to reduce the density of the proposed project enough to avoid the proposed project's project-specific and cumulative LOS significant impacts identified for all of the intersections. Under this alternative, only one intersection, Mariposa Street and Pennsylvania Avenue, would remain significantly impacted under Existing Plus Project conditions. A second intersection, Mariposa Street and Mississippi Street, would remain at LOS F but the project would contribute less than five percent to the failing approach. Thus, the Reduced Density Alternative would have a less-than-significant impact on operations at the intersection of Mariposa Street and Mississippi Street. Under Cumulative Conditions the intersection of 7th/16th/Mississippi Street would remain significantly impacted in addition to the intersection of Mariposa Street and Pennsylvania Street.

As discussed in Section IV.C, Transportation and Circulation, the unsignalized intersection of 17th Street and Mississippi Street currently operates at LOS C during the PM peak hour at the worst (southbound) approach. While the proposed project would contribute 34.1 percent to the PM peak hour southbound approach volume and degrade operations to LOS F and thus result in a significant and unavoidable impact related to the operations of the intersection, the Reduced Density Alternative would result in the intersection operating at LOS C, resulting in a less-than significant impact. Similarly, under 2025 Cumulative Conditions, the intersection operates at LOS E during the PM peak hour at the worst (westbound) approach. While the proposed project would degrade operations for the westbound approach to LOS E and thus result in a significant and unavoidable impact related to the operations of the intersection, the Reduced Density Alternative would contribute only 3.3 percent to the critical westbound approach volume (below the five percent significance threshold contribution) and have a less-than-significant impact on the intersection.

As discussed in Section IV.C, Transportation and Circulation, the unsignalized intersection of Mariposa Street and Pennsylvania Street currently operates at LOS F during the PM peak hour at the worst (southbound) approach and Caltrans signal warrants are not met. The proposed project would contribute 19.7 percent to the PM peak hour southbound approach volume and cause Caltrans Signal Warrants to be met and thus result in a significant and unavoidable impact related to the operations of the intersection. The Reduced Density Alternative would reduce the contribution to the critical southbound approach to 9.3 percent (above the five percent significance criteria) and Caltrans signal warrants would still be met and thus still result in a significant and unavoidable impact related to the operations of the intersection. Similarly, under 2025 Cumulative Conditions, the intersection operates at LOS F during the PM peak hour at the worst (southbound) approach. As the proposed project would have a significant and unavoidable Existing Plus Project impact on the intersection, it would similarly have a significant and unavoidable impact under 2025 Cumulative Conditions. Because the Reduced Density Alternative would also have a significant and unavoidable Existing Plus Project impact on the intersection, it would similarly have a

significant and unavoidable impact under 2025 Cumulative Conditions, although the Reduced Density Alternative contribution would be reduced.

As discussed in Section IV.C, Transportation and Circulation, the unsignalized intersection of Mariposa Street and Mississippi Street currently operates at LOS F during the PM peak hour at the worst (westbound) approach and Caltrans signal warrants are met. While the proposed project would contribute 10.2 percent to the PM peak hour westbound approach volume and thus result in a significant and unavoidable impact related to the operations of the intersection, the Reduced Density Alternative would only contribute 4.8 percent to the critical westbound approach volume (below the five percent significance threshold contribution), resulting in a less-than significant impact. Similarly, under 2025 Cumulative Conditions, the intersection operates at LOS F during the PM peak hour at the worst (southbound) approach. While the proposed project would have a significant and unavoidable Existing Plus Project impact on the intersection and thus result in a significant and unavoidable impact under 2025 Cumulative Conditions, the Reduced Density Alternative would have a less-than-significant impact under 2025 Cumulative Conditions.

As discussed in Section IV.C, Transportation and Circulation, the signalized intersection of 7th/16th/Mississippi Street operates at LOS F during the PM peak hour under 2025 Cumulative Conditions. The proposed project would contribute 19.0 percent to the PM peak hour critical northbound approach volume and thus result in a significant and unavoidable impact related to the operations of the intersection under 2025 Cumulative Conditions. The Reduced Density Alternative would reduce the contribution to the critical northbound approach volume to 9.2 percent (above the five percent significance threshold contribution), and thus still result in a significant and unavoidable impact related to the operations of the intersection under 2025 Cumulative Conditions.

In summary, the Reduced Density Alternative would, under Existing Plus Project conditions, reduce the number of significantly-impacted intersections from three to one (at Mariposa Street and Pennsylvania Street), and under Cumulative Conditions, reduce the number of significantly-impacted intersections from four to two (7th/16th/Mississippi Street, and Mariposa Street and Pennsylvania Street).

Transit Impacts

As shown in **Table VI-2**, the number of transit trips generated by the Reduced Density would be less than that of the proposed project. As discussed in Section IV.C, the proposed project would result in a less-than-significant impact on local and regional transit demand and operations in the area. Therefore, implementation of this alternative would also have a less-than-significant impact related to transit and this impact would be incrementally less than the proposed project.

Pedestrian Impacts

As shown in **Table VI-2**, the Reduced Density Alternative would generate fewer pedestrian trips than the proposed project. The Reduced Density Alternative would feature a similar number of pedestrian access points as the proposed project. As discussed in Section IV.A, Transportation and Circulation, the proposed project would not result in overcrowding on public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, or create potentially hazardous conditions for pedestrians, and would create additional corridors for pedestrian circulation. Therefore, pedestrian circulation impacts associated with the proposed project would be less-than-significant. Because fewer pedestrian trips would be generated by the Reduced Density Alternative, this impact would also be less-than-significant under this alternative and would be incrementally less than the proposed project.

Bicycle Impacts

Similar to the proposed project, the Reduced Density Alternative would provide Class 1 and Class 2 bicycle parking spaces to meet the San Francisco Planning Code requirements as shown in **Table VI-1**. As shown in **Table VI-2**, the Reduced Density Alternative would generate fewer bicycle trips than the proposed project and, similar to the proposed project, would not result in overcrowding on nearby bicycle routes, interfere with bicycle circulation, or create potentially hazardous conditions for bicycles. In addition, the Reduced Density Alternative would remove the commercial and passenger loading zones along Mississippi Street and remove the curb cut for the loading dock on Mississippi Street so that it would share access with the residential parking, potentially reducing conflicts with bicycles traveling on Bicycle Route 23. An additional off-street loading space would be added with access via a curb cut on 17th Street. Therefore, implementation of the Reduced Density Alternative would result in a less-than-significant impact for Existing Plus Project conditions related to bicycle facilities and bicycle travel in the vicinity of the project site. Under 2025 Cumulative Conditions, Bicycle Route 40 would be removed from 16th Street adjacent to the project and installed in both directions on 17th Street. This would result in potential conflicts between the off-street loading space accessed from 17th Street and bicycles traveling on Bicycle Route 40 under 2025 Cumulative Conditions, however as this does not create a new source of conflicts as compared with the proposed project as it moves the location of the potential conflict from Mississippi Street to 17th Street, implementation of the Reduced Density Alternative would result in a less-than-significant impact for 2025 Cumulative Conditions related to bicycle facilities and bicycle travel in the vicinity of the project site. Improvement Measures I-TR-5a and 5b, On-site Bicycle Safety Strategies would also be recommended for this alternative.

Loading Impacts

Loading demand, as compared to the proposed project, is presented in **Table VI-3**. As shown in **Table VI-1**, one off-street loading docks, two 40-foot commercial loading zones (yellow curb) and two 40-foot passenger loading zones (white curb) along the curb on the west side of Mississippi Street are provided as part of the proposed project, which were found sufficient to meet the anticipated loading demand. Because the Reduced Density Alternative would generate fewer truck trips, the peak hour demand for commercial loading spaces would be reduced to one space compared to the proposed project. The Reduced Density Alternative would provide two off-street loading spaces and remove the commercial and passenger on-street loading zones on Mississippi Street, and would remain adequate to meet the projected demand for loading. Therefore, the Reduced Density Alternative would also result in a less-than-significant impact related to loading. Improvement Measure I-TR-6, Off-street Loading Management, would also be recommended for this alternative.

Table VI-3: Delivery/Service Vehicle-Trips and Loading Space Demand – Proposed Project and Reduced Density Alternative

Project/Alternative	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
Proposed Project	59	4	3
Reduced Density Alternative	22	1	1

Sources: SF Guidelines; DKS Associates, Inc.

Emergency Access Impacts

Similar to the proposed project, emergency vehicle access would be provided along Mississippi Street with the proposed loading zones providing the most direct emergency access. The Reduced Density Alternative would not block travel lanes in the vicinity of the project and emergency service providers would continue to have adequate access. Therefore, like the proposed project, the Reduced Density Alternative's impact to emergency access would be less-than-significant.

Construction Impacts

Construction activities associated with the Reduced Density Alternative would be similar to those described for the proposed project. Similar to the proposed project, the construction-related transportation impacts of this alternative would be less-than-significant due to their temporary and limited duration. Improvement Measure I-TR-8, Construction Management, identified for the proposed project, would also be applicable to this alternative to further reduce its less-than-significant construction period transportation-related effects.

Parking

Table VI-4 compares the off-street parking supply and maximum parking demand for the proposed project and the Reduced Density Alternative. Unoccupied parking in the area within a reasonable distance from the project site would be able to meet the unmet demand for the proposed project for both the midday and evening periods. Secondary effects (i.e., impacts related to air quality or increased traffic congestion due to motorists searching for available spaces) were determined to be less-than-significant for both periods for the proposed project as well. Since the unmet demand for the Reduced Density Alternative is less than that of the proposed project, parking impacts would remain less-than-significant.

Table VI-4: Vehicle Parking Supply and Demand – Proposed Project and Reduced Density Alternative

Project/Alternative	Supply	Demand	(Shortfall)/Surplus
Proposed Project	383	817	(434)
Reduced Density Alternative	233	450	(183)

Notes:

Source: SF Guidelines; DKS Associates, Inc.

Historic Architectural Resources Impacts

The Reduced Density Alternative would preserve the historic brick office building at 1200 17th Street, as would the proposed project. It is presumed any changes to this historic building would be completed to Secretary of the Interior's Rehabilitation Standards, as also required under the proposed project.

As under the proposed project, the Reduced Density Alternative proposes to remove all other existing buildings. None of the other buildings on the site are considered historic architectural resources under CEQA (See section IV.B).

Impact Summary

Both the proposed project and Reduced Density Alternative would remove all buildings on the site that could potentially be appropriate for PDR uses, thereby contributing to cumulative impacts related to loss of PDR use in the Eastern Neighborhoods Plan area. There would be no difference in loss of PDR between the proposed project and this alternative. However, the City previously adopted a Statement of Overriding Considerations determining that cumulative impact related to PDR loss would be accepted to accommodate planned growth of the area.

The Reduced Density Alternative would, under Existing Plus Project conditions, reduce the number of significantly-impacted intersections from three to one (at Mariposa Street and Pennsylvania Street), and under Cumulative Conditions, reduce the number of significantly-impacted intersections from four to two (7th/16th/Mississippi Street, and Mariposa Street and Pennsylvania Street).

The Reduced Density Alternative would not change impacts related to historic architecture. Both this alternative and the proposed project retain and rehabilitate the historic brick office building at 1200 17th Street. While the metal shed warehouses would be removed under both the proposed project and the Reduced Density Alternative, these warehouses have been determined not to qualify as historic resources, so their loss would not be a significant impact.

METAL SHED REUSE ALTERNATIVE

Description

Specifics of the Metal Shed Reuse Alternative are shown **in Figures VI-7** to **VI-12**. Note that elevations are intended to be diagrammatic and do not reflect architectural design that would be completed for an actual project.

The Metal Shed Reuse Alternative would repurpose the existing warehouse buildings on the site and redevelop the existing parking lot and modular office building as follows. The existing metal shed warehouse building at 1200/1100 17th Street would be reused to include 46,957 square feet of artists' workspaces on two floors, 13,200 square feet of restaurant and retail space, and 8,366 square feet of public arts activity space. The warehouse building at 1210 17th Street/975 16th Street would also be retained but modified with windows and cutouts for light and air access and with new construction added above to four stories encompassing a total of 95 residential units and residential lobby and amenity areas. The Cor-O-Van modular office building and parking lot at 901 16th Street (the northeast corner of the site) would be developed with underground parking and a new five story mixed-use building and courtyard above encompassing 82 residential units and related lobby and amenity areas as well as 7,000 gsf of ground-level commercial space along 16th Street.

This alternative would include 36,291 square feet of open space. A publically-accessible pedestrian alley would be provided cutting through the warehouse turned artist workshops at 1200 17th Street and continuing between the 975 16th Street warehouse turned residential building and the new mixed-use building at 901 16th Street.

Under this alternative, off-street parking would be provided in a single basement-level garage with 123 residential parking spaces accessed via a driveway off of Mississippi Street. The size of the parking area would be limited by areas with existing structures to remain above. Three off-street loading spaces would

be provided, including one adjacent to the basement garage ramp, utilizing the same curb cut. The other two loading spaces would be accessed via two 12-foot curb cuts off of 17th Street.

Building Characteristics

The configuration of the buildings would be different than under the proposed project because of retention of the existing warehouses.

The height of the buildings would be reduced from that under the proposed project. The 1200/1100 17th Street building would maintain its current height of about 34 to 40 feet. With the setback additional residential structure at 1210 17th Street/975 16th Street, this building would reach 48 feet as measured from 17th Street (55 feet as measured from 16th Street). The new building at 901 16th Street would have one less floor than proposed under the project and reach 58 feet.

Views of and across the site would be similar to those under the proposed project. While the building would be at least one floor lower along 16th Street, the main change in views across the site would be to increase views of the under-construction EQR Potrero project that would reach 68 feet along 16th Street across from the project site. Therefore, because the height under this alternative would be lower than nearby buildings under construction, longer-range views toward downtown San Francisco would be largely unchanged by the reduced height of this alternative.

Open Space

Under the Metal Shed Reuse Alternative, the type of open space areas would be similar to the proposed project, but reorganized around the retained warehouse buildings. This would amount to less total open space at approximately 36,291 gsf, organized into two courtyards in cutouts of the 1210 17th Street/975 16th Street building and one between the existing structures and the new 901 16th Street mixed-use building.

The required mid-block cut through would be provided in part through the reused 1200/1100 17th Street warehouse instead of along the project boundary.

Access and Parking

Pedestrian access to and through the site under the Metal Shed Reuse Alternative would be similar to the proposed project, although the pedestrian alley would be near the center of the site, rather than at the western edge of the site. Proposed sidewalk improvements included in the proposed project would also be included in this alternative.

Parking access and provisions would be reduced from that proposed under the project because of confinement of underground parking areas to those areas not underneath buildings proposed to be retained. The 123 parking spaces proposed would result in lower provision of parking spaces than under the proposed project or the other alternatives. However, the Planning Code does not require any parking at this site, so, while under the maximum allowable, parking would still be above the minimum of zero and less than the maximum allowable amount.

Loading

The Metal Shed Reuse Alternative would provide three off-street loading docks and no on-street loading zones.

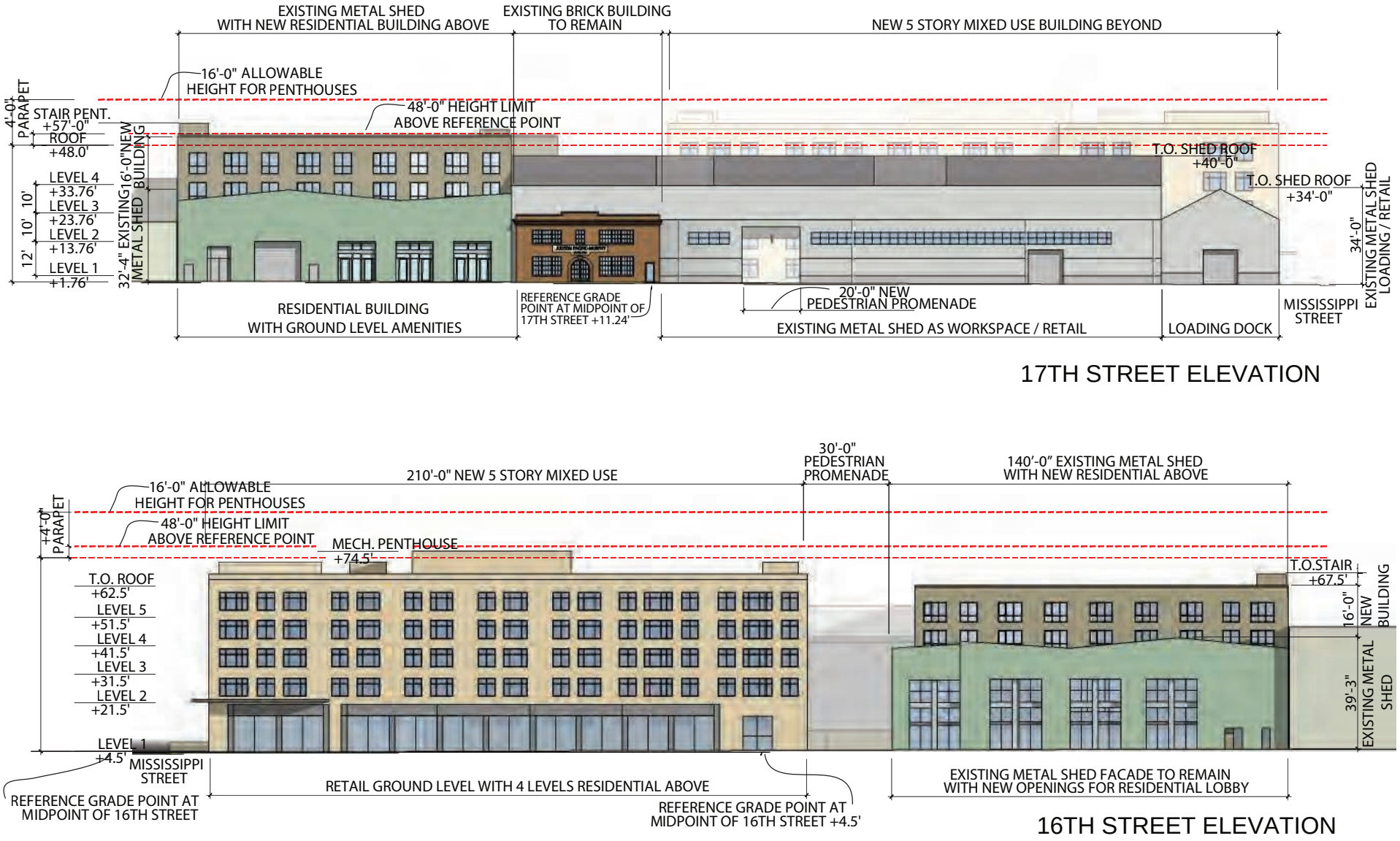


Figure VI-7: Metal Shed Reuse Alternative Elevations (16th Street and 17th Street)

Source: Christiani Johnson Architects, 2015

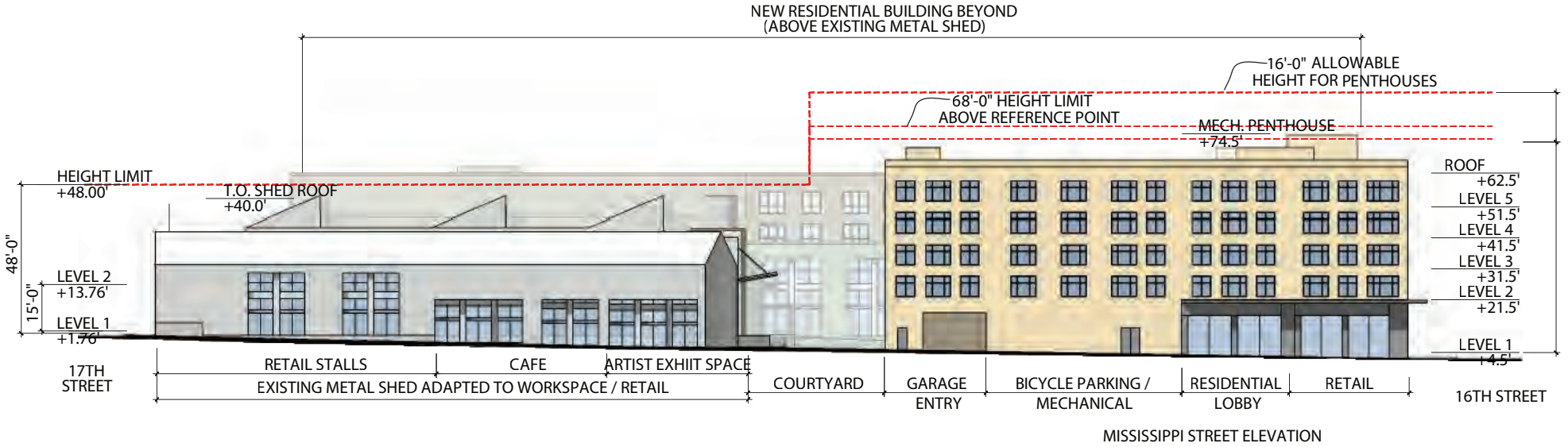


Figure VI-8: Metal Shed Reuse Alternative Elevations (Mississippi Street)

Source: Christiani Johnson Architects, 2015

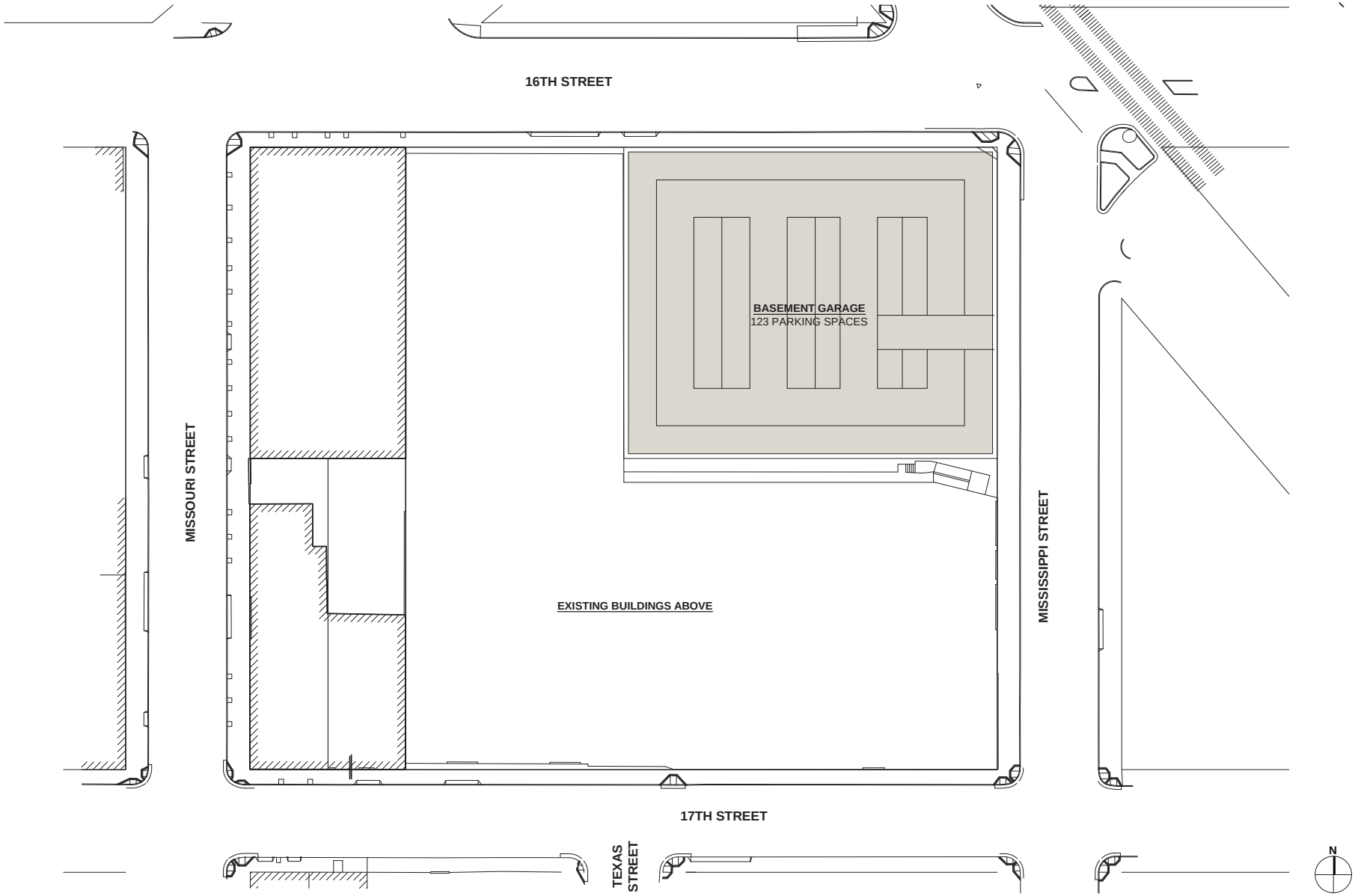


Figure VI-9: Metal Shed ReuseAlternative Floor Plan, Basement
Source: Christiani Johnson Architects, 2015

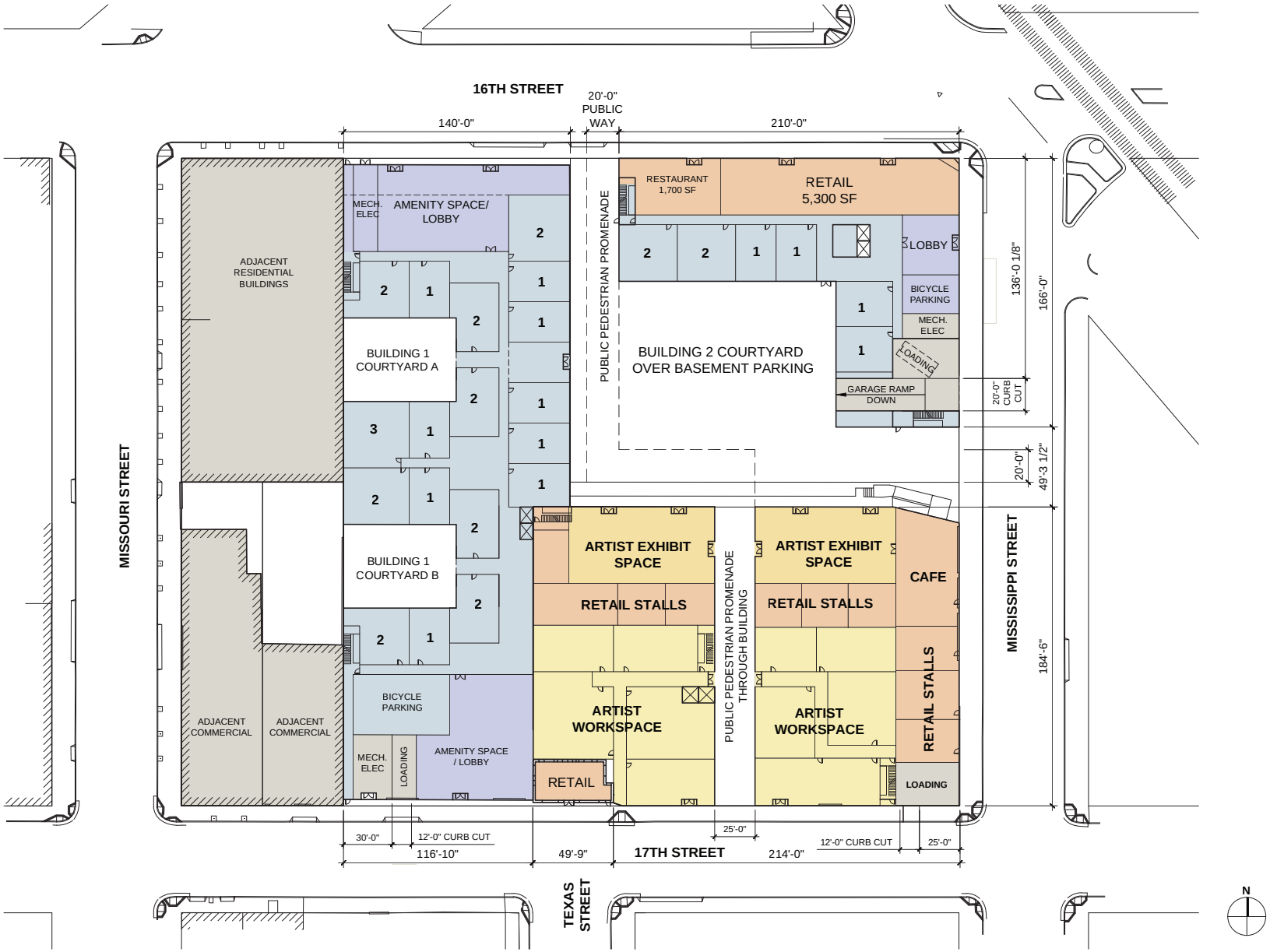


Figure VI-10: Metal Shed ReuseAlternative Floor Plan, Ground Floor

Source: Christiani Johnson Architects, 2015

Figure VI-11: Metal Shed ReuseAlternative Floor Plan, Representative Upper Floors

Source: Christiani Johnson Architects, 2015

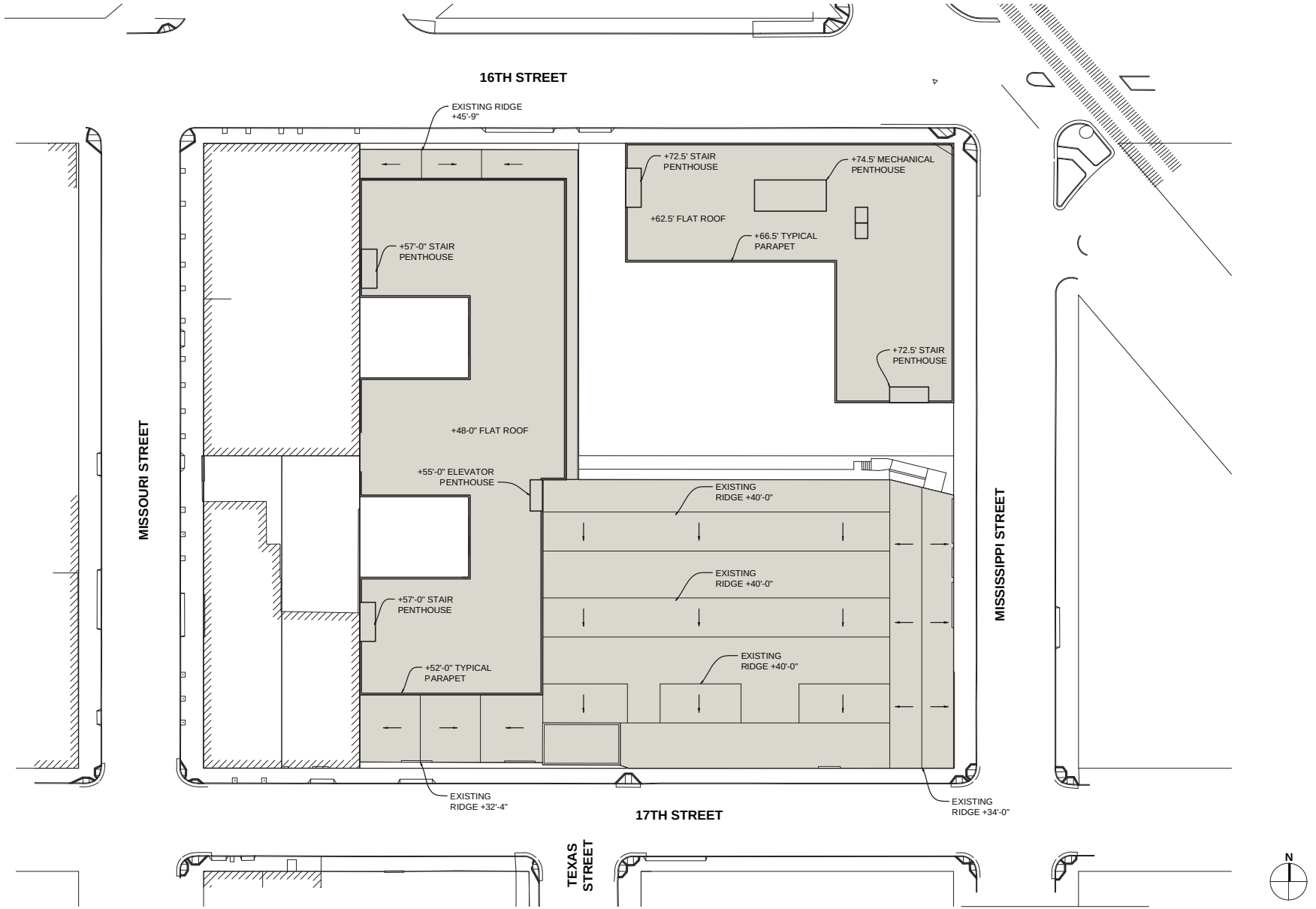


Figure VI-12: Metal Shed ReuseAlternative Roof Plan
Source: Christiani Johnson Architects, 2015

Objectives

The Metal Shed Reuse Alternative would achieve some of the project sponsor's objectives for the project. Because this alternative would allow for redevelopment of the site with a mix of residential and commercial uses including open spaces, but at a density that is substantially less than the proposed project, objectives regarding the development of a mix of uses on an underutilized site, and contribution to the City's regional housing needs, would be achieved to a lesser extent than the proposed project. The Metal Shed Reuse Alternative would also comply with the UMU District zoning and the existing height and bulk requirements for the site and preserve the historic brick office building. The project sponsors contend that this alternative would fail to meet the objective to develop a financially feasible project. Because the intensity of proposed uses would be substantially less than that of the project, some of the project sponsor's objectives would be achieved, though to a substantially lesser extent than the proposed project.

Land Use Impacts

Under the Metal Shed Reuse Alternative, existing buildings on the site that could potentially be appropriate for PDR uses would be retained. While portions of these buildings would be renovated for other uses, approximately 55,000 square feet would be renovated as artist's work and exhibit space, which would be considered a PDR use.

The Metal Shed Reuse Alternative would have a reduced contribution to cumulative loss of PDR uses identified in the *Eastern Neighborhoods PEIR*, resulting in a loss of approximately 54,000 square feet of PDR space.

Transportation and Circulation Impacts

Under the Metal Shed Reuse Alternative there would be a reduction in the overall square footage of proposed uses as compared to the proposed project. The existing metal shed building space would be repurposed to include 46,957 square feet of artists' workspaces, 13,200 square feet of restaurant and retail space, and 8,366 square feet of public arts activity space. New construction would include 177 residential units (45 percent of the number in the proposed project) with 7,000 square feet of restaurant and retail space. This alternative would include 218 fewer residential units and an increase of 50,555 square feet of commercial and public use space compared to the 395 residential units and 24,968 square feet of the proposed project.

Travel demand for the Metal Shed Reuse Alternative was estimated consistent with the methodology presented in Section IV.C, Transportation and Circulation. **Table VI-5** summarizes the PM peak hour trips by mode for the Metal Shed Reuse Alternative as compared to the proposed project. The number of residential units in the Metal Shed Reuse Alternative would be 45 percent of those included in the proposed project while the retail and restaurant uses would be 83 percent of the area in the proposed project. However, this alternative would also include 46,957 square feet of artists' workspace and 8,366 square feet of public arts activity or exhibition space (for calculation of travel demand, the artists' workspace was treated as PDR land use and the exhibition space was assumed to have no trip generation). Therefore, while the Metal Shed Reuse Alternative generates somewhat fewer trips than the proposed project, the reduction in travel demand is not as great as for the Reduced Density Alternative.

Table VI-5: Trip Generation by Mode, Weekday PM Peak Hour – Proposed Project and Metal Shed Reuse Alternative

Project/Alternative	Person-Trips					Vehicle Trips
	Auto	Transit	Walk	Other[a]	Total[b]	
Proposed Project	809	290	302	104	1,505	513
Metal Shed Reuse Alternative	747	209	253	59	1,268	446

[a] "Other" mode includes bicycles, motorcycles, and taxis.

[b] Total trips include a credit for existing land uses, which accounts for a 21 trip reduction

Sources: *SF Guidelines*; 2000 U.S. Census; DKS Associates, Inc.

An analysis of the traffic (project and cumulative), transit, pedestrian circulation, bicycle circulation, loading, emergency access, and construction-related impacts associated with the Metal Shed Reuse Alternative is provided below. Parking conditions are also discussed, for informational purposes.

Traffic Impacts

The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street. The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street.

The Metal Shed Reuse Alternative was developed to address requests to include an alternative that retained the warehouse structures on the site, and was not developed to reduce traffic impacts. Under this alternative, all three intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street, would remain significantly impacted under Existing Plus Project conditions. Under Cumulative Conditions all four intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street, would remain as significantly unavoidable impacts.

As discussed in Section IV.C, Transportation and Circulation, the unsignalized intersection of 17th Street and Mississippi Street currently operates at LOS C during the PM peak hour at the worst (southbound) approach. The proposed project would contribute 34.1 percent to the PM peak hour southbound approach volume and degrade operations to LOS F and thus result in a significant and unavoidable impact related to the operations of the intersection. The Metal Shed Reuse Alternative would contribute 36.0 percent to the PM peak southbound approach volume and also degrade operations to LOS F, resulting in a significant and unavoidable impact. Similarly, under 2025 Cumulative Conditions, the intersection operates at LOS E during the PM peak hour at the worst (westbound) approach. The proposed project would degrade operations for the westbound approach to LOS E and thus result in a significant and unavoidable impact related to the operations of the intersection. The Metal Shed Reuse Alternative would also degrade

operations for the westbound approach to LOS E and thus result in a significant and unavoidable impact related to the operations of the intersection.

As discussed in Section IV.C, Transportation and Circulation, the unsignalized intersection of Mariposa Street and Pennsylvania Street currently operates at LOS F during the PM peak hour at the worst (southbound) approach and Caltrans signal warrants are not met. The proposed project would contribute 19.7 percent to the PM peak hour southbound approach volume and cause Caltrans Signal Warrants to be met and thus result in a significant and unavoidable impact related to the operations of the intersection. The Metal Shed Reuse Alternative would contribute 23.0 percent (above the five percent significance criteria) to the critical southbound approach and Caltrans signal warrants would still be met and thus still result in a significant and unavoidable impact related to the operations of the intersection. Similarly, under 2025 Cumulative Conditions, the intersection operates at LOS F during the PM peak hour at the worst (southbound) approach. As the proposed project would have a significant and unavoidable Existing Plus Project impact on the intersection, it would similarly have a significant and unavoidable impact under 2025 Cumulative Conditions. As the Metal Shed Reuse Alternative would also have a significant and unavoidable Existing Plus Project impact on the intersection, it would similarly have a significant and unavoidable impact under 2025 Cumulative Conditions.

As discussed in Section IV.C, Transportation and Circulation, the unsignalized intersection of Mariposa Street and Mississippi Street currently operates at LOS F during the PM peak hour at the worst (westbound) approach and Caltrans signal warrants are met. While the proposed project would contribute 10.2 percent to the PM peak hour westbound approach volume and thus result in a significant and unavoidable impact related to the operations of the intersection, the Metal Shed Reuse Alternative would reduce the contribution to the critical westbound approach volume to 8.6 percent (above the five percent significance threshold contribution), also resulting in a significant and unavoidable Existing Plus Project impact on the intersection. Similarly, under 2025 Cumulative Conditions, the intersection operates at LOS F during the PM peak hour at the worst (southbound) approach. The proposed project would have a significant and unavoidable Existing Plus Project impact on the intersection and thus result in a significant and unavoidable impact under 2025 Cumulative Conditions. The Metal Shed Reuse Alternative would also have a significant and unavoidable Existing Plus Project impact on the intersection and thus result in a significant and unavoidable impact under 2025 Cumulative Conditions.

As discussed in Section IV.C, Transportation and Circulation, the signalized intersection of 7th/16th/Mississippi Street operates at LOS F during the PM peak hour under 2025 Cumulative Conditions. The proposed project would contribute 19.0 percent to the PM peak hour critical northbound approach volume and thus result in a significant and unavoidable impact related to the operations of the intersection under 2025 Cumulative Conditions. The Metal Shed Reuse Alternative would reduce the contribution to 16.0 percent of the critical northbound approach volume (above the five percent significance threshold contribution), and thus still result in a significant and unavoidable impact related to the operations of the intersection under 2025 Cumulative Conditions.

In summary, traffic-related impacts would not differ between the proposed project and the Metal Shed Reuse Alternative.

Transit Impacts

As shown in **Table VI-5**, the number of transit trips generated by the Metal Shed Reuse Alternative would be less than that of the proposed project. As discussed in Section IV.C, the proposed project would result in

a less-than-significant impact on local and regional transit demand and operations in the area. Therefore, implementation of this alternative would also have an incrementally less-than-significant impact related to transit than the proposed project.

Pedestrian Impacts

As shown in **Table VI-5**, the Metal Shed Reuse Alternative would generate fewer pedestrian trips than the proposed project. This alternative would feature a similar number of pedestrian access points as the proposed project. As discussed in Section IV.A, Transportation and Circulation, the proposed project would not result in overcrowding on public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, or create potentially hazardous conditions for pedestrians, and would create additional corridors for pedestrian circulation. Therefore, pedestrian circulation impacts associated with the proposed project would be less-than-significant. Because fewer pedestrian trips would be generated by the Metal Shed Reuse Alternative, pedestrian impacts would also be less-than-significant and would be incrementally less than those of the proposed project.

Bicycle Impacts

Similar to the proposed project, the Metal Shed Reuse Alternative would provide Class 1 and Class 2 bicycle parking spaces to meet the San Francisco Planning Code requirements as shown in **Table VI-1**. As shown in **Table VI-5**, the Metal Shed Reuse Alternative would generate fewer bicycle trips than the proposed project and, similar to the proposed project, would not result in overcrowding on nearby bicycle routes, interfere with bicycle circulation, or create potentially hazardous conditions for bicycles. In addition, the Metal Shed Reuse Alternative would remove the commercial and passenger loading zones along Mississippi Street and remove the curb cut for the loading dock on Mississippi Street so that it would share access with the residential parking, potentially reducing conflicts with bicycles traveling on Bicycle Route 23 Two additional off-street loading spaces would be added with access via a two curb cuts on 17th Street. Therefore, implementation of the Metal Shed Reuse Alternative would result in a less-than-significant impact for Existing Plus Project conditions related to bicycle facilities and bicycle travel in the vicinity of the project site. Under 2025 Cumulative Conditions, Bicycle Route 40 would be removed from 16th Street adjacent to the project and installed in both directions on 17th Street. This would result in increased potential conflicts between the off-street loading spaces accessed from 17th Street and bicycles traveling on Bicycle Route 40 under 2025 Cumulative Conditions. Nonetheless, given the removal of the commercial and passenger on-street loading zones and a curb cut along Mississippi Street reducing conflict with bicycle traffic along Mississippi Street and the fact that fewer bicycle trips are generated than the proposed project, implementation of the Metal Shed Reuse Alternative would result in a less-than-significant impact related to bicycle facilities and bicycle travel in the vicinity of the project site. Improvement Measures TR-5a and 5b, On-site Bicycle Safety Strategies would apply to this alternative but would need to be modified to address issues on 17th Street.

Loading Impacts

Loading demand, as compared to the proposed project, is presented in **Table VI-6**. As shown in **Table VI-1**, one off-street loading dock, two 40-foot commercial loading zones (yellow curb) and two 40-foot passenger loading zones (white curb) along the curb on the west side of Mississippi Street are provided as part of the proposed project, which were found sufficient to meet the anticipated loading demand. For the Metal Shed Reuse Alternative, the truck trip generation factor for the artists' workspaces was assumed equivalent to that of the general office use. Given this assumption, the loading space requirements for the

Metal Shed Reuse Alternative are similar to although slightly less than those of the proposed project. The Metal Shed Reuse Alternative would provide two off-street loading spaces on 17th Street in addition to the off-street loading dock, and remove the commercial and passenger on-street loading zones on Mississippi Street, and would remain adequate to meet the projected demand for loading, and further reducing loading impacts. Therefore, the Metal Shed Reuse Alternative would also result in a less-than-significant impact related to loading as it pertains to other components of the transportation system such vehicle queuing and pedestrian and bicyclist safety. Improvement Measure TR-3, Off-street Loading Management, would also be recommended for this alternative.

Table VI-6: Delivery/Service Vehicle-Trips and Loading Space Demand – Proposed Project and Metal Shed Reuse Alternative

Project/Alternative	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
Proposed Project	58.9	4	3
Metal Shed Reuse Alternative	58.0	3	3

Sources: SF Guidelines; DKS Associates, Inc.

Emergency Access Impacts

Similar to the proposed project, emergency vehicle access would be provided along Mississippi Street with the proposed loading zones providing the most direct emergency access. The Metal Shed Reuse Alternative would not block travel lanes in the vicinity of the project and emergency service providers would continue to have adequate access. Therefore, like the proposed project, the Metal Shed Reuse Alternative's impact to emergency access would be less-than-significant.

Construction Impacts

Construction activities associated with the Metal Shed Reuse Alternative would be similar to those described for the proposed project. Similar to the proposed project, the construction-related transportation impacts of this alternative would be less-than-significant due to their temporary and limited duration. Improvement Measure I-TR-8, Construction Management, identified for the proposed project, would also be applicable to this alternative to further reduce its less-than-significant construction period transportation-related effects.

Parking

For informational purposes, **Table VI-7** compares the off-street parking supply and maximum parking demand for the proposed project and the Metal Shed Reuse Alternative. Unoccupied parking in the area within a reasonable distance from the project site would be able to meet the unmet demand for the proposed project for both the midday and evening periods. Secondary effects (i.e., impacts related to air quality or increased traffic congestion due to motorists searching for available spaces) were determined to be less-than-significant for both periods for the proposed project as well.

Although the unmet demand for Metal Shed Reuse Alternative is somewhat greater than that of the proposed project, unoccupied parking in the surrounding areas should still be able to accommodate it. Therefore, parking impacts would remain less-than-significant under this alternative.

Table VI-7 Vehicle Parking Supply and Demand – Proposed Project and Metal Shed Reuse Alternative

Project/Alternative	Supply[1]	Demand[2]	(Shortfall)/Surplus
Proposed Project	383	817	(434)
Metal Shed Reuse Alternative	123	598	(475)

Notes:
1) Total residential and/or commercial off-street parking spaces
2) Conservative assumption off all short-term and long-term parking demand occurring during the evening time period.
Sources: SF Guidelines; DKS Associates, Inc.

Historic Architectural Resources Impacts

The Metal Shed Reuse Alternative would preserve the historic brick office building at 1200 17th Street, which would also be preserved and rehabilitated under the proposed project. It is presumed any changes to this historic building would be completed to Secretary of the Interior's Rehabilitation Standards, as also required under the proposed project to reduce potential impacts to this historic building to less-than-significant levels.

Unlike the proposed project, the Metal Shed Reuse Alternative proposes to retain all existing metal shed warehouse buildings. These buildings on the site are not considered historic architectural resources under CEQA (See section IV.B), so their retention would not change CEQA impacts or conclusions. This alternative is not required to reduce impacts, but was analyzed solely in response to requests by some members of the community for a smaller-scale alternative that retained the existing metal shed warehouses.

Impact Summary

The Metal Shed Reuse Alternative would include artists' work and exhibit space, which would be considered a PDR use, thereby reducing cumulative impacts related to loss of PDR use in the Eastern Neighborhoods Plan area. However, the City previously adopted a Statement of Overriding Considerations determining that cumulative impact related to PDR loss would be accepted to accommodate planned growth of the area.

Traffic-related impacts would not differ between the proposed project and the Metal Shed Reuse Alternative.

The Metal Shed Reuse Alternative would not change impacts related to historic architecture. Both this alternative and the proposed project retain the historic brick office building at 1200 17th Street. While the metal shed warehouses would also be retained under the Metal Shed Reuse Alternative, these have been determined not to qualify as historic resources, so their loss would not be a significant impact.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Pursuant to CEQA Guidelines Section 15126(e)(2), an EIR is required to identify the environmentally superior alternative from among the alternatives evaluated if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. The environmentally superior alternative is the

alternative that best avoids or lessens any significant effects of the proposed project, even if the alternative would impede to some degree the attainment of the project objectives. A comparison of the development program and impacts identified for the proposed project and the project alternatives is provided below in **Table VI.8**.

The proposed project would result in significant unavoidable effects related to the contribution to traffic at area intersections and would contribute to the cumulative loss of PDR uses (an impact identified in the *Eastern Neighborhoods PEIR* for which a Statement of Overriding Considerations was adopted as PDR loss was linked to planned growth of the area). The No Project Alternative would eliminate the significant and unavoidable traffic impacts, and would have no other impacts related to transportation and circulation. With no specific plans for rehabilitation or reuse of buildings on the site, the No Project Alternative, would have no impacts or need for mitigation related to rehabilitation of the historic brick office building or loss of PDR.

CEQA requires selection of the "environmentally superior alternative other than the no project alternative" from among the proposed project and the other alternatives evaluated. The Reduced Density Alternative is identified as the environmentally superior alternative because it would to some extent meet the project sponsor's basic objectives, while avoiding traffic-related significant unavoidable impacts of the proposed project at two of the four intersections (one of which could be mitigated through signalization under either this alternative or the proposed project if full funding is identified). This impact reduction would be achieved because this alternative would have fewer residential units and commercial space at the site compared to the proposed project, and therefore have associated reductions in vehicle traffic compared to the proposed project. There would be no difference between the proposed project and the Reduced Density Alternative with respect to loss of PDR as they both involve removal of all warehouses at the site.

The Metal Shed Reuse Alternative, on the other hand, would not avoid any of the traffic-related unavoidable impacts of the proposed project. While the metal shed warehouses at the site would be retained, these have been determined not to qualify as historic resources, and their loss or retention would not change the conclusion that there would be no significant impacts related to the metal shed warehouses. Similarly, while some space would be rehabilitated for PDR uses (about 55,000 square feet for artists' work and exhibit space), the City has previously adopted a Statement of Overriding Considerations accepting this impact to avoid conflict with plans for growth of the area. Finally, by producing a substantially smaller number of residential units and less retail space would achieve the project sponsor's objectives to a lesser degree. For these reasons, the Metal Shed Reuse Alternative was not chosen as the Environmentally Superior Alternative.

Table VI-8: Comparison of Proposed Project and Project Alternatives Impacts

Environmental Impacts	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Ability to Meet Project Sponsor's Objectives			
The proposed project would meet all of the project sponsor's objectives.	No objectives would be achieved except that the historic brick office building would be retained.	Some of the project sponsor's objectives would be achieved, thought to a lesser extent than the proposed project. The objective for incorporation of open space would be met to an even greater degree than with the proposed project. Financial feasibility is unknown.	Some of the project sponsor's objectives would be achieved, though to a lesser extent than the proposed project. Financial feasibility is unknown .
Land Use			
The proposed project would contribute to a significant and unavoidable impact identified in the *Eastern Neighborhoods PEIR* due to the cumulative loss of PDR (Production, Distribution, and Repair), as discussed in the CPE for this project (page 26). A Statement of Overriding Considerations was adopted by the City accepting this significant impact because retention of the PDR uses would conflict with planned growth of the area. The proposed loss of 109,500 square feet of existing PDR uses represents a considerable contribution to the loss of the PDR space analyzed in the *Eastern Neighborhoods PEIR*, but would not result in significant impacts that were not identified or more severe impact than analyzed in the PEIR. (SU)	Not applicable	Same as the proposed project (SU)	Less than the proposed project, but still a reduction in the amount of PDR space (SU)
Transportation and Circulation			
Impact TR-1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 10 of the 14 study intersections or otherwise conflict with traffic circulation in the vicinity. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Impact TR-2: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at one of the 14 study intersections: Mariposa Street and the I-280 southbound on-ramp, but changes already underway and expected to be in place prior to the proposed project becoming operational would fully mitigate this impact. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)

Environmental Impacts	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Impact TR-3: The proposed project, combined with present traffic volumes, would contribute considerably to significant traffic impacts at three of the 14 study intersections: 17th Street and Mississippi Street, Mariposa Street and Pennsylvania Street, and Mariposa Street and Mississippi Street. (SUM)	Not applicable	Less than the proposed project, though significant impacts would remain at one of the three intersections impacted by the project, Mariposa Street and Pennsylvania Avenue. (SUM)	Same impacts as the proposed project though slightly lower traffic volumes (SUM)
Impact TR-4: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by Muni transit capacity; nor would it affect transit operating conditions within the project vicinity such that adverse impacts to Muni transit service could occur. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Impact TR-5: The proposed project would not result in an increase in the amount of overcrowding on public sidewalks, interfere with pedestrian circulation and circulation to nearby areas and buildings, nor create potentially hazardous conditions for pedestrians. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Impact TR-6: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Impact TR-7: The loading demand of the proposed project would be accommodated within the proposed off-street loading facilities or within convenient on-street loading zones, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Impact TR-8: The proposed project would not result in significant impacts on emergency vehicle access. (LTS)	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)
Impact TR-9: The proposed project would not result in construction-related transportation impacts because of the temporary and limited duration of these activities. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)
Impact TR-10: The proposed project would not result in parking-related significant transportation impacts because of sufficient parking supply available in the vicinity of and provided within the project site. (LTS+IM)	Not applicable	Less than the proposed project (LTS+IM)	Less than the proposed project (LTS+IM)

Environmental Impacts	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Impact C-TR-1: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative traffic impacts at 10 of the 14 study intersections. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Impact C-TR-2: The proposed project, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative traffic impacts at 4 of the 14 study intersections: Mariposa Street and Mississippi Street, Mariposa Street and Pennsylvania Street, 17th Street and Mississippi Street, and 7th/16th/Mississippi Street. (SUM)	Not applicable	Less than the proposed project, though significant impacts would remain at two of the four intersections impacted by the project, 7th/16th/Mississippi Street and Mariposa Street and Pennsylvania Avenue. (SUM)	Same impacts as the proposed project though slightly lower traffic volumes (SUM)
Impact C-TR-3: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative transit impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Impact C-TR-4: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative pedestrian impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Impact C-TR-5: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative bicycle impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Impact C-TR-6: The proposed project, combined with past, present, and reasonably foreseeable future projects, would not contribute considerably to any significant cumulative construction-related transportation impacts. (LTS)	Not applicable	Less than the proposed project (LTS)	Less than the proposed project (LTS)
Historic Architectural Resources			
Impact CP-1: The proposed rehabilitation of the existing historic brick office building at 1200 17th Street, when conducted in accordance with applicable Secretary of the Interior's Rehabilitation Standards as proposed would not have a substantial adverse effect on an individual historic architectural resource. No other structures on site are eligible for listing as historic architectural resources or districts. (LTS)	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)

Environmental Impacts	No Project Alternative	Reduced Density Alternative	Metal Shed Reuse Alternative
Impact C-CP-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on historic architectural resources. (LTS)	Not applicable	Same as the proposed project (LTS)	Same as the proposed project (LTS)

Legend

NI No impact

LTS Less than significant or negligible impact; no mitigation required

LTS+IM Less than significant impact, though improvement measures would also be implemented to further reduce the impact

S Significant

SU Significant and unavoidable adverse impact, no feasible mitigation

SUM Significant and unavoidable adverse impact, after mitigation

THIS PAGE INTENTIONALLY LEFT BLANK

VII. REPORT PREPARERS

REPORT AUTHORS

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Environmental Review Officer: Sarah B. Jones
Senior Environmental and Transportation Planner: Wade Wietgrefe
Environmental Planner: Chris Thomas
Preservation Planner: Gretchen Hilyard

ENVIRONMENTAL CONSULTANTS

Lamphier-Gregory, Inc.
1944 Embarcadero, Oakland, CA
Principal-in-Charge: Scott Gregory
Project Manager/Senior Planner: Rebecca Gorton

TRANSPORTATION CONSULTANT

DKS Associates
1970 Broadway, Suite 740
Oakland, CA 94612
Principal-in-Charge: Bill Loudon
Transportation Engineer: Joshua Pilachowski

VISUAL SIMULATION CONSULTANT

Environmental Vision
2550 9th Street
Berkeley, CA 94710
Principal: Marsha Gale
Principal: Chuck Cornwall

HISTORIC RESOURCE CONSULTANT

VerPlanck Historic Preservation Consulting
57 Post St, Suite 512
San Francisco, CA 94104
Christopher VerPlanck

PROJECT SPONSOR

Potrero Partners, LLC
445 Virginia Avenue
San Mateo, CA 94402
Josh Smith

SPONSOR'S ATTORNEY

Farella Braun + Martel, LLP
235 Montgomery Street, 17th Floor
San Francisco, CA 94104
Steve Vettel, Partner

ARCHITECTS

Christiani Johnson Architects, Inc.
665 3rd Street, Suite 350
San Francisco, CA 94107

BAR Architects
901 Battery Street, Suite 300
San Francisco, CA 94110

PLACE
POSTAGE
HERE

Sarah B. Jones Environmental Review Officer
San Francisco Planning Department
Environmental Planning Division
1650 Mission Street, Suite 400
San Francisco, CA 94103

PLEASE CUT ALONG DOTTED LINES

PLEASE RETURN THIS POSTCARD TO REQUEST A COPY OF
THE FINAL ENVIRONMENTAL IMPACT REPORT

(NOTE THAT THE DRAFT EIR PLUS THE RESPONSES TO COMMENTS
DOCUMENT CONSTITUTE THE FINAL EIR)

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

901 16th Street and 1200 17th Street Project,

Planning Department Case No. 2011.1300E

Check one box: ☐ Please send me a copy of the Final EIR on CD.
☐ Please send me a paper copy of the Final EIR.

Signed: _____

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

SAN FRANCISCO
PLANNING DEPARTMENT

Historic Resource Evaluation Response

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date	December 19, 2014
Case No.:	**2011.1300E**
Project Address:	**1200 17th Street/901 16th Street**
Zoning:	UMU (Urban Mixed Use) 68-X Height and Bulk District
Block/Lot:	3949/001, 001A, 002; 3950/001
Staff Contact:	Gretchen Hilyard (Preservation Planner) (415) 575-9109 gretchen.hilyard@sfgov.org

PART II: PROJECT EVALUATION[1]

Pre-Existing Historic Rating / Survey

The subject property was surveyed as part of the Showplace Square Historic Resource Survey and further documented in a report by Page & Turnbull (dated July 8, 2011), which found the brick office building at 1200 17th Street to be the only eligible historic resource on the site. The building was given the status code of "3CS" (appears eligible for the California Register as an individual property through survey evaluation).

Subsequent reports were submitted to staff for review including: a Historic Resource Evaluation (HRE) by VerPlanck Historic Preservation Consulting (dated December 4, 2014); an Evaluation of Integrity report by Katherine Petrin (dated February 2014); as well as letters, historic photographs, and other information submitted by neighborhood groups. All of these documents were reviewed by Planning Preservation staff. Staff concurs with the VerPlanck HRE that the brick office building at 1200 17th Street is the only eligible historic resource on the site. The changes that occurred when the site was rebuilt in 1946-47 as part of the Owens-Illinois Co.'s conversion of the property to warehouse use altered the historic character of the site and its associated structures. The other reports submitted to dispute the findings of the HRE did not provide sufficient information to conclude that the other buildings on the site retain sufficient integrity to convey significance under the California Register criteria described below.

The HRE details the significance of the historic resource as follows: The brick office building at 1200 17th Street is eligible for listing in the California Register under Criterion 1 (Events) for its association with the Pacific Rolling Mill Co. during the time it made its greatest contribution to San Francisco. The period of

[1] For a more detailed description of the property background and proposed project, please consult the following Historic Resource Evaluation submitted by the Project Sponsor to assist in the evaluation of the proposed project: VerPlanck Historic Preservation Consulting, *1200 17th Street: Historic Resource Evaluation Part II,* December 4, 2014.

significance under Criterion 1 is 1906-1928, the period in which the subject property was occupied by the Pacific Rolling Mill Co. and when the company made the bulk of its contribution towards the reconstruction of San Francisco after the 1906 Earthquake. The brick office building is also eligible for listing in the California Register under Criterion 3 (Design/Construction) as a good example of a brick industrial building constructed during the post-1906 reconstruction period in San Francisco, and as a structure that embodies the distinctive characteristics of a type, period, and method of construction – a heavy timber-frame brick building constructed in the mid-1920s as the centerpiece of an industrial plant. The period of significance under Criterion 3 is 1926, the year the building was constructed.

The subject property is part of a larger industrial complex formerly occupied by the Pacific Rolling Mill Co. at 1200 17th Street/901 16th Street. The entire site was found to have significant associations as an important structural steel fabrication company that made a contribution towards the rebuilding of San Francisco after the 1906 Earthquake. Only the brick office building at 1200 17th Street (constructed in 1926) was found to retain sufficient integrity to convey this significance under California Register Criterion 1 and 3. The property is not located within the boundaries of any historic district.

The building is considered a "Category A.2" property (Resources listed on adopted local registers, and properties that have been determined to appear or may become eligible, for the California Register) for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures.

The character-defining features of the brick office building at 1200 17th Street include:

- Timber frame construction;
- Red brick (American bond) cladding;
- Flat concrete slab foundation;
- Symmetrical composition of primary façade;
- Three architectural bays;
- Arched recessed entry in center bay;
- Brick voussoirs capped by keystones in entry arch;
- Multi-light steel sash industrial windows;
- Corbeled brick cornice and stepped parapet;
- Gently sloping roof;
- Wood flagpole anchored to roof;
- Pair of planter beds flanking front entrance;
- Cast cement sign (currently obscured) reading: "JUDSON-MURPHY CORPORATION".

Proposed Project ☒ Demolition ☒ Alteration ☐ New Construction

Per drawings dated: June 19, 2014 by BAR Architects (901 16th Street building) and Christiani-Johnson Architects (1200 17th Street building).

Project Description

The proposed project entails the construction of two separate buildings containing a total of 395 residential units, 24,968 sf of retail space, 388 vehicle parking spaces, 12,219 sf of publicly accessible open space, 27,219 sf of common open space for residents, and 4,950 sf of private open space. The two buildings will be separated by a 39'-wide midblock courtyard (called the "Mississippi Mews") which will connect Mississippi Street with a proposed public pedestrian promenade (called the "Pedestrian Promenade") that will link 16th and 17th streets along the western property line. Additional open spaces for residents will include a pair of courtyards (called the "East" and "West" Courtyards, respectively) in the center of both buildings. The existing brick office building will be rehabilitated for commercial use as part of the 1200 17th Street building. The brick office building will be surrounded by a landscaped buffer so that it stands apart from the nearby new construction.

New Building at 901 16th Street

The new building at 901 16th Street will occupy the northern half of the subject property. It will be a six-story, mixed-use building measuring 68 feet high. The building will include 260 residential units, 20,318 sf of retail space, subterranean tenant parking for 221 vehicles, and above-ground retail parking for 42 vehicles. The building will have two residential courtyards and the proposed Mississippi Mews will be separate it from the building at 1200 17th Street. The proposed building is designed in a contemporary architectural vocabulary with each façade articulated differently to break its apparent massing down into several smaller, distinct sections. Exterior cladding materials include applied face brick, aluminum windows and storefront systems, metal paneling, aluminum screens, tempered glass, and architectural concrete. The 16th Street façade is the building's primary public elevation, with the residential lobby aligning with the former Texas Street right-of-way. The upper floors above the lobby will be recessed 30 feet back from 16th Street, helping to reduce the building's apparent massing. Flanking the entrance lobby will be retail storefronts made of aluminum and glass. The five residential floors above will be clad in brick and the fenestration will be laid out in a traditional grid pattern recalling historic brick industrial buildings in the nearby Showplace Square neighborhood. A large mural will occupy the northeast corner of the building at 16th and Mississippi streets. The other three façades have a less traditional character with rectangular bay windows lining Mississippi Street, as well as the west (Pedestrian Promenade) and south (Mississippi Mews) sides of the building. The roof of the proposed building is flat with several stair and elevator penthouses rising another 10 feet above the roof.

New Building at 1200 17th Street

The new building 1200 17th Street will occupy the southern half of the subject property. It will be a four-story, wood-frame building measuring 48 feet high. It will have 135 residential units, 4,650 sf of retail/ restaurant space, subterranean parking (115 residential stalls, retail parking for eight vehicles, and two car-share stalls). The building will have two residential courtyards and the proposed Mississippi Mews will form its northern boundary, creating a setback between it and the new building on 16th Street. The publicly accessible Pedestrian Promenade linking 16th and 17th streets will form a landscaped buffer between the new building and the two existing live-work residential buildings that are located on the opposite side of the western property line. The proposed building is broken down into multiple volumes to reduce its apparent size. In regard to materials and detailing it is simpler than the 16th Street building, with an architectural vocabulary that takes its cue more explicitly from its industrial neighbors. In addition, a portion of the gable-roofed shed structure at 17th and Mississippi streets will be rebuilt in the

same configuration using corrugated metal cladding as a memento of the existing buildings on the site. Cladding materials on the rest of the building will be different from the 16th Street building, with simpler industrial-type materials, including corrugated metal, cast concrete, vertical ribbed metal siding, steel columns, and aluminum roll-up doors. The roofline of the new building will be broken up into a series of shed and gable-roofed volumes, echoing the existing metal-clad structures on the site.

Rehabilitation of Brick Office Building at 1200 17th Street

As discussed, the historic brick office building will be rehabilitated for retail or restaurant use. During demolition all adjoining structures will be demolished and all piping, conduit, and remnants of adjoining structures will be removed. During construction the building will be protected in place. The brick walls will then be cleaned and restored, with any voids patched and/or repaired using brick that matches the original. The paint on the exterior walls (north, east, and west) of the building will be carefully removed to expose the red brick. Only gentle methods that do not remove the exterior face of the brick will be used, including power washing, hand sanding, blasting with walnut shells, or citrus-based strippers. The mortar will be cleaned and repointed wherever necessary. The existing deteriorated steel-sash windows on the primary (south) façade will be replaced in kind with counterparts that match the existing. The historic cast-cement sign above the primary entrance will be retained and repaired. The two pedestrian entrances on the primary façade both presently contain incompatible, non-historic doors. They will be replaced with doors that resemble historic conditions. The existing wooden flagpole mounted on the roof will be retained and restored. The existing skylights are of unknown origin but because they are not visible from the street they will be removed to build a new roof deck. The roof deck will be set back from the parapet and it will have a guardrail that will be minimally visible from 17th Street. The brick office building's non-historic interior finishes and materials will be removed to expose the historic brick walls. A partial mezzanine level will be constructed within the rehabilitated structure, which will contain a total of 1,500 sf of retail or restaurant space.

The new building adjoining the brick office building at 1200 17th Street is designed to respect and be compatible with the historical resource. The brick office building will anchor the southern end of a 61'-4"-wide break in the new building's street wall. There will be a setback on the left (west) side of the brick building that will serve as the residential entrance to the new building. This setback measures 11'- 9" wide and the area behind it will remain unbuilt. Additional setbacks will be located along the north and east walls of the brick office building. On the east side of the brick building there will be a notch-out measuring 10'-5" x 4'-10". The purpose of these setbacks and notch-out is to allow the brick building to "read" as a freestanding structure that is functionally related to the new building but structurally independent from it.

Reconstruction of Metal-clad Warehouse at 1100 17th Street

The project sponsor will dismantle and reconstruct the southern half of the timber-frame, metal-clad warehouse at 1100 17th Street and use it for retail space. The proposed project will retain the gable-roofed volume of the existing structure to a point 60'-5" south of 17th Street. Elements of the existing structure, including portions of its timber posts, wood trusses, and corrugated metal siding may be reused in the new retail structure. It will be given new aluminum-frame storefronts along 17th Street and in the first bay along Mississippi Street. The repurposed structure will house 3,100 sf of retail or restaurant space.

For further detail about the design of the two new buildings on the site, see the Project Description outlined in the environmental document.

Project Evaluation

If the property has been determined to be a historic resource in Part I, please check whether the proposed project would materially impair the resource and identify any modifications to the proposed project that may reduce or avoid impacts.

Subject Property/Historic Resource:

☒ The project will not cause a significant adverse impact to the historic resource as proposed.

☐ The project will cause a significant adverse impact to the historic resource as proposed.

California Register-Eligible Historic District or Context:

☒ The project will not cause a significant adverse impact to a California Register-eligible historic district as proposed.

☐ The project will cause a significant adverse impact to a California Register-eligible historic district as proposed.

Based upon the analysis provided in the *Historic Resource Evaluation* prepared by VerPlanck Historic Preservation Consulting (dated December 4, 2014), staff finds that the proposed project would not cause a significant adverse impact upon a historic resource such that the significance of the resource would be materially impaired. The subject property is not located within any historic district.

The Department finds that the proposed project is consistent with the *Secretary of the Interior Standards for Rehabilitation* (Secretary's Standards). The following is an analysis of the proposed project per the applicable Secretary's Standards:

> ***Standard 1:***
> *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

The proposed project includes the conversion of the brick office building at 1200 17th Street from office to retail/restaurant use. The new use will continue the commercial use of the building and will allow for the preservation of the existing building in place. The proposed project will remove non-historic interior materials and finishes and will convert the interior into a double-height space. The project will retain the building's character-defining features, spaces, and spatial relationships.

As proposed, the project complies with Rehabilitation Standard 1.

> ***Standard 2:***
> *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.*

As proposed, the project will retain the historic character of the brick office building. The character-defining features of the building are limited to the exterior, and all four existing exterior walls will be preserved, as well as the building's height, massing and fenestration pattern. The building will be protected in place during construction and non-historic conduit, paint and other additive features will be removed to better articulate the original character of the building. The new construction will occur adjacent to the building and the materials, massing and setbacks of the new construction have been designed for compatibility with the existing two-story character of the brick office building. The brick office building will be surrounded by a landscaped buffer so that it stands apart from the nearby new construction. Although its overall context will change, the building will continue to communicate its significance and association with the Pacific Rolling Mill Co.

As proposed, the project complies with Rehabilitation Standard 2.

> ***Standard 3.***
> *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

The proposed project does not include architectural features that suggest a false sense of historical development, nor will it add conjectural historical features to the brick office building. The subject building will be rehabilitated in place and the new construction surrounding it will feature contemporary materials that will clearly indicate new construction that includes references to the industrial character of the site through its details in materials and massing. The building will be rehabilitated according to preservation best practices and this aspect of the project is described in detail on pages 3-4 above. Specifically, the existing steel-sash windows will be replaced in-kind; non-historic doors will be replaced with doors that resemble historic conditions; the building will be cleaned and repaired; and non-historic conduit, paint and other additive features will be removed to reveal the original character of the building.

The new construction will be contemporary in nature and will provide industrial-type materials, including corrugated metal, cast concrete, vertical ribbed metal siding, steel columns, and aluminum roll-up doors that will reference the industrial character of the exiting property. The new buildings will be clearly differentiated as new construction and will not create a false sense of historical development.

As proposed, the project complies with Rehabilitation Standard 3.

> ***Standard 4:***
> *Changes to a property that have acquired significance in their own right will be retained and preserved.*

The cast cement sign above the entry, which has undergone various copy changes throughout its history (most recently in 1945 when it was changed to read "Judson-Pacific Corporation"), is considered a character-defining feature of the building. A vinyl banner currently covering this sign will be removed and the sign will be repaired and rehabilitated.

As proposed, the project complies with Rehabilitation Standard 4.

> ***Standard 5:***

Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The proposed project includes the preservation, repair and in-kind replacement of distinctive materials, features and finishes of the brick office building, including the brick façade materials, cast cement sign, and steel-sash windows. No distinctive materials, features, finishes or construction techniques will be removed.

As proposed, the project complies with Rehabilitation Standard 5.

Standard 6:
Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The proposed project involves rehabilitation of the exterior of the brick office building and protection of the building in place during construction. Historic brick, mortar and cast cement materials will be retained, cleaned and repaired as needed. The deteriorated steel-sash windows will be replaced in-kind and the new windows will be compatible with the historic windows in size, profile, configuration, and overall design. Non-historic doors will be replaced with doors that resemble historic conditions.

As proposed, the project complies with Rehabilitation Standard 6.

Standard 7:
Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The proposed project will not use sandblasting or other harsh physical or chemical methods to remove accumulated grime and graffiti on the exterior façade. The brick walls will be cleaned and restored, with any voids patched and/or repaired using brick that matches the original. The paint on the exterior walls (north, east, and west) of the building will be carefully removed to expose the red brick. Only gentle methods that do not remove the exterior face of the brick will be used, including power washing, hand sanding, blasting with walnut shells, or citrus-based strippers. The mortar will be cleaned and repointed wherever necessary.

As proposed, the project complies with Rehabilitation Standard 7.

Standard 8:
Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measure will be undertaken.

An archeological survey is beyond the scope of this report.

Standard 9.

> *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

The proposed project includes the demolition of the existing industrial buildings that surround the brick office building and the construction of two mixed-use buildings on the site. Historically, the brick office building was constructed as a freestanding office building for the industrial facility and was designed and constructed of brick to differentiate it from the surrounding industrial buildings. The building will continue to function in this way in contrast to the new residential construction, which is contemporary in design. The overall spatial relationships of the site will be maintained and the detailing (including materials) of the new buildings will reference the industrial character of the existing site. The brick office building will be surrounded by a landscaped buffer so that it stands apart from the nearby new construction.

Adjacent new construction will be detailed to be compatible with the subject building in size, scale, proportion, and massing. Specifically, the proposed new construction at 1200 17th Street (directly adjacent to the brick office building) is broken down into multiple volumes to reduce the apparent size. Materials and detailing are simplified and reference the industrial character of the existing site through the use of corrugated metal, cast concrete, vertical ribbed metal siding, steel columns, and aluminum roll-up doors. The roofline of the new building will be broken up into a series of shed and gable-roofed volumes, echoing the existing metal-clad structures on the site. In addition, a portion of the gable-roofed shed structure at 17th and Mississippi streets will be rebuilt in the same configuration using corrugated metal cladding as a memento of the existing buildings on the site.

Overall, the proposed project maintains the historic integrity of the subject property and introduces new construction which is compatible with the property's overall historic materials, features and spatial relationships and clearly differentiated as new construction.

As proposed, the project complies with Rehabilitation Standard 9.

> ***Standard 10:***
> *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The new construction will be undertaken in such a manner that the essential form of the property and its environmental would be unimpaired if removed in the future. The subject building will be rehabilitation and the location of the building within the larger site will be maintained. If the surrounding new construction were to be removed in the future, the building could be retained as a free-standing structure.

As proposed, the project complies with Rehabilitation Standard 10.

Summary

The Department finds that the proposed project at 1200 17th Street/901 16th Street meets the *Secretary of the Interior's Standards for the Rehabilitation of Historic Properties*. As currently proposed, the project will not have a significant adverse impact upon a historic resource, as defined by CEQA.

PART II: SENIOR PRESERVATION PLANNER REVIEW

Signature: _____ Date: 12/23/2014

Tina Tam, *Senior Preservation Planner*

cc: Virnaliza Byrd / Historic Resource Impact Review File
Wade Wietgrefe, Environmental Planning
Chris Townes, Current Planning

GH: G:\Documents\HRER\1200 17th Street\HRER\1200 17th Street_HRER_Part II_updated 12-2014.doc

HISTORIC RESOURCE EVALUATION

1200 17th STREET/901 16th STREET

San Francisco, California

Final Report –December 4, 2014

Prepared by

VerPlanck
HISTORIC PRESERVATION CONSULTING

San Francisco, California

TABLE OF CONTENTS

I. Introduction

VerPlanck Historic Preservation Consulting prepared this Historic Resource Evaluation (HRE) for an industrial property located at 1200 17th Street/901 16th Street in San Francisco's Potrero District.[1] The HRE describes the site's existing conditions and summarizes the history of the property, which was developed as a structural steel fabrication plant by the Pacific Rolling Mill Co. during the first quarter of the twentieth century. The property comprises approximately 3.5 acres and encompasses parts of two city blocks, including the following parcels: Block 3949/Lot 001, Block 3949/Lot 001A, Block 3949/Lot 002, and Block 3950/Lot 001 **(Figure 1)**. What survives today of the former Pacific Rolling Mill Co. plant is an interconnected complex of four structures predating 1927, including three corrugated metal-clad warehouses at 1100 17th Street (built ca. 1910), 1200 17th Street (built 1926), and 1210 17th Street (built ca. 1908), as well as a brick office building at 1200 17th Street that was built in 1926. Though the entire property is historically significant for its association with the Pacific Rolling Mill Co., an important structural steel fabricator that built the steel frames for many of San Francisco's most important buildings, today's complex looks very different from how it did when it was used for steel fabrication. In 1946, the site was leased by Owens-Illinois Glass Co., which rebuilt and enclosed the formerly open-sided sheds as general-purpose warehouses, thereby significantly impairing their integrity and disqualifying them for the California Register. This HRE concludes that only the brick office building at 1200 17th Street retains sufficient integrity to qualify for listing in the California Register.

Figure 1. Map showing project site and 1200 17th Street (in solid blue)
Source: Google Maps; annotated by Christopher VerPlanck

This HRE includes a description of Potrero Partners' proposed project, which entails the demolition of all structures on the site except for the brick office building, which will be rehabilitated for retail or restaurant use, and the construction of two new mixed-use (residential and commercial) buildings on the balance of the site. These buildings, whose addresses will be 901 16th Street and 1200 17th Street, will contain 395 residential units and approximately 25,000 square feet of retail space. This HRE concludes with the determination that the proposed project complies with the Secretary of the Interior's Standards for Rehabilitation.

[1] 1200 17th Street refers to both the corrugated steel-clad shop at 17th and Mississippi streets and the brick office building at 17th and Texas streets. Other commonly used addresses for the property include 901 16th Street and 1210 17th Street.

II. Methods

In compliance with the San Francisco Planning Department's *CEQA Review Procedures for Historic Resources*, this HRE provides a description of the entire complex at 1200 17th Street/901 16th Street. This report summarizes the history of the site and evaluates the entire site for California Register eligibility. Christopher VerPlanck visited the subject property twice – once on May 14, 2012 and again on September 12, 2014 – to photograph and survey the complex, including exteriors and interiors of all four pre-1927 structures. Research repositories consulted for this HRE include the Department of Building Inspection's Records Management Division (building permit applications), the Office of the Assessor-Recorder (deeds and other property records), the San Francisco Public Library (Sanborn maps, Block Books, City Directories, *Building & Engineering News,* the *San Francisco Chronicle*, and the *San Francisco Call*), the Mechanics' Institute Library (*Architect & Engineer)*, and the California Historical Society and the Bancroft Library (historic photographs).

III. Regulatory Framework

VerPlanck Historic Preservation Consulting searched federal, state, and local records to determine if 1200 17th Street/901 16th Street has been identified in any survey or official register of historical resources. The specific surveys and registers consulted are described below.

A. Here Today Survey

Published in 1968 by the San Francisco Junior League, *Here Today: San Francisco's Architectural Heritage*, is San Francisco's earliest comprehensive inventory of historical resources. Prepared by volunteers, the survey provides a photograph and concise historical data for approximately 2,500 properties. The survey was adopted in 1970 by the San Francisco Board of Supervisors under Resolution No. 268-70. The survey files are archived at the Koshland History Center at the San Francisco Public Library.

1200 17th Street/901 16th Street is not included in *Here Today*, either in the published book or the survey files.

B. Department of City Planning Architectural Quality Survey (AQS)

Between 1974 and 1976, the San Francisco Planning Department completed an inventory of architecturally significant buildings throughout San Francisco. An advisory committee comprising several architects and architectural historians assisted in the final determination of ratings for the roughly 10,000 buildings surveyed. The Planning Department surveyed both contemporary and older buildings, but historical associations were not considered. Planning staff assigned each surveyed building a numerical rating ranging from "0" (contextual importance) to "5" (individual significance of the highest degree). The inventory assessed only architectural significance, which was defined as a combination of the following characteristics: design features, urban design context, and overall environmental significance. When completed, the Architectural Quality Survey (AQS) was believed to represent the top 10 percent of the city's building stock.[2] In the estimation of survey participants, buildings rated "3" or higher represent the top 2 percent of the city's building stock. The survey was adopted in 1977 by the San Francisco Board of Supervisors

[2] San Francisco Planning Department, *San Francisco Preservation Bulletin No. 11 – Historic Resource Surveys* (San Francisco: n.d.), 3.

under Resolution No. 7831. The Planning Department has been directed to use the survey, although the methodology is inconsistent with CEQA Guidelines PRC 5024.1(g).

Only the brick office building at 1200 17th Street is identified in the AQS. It has a summary rating of 2, placing it within the top 5 percent of the city's building stock.

C. San Francisco Architectural Heritage Surveys

San Francisco Heritage (Heritage) is the city's oldest not-for-profit organization dedicated to the preservation of San Francisco's unique architectural and cultural heritage. Heritage has completed several major historic resource inventories in San Francisco, including Downtown, the South of Market Area, the Richmond District, Chinatown, the Van Ness Corridor, the Northeast Waterfront, and Dogpatch. Heritage ratings range from "A" (highest importance) to "D" (minor or no importance) and are based on both architectural and historical significance.

San Francisco Architectural Heritage has not surveyed Potrero Hill. Occasionally Heritage will have files for properties located in unsurveyed areas. There is a slim file for 1200 17th Street/901 16th Street containing some photographs and other data but the property is not rated.

D. Article 10 of the San Francisco Planning Code

San Francisco City Landmarks are buildings, structures, sites, districts, and objects of "special character or special historical, architectural or aesthetic interest or value and (that) are an important part of the City's historical and architectural heritage."[3] Adopted in 1967 as Article 10 of the San Francisco Planning Code, the San Francisco City Landmark program recognizes the significance of listed buildings and protects them from inappropriate alterations and demolition through review by the San Francisco Historic Preservation Commission. As of 2014, there were 265 landmarked properties and 12 designated historic districts. The Article 10 designation process uses the National Register evaluation criteria.

1200 17th Street/901 16th Street is not a city landmark and it is not a contributor to any locally designated or "potential" historic districts.[4]

E. California Historical Resources Information System

Properties listed in the California Historical Resources Information System's (CHRIS) Historic Property Data File, or that are under review by the California Office of Historic Preservation (OHP), are assigned status codes ranging from "1" to "7," establishing a record of historical significance. Properties with the status code of "1" are listed in the California Register or the National Register. Properties with the status code of "2" have been formally determined eligible for listing in the California Register or the National Register. Properties with the status code of "3" or "4" appear eligible for listing in either register through survey evaluation. Properties with the status code of "5" are typically locally significant or of contextual importance. Status codes of "6" indicate that a property has been found ineligible for listing in any register and a status code of "7" indicates that a property has not been evaluated.

[3] San Francisco Planning Department, *Preservation Bulletin No. 9 – Landmarks* (San Francisco: January 2003).
[4] The San Francisco Planning Department has identified a number of "potential historic districts" in various parts of the city. These shadow districts have boundaries and some have a list of contributors and non-contributors.

According to the CHRIS Historic Property Data File for the City and County of San Francisco, 1200 17th Street/901 16th Street has a status code of "6Y," meaning that it was determined ineligible for the National Register by consensus through the Section 106 process.[5] This status code was assigned in 1996 as part of the project review for Caltrans' repair of Interstate 280, which as a recipient of federal funds, was required to inventory and evaluate properties within the project's "Area of Potential Effects." According to the San Francisco Planning Department, though the site as a whole has the status code of 6Y, the brick office building has its own status code of "3CS," meaning that it appears eligible for listing in the California Register through survey evaluation. The survey in question was the Planning Department's own Showplace Square Survey.

F. Showplace Square Survey

In 2008-09, the San Francisco Planning Department hired Kelley & VerPlanck Historical Resources Consulting (Kelley & VerPlanck) to complete the Showplace Square Survey.[6] The survey area, whose boundaries spanned parts of the northern Mission and Potrero districts, as well as the southwest corner of the South of Market Area, encompassed 736 acres and 550 individual properties. The survey area was traditionally industrial but during the last half of the twentieth century most of the local industries migrated to the suburbs or overseas. This industrial exodus left many of the warehouses and industrial plants vacant, though several dozen of the area's brick industrial buildings attracted wholesale design firms in the 1970s, giving the area its present-day nickname of Showplace Square.

The Showplace Square Survey was completed as part of the Planning Department's ongoing long-range planning efforts in the Eastern Neighborhoods planning area to ensure that historically, culturally, and architecturally significant properties and districts were identified before changes to zoning and height and bulk limits were implemented. Reports completed by Kelley & VerPlanck for the survey included the *Showplace Square Historic Context Statement*, Department of Parks and Recreation (DPR) 523 A (Primary) forms for every property in the survey area, DPR 523 B (Building, Structure, & Object) forms prepared for 24 selected individual properties, and DPR 523 D (District) forms for three potential historic districts.[7]

The former Pacific Rolling Mill Co. complex was surveyed but not evaluated in the Showplace Square Survey. Because the property encompasses multiple parcels with several addresses, Kelley & VerPlanck prepared two DPR 523 A forms – one for the corrugated steel warehouses and brick office building at 1200-10 17th Street, and the other for the modular office building at 901 16th Street. Kelley & VerPlanck did not prepare DPR 523 B forms for either property, so no individual determinations of eligibility were made. Furthermore, the site is not located in any of the potential historic districts identified in the survey. The only conclusion of Kelley & VerPlanck regarding the property was that further research was needed prior to making a determination of eligibility.[8] Nonetheless, Planning Department staff determined that the entire site was eligible for the California Register and assigned a proposed status code of 3CS.[9]

[5] California Office of Historic Preservation, "California Historical Resource Status Codes" (Sacramento: December 2003).
[6] Kelley & VerPlanck Historical Resources Consulting was co-owned and operated by the author of this HRE.
[7] Kelley & VerPlanck Historical Resources Consulting, *Showplace Square Historic Context Statement* (San Francisco: October 2009), 1-3.
[8] Kelley & VerPlanck Historical Resources Consulting, *Showplace Square Historic Context Statement* (San Francisco: October 2009), Table 5.
[9] California Office of Historic Preservation, "California Historical Resource Status Codes" (Sacramento: December 2003).

G. Page & Turnbull Report

Walden Development, the owner of 1200 17th Street/901 16th Street, appealed the Planning Department's decision that the entire Pacific Rolling Mill Co. property was eligible for the California Register, arguing that the property was too extensively altered to qualify. In response, the San Francisco Historic Preservation Commission requested additional information from the property owner.[10] In November 2011, the property owner's attorney, Farella Braun & Martel, hired Page & Turnbull to evaluate the property and reach conclusions regarding its significance and integrity. Page & Turnbull completed field work, researched the property's history, and arrived at the following conclusion:

> The time during which the new Pacific Rolling Mill Co. made its greatest contribution to the city was 1906-1928, which covers the period from the Earthquake and Fire through the company's merger with Judson Manufacturing Co. Although remnants from this period of significance (1906-1928) are extant on the site, the corrugated metal buildings have been so dramatically altered since then that they no longer retain the integrity necessary to convey a significant association with the Pacific Rolling Mill Co. Of the three extant structures[11] associated with the Pacific Rolling Mill Co., only the brick office building retains sufficient integrity to be considered a historic resource. The brick office building was constructed by the Pacific Rolling Mill Co. as part of a large building campaign at the subject property, and reflects the success of the business during the first decades of the twentieth century. It appears to be significant under Criterion 1 as the best remaining example of the company's steel fabricating operation at 17th and Mississippi streets.[12]

The Historic Preservation Commission concurred with Page & Turnbull's report in Motion No. 0134 (August 17, 2011), with the specific determination that the majority of the site should retain its existing status code of 6Z, with only the brick office building acquiring the new status code of 3CS.

IV. Property Description

A. Context

1200 17th Street/901 16th Street is located on the northerly edge of San Francisco's Potrero District, a formerly industrial and working-class neighborhood that has been transformed over the last few decades into an increasingly residential area, with some residual industry remaining along its northern and eastern edges. The subject property, which is bounded by 16th Street to the north, Mississippi Street to the east, and 17th Street to the south, is also bounded by several residential and commercial properties to the west. Sixteenth Street marks the boundary between the Potrero District and Mission Bay, a former natural inlet of San Francisco Bay that was filled and converted into industrial sites during the late nineteenth and early twentieth centuries. On the north side of 16th Street, several former industrial properties are currently being developed as a residential project called the Daggett Place Apartments **(Figure 2)**.[13] Interstate 280, which in this area runs on an elevated concrete viaduct, separates the sub-

[10] Page & Turnbull, *1200-1210 17th Street Preliminary Assessment* (San Francisco: November 2011), v.
[11] Various consultants have tallied the remaining Pacific Rolling Mill Co. structures differently. Whereas Page & Turnbull concluded that there were three structures, VerPlanck Historic Preservation Consulting counts four structures: the ca. 1910 warehouse at 1100 17th Street, the 1926 shops structure at 1200 17th Street, the 1926 brick office building at 1200 17th Street, and the ca. 1908 warehouse at 1210 17th Street.
[12] Page & Turnbull, *1200-1210 17th Street Preliminary Assessment* (San Francisco: November 2011), v.
[13] The boundaries of Mission Bay, the former body of water, differ from the Mission Bay Redevelopment Area, which are Mariposa Street to the south, Terry A. Francois Boulevard to the east, Townsend Street to the northwest, and 7th Street and I-280 to the west.

ject property from the Mission Bay Redevelopment Area to the northeast **(Figure 3)**. The east side of Mississippi Street, opposite the subject property, is occupied by three industrial buildings, including a 1943 warehouse at 1500 7th Street, a 1948 machine shop at 55 Mississippi Street **(Figure 4)**, and a combined machine shop and office building, built in 1949, at 99 Mississippi Street **(Figure 5)**. Looming above and behind the three properties is a four-story condominium building at 1050 17th Street. This building was constructed atop a disused rail spur in 2002. None of these properties were found to be historical resources in the Showplace Square Survey.

Figure 2. Daggett Place site, looking northwest, 2014
Source: Christopher VerPlanck

Figure 3. Interstate 280 viaduct, looking northeast, 2014
Source: Christopher VerPlanck

Figure 4. 55 Mississippi Street, looking east, 2014
Source: Christopher VerPlanck

Figure 5. 99 Mississippi Street, looking northeast, 2012
Source: Christopher VerPlanck

The south side of 17th Street, opposite the subject property, is lined by several industrial buildings, a vacant lot, and a pair of mixed-use buildings. Beginning at the southeast corner of 17th and Mississippi streets, is a two-story, timber-frame industrial building constructed in 1900, at 1045 17th Street **(Figure 6)**. Located across the street, at the southwest corner of this intersection, is a two-story, reinforced-concrete industrial building constructed in 1948, at 1111 17th Street **(Figure 7)**. Texas Street separates this property from a vacant lot at 100 Texas Street. To the west of the vacant lot is a two-story, wood-frame, mixed-use building at 1231 17th Street. Built in 1911, this building houses the Bottom of the Hill, a notable live music venue **(Figure 8)**. Located next-door, at the southwest corner of 17th and Missouri streets, is a heavily altered, mixed-use building at 1239 17th Street. Though its recorded date of construction is 1922, this building appears to have been significantly altered and/or added onto in the 1980s

(Figure 9). Of these four properties, the only one that has any historical significance is 1231 17th Street, the Bottom of the Hill, which has a status code of 5S3, meaning that it appears eligible for local listing through survey evaluation. This determination was made in the Showplace Square Survey.

Figure 6. 1045 17th Street, looking southeast, 2014
Source: Christopher VerPlanck

Figure 7. 1111 17th Street, looking southeast, 2012
Source: Christopher VerPlanck

Figure 8. 1231 17th Street, looking southeast, 2014
Source: Christopher VerPlanck

Figure 9. 1239 17th Street, looking southeast, 2014
Source: Christopher VerPlanck

Adjoining the subject property to the west are four properties, including two older industrial buildings facing 17th Street and two contemporary residential buildings facing Missouri Street. Located next-door to the subject property, at 1240 17th Street, is a one-story, reinforced-concrete vacant building constructed in 1924. Abutting this property to the west, at 1250 17th Street, is a one-story, reinforced-concrete industrial building constructed in 1927 **(Figure 10)**. Until recently, this building housed Arch, an arts supply store. The two residential properties facing Missouri Street include a condominium building at 49 Missouri Street (built 1997), and a similar building at 999 16th Street (built 1998).

Figure 10. 1250 17th Street, looking northeast, 2014
Source: Christopher VerPlanck

B. General Site Description

1200 17th Street/901 16th Street is a 3.5-acre site encompassing all of Block 3949 and approximately 70 percent of Block 3950 **(Figure 11)**. These two blocks include the former right-of-way of Texas Street between 16th and 17th streets, which was abandoned by the City in 1923. The property consists of four parcels: Block 0949/Lot 001, Block 0949/Lot 001A, Block 0949/Lot 002, and Block 0950/Lot 001. Block 0949/Lot 001, which measures roughly 200' x 240', is presently devoted to surface parking, though it also contains a modular office building (901 16th Street) that was moved to the site in 1996. Block 0949/Lot 001A is a tiny, irregularly shaped lot that was historically part of a Santa Fe railroad right-of-way. It is now vacant. Block 0949/Lot 002 contains three structures, including a ca. 1910 metal-clad warehouse at 1100 17th Street, a 1926 metal-clad warehouse at 1200 17th Street, and a brick office building with the same address at 1200 17th Street. Block 3950/Lot 001 contains one structure, a ca. 1908 metal-clad warehouse at 1210 17th Street. The colossal warehouse extends through the block to 16th Street; this part of the building has a separate address of 975 16th Street. In total, the five structures on the site (including the modular office building) contain approximately 109,500 square feet (sf) of space. All three of the metal-clad structures have been extensively altered and modified since manufacturing on the site ceased in 1946. The most substantial alterations occurred in 1946-7, when Owens-Illinois Glass Co. converted the open-sided sheds into fully enclosed warehouses. The exterior of the brick office building is the one component of the former Pacific Rolling Mill Co. complex that has not been extensively altered.

C. Description of Modular Office Building at 901 16th Street

Located at the northeast corner of the subject property is a one-story, wood-frame, portable modular office building housing the administrative offices of Cor-O-Van, the primary tenant of the property. The utilitarian structure, which was moved to the site in 1996, is clad in plywood. It has aluminum windows, a flat roof, and the primary entrance is accessed by a ramp running parallel to 16th Street.

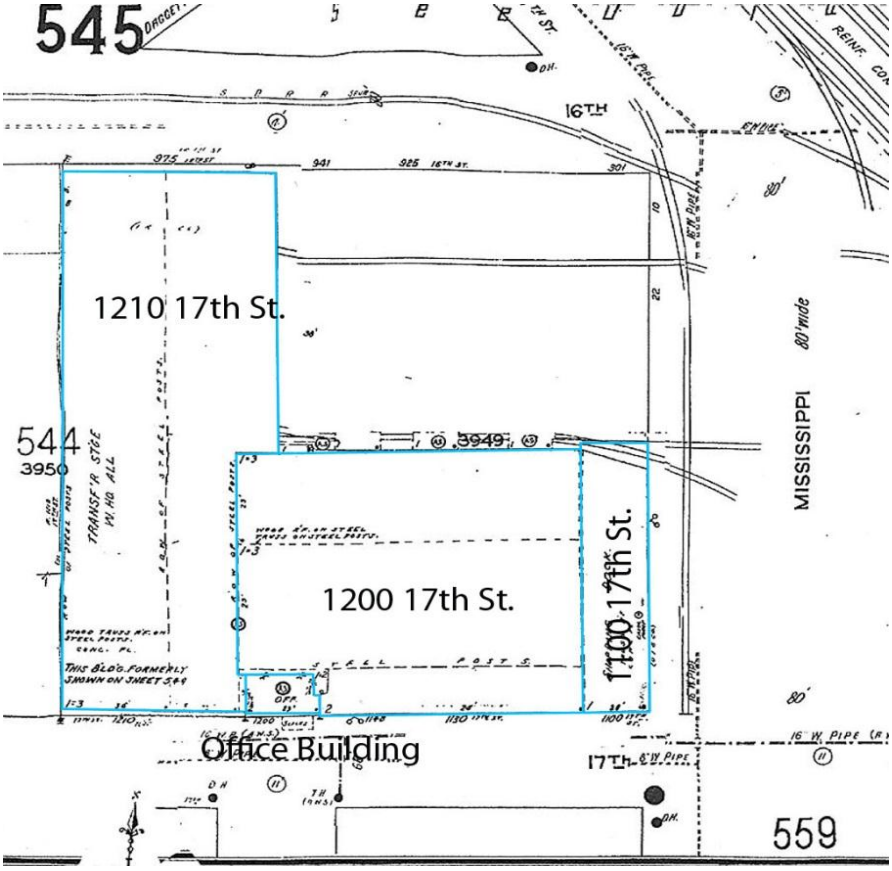


Figure 11. Ca. 1995 Sanborn map showing 1200 17th Street/901 16th Street
Source: San Francisco Planning Department; annotated by Christopher VerPlanck

D. Description of Metal-clad Warehouse at 1100 17th Street

Exterior

Occupying the southeastern portion of the subject property, and extending approximately half-way along Mississippi Street, is a one-story, wood and steel-frame, gable-roofed warehouse constructed ca. 1910 **(Figures 12 & 13)**. Originally framed with heavy wood timbers and sheltered beneath a hipped roof with open sides (i.e., no exterior walls), the structure was enclosed and reconstructed by Owens-Illinois Glass Co. in 1946-7 as a general-purpose warehouse. The structure was provided with a new concrete perimeter foundation and floor slab and the formerly open sides were enclosed by windowless corrugated metal panels. At the same time (1946-7) the northern half of the structure was partially demolished and reframed in steel to allow the construction of three large loading docks along Mississippi Street. For an unknown reason the north wall was rebuilt at a slightly obtuse angle to the street, possibly to improve vehicular access. Aside from the three loading docks on Mississippi Street, 1100 17th Street is fully enclosed and has no other openings. The three large loading dock entrances all contain contemporary metal roll-up doors. The exterior walls are clad entirely in corrugated metal that was installed by the Owens-Illinois Glass Co. in 1947. The gable roof, which runs parallel to Mississippi Street, is punctuated at its ridge by remnants of sheet metal ventilators.

Figure 12. Warehouse at 1100 17th Street, looking southwest, 2014
Source: Christopher VerPlanck

Figure 13. Warehouse at 1100 17th Street, looking northwest, 2012
Source: Christopher VerPlanck

Interior

The interior of the warehouse at 1100 17th Avenue is divided into two equal sections, with the northern half used for shipping and receiving and the southern half for storage **(Figure 14)**. It is physically joined to the 1926 shops structure along its unenclosed west wall. As mentioned previously, the northern half of the warehouse features steel framing from 1946-7, whereas the southern half retains its original tim-

ber-framing. The roof structure is wood-framed and consists of common trusses supporting wood purlins and sheathing. An examination of the remaining timber framing in the southern half of the building provides ample physical evidence that the structure was originally an open-air shed that was later enclosed in 1946-7. This evidence consists of supplementary members "sistered" onto the outboard edges of the existing posts so that the metal siding could be attached to the exterior of the building along the property line.

Figure 14. Interior roof framing of warehouse at 1100 17th Street, looking south, 2014
Source: Christopher VerPlanck

E. Description of Metal-clad Warehouse at 1200 17th Street

Exterior

Bordering 1100 17th Street to the west is a much larger metal-clad warehouse. Constructed in the summer of 1926 by the Pacific Rolling Mill Co. as a shops complex, the structure measures approximately 180' x 125' in plan. It is a one-story, steel-frame structure with a saw-tooth roof. The exterior is clad in corrugated metal siding that was attached in 1946-7. The structure has two exposed exterior elevations: the south façade, which faces 17th Street, and the north façade, which faces the parking lot between it and 16th Street.

South Façade

The south (primary) façade of the metal-clad warehouse at 1200 17th Street has a simple, functional design **(Figure 15)**. The lower level, which was historically punctuated by multiple steel industrial windows, was reclad in corrugated metal and the windows removed in 1946-7. It has one pedestrian entrance at its west end, where the structure adjoins the brick office building. This opening contains a contemporary steel door. There is a large vehicular entrance at the east end of the south façade that was built in 1969. This entrance contains a steel roll-up door. Joints in the concrete foundation indicate the former location of a large wood "barn" door that was removed in 1969. The upper level of the south façade is punctuated by an irregular pattern of steel industrial sash windows. Some of these windows have operable awning sashes. Others have been infilled or partially infilled.

Figure 15. South façade of metal-clad warehouse at 1200 17th Street, 2014
Source: Christopher VerPlanck

Figure 16. North façade of metal-clad warehouse at 1200 17th Street, 2014
Source: Christopher VerPlanck

North Façade

The north façade of the metal-clad warehouse at 1200 17th Street faces the parking lot and 16th Street **(Figure 16)**. Reconfigured in 1946-7, this section of the north façade consists of six loading docks, three of which are sheltered beneath three large metal canopies that were constructed in 1947. The loading dock openings all contain contemporary steel roll-up doors. The foundation is concrete and the walls are clad in corrugated metal panels that were applied in 1947. Located along the north façade is a steel water tank mounted on a square platform.

Interior

The interior of the metal-clad warehouse at 1200 17th Street is divided into four regular bays by a grid of steel columns resting on concrete footings **(Figures 17 & 18)**. The bays extend across the structure from east to west. The columns support steel trusses that run in the same direction as the bays. These trusses in turn support the roof structure, which consists of wood rafters and sheathing. The roof is punctuated by three shed-roofed monitors, which collectively form the structure's saw-tooth roof.

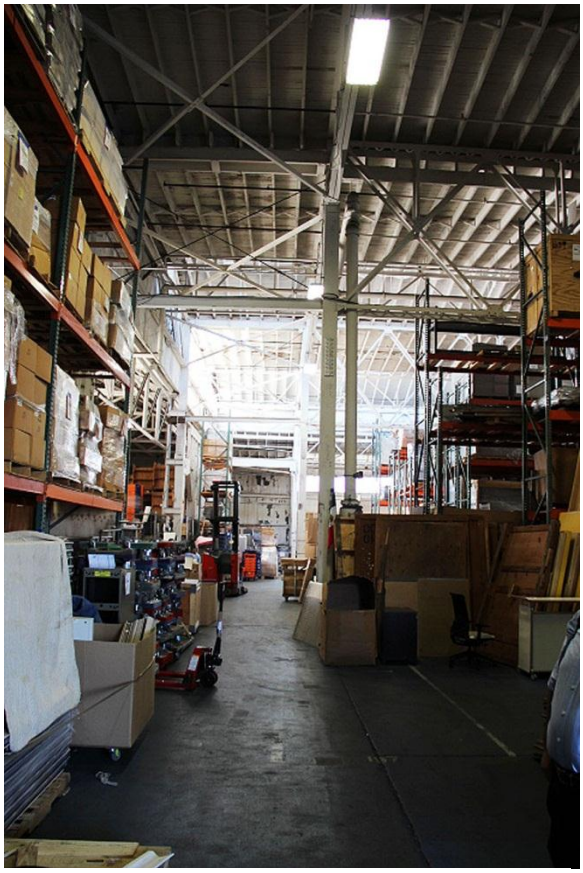


Figure 17. Interior of warehouse at 1200 17th Street, looking south, 2014
Source: Christopher VerPlanck

Figure 18. Interior of warehouse at 1200 17th Street, looking west, 2014
Source: Christopher VerPlanck

F. Description of Metal-clad Warehouse at 1210 17th Street/975 16th Street

Anchoring the western portion of the subject property is a mammoth one-story, steel and wood-frame warehouse with a compound gable and shed roof. The huge building extends all the way through the block from 16th to 17th Street. A portion of the west façade, which is mostly obscured by adjoining buildings, is visible from Missouri Street and a large section of the east façade is visible from 16th and Mississippi streets. The structure, which started out as an open-sided shed ca. 1908, is now entirely windowless and clad in corrugated metal applied in 1946-7 when the structure was converted into an enclosed warehouse by the Owens-Illinois Glass Co. Large portions of the exterior cladding have been replaced in recent years.

South Façade

The primary façade of the warehouse at 1210 17th Street/975 16th Street faces 17th Street **(Figure 19)**. It is a windowless expanse of painted corrugated metal panels with no windows. The south façade has two large vehicular entrances, with a pedestrian entrance and a smaller vehicular entrance located between the two larger openings. The vehicular entrances all contain contemporary steel roll-up doors and the pedestrian entrance contains a steel door. The structure's roofline, which consists of shallow gable and two shed-roofed sections, sheds light on the structure's complicated construction chronology.

Figure 19. South façade of metal-clad warehouse at 1200 17th Street, 2014
Source: Christopher VerPlanck

North Façade

The north façade of the metal-clad warehouse at 1210 17th Street faces 16th Street **(Figure 20)**. This part of the structure has a separate address: 975 16th Street. The north façade is essentially the mirror image of the south façade and like its counterpart the north façade is a windowless expanse of painted corrugated metal panels. It has two large vehicular openings punctuating the two newer shed-roofed additions to the east. The vehicular entrances both contain contemporary steel roll-up doors. The older gable-roofed volume to the west has two pedestrian entrances containing contemporary steel doors.

Figure 20. North façade of metal-clad warehouse at 1200 17th Street, 2012
Source: Christopher VerPlanck

East Façade

Approximately half of the east façade is visible from the intersection of 16th and Mississippi streets, as well as from the parking lot at the center of the property **(Figure 21)**. Like the rest of the structure it is windowless, with only a single loading dock at the south end. Portions of the concrete perimeter foundation are visible below the corrugated metal siding. Most of the metal cladding along the lower portion of the east façade has been replaced in recent years. The east façade terminates with paired wood rafter ends and a plain metal fascia.

West Façade

A small portion of the west façade is visible from Missouri Street. This section of the building is windowless and clad in unpainted corrugated metal siding. It has one opening – a large vehicular entrance now blocked by a residential building on the adjoining lot **(Figure 22)**. Located next to the entrance is an old railroad signal; it sits next to what was once a rail spur that bisected the subject property from east to west.

Figure 21. East façade of metal-clad warehouse at 1200 17th Street, 2014
Source: Christopher VerPlanck

Figure 22. West façade of metal-clad warehouse at 1200 17th Street, 2014
Source: Christopher VerPlanck

Interior

The interior of the metal-clad warehouse at 1210 17th Street is composed of three volumes that run parallel to Mississippi Street **(Figure 23)**. The oldest section is the gable-roofed volume to the west. Built ca. 1908, it is steel-framed with riveted truss columns supporting steel Howe trusses. The Howe trusses support wood common trusses, which in turn support the roof structure. The center and east bays are both shed-roofed additions constructed after 1923, when Texas Street was abandoned by the City. Both have shed roofs, though they are canted at opposing angles to allow for a monitor window between them. The center bay is steel framed with a wooden roof structure, whereas the east bay is entirely framed with heavy timbers. Similar to the warehouse at 1100 17th Street, the columns along the east wall of the structure are located several feet inboard of the perimeter walls. Wood members were sistered onto them in 1946-7 to allow the corrugated siding to be attached flush with the eaves when the formerly open-air sheds were converted into enclosed warehouses **(Figure 24)**.

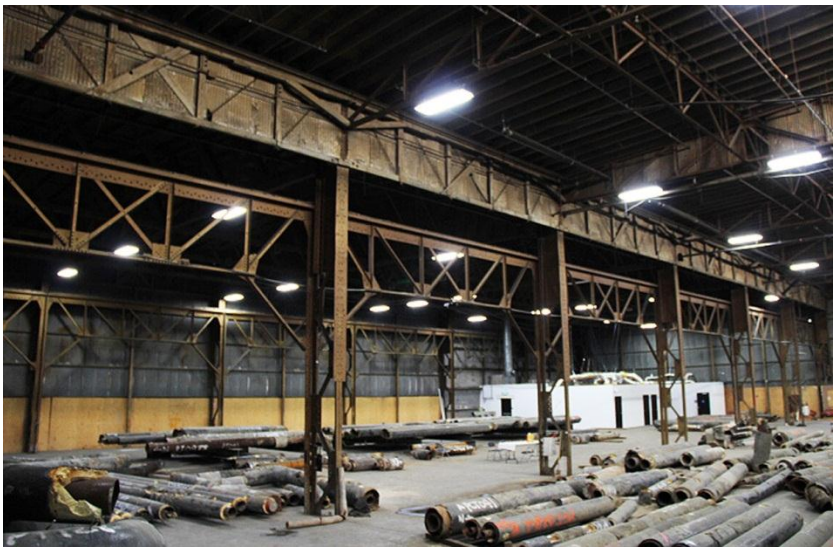


Figure 23. Interior of metal-clad warehouse at 1200 17th Street, 2014
Source: Christopher VerPlanck

Figure 24. Sistered columns, 2014
Source: Christopher VerPlanck

G. Description of Brick Office Building at 1200 17th Street

The brick office building at 1200 17th Street is a two-story, timber-frame structure with a concrete slab foundation and a gently sloping roof concealed behind a flat, raised parapet. Aside from a pair of planter beds flanking the main entrance, there is no landscaping. The roughly rectangular building, which measures 49'-6 ½" along 17th Street and 26'-5 ½" from the sidewalk to the rear wall, is enveloped within the adjoining metal-clad warehouses, with only the south façade exposed as an exterior wall. Built of brick and ornamented with corbeled detailing, the former office building stands out from its utilitarian neighbors. In contrast to its lightweight and adaptable neighbors, the office building was built of masonry to signal that it was a "permanent" structure housing the administration offices, as well as the primary access point to the property. In regard to its materials and its design, the office building resembles several comparable industrial brick buildings located throughout the Showplace Square area.

South Façade

The south (primary) façade of the brick office building at 1200 17th Street is unpainted brick, laid in five-course American bond. It is three bays wide, although the right bay is slightly wider to accommodate a secondary pedestrian entrance **(Figure 25)**. Aside from the right bay, the primary façade is symmetrical, featuring a recessed, arched entrance in the center bay of the first floor level. The entrance is now boarded up, but from the interior a pair of non-historic wood-panel doors – installed in 1967 – is visible at the rear wall of the vestibule. The arched entrance is outlined by brick voussoirs and capped by a brick keystone at the top of the arch **(Figure 26)**. The entrance is flanked to either side by rectangular window openings containing multi-light steel industrial sash windows, with operable awning sashes. The second floor level of the south façade is articulated by a smaller multi-light steel industrial window in the center bay. This window is flanked by rectangular steel industrial-sash windows that are as wide, but somewhat shorter, than the corresponding windows on the first floor level. All window openings on the primary façade have molded brick lug sills but no other ornament. The windows on the first floor level are protected behind steel security bars added at an unknown time. A cast-cement sign, presently obscured behind a vinyl banner, reads: "JUDSON-MURPHY CORPORATION." The primary façade is crowned by a corbeled brick cornice and stepped parapet. A wooden flagpole is attached to the roof just behind the parapet. The lower portion of the façade is presently covered in painted-out graffiti.

Figure 25. South (primary) façade of 1200 17th Street, 2012
Source: Christopher VerPlanck

Figure 26. Detail of the south façade showing brick, keystone, and sign, 2012
Source: Christopher VerPlanck

East, West, and North Façades

Portions of the east, west, and north façades of the brick office building are visible from inside the former Pacific Rolling Mill Co. complex **(Figures 27 & 28)**. Entirely utilitarian in character, these façades are brick, laid in five-course American bond, and painted white, including most of the steel double-hung windows. Large sections of these three "interior" facades (none of which are visible from the street) are concealed behind stairs, sections of roofing, gutters, vent stacks, conduit, shelving, pipes, and I-beams. In addition, most of the doors have been boarded-up since the office building is now vacant. Spanning a gap that originally existed between the roof of the office building and the surrounding metal-clad shops building is an L-shaped pent roof. Wood-framed and clad in corrugated steel, these sections of roofing were added by the Owens-Illinois Glass Co. in 1946-7 to keep out rain and to secure the complex.

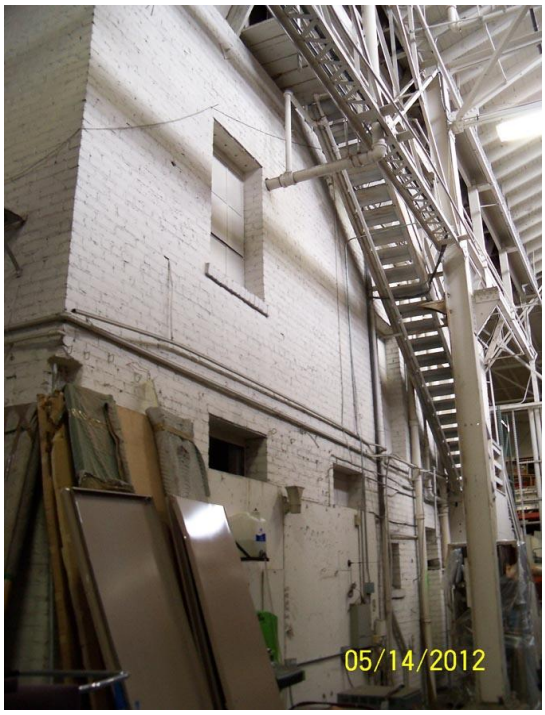


Figure 27. North façade of office building, 2012
Source: Christopher VerPlanck

Figure 28. West façade of office building, 2012
Source: Christopher VerPlanck

Interior

The interior of the brick office building has been altered several times since the Judson-Murphy Corporation, the successor to the Pacific Rolling Mill Co., abandoned the site after World War II. According to building permit applications on file at the San Francisco Department of Building Inspection, the interior was first remodeled in 1953 when the Fiberglass Engineering Co., a subsidiary of the Owens-Illinois Glass Co., leased the property. The work included the installation of new wood partitions, toilet rooms, and linoleum flooring. The interior of the building was remodeled again in 1967, when City Transfer and Storage leased the building. As part of this alteration all non-load-bearing partitions were demolished and reconstructed. Additional changes included new doors, a new private office at the southwest corner of the second floor level, a new women's restroom, and several other cosmetic changes. Most of the interior appears to date to that era.

The interior of the brick office building comprises two floors. The first floor level has an office pool area, a toilet room, a utility closet, and a wood stair leading up to the second floor level. Physical evidence, including remnants of stud-frame and gypsum board partition walls, indicates that there was an office located at the northeast corner of the first floor level; it was demolished after 1967 **(Figure 29)**. These partition walls conceal several windows on the east façade of the building; these were boarded-up in 1967. The first floor level is finished with fir flooring and stud-frame and gypsum board walls and ceilings. The second floor level of the brick office building has only two rooms – a "private office" installed in the southwest corner in 1967 and a larger office pool area to the east. The office is finished in plywood paneling over stud-frame and gypsum board partition walls. The floor is covered in linoleum and the office has a suspended T-bar ceiling fitted with asbestos acoustical tiles. The rest of the second floor level is finished in gypsum board, with wood baseboards and chair rails, and solid-core wood doors. The asbestos-tiled ceiling is punctuated by square skylights. Some of the timber framing is visible in the office pool area and mechanical, plumbing, and electrical networks are exposed throughout the entire interior of the building **(Figure 30)**.

Figure 29. Interior of office building: first floor looking northeast, 2012
Source: Christopher VerPlanck

Figure 30. Interior of 1200 17th Street: second floor looking northeast, 2012
Source: Christopher VerPlanck

V. Historical Context

A. Historical Background of the Northern Potrero District

The former Pacific Rolling Mill Co. property is located within the northern Potrero District. The history of the area was documented in the *Showplace Square Historic Context Statement*, prepared by Kelley & VerPlanck in 2009. The northern Potrero, which began to develop as an industrial area in the early 1900s, thereafter became known as the New Wholesale District (the "New" to differentiate it from the "Old" Wholesale District on Mission Street, between 1st and 6th streets) ca. 1905 and it remained one of San Francisco's foremost industrial districts for most of the twentieth century. Although the industrialization of the northern Potrero District got underway before the 1906 Earthquake, full-scale development of the area (as well as the adjoining Mission Bay area) did not take off until after the 1906 Earthquake, when the Atchison Topeka & Santa Fe (Santa Fe) and the Southern Pacific railroads completed filling Mission Bay for new industrial sites.

The northern Potrero District was ideal for industrial development for a number of reasons. First, because most of it remained as tidal marshland during the nineteenth century it had not been developed before the 1906 Earthquake. After it was filled by the railroads and other large landowners, most of the blocks were not subdivided into small house lots, but instead sold or leased as undivided tracts of land encompassing entire blocks or substantial portions thereof – a condition ideal for large-footprint industrial facilities. The area had good access to the waterfront and the huge rail yards operated by the Santa Fe, the Southern Pacific, and the Western Pacific railroads around Mission Bay. These railroads eventually constructed an elaborate network of rail spurs in the area, which made it easy for industrialists to transport goods between their plants and San Francisco's port facilities.

All sorts of industries relocated to the New Wholesale District after 1906, including hardware dealers, food processing and canning plants, cable and belt manufacturers, steel fabricators, bakeries, paint manufacturers, barrel makers, mattress factories, and many other types of industry. Construction of new industrial facilities and the expansion of existing industrial plants continued until World War II. After the war, many industrialists left San Francisco for Emeryville, South San Francisco, San Leandro, and other suburban industrial cities, where large tracts of land with freeway access were available and unions were less powerful. Though San Francisco's industrial sector steadily declined during the 1950s and 1960s, many of the large warehouses and factories in the New Wholesale District found new life in the 1970s. During this time, wholesale design firms, many of which had been pushed out of Jackson Square, looked to the disused warehouses of the New Wholesale District. These buildings were perfect for wholesale showrooms with their large floorplates, convenient freeway access, and ample parking. By the early 1980s, the proliferation of wholesale design-related companies gave the area a new name, "Showplace Square." These days the area is again being transformed as high-tech companies displace the design showrooms.

B. Project Site History

This section summarizes the history of the former Pacific Rolling Mill Co.'s property, including the development of its physical plant and a chronology of subsequent alterations by later owners and occupants, including Judson Manufacturing Company, Judson Pacific, Judson Pacific-Murphy, Owens-Illinois Glass Company, and several others. Though sections of the original Pacific Rolling Mill Co. plant survive, it will be demonstrated that the subject property has undergone considerable changes, especially following the demise of San Francisco's structural steel fabrication sector after World War II and the site's subsequent conversion into a fully enclosed, general-purpose warehouse facility.

Pre-development History

One of the earliest views of the subject property can be found on a realistically rendered aerial perspective of the Potrero District made in 1892 **(Figure 31)**. This image indicates that the two blocks that comprise the future Pacific Rolling Mill Co. site did not have any buildings on them yet. In this view, a large lagoon (a remnant of Mission Bay) can be seen just northeast of the subject property. Sixth Street, which was built on a causeway, can be seen cutting across the lagoon. Though not highly detailed, the image suggests that the development of the New Wholesale District was still at least a decade or so in the future. On the other hand, Potrero Point and the Central Waterfront area was already a hive of industrial activity. Meanwhile, the summit of Potrero Hill remained a semi-rural enclave of workers' cottages and two-family flats interspersed among pasture and open space.

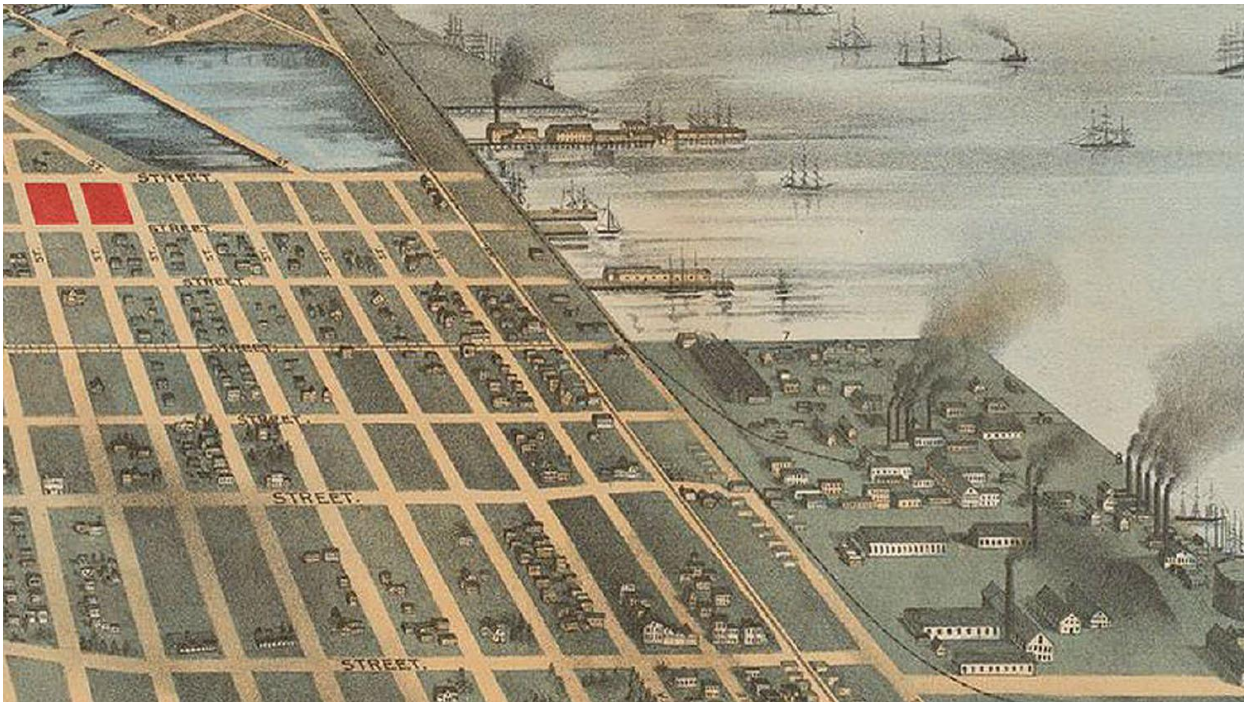


Figure 31. Aerial perspective of the Potrero District in 1892; subject property shown in red
Source: Bancroft Library, University of California, Berkeley; annotated by Page & Turnbull

The earliest Sanborn Fire Insurance maps (Sanborn maps) to cover the northern Potrero District/Mission Bay area were published in 1899-1900 **(Figure 32)**. The maps indicate that the subject property was largely vacant, with Block 3949 remaining free of buildings and Block 3950 containing only a one-story shack. According to contemporary block books, Blocks 3949 and 3950 both belonged to the rather prosaically named Real Estate and Development Co., a local real estate investment firm active in the area. Seventh Street, which passed just north and east of the subject property, carried a Southern Pacific track. Diagonal property lines shown on Block 3950 are boundaries of older agricultural properties that existed before the Potrero District was subdivided into a grid of blocks and lots in 1856.

Pacific Rolling Mill Co.

The Pacific Rolling Mill Co., the developer of the subject property, was founded in 1898 by Patrick Noble. The company was a reincarnation of the much older Pacific Rolling Mills Co., a well-known steel manufacturer based at Potrero Point. This company went out of business in May 1898, a victim of internal embezzlement and unfair "dumping" of cheaper Eastern steel on the Pacific coast markets.[14] After the company's demise, its superintendent Patrick Noble was allowed to retain the machinery and the company's name. Noble's new business venture, which concentrated on the fabrication and assembly of structural steel for large buildings, first appeared in the 1898 San Francisco City Directory. The company was originally headquartered at 519 Mission Street, where its headquarters remained until 1905.[15] Meanwhile, as early as 1899, Noble had leased half of Block 3949 from the Real Estate and Development Co. and began building a fabrication plant. An article appearing in the December 23, 1899 *San Francisco Call* mentioned that Noble was building a new structure at 17th and Mississippi streets, which was de-

[14] "Rolling Mills to be Closed," *New York Times* (May 18, 1898).
[15] San Francisco City Directories, 1898-1905.

scribed as a "building of steel, wrought and cast iron work" costing $13,500.[16] Noble called his new company the Pacific Rolling Mill Co., omitting the final "s" of its predecessor's name.[17]

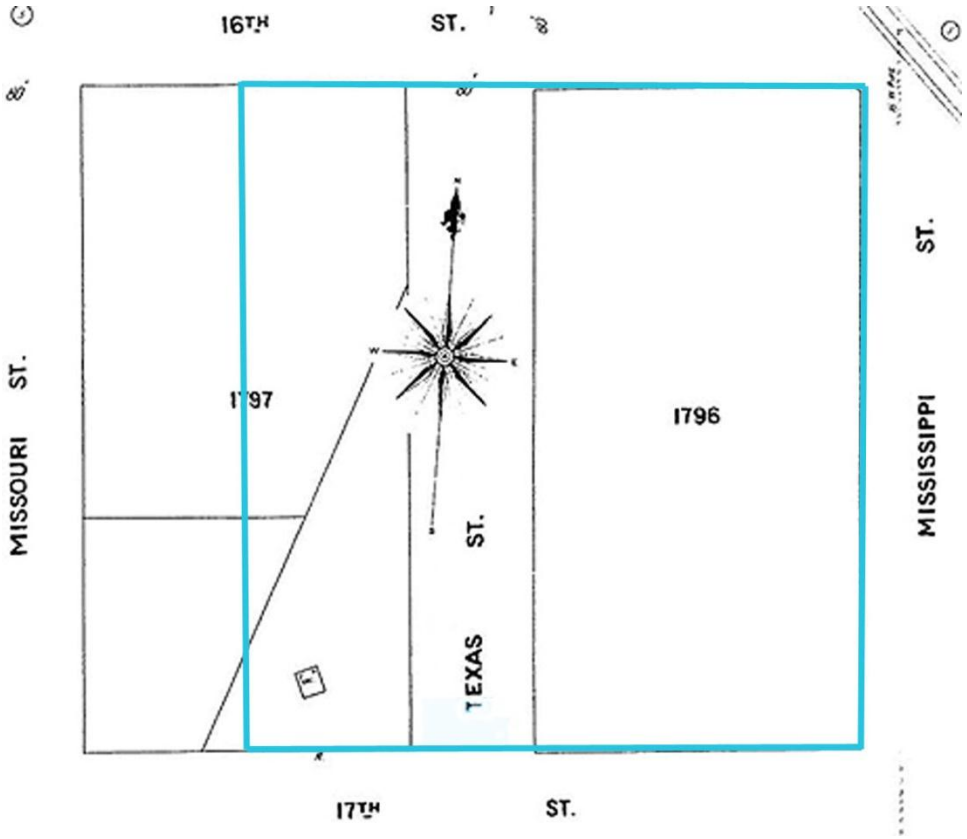


Figure 32. 1900 Sanborn map showing the approximate boundaries of the subject property
Source: San Francisco Public Library; annotated by Christopher VerPlanck

1905 Sanborn Map

The construction of the new Pacific Rolling Mill Co. plant obviously came after the publication of the 1899-1900 Sanborn maps, which show nothing on the site. The 1905 Sanborn maps, published approximately five years after the opening of the new Pacific Rolling Mill Co. plant, show the site consisting of two buildings: a freestanding blacksmith's shop and a larger multi-purpose building housing a foundry, a machine shop, and an oven shed **(Figure 33)**. At this point the Pacific Rolling Mill Co. was confined to the southern half of Block 3949. The Pacific Refining and Roofing Co. occupied the northern half of the block and Texas Street was still a public street, though a Pacific Refining and Roofing Co. building already occupied a portion of the right-of-way. Except for the oven shed, which was a brick structure, the two buildings on the Pacific Rolling Mill Co. property were both built of wood. Neither building survives today.

[16] Katherine Petrin, *Pacific Rolling Mill Site, Evaluation of Integrity* (San Francisco: February 2014), 3.
[17] Page & Turnbull, *1200-1210 17th Street Preliminary Assessment* (San Francisco: November 2011), 5.

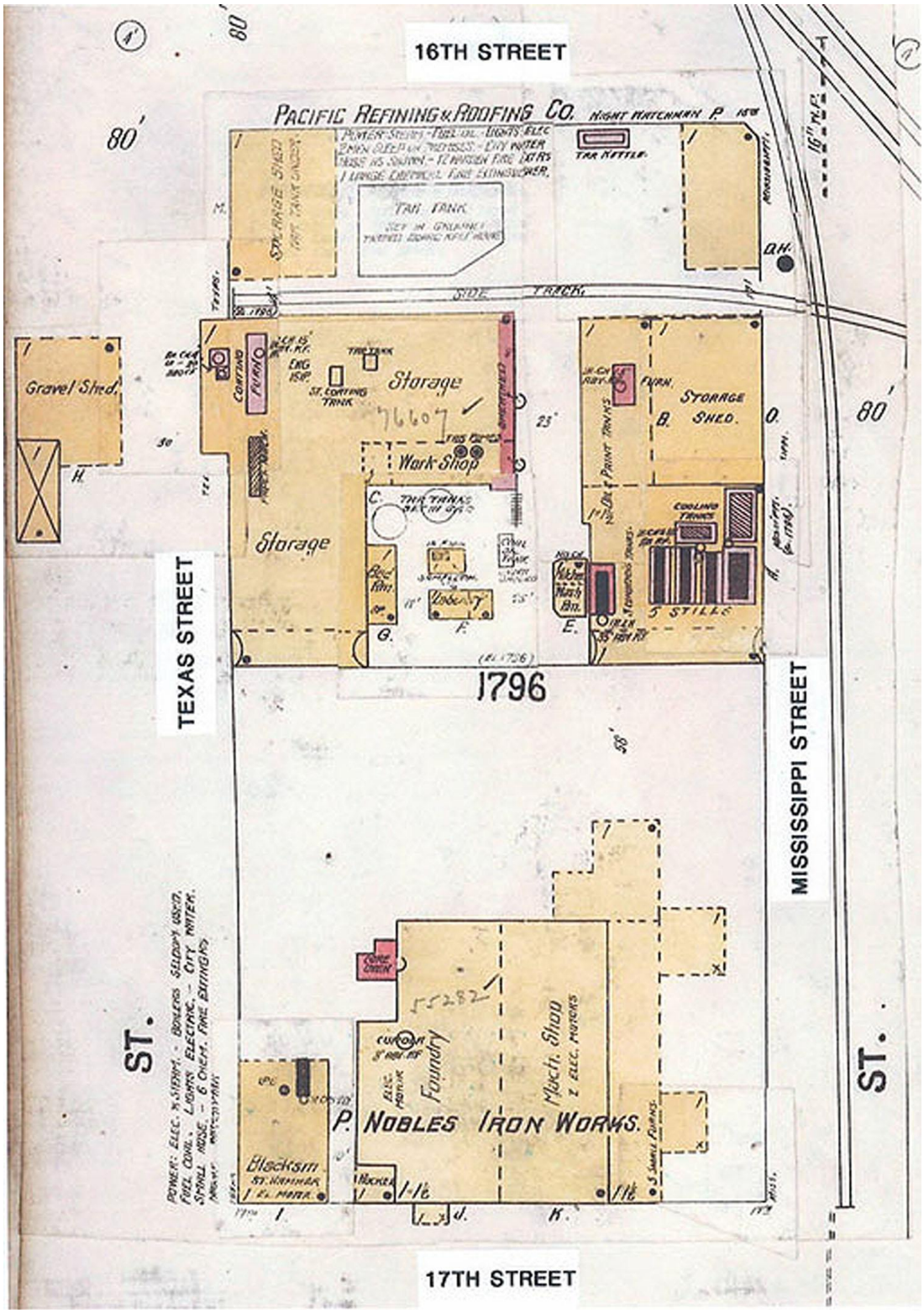


Figure 33. 1905 Sanborn map showing Block 3949
Source: San Francisco Public Library

1914 Sanborn Map

The 1914 Sanborn maps indicate that the Pacific Rolling Mill Co. facility had been significantly enlarged since 1905 **(Figure 34)**. The company had prospered in recent years, especially with all the work that accompanied the reconstruction of San Francisco after the 1906 Earthquake. What was labeled on the 1905 Sanborn maps as the blacksmith shop was identified on the 1914 map as a "punch shed." Similarly the old machine shop/foundry building was labeled on the 1914 map as a "column shed." These two structures had been joined by a new "structural shed" on the eastern edge the site (now the warehouse at 1100 17th Street), as well as a massive new "stock shed" on the west side of Texas Street (now the warehouse at 1210 17th Street/975 16th Street). The maps indicate that Texas Street between 16th and 17th streets was no longer in use because both the Pacific Rolling Mill Co. and the adjoining Pacific Refining and Roofing Co. had been allowed to encroach on the right-of-way. The Pacific Rolling Mill Co. and the Pacific Refining and Roofing Co. complexes were both served by rail lines, including a Southern Pacific line running along 16th Street and a Santa Fe spur bisecting the site from east to west. In 1922, the Real Estate and Development Co. sold the northeastern corner of Block 3949 to the Santa Fe so that it could build another track along Mississippi Street, further improving rail access to the site.[18]

Pacific Rolling Mill Co. Plant Expansion in 1926

In 1920, Patrick Noble died. Five years later, in 1925, Pacific Rolling Mill Co.'s new management announced that it would purchase land at Marin and Kansas streets near Islais Creek to build a new plant.[19] It seems likely that this announcement was only a bargaining chip to obtain concessions from the Real Estate and Development Co., because soon after the Pacific Rolling Mill Co. dropped its plans to move after obtaining an option to purchase the property that it leased at 17th and Mississippi streets. Within a year, Pacific Rolling Mill Co. inaugurated an ambitious expansion program at its existing plant. In 1926, the company erected several new structures costing a total of $120,000, including a new steel-frame shops building costing $25,000 (now the warehouse at 1200 17th Street) and a new two-story brick office building (now the vacant office building at 1200 17th Street).[20] The stock shed at 1210 17th Street was also expanded at this time with at least one shed-roofed addition on its east side. Neither an architect nor a builder was identified in the building announcement in *Building & Engineering News*, suggesting that the company designed the structures in-house and built them itself.[21] Equipping the facility with new machinery added another $200,000 to the company's investments in its Potrero plant.[22]

The construction chronology of the former Pacific Rolling Mill Co. plant is complicated. To aid the reviewer in understanding changes that have occurred over time we have included a diagram in **Appendix A** that features overlays of existing conditions on top of historic Sanborn maps.

[18] San Francisco Office of the Assessor-Recorder, "Sales Ledger for Blocks 3949 and 3950," November 16, 1922.
[19] Page & Turnbull, *1200-1210 17th Street Preliminary Assessment* (San Francisco: November 2011), 11.
[20] *Building & Engineering News* (May 8, 1926).
[21] VerPlanck Historic Preservation Consulting checked the building contracts column in every edition of *Building & Engineering News* between January 1925 and December 1929 and found several listings for the Pacific Rolling Mill Co. property at 17th and Mississippi streets. None were for the brick office building.
[22] Ibid.

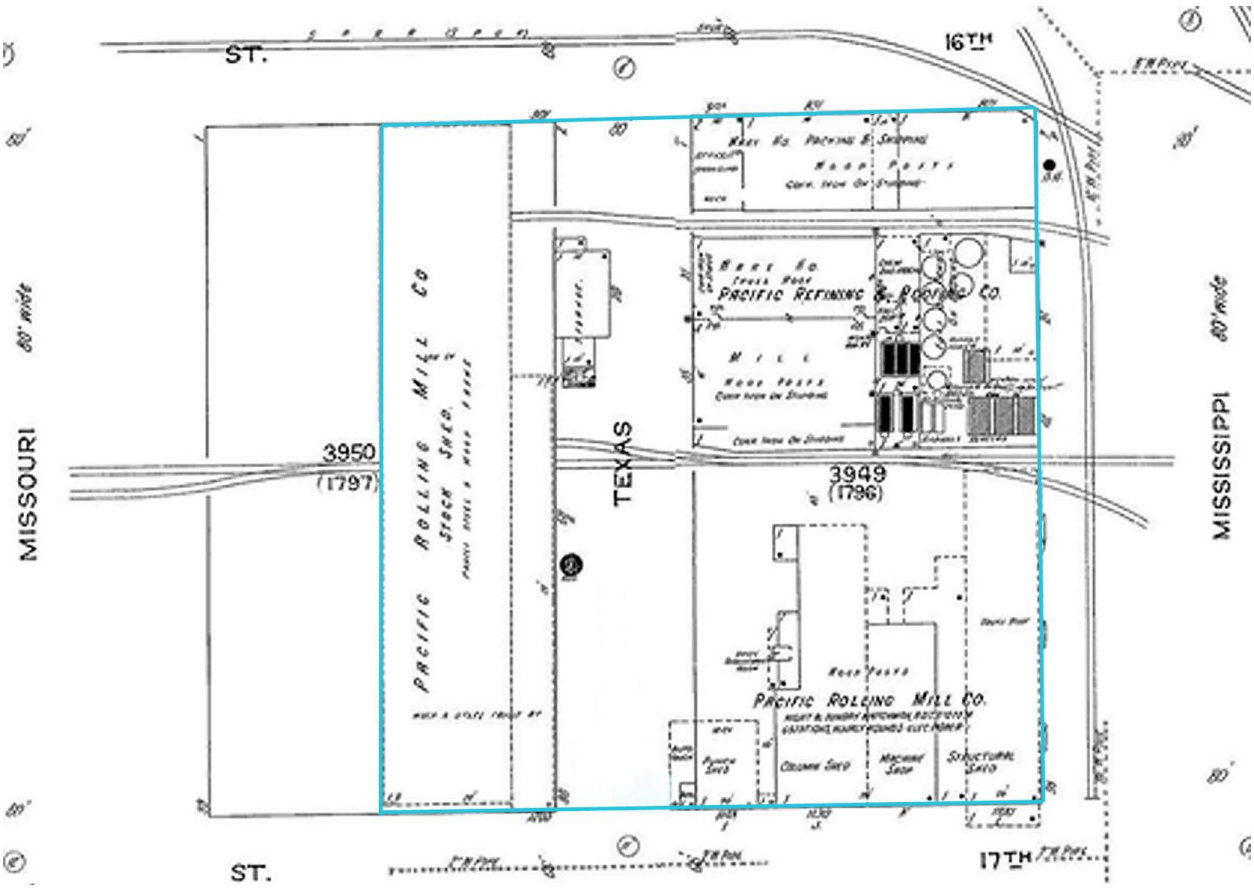


Figure 34. 1914 Sanborn map showing the approximate boundaries of the subject property
Source: San Francisco Public Library; annotated by Christopher VerPlanck

The block of Texas Street between 16th and 17th streets, which originally divided the subject property into two sections, was formally closed by order of the Board of Supervisors on January 23, 1923.[23] This action joined Blocks 3949 and 3950 and allowed the Pacific Rolling Mill Co. to expand into the 80'-wide right-of-way. Though temporary structures had been in this area since at least 1905, the closure allowed the company to legally enlarge its stock shed at 1210 17th Street, which received an addition on its east side between 1923 and 1926, and another addition in 1926. The brick office building and a portion of the metal-clad shops structure built in 1926 also occupy a portion of the former Texas Street right-of-way.

The 1926 brick office building appears in the background of a photograph taken around the same time depicting the plant's workforce **(Figure 35)**. The sign above the entrance then read: PACIFIC ROLLING MILL CO. The photograph indicates that few changes have been made to the primary façade of the brick office building since it was taken.[24] A later photograph taken in 1941, when the plant belonged to Jud-

[23] San Francisco Board of Supervisors, Resolution No. 20739, January 23, 1923.
[24] This photograph was definitely taken between 1926 and 1928, when the name of the company changed from the Pacific Rolling Mill Co. to the Judson Manufacturing Co. of San Francisco.

son-Pacific Corporation, shows similar conditions to today **(Figure 36)**. The photograph indicates that the main entrance originally contained a pair of single-panel, glazed wood doors.

Figure 35. Pacific Rolling Mill Co. Office Building, ca. 1926
Source: *A Romance of Steel in California* (1946)

Figure 36. Judson Pacific Corporation Office Building, 1941
Source: *San Francisco Call* Collection, Bancroft Library

Judson-Pacific Purchases the Pacific Rolling Mill Co.

On August 2, 1928, the Pacific Rolling Mill Co. merged with Judson Manufacturing Co. of San Francisco, and on December 7, 1928, the newly organized Judson-Pacific Co. purchased the property from the Real Estate and Development Co.[25] Judson-Pacific promptly moved its sales offices from 1200 17th Street to 604 Mission Street, where Judson Manufacturing Co. had been headquartered prior to the merger. The company had three locations: the three-acre facility at 17th and Mississippi streets in San Francisco, an eight-acre facility in Emeryville, and a 25-acre open-hearth plant in Oakland.[26] Together these plants fabricated 25,000 tons of structural steel per year, making it the largest steel fabricating company in the West. All told, the combined Judson-Pacific Co. owned $2,000,000 worth of assets.[27]

1938 Aerial Photograph

Aerial photographs taken of the site during the late 1930s indicate that the Judson-Pacific plant had reached its largest extent **(Figure 37)**. The northeastern corner of the subject property was still occupied by the Pacific Refining and Roofing Co. plant, which hampered expansion of the Judson-Pacific plant. The photograph indicates that all four pre-1927 structures that stand today were there, including the brick office building at 1200 17th Street, the shops structure at 1200 17th Street, and the open-sided metal-clad sheds at 1100 and 1210 17th Street. Every square inch of the site was covered with buildings.

Figure 37. Aerial photograph from 1938 showing the subject property
Source: Collection of David Rumsey; annotated by Christopher VerPlanck

[25] San Francisco Office of the Assessor-Recorder, "Sales Ledger Records for Blocks 3949 and 3950," August 2 and December 7, 1928.
[26] Letter, Carlo J. Maas, President Judson Manufacturing Co. to the Oakland Chamber of Commerce, June 22, 1927.
[27] "Steel Companies are Active," *The Architect and Engineer* (February 1928), 114.

Judson Pacific-Murphy Sells 1200 17th Street/901 16th Street

In comparison with Judson-Pacific's much larger East Bay facilities, its Potrero plant was small and produced a relatively small portion of the company's overall output. Hemmed in by other properties, there was no way it could expand on the existing site. Judson-Pacific, which thrived during the remaining years of the 1920s-era building boom, barely survived the Depression and World War II. In 1945, it merged with the J. Philip Murphy Corporation, forming the Judson Pacific-Murphy Corporation. The new company retained the Potrero plant for only one year. In 1946, Judson Pacific-Murphy consolidated its manufacturing operations in the East Bay and idled its antiquated and cramped Potrero plant.[28] A photograph taken not long before the plant closed shows the brick office building **(Figure 38)**. The photograph indicates that aside from its non-historic doors and the security bars, the façade has not changed much since 1945.

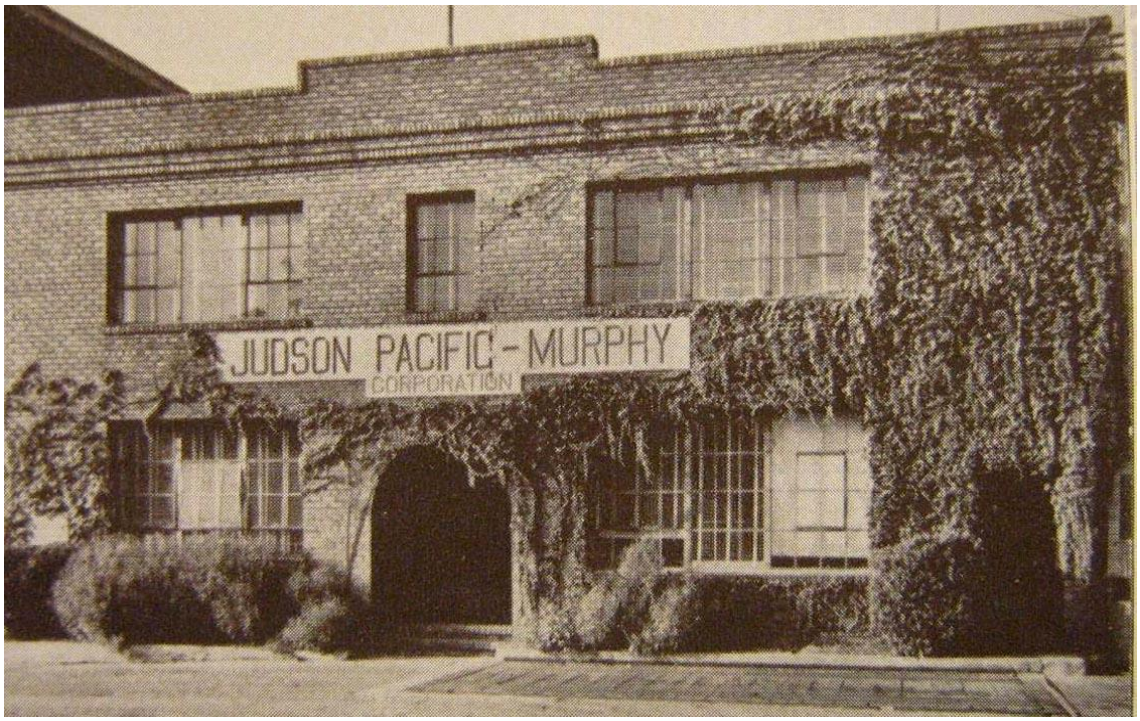


Figure 38. Judson Pacific-Murphy Corporation Office Building, ca. 1945
Source: *A Romance of Steel in California* (1946)

Another photograph, also taken in 1945, shows the entire Judson Pacific-Murphy plant shortly before it closed **(Figure 39)**. This image, which appears to have been taken from the roof of a nearby building, illustrates the complex before it was converted into a fully enclosed warehouse facility by Owens-Illinois Glass Co. in 1946-7. An enlarged and annotated version is attached as **Appendix B** of this HRE. At the far left side of the image one can see the warehouse at 1210 17th Street. Though its roofline resembles what exists today, the photograph indicates that it was just a shed without exterior walls. A canopy, which no longer exists, is shown to extend over a portion of 17th Street. It appears to shelter a loading dock. A wood fence can be seen wrapping around the shed at street level, presumably to provide security. Just to the right of the shed is the brick office building at 1200 17th Street. Tiny in comparison with the rest of the plant, it appears largely the same as it does today. To the right of the brick office building is the met-

[28] Page & Turnbull, *1200-1210 17th Street Preliminary Assessment* (San Francisco: November 2011), 7.

al-clad shops structure at 1200 17th Street. Emblazoned with the company's name in large painted letters, the structure differs from existing conditions. In the 1945 image it has horizontal bands of windows on the lower portion of the 17th Street façade. These windows were removed in 1946-7. Also visible in the image is a large, wood "barn" door. This feature was removed in 1969. At the right side of the image is the warehouse at 1100 17th Street. As the image plainly indicates, the structure was a shed with unenclosed walls. In the 1945 image the structure encroaches upon both 17th and Mississippi streets, with a shed-roofed canopy projecting out above a portion of 17th Street and another shed-roofed canopy extending along a portion of Mississippi Street. A board fence encloses the perimeter of the shed along both streets, presumably to provide security. Several voids along the perimeter of the structure indicate that it was an open-air shed and that it had little or no corrugated metal siding. A large sign with the company's name painted on it extends along the ridgeline of the structure.

Figure 39. Photograph of the subject property taken in 1945, looking northwest
Source: *A Romance of Steel in California* (1946)

Judson Pacific-Murphy Corporation was the last structural steel fabricator to occupy 1200 17th Street. On June 12, 1946, the company sold the property (APNs 3949/002 and 3950/001) to Paul F. Gillespie, William S. Wetenhall, and Arthur E. and Mabel H. Wilkens.[29] This consortium, which was eventually expanded to more than 20 investors, had recently acquired the adjoining Independent Paper Stock Co. (formerly the Pacific Refining and Roofing Co.) property at 16th and Mississippi streets (APN 3949/001), now part of the subject property. These two purchases assembled the existing property except for the Santa Fe right-of-way at the corner of 16th and Mississippi streets.

Owens-Illinois Corporation Converts Open Sheds into Enclosed Warehouses

The new ownership consortium leased the subject property to the Owens-Illinois Glass Co. in 1946. The Owens-Illinois Glass Co., a maker of glass bottles and other related products, began making plans to convert the vacant structural steel fabrication plant into an enclosed warehouse facility for its products, including bottles, jars, food containers, molded plastic enclosures, and bottle caps. A complete inventory of all the changes that Owens-Illinois made to the former Pacific Rolling Mill Co. is beyond the scope of this report, but it is important to list the most notable alterations, including the construction of new concrete foundations and floor slabs, rebuilding the interior framing and enclosing the formerly open

[29] San Francisco Office of the Assessor-Recorder, "Sales Ledger Records for Blocks 3949 and 3950," June 12, 1946.

walls of the sheds at 1100 and 1210 17th Street with new corrugated steel and/or asbestos-coated steel panels, installing a fire suppression system, reconfiguring the east wall of 1100 17th Street with three large loading docks, reframing the northern half of 1100 17th Street, building six new loading docks and three canopies on the south side of the shops structure at 1200 17th Street, and enclosing the gaps between the brick office building and the surrounding metal-clad structures.[30] The work cost $115,000, which is the equivalent of approximately $1.5 million in today's dollars. The conversion was designed by the San Francisco engineering firm of H.J. Brunnier. Around the same time, Owens-Illinois demolished the former Independent Paper Stock Co. plant at 16th and Mississippi streets and built two new warehouses on that portion of the property.

1950 Sanborn Map

The 1950 Sanborn maps depict the subject property four years after Owens-Illinois Co. converted the site into a general-purpose warehouse facility **(Figure 40)**. Notes on the maps indicate that the brick office building had been outfitted with automatic sprinklers and fire doors. Dashed lines shown on earlier Sanborn maps, which had indicated where no walls existed, were changed to solid lines, indicating where solid perimeter walls had been built to enclose the sheds at 1100 and 1210 17th Street.

Subsequent Owners and Alterations: 1953-2014

In May 1953, the Fiberglas Engineering Supply Division, a subsidiary of the Owens-Corning Corporation, took over the lease to the subject property. On May 7, 1953, it applied for a permit to perform $4,900 worth of interior alterations to the brick office building, including installing new partitions and new linoleum flooring in the offices. Drawings accompanying the plans indicate that the first floor was reconfigured with a waiting/product display area in the southwest corner, a women's toilet room in the northwest corner, a private office in the northeast corner, and a service office/secretary pool in the southeast corner. The second floor had a private office in the southwest corner and a large secretarial pool area east of it.[31] Six years later, on November 13, 1959, Fiberglas Engineering Supply Co. applied for a permit to attach a new plastic sign above the entrance to the brick office building costing $200. The contractor was Cascade Neon of San Francisco.[32]

Throughout the 1950s, 1960s, and 1970s, the same consortium of investors (known as Robert Baker et al) that bought the property in 1946 continued to own and manage it. Fiberglas Engineering Supply Co. remained in the building until 1966. In February 1967, City Transfer and Storage, a file storage company, leased the building. On February 1, 1967, City Transfer and Storage applied for a permit to remodel the office building into the company's headquarters and the warehouse structures into a storage facility. The scope of work for the brick office building included the demolition of all non-bearing partition walls, the installation of a pair of new wood-panel doors in the main entrance, a new private office at the southwest corner of the second floor level, painting, new toilet rooms, electrical work, and various other cosmetic changes. The contractor was Spencer B. Bagge.[33]

[30] San Francisco Department of Building Inspection, "Permits on file for 1200 17th Street, Permit No. 88534, December 3, 1947.
[31] San Francisco Department of Building Inspection, "Permits on file for 1200 17th Street, Permit No. 155388," May 7, 1953.
[32] San Francisco Department of Building Inspection, "Permits on file for 1200 17th Street, Permit No. 229749," November 13, 1959.
[33] San Francisco Department of Building Inspection, "Permits on file for 1200 17th Street, Permit No. 339088," February 1, 1967.

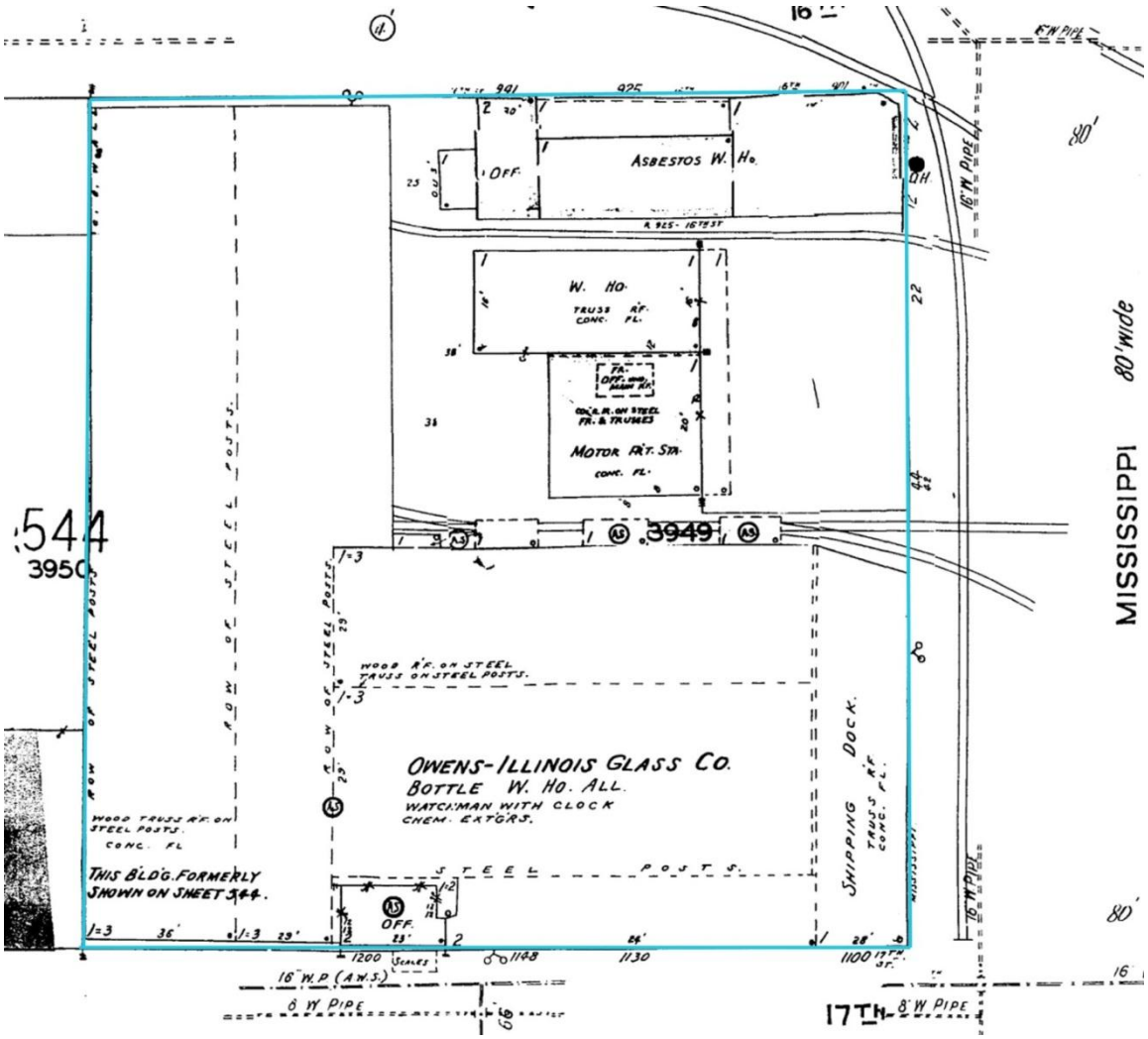


Figure 40. 1950 Sanborn map showing the approximate boundaries of the subject property
Source: San Francisco Public Library; annotated by Christopher VerPlanck

In June 1984, Robert Baker et al sold the subject property to Macor, Inc., a real estate investment company.[34] Macor promptly leased it to Cor-o-van, a file storage company based in Coronado, California. During the time that Macor owned the property, its tenants made dozens of alterations to the site. Macor, Inc. sold the subject property to Cornerstone Properties and Walden Mission Bay I LLC in March 2006.[35] Not long after, the new owner acquired the tiny Santa Fe property at the corner of 16th and Mississippi streets (3949/001A) so that all of Block 3949 and over half of Block 3950 (including the Texas Street right-of-way) – well over three acres – was under single ownership. In November 2011, the ownership structure changed to Potrero Partners LLC.[36] Throughout the time that Walden Development/Potrero Partners has owned the property it has continued to lease most of the site to Cor-o-van, including the warehouse structures at 1100 and 1200 17th Street and the southern half of the warehouse at 1210 17th Street. The northern half of this warehouse (975 16th Street) is leased to the University of California, which uses it for storage.

[34] San Francisco Office of the Assessor-Recorder, "Sales Ledger Records for Blocks 3949 and 3950," June 12, 1984.
[35] San Francisco Office of the Assessor-Recorder, "Sales Ledger Records for Blocks 3949 and 3950," March 3, 2006.
[36] San Francisco Office of the Assessor-Recorder, "Sales Ledger Records for Blocks 3949 and 3950," December 20, 2011.

C. Construction Chronology for 1200 17th Street/901 16th Street

This section contains a concise chronological record of all known construction and alteration projects that have taken place at 1200 17th Street. The earliest building permit application for the property dates to 1946, long after all four of Pacific Rolling Mill Co. buildings were built. Several earlier sources from newspapers and building journals are included here as well. Where building permits or contracts do not exist we have provided an estimate for each major construction and/or alteration project. This list does not include plumbing, electrical, or other minor tenant improvement projects. Copies of these permit applications can be found in **Appendix C** of this HRE.

Project Description and Source	Date	Applicant	Architect/Engineer	Cost of Project
Construct blacksmiths' shop and foundry/machine shop *San Francisco Call* (December 23, 1899)	Ca. 1899	Pacific Rolling Mill Co.	Unknown	Unknown
Construct structural shed (1100 17th Street) and stock shed (1210 17th Street) Sanborn maps	Ca. 1910	Pacific Rolling Mill Co.	Unknown	Unknown
Construct brick office building, metal-clad shops building (1200 17th Street), and addition to stock shed (1210 17th Street) *Building & Engineering News* (May 8, 1926)	May 1926	Pacific Rolling Mill Co.	None	$25,000
Construct new foundations, pave floors, enclose open sides in corrugated iron, rebuild north half and east wall of 1100 17th Street, rebuild north wall of 1200 17th Street, and install new fire sprinkler system Department of Public Works, Central Permit Bureau	Dec. 1946	Owens-Illinois Glass Co.	H.J. Brunnier, engineer	$115,000
Repair damage to concrete foundation and corrugated metal siding caused by truck collision	April 1953	Owens-Illinois Glass Co.	Ira W. Coburn, engineer	$600
Install new wood and glass partitions, linoleum flooring, and electrical fixtures Department of Public Works, Central Permit Bureau	May 1953	Fiberglas Engineering Supply Co.	Fiberglass Engineering Supply co.	$4,900
Install single-face plastic sign on face of office building (1200 17th Street) Department of Public Works, Central Permit Bureau	Nov. 1959	Fiberglas Engineering Supply Co.	None	$200
Demolition of non-bearing partitions, new entrance doors, new private office at southwest corner of second floor, new men's toilet room, new women's toilet room, new lunch room, painting, and minor electrical work (1200 17th Street) Department of Public Works, Central Permit Bureau	Jan. 1967	City Transfer & Storage Co.	None	$12,500

Project Description and Source	Date	Applicant	Architect/Engineer	Cost of Project
Construct spray booth and related rooms inside existing warehouse building (975 16th Street) Department of Public Works, Central Permit Bureau	Feb. 1967	City Transfer & Storage Co.	None	$16,680
Install opening for new overhead door (1200 17th Street) Department of Public Works, Central Permit Bureau	May 1969	Potrero Investment	None	$2,000
Repair failed roof joists x 12 (1200 17th Street) Department of Public Works, Central Permit Bureau	March 1978	City Transfer & Storage Co.	H.J. Brunnier, engineer	$1,800
Install new steel beam to replace failing wood truss (1200 17th Street) Department of Public Works, Central Permit Bureau	Oct. 1984	Macor, Inc.	Peter C. Tardos, engineer	$12,320
Construct transformer vault (1200 17th Street) Department of Public Works, Central Permit Bureau	Aug. 1992	Norcal Waste Systems	P. Goudin & Associates, engineer	$10,928
Reinforce parapet (1210 17th Street) Department of Public Works, Central Permit Bureau	Dec. 1993	Macor, Inc.	Delta Design, engineer	$5,500
Remodel and enlarge existing toilet rooms, build new concrete ramp, steel stairs, handicapped parking, and new entrance door (1100 17th Street) Department of Public Works, Central Permit Bureau	July 1995	Macor, Inc.	Unknown	$28,000
Install new fire sprinkler system, fire alarm, and waterfowl switches (1200 17th Street) Department of Public Works, Central Permit Bureau	Jan. 1996	Raymond Garment, Inc.	National Guardian Security Services	$3,700
Install new modular office building (901 16th Street) Department of Public Works, Central Permit Bureau	Oct. 1995	Macor, Inc.	Kotas/Pantaleoni Inc., architect	$150,000
Relocate handicapped entrance, parking, and stair for easier access to modular office building (901 16th Street) Department of Public Works, Central Permit Bureau	April 1996	Macor, Inc.	None	$500
Install new roofing materials (1200 17th Street) Department of Public Works, Central Permit Bureau	Sept. 1997	Betty Levin	None	$9,480

Project Description and Source	Date	Applicant	Architect/Engineer	Cost of Project
Install storage racks (1200 17th Street) Department of Public Works, Central Permit Bureau	June 1998	Cor-O-Van Moving & Storage	None	$80,000
Install standard eight and nine beam level record storage rack system (1200 17th Street) Department of Public Works, Central Permit Bureau	Feb. 1999	Cor-O-Van Moving & Storage	None	$50,000
Install 178 bays of records storage racks with eight or nine beam levels (1200 17th Street) Department of Public Works, Central Permit Bureau	July 2000	Cor-O-Van Moving & Storage	Rack Design & Engineering	$202,000
Install awning above entrance (901 16th Street) Department of Public Works, Central Permit Bureau	Jan. 2001	Cor-O-Van Moving & Storage	None	$600
Voluntary structural strengthening (1200 17th Street) Department of Public Works, Central Permit Bureau	May 2007	Walden Development Co.	Louis Felthouse, architect	$15,000
Install tenant demising walls, new toilet room facilities, restripe parking lot, and build new operations offices (975 16th Street) Department of Public Works, Central Permit Bureau	Jan. 2011	Walden Development Co.	Louis Felthouse, architect	$84,000

D. Chain of Title for 1200 17th Street/901 16th Street

Document Reference	Date	Grantor	Grantee
1901 San Francisco Block Book	Unknown	Unknown	Real Estate and Development Co.
Grant Deed 3949/001A	11.16.1922	Real Estate and Development Co.	Atchison Topeka & Santa Fe Railroad
Grant Deed 3949/002 & 3950/001	12.07.1928	Real Estate and Development Co.	Pacific Rolling Mill Co.
Grant Deed 3949/002 & 3950/001	08.02.1928	Pacific Rolling Mill Co.	Judson-Pacific Co.
Grant Deed 3949/001	06.26.1934	Real Estate and Development Co.	Charles Harley Co.
Grant Deed 3949/001	10.31.1936	Charles Harley Co.	Independent Paper Stock Co.
Grant Deed 3949/002 & 3950/001	03.07.1945	Judson-Pacific Co.	Judson-Pacific-Murphy Corp.
Grant Deed 3949/001 & 002 & 3950/001	06.12.1946	Judson-Pacific-Murphy Corp.	Robert Baker et al
Grant Deed 3949/001 & 002 & 3950/001	06.12.1984	Robert Baker et al	Macor, Inc.
Grant Deed 3949/001 & 002 & 3950/001	03.03.2006	Macor, Inc.	Walden Mission Bay I LLC & Cornerstone Properties
Grant Deed 3949/001, 001A, 002 & 3950/001	12.20.2011	Walden Mission Bay I LLC & Cornerstone Properties	Potrero Partners, LLC

VI. Determination of Eligibility

A. California Register of Historical Resources

The California Register is an authoritative guide to significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties (both listed and formal determinations of eligibility) are automatically listed. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The California Register also includes properties identified in historical resource surveys with Status Codes of 1 to 5 and resources designated as local landmarks by city or county ordinances. The California Register eligibility criteria are closely based on National Register of Historic Places (National Register) criteria. To be eligible for the California Register a property must be significant under one or more of the following criteria:

> **Criterion 1 (Event):** Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
>
> **Criterion 2 (Person):** Resources that are associated with the lives of persons important to local, California, or national history.
>
> **Criterion 3 (Design/Construction):** Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
>
> **Criterion 4 (Information Potential):** Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

In the following sections we have evaluated the potential eligibility of the former Pacific Rolling Mill property for listing in the California Register.

Criterion 1

If it retained integrity, the entire former Pacific Rolling Mill Co. site would appear eligible for listing in the California Register under Criterion 1 (Events) for its association as an important structural steel fabrication company that made an outsized contribution toward the reconstruction of San Francisco after the 1906 Earthquake. Among many others, the Pacific Rolling Mill Co. supplied structural steel for San Francisco General Hospital, the Standard Oil Building, the Balfour Building, the San Francisco Public Library, the YMCA on Golden Gate Avenue, the Financial Center Building in Oakland, the California-Hawaii Sugar Refinery in Crockett, and several of the buildings for the 1915 Panama Pacific International Exposition. All four pre-1927 structures on the property share this context, including the warehouses at 1100 and 1210 17th Street, the former shops building at 1200 17th Street, and the brick office building, also at 1200 17th Street. But of these structures, only the brick office building retains integrity from the period of significance. In contrast, the three metal-clad structures were all extensively altered in 1946-7 when Owens-Illinois Glass Co. converted the property into a general-purpose warehouse facility.

The period of significance under Criterion 1 is 1906 to 1928, the period in which the subject property was occupied by the Pacific Rolling Mill Co. and when the company made the bulk of its contributions toward the reconstruction of San Francisco after the 1906 Earthquake. Though other studies have argued that the period of significance ought to extend to 1946, when the last steel fabricator, Judson Pa-

cific-Murphy, vacated the site, the subsequent owners were all larger corporations whose manufacturing operations took place at multiple plants, diluting the association of the subject property with the fabrication of steel frames for specific projects. Even if the period of significance was moved to 1946, the metal-clad warehouses do not retain sufficient integrity because of the extensive alterations made by Owens-Illinois Glass Co. in 1947.

Criterion 2

The former Pacific Rolling Mill Co. facility does not appear eligible for listing under California Register Criterion 2 (Persons). Though the Pacific Mill Rolling Co. was founded by Patrick Noble – a notable San Francisco industrialist and public figure – he died in 1920, six years before the brick office building (the only intact structure on the site) was constructed. In order to be eligible under Criterion 2 a property must also have a tangible association with an important person, meaning that the property must have been where that person made his or her most important contributions. For the entire time that Patrick Noble was owner of the Pacific Rolling Mill Co. he maintained his headquarters in downtown San Francisco. It was only after his death that the company's main office moved to 1200 17th Street. This also appears to be the same for his son, Edward Noble and his associates, H.F. Hedrick and Frank Lester, none of whom are well-known individuals in the annals of San Francisco history.

Criterion 3

The brick office building of the former Pacific Rolling Mill Co. appears eligible for listing in the California Register under Criterion 3 (Design/Construction) as a good example of a brick industrial building constructed during the post-1906 reconstruction period in San Francisco. After the 1906 Earthquake, "fireproof" masonry construction became more popular than wood, mainly because it was required by revised building codes and/or because insurance companies would no longer insure non-fireproof buildings. During the first two decades following the disaster, concrete and brick were both employed in San Francisco. Corrugated iron was also used but it was mostly employed for inexpensive and impermanent sheds or additions to existing structures. Until reinforced-concrete construction was perfected in the 1920s brick construction remained the most popular fireproof building material, largely because contractors were more adept in brick construction. By the 1920s, concrete surged ahead of brick due to its falling cost, superior strength, better performance in earthquakes, and the ability to easily create ornamental details at low cost. As a result, the heyday of brick construction in post-quake San Francisco lasted only about 20 years, from 1906 until ca. 1925. Today brick industrial buildings are most numerous in a handful of areas, including the old Union Iron Works facility at Pier 70, the Northeast Waterfront Historic District, the South End Historic District, and Showplace Square, where Kelley & VerPlanck identified a noncontiguous historic district comprising three nodes of brick industrial buildings.

The brick office building of the former Pacific Rolling Mill Co. appears eligible under Criterion 3 as a structure that embodies the distinctive characteristics of a type, period, and method of construction – in this case a heavy timber-frame brick building constructed in the mid-1920s as the centerpiece of an industrial plant. The building features all of the typical hallmarks of the type, including its unreinforced brick walls laid in five-course American bond, its simple corbeled detailing, its stepped parapet, and its regularly spaced window openings containing steel industrial sash windows. The office building was constructed of brick because it was the company's headquarters and it was necessary for it to stand out from the utilitarian steel sheds surrounding it. The rest of the Pacific Rolling Mill Co. facility was constructed of impermanent materials – mainly wood and corrugated metal – because the purpose of these

structures was simply to shelter production work from the elements. Designed to be easily adapted to changes in use or production techniques, they did not need to be attractive works of architecture.

The period of significance under Criterion 3 is 1926, the year that the former brick office building was constructed.

Criterion 4
Analysis of the former Pacific Rolling Mill Co. site for eligibility under Criterion 4 (Information Potential) is beyond the scope of this report. Criterion 4 mainly deals with archaeological resources, which were not investigated by the author for this study.

B. Integrity

Overall, the former Pacific Rolling Mill Co. property retains a low degree of integrity. As described above, the majority of the site's buildings were rebuilt in 1946-7 as part of the Owens-Illinois Co.'s conversion of the property to warehouse use. Two of the structures on the site (1100 and 1210 17th Street) were originally framed canopies without exterior walls. These sheds were mostly open along their sides (aside from wooden canopies and a security fence) to facilitate the movement of large subassemblies in and out of the structures. As described above, in 1946 Owens-Illinois Glass Co. applied for a permit to perform over $115,000 of alterations to the metal-clad structures, including pouring new concrete foundations and slabs and enclosing their open sides with corrugated metal panels. The conversion from manufacturing to warehouse use necessitated these changes to safeguard manufactured goods from theft and to facilitate the orderly storage and distribution of these goods to retailers. Shelving took the place of open work space and exterior walls went up to prevent unauthorized entry. The former shops structure, which was always an enclosed structure, was also heavily altered during its conversion to warehouse use. All of the fenestration along the lower part of the 17th Street façade was removed and the north façade facing 16th Street was rebuilt as a series of loading docks. Later changes include the removal of the large wood barn door from the south façade of the shops structure in 1969 and dozens of other incremental changes too numerous to itemize here. As proven by a comparison of existing conditions with historic photographs taken in 1945, the metal-clad structures look completely different than they did during the period of significance.

Of the four pre-1927 structures on the former Pacific Rolling Mill Co. property, only the brick office building has avoided extensive exterior changes. The only notable alterations to its exterior include the replacement of the cast-cement sign in 1945, the replacement of the original glazed single-panel doors with solid-core wood doors in 1967, and the installation of metal security bars in front of the windows at an unknown date.

There are seven aspects used by the California Register to assess integrity – location, design, setting, materials, workmanship, feeling, and association. The following section analyzes the former Pacific Rolling Mill Co. facility *and* the former brick office building under each of the seven aspects. If the analysis applies to the entire site there is no separate discussion for the brick office building. Otherwise, the office building is called out separately.

- **Location:** "Location is the place where the historic property was constructed or the place where the historic event occurred."

No part of the former Pacific Rolling Mill Co. facility has ever been moved. Therefore, it retains the aspect of location.

- **Design:** "Design is the combination of elements that create the form, plan, space, structure, and style of a property."

  Entire Site: The original designs of the three metal-clad structures (1100, 1200, and 1210 17th Street) have been changed drastically. Two of the structures (1100 and 1210 17th Street) were originally open-sided sheds. In 1946-7 they were enclosed to create secure warehouses. Similarly, the former shops structure at 1200 17th Street has undergone substantial changes to both its interior and to its exterior elevations.

  Brick Office Building: The design of the former brick office building has not changed since it was built in 1926. Though the interior has been remodeled several times, the exterior is essentially intact.

  In conclusion, though the site as a whole does not retain integrity of design, the brick office building does retain this aspect.

- **Setting:** "Setting is the physical environment of a historic property."

  Since the former Pacific Rolling Mill Co. facility was completed in 1926, many changes have occurred on the site and in the surrounding neighborhood. In addition to the demolition of the adjoining Pacific Refining and Roofing Co. plant ca. 1947, several concrete industrial buildings were built on adjoining properties in the late 1920s, 1930s, and 1940s. In the late 1960s, the construction of the I-280 viaduct separated the subject property from the Mission Bay area. In addition, most of the industrial facilities north of 16th Street were pulled down ca. 2000 for residential development which is now underway. Since the 1960s, most of the train tracks and other rail facilities in the vicinity were removed or paved over. Finally, the erection of several residential loft buildings in the 1990s and 2000s on adjoining properties facing Missouri and 16th streets introduced high-density residential uses to the formerly industrial block. Cumulatively these changes have converted what was originally a stand-alone industrial plant in a sparsely populated industrial neighborhood into a thriving mixed-use community containing a blend of industrial, office, and residential uses.

  In conclusion, due to the extensive changes that have occurred in the vicinity of the former Pacific Rolling Mill Co. property, the site as a whole does not retain integrity of setting.

- **Materials:** "Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property."

  Entire Site: As mentioned above, all of the metal-clad structures were clad in corrugated metal in 1946-7 when they were converted into enclosed warehouses. Additional sections of these structures have been re-clad in recent years. The northern half of the warehouse structure at 1100 17th Street was entirely rebuilt in 1946-7. Aside from portions of their structural framing, it is doubtful that any of these three structures retain any of their original materials.

Brick Office Building: Though its interior has been remodeled several times, the exterior of the brick office building retains all of its original materials, including its brick walls, steel industrial sash windows, and wooden flagpole.

In conclusion, though the site as a whole does not retain integrity of materials, the brick office building retains this aspect.

- **Workmanship: "**Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory."

  Entire Site: As a facility built of industrially produced materials handled in a conventional manner typical of its era, most of the former Pacific Rolling Mill Co. facility does not embody any notable examples of workmanship.

  Brick Office Building: The brick office building is the only part of the former Pacific Rolling Mill Co. facility to retain any evidence of traditional workmanship, especially the handcrafted brick corbelling at the cornice level and the brick voussoirs and keystone surrounding the arched entrance.

  In conclusion, though the site as a whole does not retain integrity of workmanship, the brick office building does retain this aspect.

- **Feeling:** "Feeling is a property's expression of the aesthetic or historic sense of a particular period of time."

  Though research indicates that there have been major changes to the former Pacific Rolling Mill Co. complex, the changes that were made are generally compatible with industrial usage.

  In conclusion, the former Pacific Rolling Mill Co. facility retains integrity of feeling.

- **Association:** "Association is the direct link between an important historic event or person and a historic property."

  Entire Site: Extensive alterations to the former Pacific Rolling Mill Co. facility in 1946-7 converted what were formerly open sheds into enclosed warehouses. These alterations, made by the Owens-Illinois Glass Co., occurred well after the period of significance (1906-1928).

  Brick Office Building: As described, the alterations to the brick office building are much less extensive than those made to the metal-clad structures, with the result that the office building looks substantially similar to how it did during the period of significance.

  In conclusion, though as a whole the former Pacific Rolling Mill Co. facility does not retain integrity of association, the brick office building does retain this aspect.

Of the seven aspects of integrity, the entire site retains only the aspects of location and feeling. In contrast, the brick office building retains the aspects of location, design, materials, workmanship, feeling, and association. It does not retain integrity of setting.

VII. Evaluation of Project-specific Impacts

This section analyzes the historic status of the subject property and the impacts of the proposed project on the environment as required by the CEQA review procedures of the San Francisco Planning Department.

A. Project Description

The following project description of the 1200 17th/901 16th Street Project is derived from drawings dated June 19, 2014. The project sponsor is Potrero Partners, LLC. The architect of the 901 16th Street building is BAR Architects of San Francisco. The 1200 17th Street building is designed by Christiani-Johnson Architects of San Francisco. The landscape architect is PGA Design of Oakland and the civil engineer is BKF Engineers of Pleasanton, California.

Existing Site Conditions

The existing four parcels that comprise the subject property will be merged into two lots with addresses of 901 16th Street and 1200 17th Street. With the exception of the two-story, brick office building at 1200 17th Street, the site will be cleared of all existing structures and developed with two new buildings and associated improvements.

General Project Description

The proposed project entails the construction of two separate buildings containing a total of 395 residential units, 24,968 sf of retail space, 388 vehicle parking spaces, 12,219 sf of publicly accessible open space, 27,219 sf of common open space for residents, and 4,950 sf of private open space. The two buildings will be separated by a 39'-wide midblock courtyard (called the "Mississippi Mews") which will connect Mississippi Street with a proposed public pedestrian promenade (called the "Pedestrian Promenade") that will link 16th and 17th streets along the western property line. Additional open spaces for residents will include a pair of courtyards (called the "East" and "West" Courtyards, respectively) in the center of both buildings. The existing brick office building will be rehabilitated for commercial use as part of the 1200 17th Street building. The brick office building will be surrounded by a landscaped buffer so that it stands apart from the nearby new construction.

New Building at 901 16th Street

The new building at 901 16th Street will occupy the northern half of the subject property. It will be a six-story, mixed-use building measuring 68 feet high. The building will include 260 residential units, 20,318 sf of retail space, subterranean tenant parking for 221 vehicles, and above-ground retail parking for 42 vehicles. The building will have two residential courtyards and the proposed Mississippi Mews will be separate it from the building at 1200 17th Street. The proposed building is designed in a contemporary architectural vocabulary with each façade articulated differently to break its apparent massing down into several smaller, distinct sections. Exterior cladding materials include applied face brick, aluminum windows and storefront systems, metal paneling, aluminum screens, tempered glass, and architectural concrete. The 16th Street façade is the building's primary public elevation, with the residential lobby aligning with the former Texas Street right-of-way. The upper floors above the lobby will be recessed 30

feet back from 16th Street, helping to reduce the building's apparent massing. Flanking the entrance lobby will be retail storefronts made of aluminum and glass. The five residential floors above will be clad in brick and the fenestration will be laid out in a traditional grid pattern recalling historic brick industrial buildings in the nearby Showplace Square neighborhood. A large mural will occupy the northeast corner of the building at 16th and Mississippi streets. The other three façades have a less traditional character with rectangular bay windows lining Mississippi Street, as well as the west (Pedestrian Promenade) and south (Mississippi Mews) sides of the building. The roof of the proposed building is flat with several stair and elevator penthouses rising another 10 feet above the roof.

New Building at 1200 17th Street

The new building 1200 17th Street will occupy the southern half of the subject property. It will be a four-story, wood-frame building measuring 48 feet high. It will have 135 residential units, 4,650 sf of retail/restaurant space, subterranean parking (115 residential stalls, retail parking for eight vehicles, and two car-share stalls). The building will have two residential courtyards and the proposed Mississippi Mews will form its northern boundary, creating a setback between it and the new building on 16th Street. The publicly accessible Pedestrian Promenade linking 16th and 17th streets will form a landscaped buffer between the new building and the two existing live-work residential buildings that are located on the opposite side of the western property line. The proposed building is broken down into multiple volumes to reduce its apparent size. In regard to materials and detailing it is simpler than the 16th Street building, with an architectural vocabulary that takes its cue more explicitly from its industrial neighbors. In addition, a portion of the gable-roofed shed structure at 17th and Mississippi streets will be rebuilt in the same configuration using corrugated metal cladding as a memento of the existing buildings on the site. Cladding materials on the rest of the building will be different from the 16th Street building, with simpler industrial-type materials, including corrugated metal, cast concrete, vertical ribbed metal siding, steel columns, and aluminum roll-up doors. The roofline of the new building will be broken up into a series of shed and gable-roofed volumes, echoing the existing metal-clad structures on the site.

Rehabilitation of Brick Office Building at 1200 17th Street

As discussed, the historic brick office building will be rehabilitated for retail or restaurant use. During demolition all adjoining structures will be demolished and all piping, conduit, and remnants of adjoining structures will be removed. During construction the building will be protected in place. The brick walls will then be cleaned and restored, with any voids patched and/or repaired using brick that matches the original. The paint on the exterior walls (north, east, and west) of the building will be carefully removed to expose the red brick. Only gentle methods that do not remove the exterior face of the brick will be used, including power washing, hand sanding, blasting with walnut shells, or citrus-based strippers. The mortar will be cleaned and repointed wherever necessary. The existing deteriorated steel-sash windows on the primary (south) façade will be replaced in kind with counterparts that match the existing. The historic cast-cement sign above the primary entrance will be retained and repaired. The two pedestrian entrances on the primary façade both presently contain incompatible, non-historic doors. They will be replaced with doors that resemble historic conditions. The existing wooden flagpole mounted on the roof will be retained and restored. The existing skylights are of unknown origin but because they are not visible from the street they will be removed to build a new roof deck. The roof deck will be set back from the parapet and it will have a guardrail that will be minimally visible from 17th Street. The brick office building's non-historic interior finishes and materials will be removed to expose the historic brick walls. A partial mezzanine level will be constructed within the rehabilitated structure, which will contain a total of 1,500 sf of retail or restaurant space.

The new building adjoining the brick office building at 1200 17th Street is designed to respect and be compatible with the historical resource. The brick office building will anchor the southern end of a 61'-4"-wide break in the new building's street wall. There will be a setback on the left (west) side of the brick building that will serve as the residential entrance to the new building. This setback measures 11'-9" wide and the area behind it will remain unbuilt. Additional setbacks will be located along the north and east walls of the brick office building. On the east side of the brick building there will be a notch-out measuring 10'-5" x 4'-10". The purpose of these setbacks and notch-out is to allow the brick building to "read" as a freestanding structure that is functionally related to the new building but structurally independent from it.

Reconstruction of Metal-clad Warehouse at 1100 17th Street

The project sponsor will dismantle and reconstruct the southern half of the timber-frame, metal-clad warehouse at 1100 17th Street and use it for retail space. The proposed project will retain the gable-roofed volume of the existing structure to a point 60'-5" south of 17th Street. Elements of the existing structure, including portions of its timber posts, wood trusses, and corrugated metal siding may be re-used in the new retail structure. It will be given new aluminum-frame storefronts along 17th Street and in the first bay along Mississippi Street. The repurposed structure will house 3,100 sf of retail or restaurant space.

B. Status of Existing Property as a Historical Resource

According to Section 15064.5 (a) of the California Environmental Quality Act (CEQA), a "historical resource" is defined as belonging to at least one of the following three categories:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.);
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

Of the five structures on the subject property only the brick office building at 1200 17th Street is a "known historical resource." It has a Status Code of 3CS, meaning that it appears individually eligible for listing in the California Register. As such, the brick office building appears to be a "historical resource" under Section 15064.5 (a) of CEQA. In contrast, the other four structures on the site, including the mod-

ular office building at 901 16th Street and the metal-clad warehouses at 1100 17th Street, 1200 17th Street, and 1210 17th Street are not historical resources due to loss of integrity.

C. Analysis of the Project for Compliance with the Secretary of the Interior's Standards

The *Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings* (the Rehabilitation Standards and the Guidelines, respectively) provide guidance for reviewing work to historic properties.[37] Developed by the National Park Service for reviewing certified rehabilitation tax credit projects, the Standards have been adopted by local government bodies across the country for reviewing work to historic properties under local preservation ordinances. The Rehabilitation Standards are a useful analytic tool for understanding and describing the potential impacts of changes to historic resources.

Conformance with all ten Rehabilitation Standards does not determine whether a project would cause a substantial adverse change in the significance of a historical resource under CEQA. Rather, projects that comply with the Standards benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource.[38] Projects that do not comply with the Rehabilitation Standards may or may not cause a substantial adverse change in the significance of an historic resource and would require further analysis to determine whether the historic resource would be "materially impaired" by the project under *CEQA Guidelines* 15064.5(b).

Rehabilitation is the *only* one of the four treatments in the Standards (the others are Preservation, Restoration, and Reconstruction) that allows for the construction of an addition or other alteration to accommodate a change in use or program.[39]

The first step in analyzing a project's compliance with the Rehabilitation Standards is to identify the property's character-defining features, including characteristics such as design, materials, detailing, and spatial relationships. Once the property's character-defining features have been identified, it is essential to devise a project approach that protects and maintains these important materials and features, meaning that the work involves the "least degree of intervention" and that important features and materials are safeguarded throughout the duration of the project.[40] It is critical to ensure that new work does not result in the permanent removal, destruction, or radical alteration of any significant character-defining features. The character-defining features of the Pacific Rolling Mill Co.'s brick office building include the following:

- height and massing, including the primary façade's stepped parapet;
- four brick exterior walls, including the decorative brickwork around the primary entrance and the corbelling at the cornice level of the primary façade;

[37] U.S. Department of Interior National Park Service Cultural Resources, Preservation Assistance Division, *Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings, 1992*. The *Standards*, revised in 1992, were codified as 36 CFR Part 68.3 in the July 12, 1995 Federal Register (Vol. 60, No. 133). The revision replaces the 1978 and 1983 versions of 36 CFR 68 entitled *The Secretary of the Interior's Standards for Historic Preservation Projects.* The 36 CFR 68.3 *Standards* are applied to all grant-in-aid development projects assisted through the National Historic Preservation Fund. Another set of *Standards*, 36 CFR 67.7, focuses on "certified historic structures" as defined by the IRS Code of 1986. *The Standards* in 36 CFR 67.7 are used primarily when property owners are seeking certification for federal tax benefits. The two sets of *Standards* vary slightly, but the differences are primarily technical and non-substantive in nature. The *Guidelines*, however, are *not* codified in the Federal Register.

[38] CEQA Guidelines subsection 15064.5(b) (3).

[39] Ibid., 63.

[40] Ibid.

- the primary façade's semi-regular pattern of punched window openings outfitted with multi-light, steel industrial sashes with operable awning sashes;
- the primary façade's recessed entry vestibule;
- the primary façade's cement plaster sign reading: "Judson-Pacific-Murphy Corporation";
- roof-mounted wooden flagpole

The interior of the brick office building does not contain any significant character-defining features. Other features that are not historic and may be replaced include the following:

- existing wood doors in the primary entrance
- steel security bars in front of the windows on the primary façade
- Mechanical equipment and other structural materials attached to the exterior of the brick building

Because the brick office building is the only historical resource on the property the analysis for compliance with the ten Rehabilitation Standards applies only to it and not to any of the other structures on the site.

Rehabilitation Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

Discussion: The proposed project will change the brick office building's use from office to retail or restaurant use. However, the building will remain in commercial use and will be accessible to the public. Non-historic interior materials and finishes will be removed and the interior converted into a double-height retail space.

In conclusion, the proposed project complies with Rehabilitation Standard 1.

Rehabilitation Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.

Discussion: The proposed project will retain and preserve all four exterior walls of the brick office building, as well as the building's height and massing and fenestration pattern. The heavily altered interior finishes of the building will be removed, exposing the brick walls within what will become a double-height space.

In conclusion, the proposed project complies with Rehabilitation Standard 2.

Rehabilitation Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Discussion: The proposed project will rehabilitate the brick office building for retail or restaurant use. As discussed above, the scope of work includes restoration of the primary façade to its appearance during the period of significance (1906-1928). The restoration will be guided by historic photographs which

provide information on missing features, signage, and finishes. Furthermore, no conjectural features or elements from other properties will be used.

In conclusion, the proposed project complies with Rehabilitation Standard 3.

Rehabilitation Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Discussion: The historic sign above the main entrance has been changed several times, including most recently in 1945 to reflect changes in the property's corporate ownership. Originally reading "Pacific Rolling Mill Co., it now reads "Judson-Pacific-Murphy Corporation." After the last structural steel fabrication business left the building in 1946, the sign was covered up by a wood and later a backlit plastic sign. The current vinyl banner will be removed and cracks and holes in the cast cement sign filled and the sign cleaned and repaired. The steel security bars that were added after the period of significance will be removed from the first-floor windows. Finally, the wood-frame, galvanized metal sections of roof connecting the brick office building to the adjoining metal-clad warehouses will be removed. All of these elements were constructed well after the end of the period of significance and none have gained significance in their own right.

In conclusion, the proposed project complies with Rehabilitation Standard 4.

Rehabilitation Standard 5: Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Discussion: The proposed project will restore the historic brick and mortar materials of the exterior of the brick office building. The paint along portions of the north, east, and west façades will be carefully removed using the gentlest effective means possible, including power washing, hand sanding, walnut shell blasting, or citrus-based strippers. Once the adjoining structures are demolished and utilities removed, there will be several holes requiring patching and consolidation. Wherever brickwork is patched the brick used to fill the voids will match the original in terms of color and texture. Wherever the historic mortar is failing it will be repointed using a mortar compound matching the original in regard to color and texture. The mortar joints will be tooled to match the original as well. Portland cement-based mortars will not be used. The cast cement sign above the entrance is cracked and spalling. It will be repaired using cement that matches the original in terms of color and texture. Finally, the wooden flagpole on the roof of the building will be retained and preserved in place.

In conclusion, the proposed project complies with Rehabilitation Standard 5.

Rehabilitation Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Discussion: As discussed above, the historic brick and mortar of the office building, as well as its sign, will be retained and preserved. The existing steel industrial sash windows are too deteriorated to be re-

tained and/or reused. The proposed project will replace the deteriorated windows with metal counterparts that replicate what exists now in regard to light pattern, muntin and rail profiles, and glazing type.

In conclusion, the proposed project complies with Rehabilitation Standard 6.

Rehabilitation Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Discussion: The proposed project will not use sandblasting or other harsh physical or chemical methods to remove accumulated grime and graffiti on the exterior façades. Instead, the gentlest effective means will be used, including pressure-washing the exterior with trisodium phosphate and hot water. If that fails to remove the paint, other non-destructive methods may be used, including citrus-based strippers.

In conclusion, the proposed project complies with Rehabilitation Standard 7.

Rehabilitation Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Discussion: Archaeological review is beyond the scope of this study.

Rehabilitation Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Discussion: Constructed in 1926 as an office building for the Pacific Rolling Mill Co., the brick office building's construction materials and detailing differentiate it from the rest of the site. As mentioned previously, the use of brick for the office building indicated that it housed the administrative functions of the company. As originally designed, the brick office building was joined at one small section to the metal-clad shops structure to the east, which was built at the same time, but otherwise it was entirely freestanding. In 1946-7, Owens Illinois Glass Co. constructed wood-frame roof sections clad in corrugated metal to enclose the gaps between the office building and the surrounding metal-clad warehouses. The proposed project will remove these connections and restore the brick office building's appearance as a freestanding structure.

The new residential building at 1200 17th Street would not be an addition to the brick office building but rather adjacent new construction. A gap measuring 11'-9" wide will be provided on the west side of the office building, recognizing similar conditions that existed before the metal-clad structure at 1210 17th Street was enclosed in 1946-7. Though the new residential building will adjoin the brick office building along a small portion of its east wall, this condition resembles what has existed since the office building was constructed in 1926. However, a small notch-out measuring 10'-5" x 4'-10" will provide some separation between the two structures and allow a portion of the east wall of the office building to be viewed. Finally, a substantial open space will occupy the area behind the brick office building. This courtyard, which measures 51'-11" wide by 79'-7" deep, creates a significant amount of "breathing room" behind the building so that it truly reads as a freestanding building.

The proposed new building will be clad in a variety of traditional industrial materials. The section adjoining the office building to the east will be clad in cast concrete at the first and second floor levels and corrugated metal above, on the third and fourth floor levels. The first two floor levels of the section to the west will be made of cast concrete and the upper two floors will be set back and clad in ribbed metal siding. No part of the new building will exceed 48' in height. Though approximately 20' higher than the brick office building, the tallest portions of the complex will be set back from the brick office building along the west and north sides. Furthermore, the first and second floor levels of the new building will be articulated as freestanding, two-story commercial pavilions, which will be about the same height as the brick office building. The upper floors will be set back several feet from these lower pavilions and clad in different materials, making them visually recede into the background. The windows of the lower pavilions will be metal with multi-light metal windows that will be similar to the brick office building.

In conclusion, the proposed project complies with Rehabilitation Standard 9.

Rehabilitation Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

It would be possible to demolish the vast majority of the proposed new building at 1200 17th Street and leave the brick office building intact. The only section that could not be feasibly removed would be the section of basement beneath the office building, which would not be visible from the street. In conclusion, the proposed project complies with Rehabilitation Standard 10.

In conclusion, the proposed project appears to comply with all of the relevant Rehabilitation Standards. As a project that complies with the Secretary of the Interior's Standards it benefits from a regulatory presumption that it would not cause a substantial adverse change in the significance of an historical resource and would therefore not have a significant effect on the environment.[41]

VIII. Conclusion

1200 17th Street/901 16th Street is a former industrial complex in the northern part of San Francisco's Potrero District. Developed incrementally during the first quarter of the twentieth century by the Pacific Rolling Mill Company, the existing facility partially dates to 1926, with portions of two older warehouses dating back as far as ca. 1910. Three of the four structures are utilitarian warehouse structures clad in corrugated metal. Originally built as open-sided sheds, they were all heavily altered/rebuilt in 1946-7 by Owens-Illinois Glass Co., after the last steel fabrication business abandoned the site and the former industrial plant was converted into a general-purpose warehouse complex. The only historical resource on the site today is a two-story brick office building at 1200 17th Street. Originally built in 1926 by the Pacific Rolling Mill Co. to house the company's on-site administrative functions, the building has undergone very few changes to its exterior since then. This HRE determined that although the entire property has historical significance as the home of the Pacific Rolling Mill Co., only the 1926 brick office building retains sufficient integrity to be eligible for listing in the California Register of Historical Resources. The proposed project, which would demolish the heavily altered metal-clad structures and construct two new mixed use buildings at 1200 17th Street and 901 16th Street, complies with the Secretary of the Inte-

[41] CEQA Guidelines subsection 15064.5(b).

rior's Standards for Rehabilitation in regard to its treatment of the brick office building, which will be rehabilitated for continued commercial use.

IX. Bibliography

A. Published

Hicks-Judd Company. *The San Francisco Block Book.* San Francisco: 1894, 1901, 1909.

Kelley & VerPlanck Historical Resources Consulting. *Showplace Square Historic Context Statement.* San Francisco: October 2009.

Maslin, Marshall. *A Romance of Steel in California.* San Francisco: Kelso Norman and E.C. Brown, 1946.

Olmsted, Roger and T. H. Watkins. *Here Today: San Francisco's Architectural Heritage*. San Francisco: Junior League of San Francisco Inc., 1968.

Page & Turnbull, Inc. *1200-1210 17th Street Preliminary Assessment.* San Francisco: November 2011.

Petrin, Katherine. *Evaluation of Integrity for 1200-1210 17th Street.* San Francisco: February 2014.

Sanborn Fire Insurance Company: Sanborn Maps for San Francisco: 1893, 1899, 1915, and 1950.

San Francisco City Directories: 1898-1982.

San Francisco Planning Department. *CEQA Review Procedures for Historical Resources*. San Francisco: 2005.

San Francisco Planning Department. *San Francisco Preservation Bulletin No. 11: Historic Resource Surveys.* San Francisco: n.d.

Scott, Mel. *The San Francisco Bay Area: A Metropolis in Perspective.* Berkeley: University of California Press, 1959.

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: rev. ed. 1998.

U.S. Department of the Interior, National Park Service. *National Register Bulletin 16: "How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: rev. ed. 1998.

U.S. Department of the Interior, National Park Service. *Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings.* Washington, D.C.: *1992*.

Withey, Henry F. and Elsie Rathburn Withey. *Biographical Dictionary of American Architects (Deceased).* Los Angeles: Hennessey & Ingalls, Inc., 1970.

B. Public Records

CEQA Guidelines subsection 15064.5(b).

Edwards Abstracts. San Francisco Public Library.

San Francisco Office of the Assessor-Recorder: Sales Ledgers and deeds for 1200 17th Street.

San Francisco Bureau of Building Inspection, Records Management Division: Building and alteration permits on file for 1200 17th Street.

C. Periodicals

California Architect and Engineer

San Francisco Bulletin

San Francisco Call

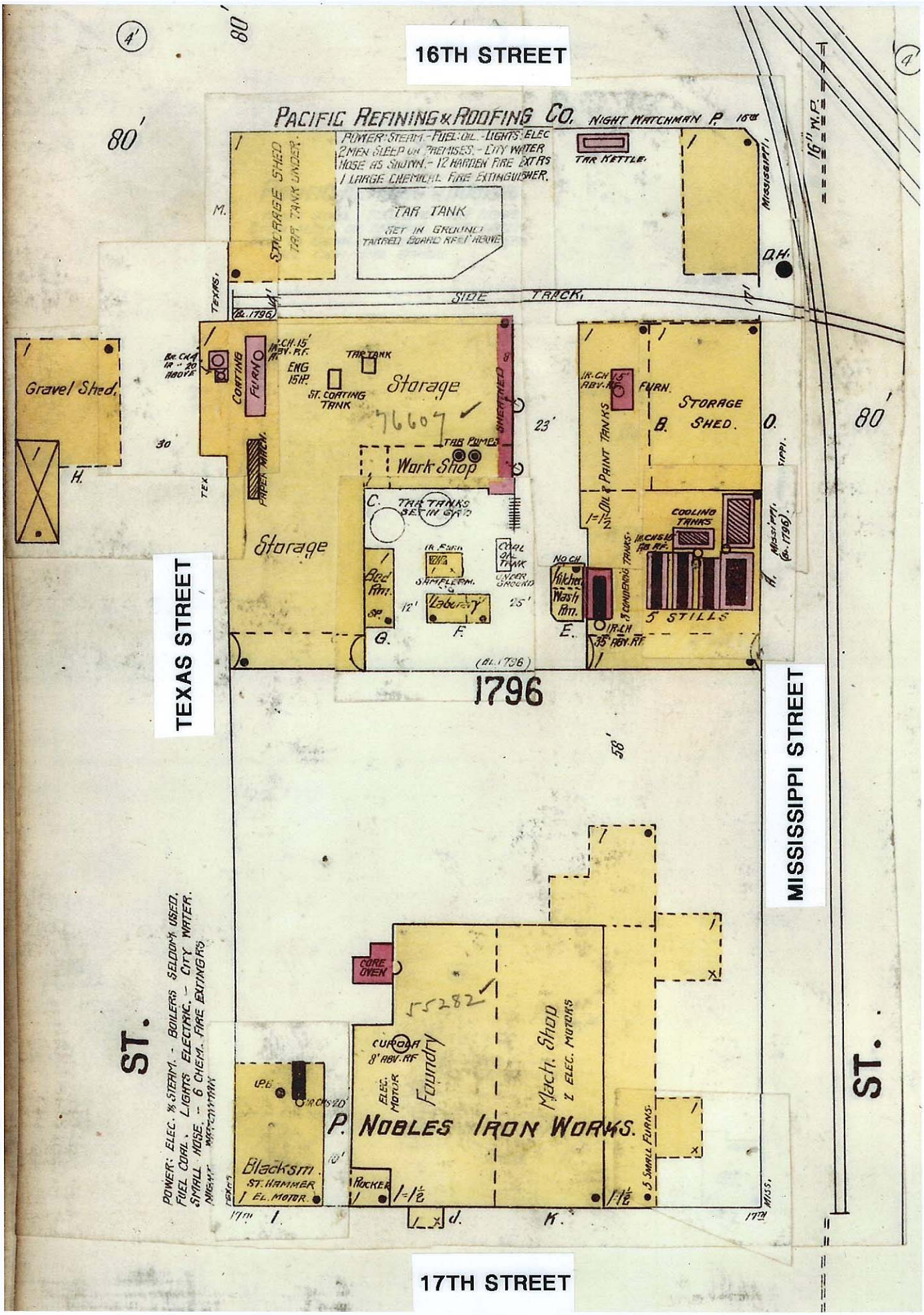
San Francisco Chronicle

San Francisco Examiner

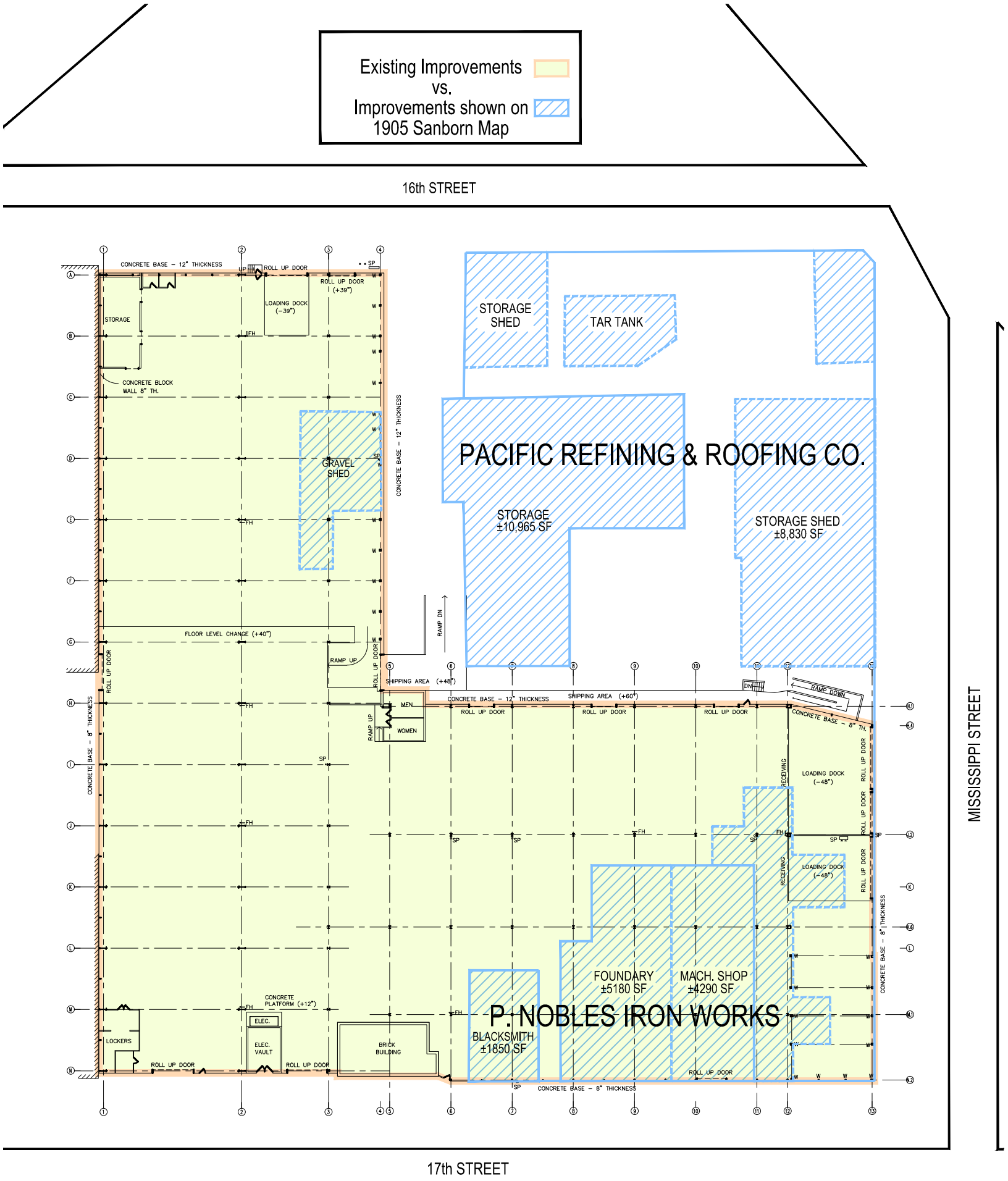
San Francisco Real Estate Circular

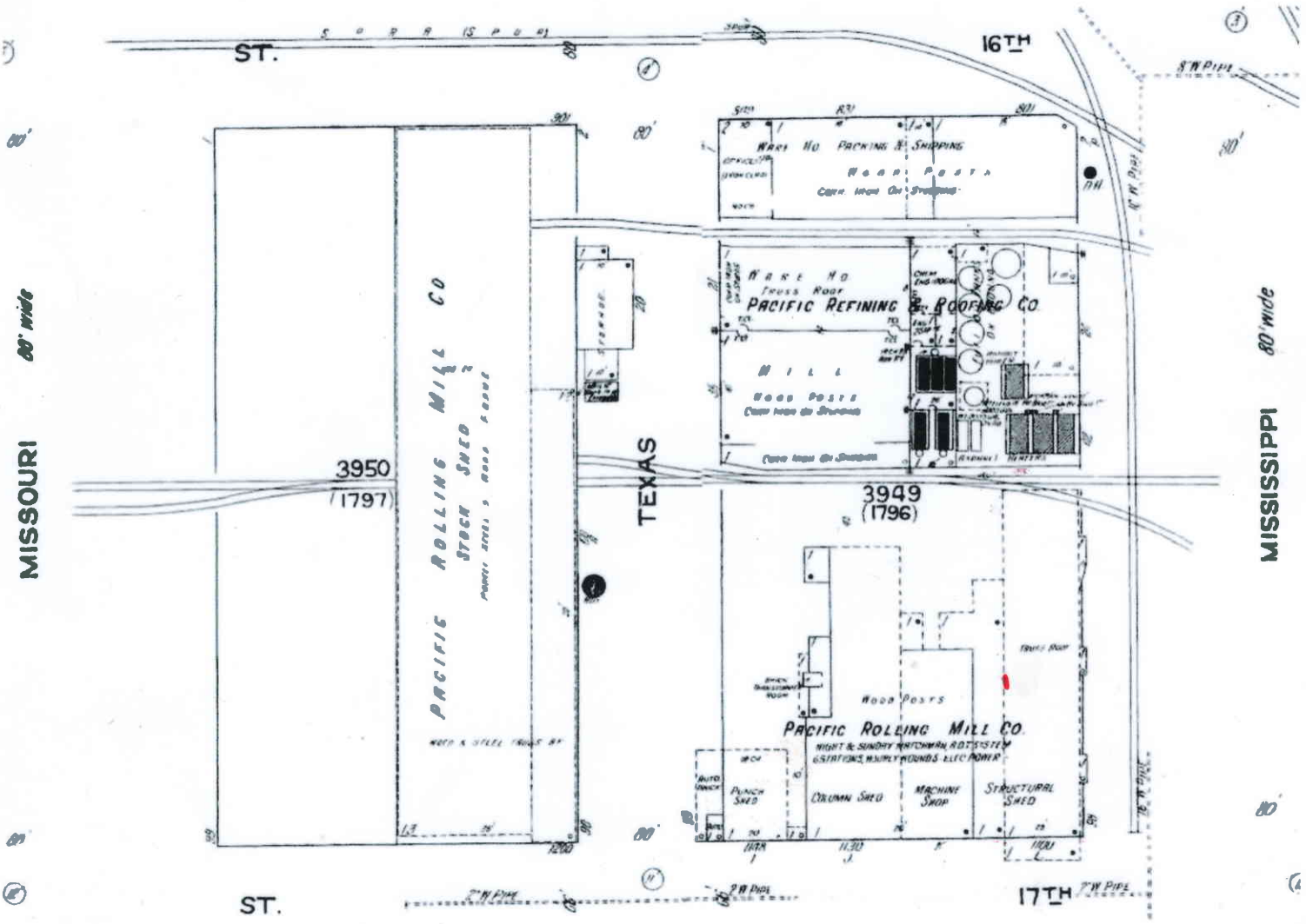
X. Appendix

A. Diagrams Illustrating the Physical Evolution of the Pacific Rolling Mill Co. Property
B. Enlarged and Annotated 1945 Photograph of the Pacific Rolling Mill Co. Property
C. Building Permit Applications for 1200 17th Street/901 16th Street



Sanborn Fire Insurance Map, September 1905
San Francisco, California


Existing Improvements
vs.
Improvements shown on
1905 Sanborn Map
16th STREET
17th STREET
MISSISSIPPI STREET
PACIFIC REFINING & ROOFING CO.
P. NOBLES IRON WORKS
STORAGE SHED
TAR TANK
STORAGE
±10,965 SF
STORAGE SHED
±8,830 SF
GRAVEL SHED
FOUNDARY
±5180 SF
MACH. SHOP
±4290 SF
BLACKSMITH
±1850 SF
BRICK BUILDING
CONCRETE BASE – 12" THICKNESS
CONCRETE BASE – 8" THICKNESS
ROLL UP DOOR
LOADING DOCK
(–39")
LOADING DOCK
(–48")
STORAGE
CONCRETE BLOCK
WALL 8" TH.
FLOOR LEVEL CHANGE (+40")
RAMP UP
RAMP DN
RAMP DOWN
SHIPPING AREA (+48")
SHIPPING AREA (+60")
MEN
WOMEN
RECEIVING
CONCRETE
PLATFORM (+12")
ELEC.
ELEC.
VAULT
LOCKERS
FH
SP
W

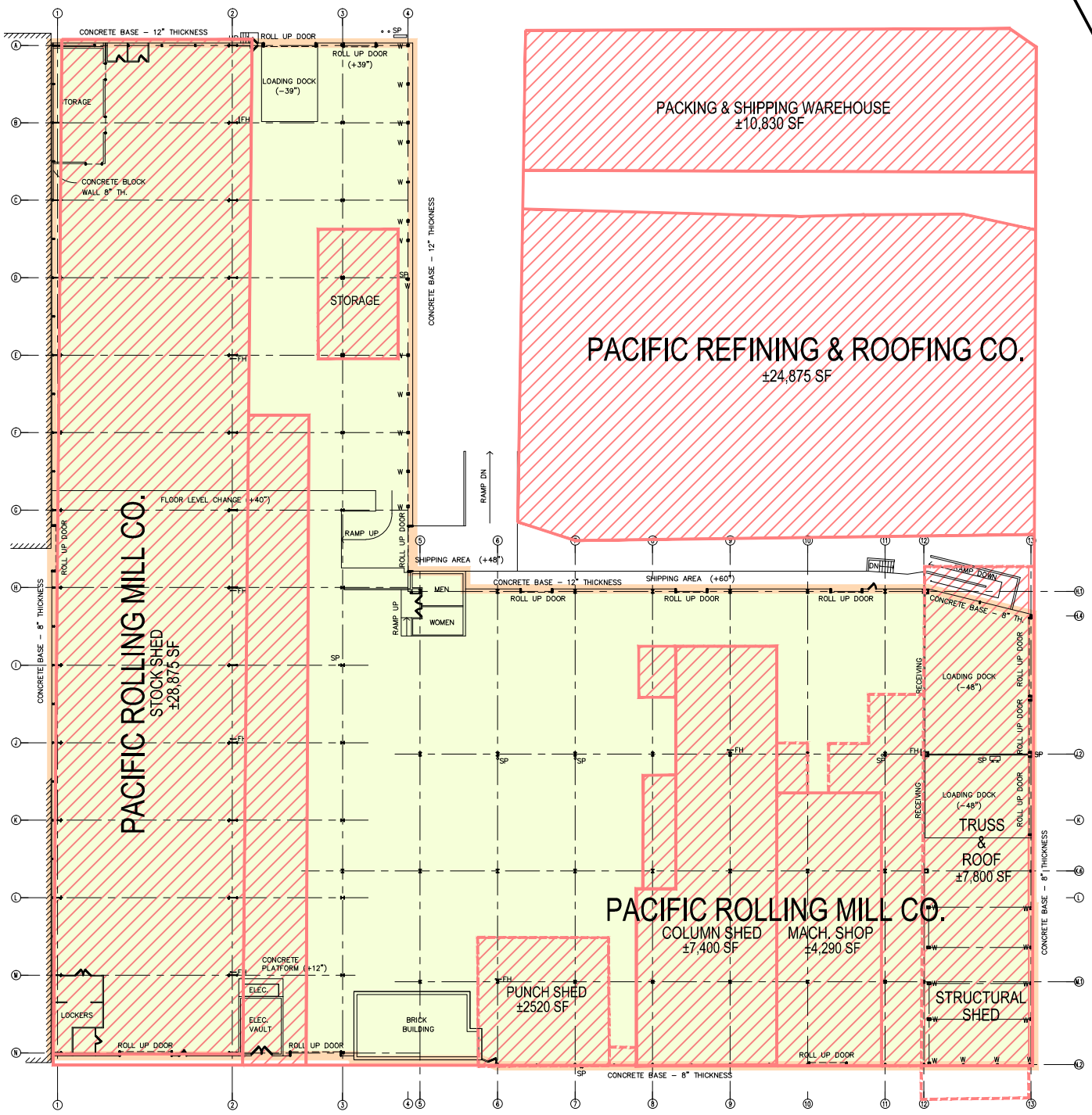


Sanborn Fire Insurance Map, 1914.

1200 - 1210 17th Street
San Francisco, California

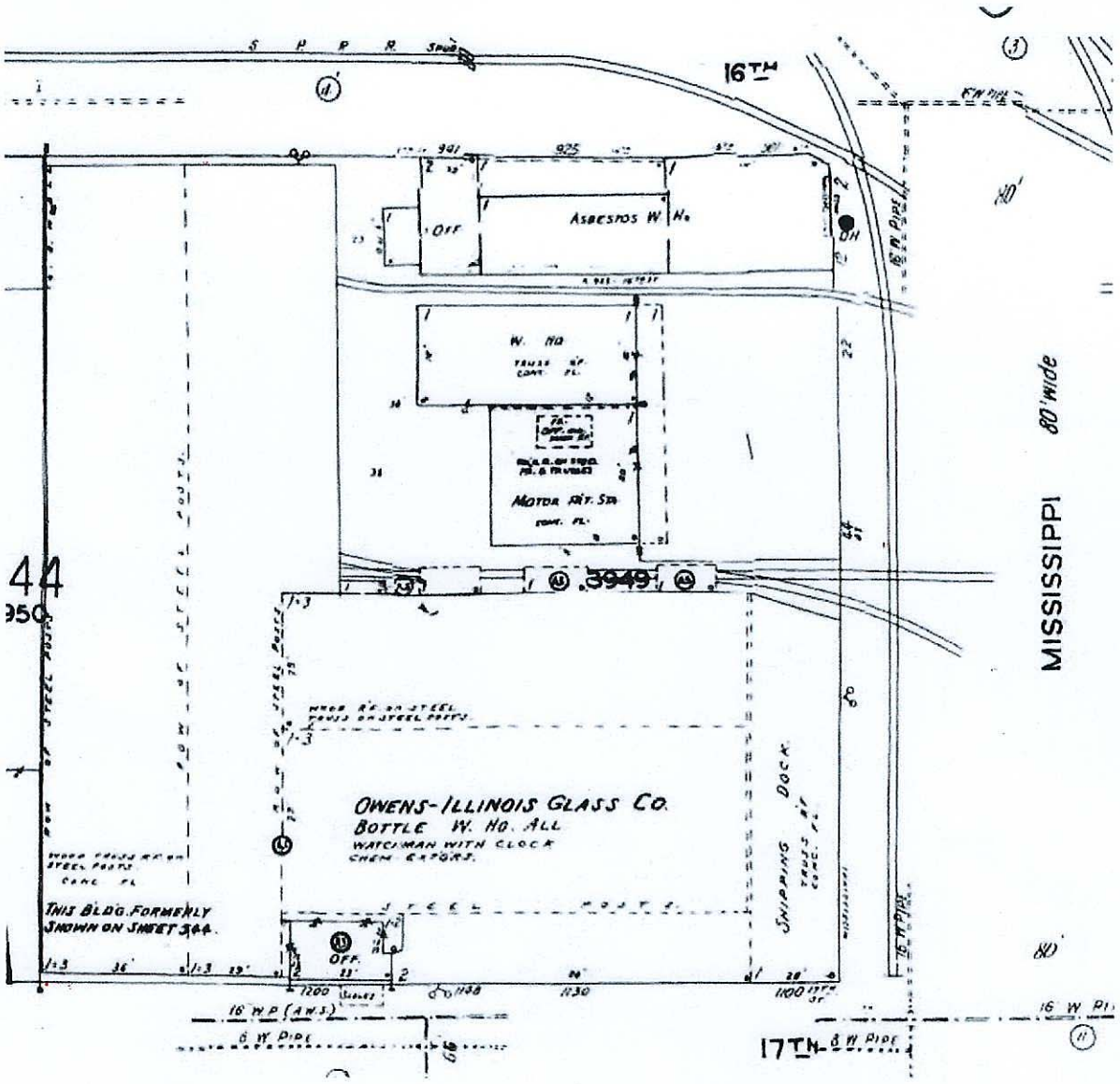
901 16th Street & 1200 17th Street
Existing Improvements
vs.
Improvements shown on
1914 Sanborn Map

16th STREET



17th STREET

MISSISSIPPI STREET

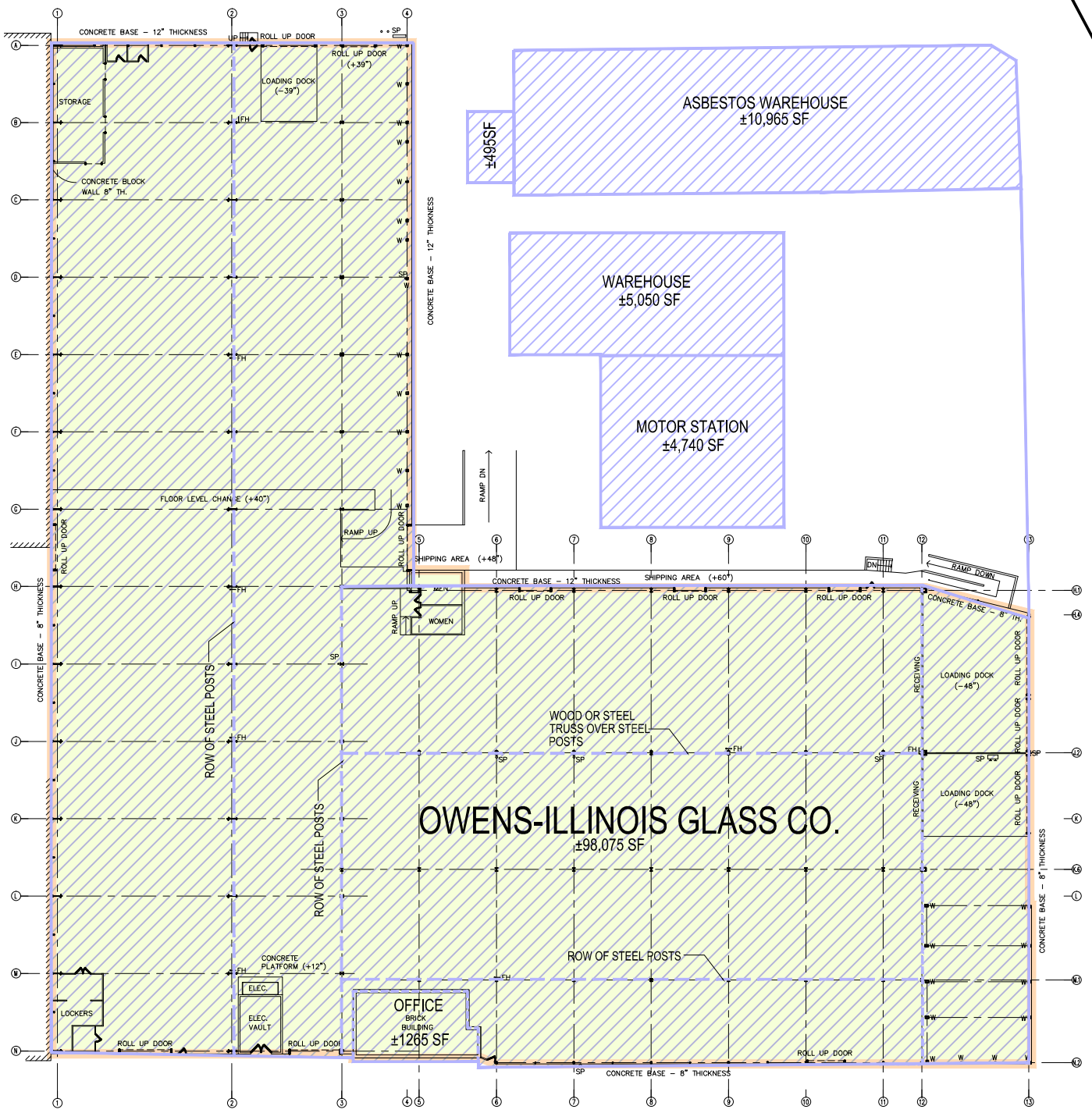


Sanborn Fire Insurance Map, 1950.

1200 - 1210 17th Street
San Francisco, California

901 16th Street & 1200 17th Street
Existing Improvements
vs.
Improvements shown on
1950 Sanborn Map

16th STREET



17th STREET

MISSISSIPPI STREET

Photograph of the subject property taken in 1945, looking northwest
Source: *A Romance of Steel in California* (1946)

1210 17th Street Shed

Note unenclosed sides facing 17th Street and brick office building at 1200 17th Street. Also note projecting canopy and wood board fence along 17th Street.

1200 17th Street Office Building

Note how brick office building is not connected to adjoining metal-clad shed at 1210 17th Street.

1200 17th Street Shops

Note no longer-extant lower band of fenestration along 17th Street. Also note no longer-extant "barn door" near shed at 1100 17th Street.

1100 17th Street Shed

Note unenclosed sides along 17th and Mississippi streets. Also note wooden fence and canopies over both streets and no longer-extant sign on ridge of structure.

APPROVED:

DISAPPROVED 1-6-47
DIVISION OF FIRE PREVENTION
AND INVESTIGATION
Violation Art 9- Section 265 — Exceeds Area Restrictions

L. M. Cassidy 1-6-47
Division of Fire Prevention and Investigation

Workmen's Compensation Insurance Policy or Certificate filed with Central Permit Bureau . . . . ☐

No Workmen's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:
(a) No one to be employed . . . . ☐
(b) Casual labor only to be employed . . . . ☐
(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization ☐

Approved:

Superintendent Bureau of Building Inspection

Zoning: M. 1.

Approved:

City Planning Commission

Approved:

Director of Public Health

Approved:

Department of Electricity

Approved:

Bureau of Engineering

Approved:

Art Commission

Unfavorably 1/6/47
Steel frame with Gal iron on walls & wood.
Violation Art-9. Sect 265 Bldg Code
Exceeds area.

OFFICE COPY
BLDG. FORM

No. 73400

3 APPLICATION OF

Owens Illinois Glass Co., Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING

Location 1200 - 17th St.

San Francisco, Calif.

Cost $ ~~50,000.00~~ 115000.00

DEC 3

Filed

DISAPPROVED 1-6-47.
See unfavorable report of Fire Prevention and Investigation, 1-6-47, and disapproval of Bldg. Inspector, R.J.Cairns 1-6-47.

John G. Little
John G. Little
Superintendent Bureau of Building Inspection

Permit No. 8834

Issued 194

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

3

APPLICATION FOR BUILDING PERMIT

ALTERATION

December 16 1946

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location NORTH SIDE OF 17th ST. AT MISSISSIPPI ST.

(2) Present use of building STRUCTURAL STEEL FABRICATION No. of families

(3) Use of building hereafter WAREHOUSE No. of families

(4) Total Cost $ ~~50,000.00~~ 115,000.00 [illegible]

(5) Description of work to be done REPLACE ALL DAMAGED EXTERIOR CORRUGATED IRON SIDING; ENCLOSE OPEN SIDES WITH CORRUGATED IRON; REPAIR AND REPAIR FLOORS; INSTALL COMPLETE AUTOMATIC SPRINKLER FIRE PROTECTION SYSTEM AND GENERAL CLEANUP.

(6) APPLICANT MUST FILL OUT COMPENSATION INSURANCE DATA ON REVERSE SIDE.

(7) Supervision of construction by ENGINEERING DEPT., OWENS ILLINOIS GLASS CO.
Address R. H. OLSEN, CHIEF ENGINEER, 601-36th AVE, OAKLAND, CALIF

(8) Architect

Certificate No. State of California | License No. City and County of San Francisco

Address

(9) Engineer FOR STRUCTURAL ALTERATIONS - H. J. BRUNNIER

Certificate No. 3 State of California | License No. City and County of San Francisco

Address 608 SHARON BLDG., SAN FRANCISCO, CALIF.

(10) Plans and specifications prepared by Other than Architect or Engineer GENERAL LAYOUT #WS-111 - OWENS ILLINOIS GLASS CO

Address ENGINEERING DEPT. - 601-36th AVE - OAKLAND, CALIF

(11) Contractor NOT SELECTED

License No. State of California | License No. City and County of San Francisco

Address

I hereby certify and agree, if a permit is issued herein that all the provisions of the BUILDING LAW AND BUILDING ZONE ORDINANCES, SET-BACK LINE REQUIREMENTS AND FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO, the STATE HOUSING ACT OF CALIFORNIA, and of said permit will be complied with, whether specified herein or shown on any plans submitted herewith, and hereby agree to save, indemnify and keep harmless the City and County of San Francisco and its officials against all damages, liabilities, judgments, costs and expenses which may in anywise accrue against said City and County or any of its officials in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street, or sub-sidewalk space by virtue thereof, and will in all things strictly comply with the conditions of this permit. The foregoing covenants shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(12) Owner OWENS ILLINOIS GLASS CO.

Address ~~[illegible] - Mission St.~~, SAN FRANCISCO, CALIF.
[illegible] Cal. [illegible]

By [signature]
Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. KEarny 2-7375, Ext. 293
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

BOARD OF PERMIT APPEALS, CITY AND COUNTY OF SAN FRANCISCO

NOTICE OF DECISION

To
OWENS, ILLINOIS GLASS CO., Appellant,
and
vs
H. C. VENSANO, ET AL, Respondent.

1166

The appeal of OWENS, ILLINOIS GLASS CO.,
from the order of H. C. VENSANO, Denying Appellants on JANUARY 6th, 1947
A PERMIT TO ALTER BUILDING, N. W. corner 17th, and MISSISSIPPI STS.
came on regularly for hearing before the Board of Permit Appeals JANUARY 29th, 1947,
and after such hearing the said order was OVERRULED

Dated at San Francisco, California,
JANUARY 29th, 1947

President

Secretary

93,700

BOARD OF PERMIT APPEALS, CITY AND COUNTY OF SAN FRANCISCO

Appeal of
OWENS-ILLINOIS GLASS CO.
vs
H. C. VENSANO, ET AL,
No. [illegible]

NOTICE OF APPEAL

Notice is hereby given that OWENS-ILLINOIS GLASS CO. appeals to the Board of Permit Appeals of the City and County of San Francisco from the decision or order of.

(State name of department, board or officer making order.)

H. C. VENSANO, ET AL,

(State briefly the substance or effect of the decision or order appealed from and date thereof.)

Denying Appellants on JANUARY 6th, 1947, A PERMIT TO ALTER BUILDING, N. W. corner 17th and MISSISSIPPI STS.

OWENS-ILLINOIS GLASS CO.
By: B. J. FEIGENBAUM
(Appellant)
111 Sutter St., Room 700
San Francisco, Calif.
(Address of appellant to which notices shall be mailed.)

The names and addresses of all persons, firms, corporations or associations who or which opposed appellant before the department, board, commission or person making the order or decision appealed from are as follows:

Name	*Address*
H. C. VENSANO, ET AL,	CITY HALL
FIRE MARSHAL FRANK KELLY	" "
B. J. FEIGENBAUM	111 SUTTER ST.

State of California, City and County of San Francisco.—ss.

B. J. FEIGENBAUM, being duly sworn, deposes and says:

That he is the agent of appellant above named; that the foregoing is a full, true and correct list of the names and addresses of all persons, firms, corporations or associations who or which opposed appellant before the authority making the application appealed from, to the best of appellant's knowledge or belief; that a copy of this notice has been served upon _____, the department, board, commission or person making the order or decision appealed from.

B. J. FEIGENBAUM

Subscribed and sworn to before me this 15th day of January, 19 47

Notary Public in and for the City and County of San Francisco, State of California.

APP-93700

OWENS-ILLINOIS GLASS COMPANY

PACIFIC COAST DIVISION

December 26, 1946

Bureau of Building Permits
Civic Center
San Francisco, California

Gentlemen:

We are applying for a permit to remodel and improve the existing Judson-Pacific Murphy building located at 16th, 17th and Mississipi Streets in San Francisco, California.

The building is to be used as a warehouse for storage of glass containers in corrugated paper cartons.

The attached drawing #S-111, outlines the general scope and specifications of the work. The new siding is to be corrugated iron or asbestos protected metal. Because of a desire to isolate first bids to the remodelling only, we have not indicated automatic sprinkler coverage. It is our intention, however, to proceed with 100% coverage by automatic sprinklers either during the present construction or as soon as the necessary material becomes available.

The attached drawing indicates structural changes necessary for this remodelling, but does not show details of construction. This work will be performed by H. J. Brunnier, Structural Engineer, who is engaged to proceed with these design details concurrent with the construction. These drawings will be submitted as made for your department's approval before proceeding with the work.

Very truly yours,

Harvard Olson

HARVARD OLSON
Chief Engineer

HEO/fn

BLDG. FORM

3

No. 155014

APPLICATION OF

Illinois glass Co Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING

Location 1200 17th ST

San Francisco Calif

Total Cost $600.00

Filed April 20 19 53

Approved:

Superintendent, Bureau of Building Inspection

Permit No. [illegible]

Issued [illegible] 19

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☐
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐
- ☐

Approved 4/22 19 53

F. H. Stewart

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner's Authorized Agent

Approved:

Zone [illegible]

CPC Setbacks

Department of City Planning

Approved:

Frank P. Kelly
J. Connolly 4/22/53

Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Workman's Compensation Insurance Policy or Certificate filed with Central Permit Bureau ☐

No Workman's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:

(a) No one to be employed ☐

(b) Casual labor only to employed ☐

(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization ☐

CENTRAL PERMIT BUREAU F433

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

April 20 1953

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 1200 17th st San Francisco Calif.

(2) Total Cost $600.00 (3) No. of stories 1 (4) Basement no (Yes or No)

(5) Present use of building warehouse (6) No. of families

(7) Proposed use of building warehouse (8) No. of families

(9) Type of construction Conc & Steel (1, 2, 3, 4, or 5) (10) Building Code Occupancy Classification

(11) Any other building on lot no (Yes or No) (Must be shown on plot plan if answer is Yes.)

(12) Does this alteration create an additional floor of occupancy no (Yes or No)

(13) Does this alteration create an additional story to the building no (Yes or No)

(14) Electrical work to be performed no (Yes or No) Plumbing work to be performed no (Yes or No)

(15) Ground floor area of building 102500 sq. ft. (16) Height of building 30' ft.

(17) Detailed description of work to be done

Repairs to Collision damage Due to truck hitting exterior wall of building damaging portion of Concrete wall, Exterior sheet metal, interior partition mill work & glass

(18) No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by Ira W. Coburn Address 2440 mariposa st

(20) General contractor Ira W. Coburn California License No 103715-B1

Address 2440 mariposa st S.F.

(21) Architect none California Certificate No. —

Address —

(22) Engineer none California Certificate No. —

Address —

(23) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with, I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(24) Owner Illinois Glass Co (Phone) (For Contact by Bureau)

Address 1200 17th st SF Calif.

By: [signature] Address 2440 mariposa st SF.

(Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.)

CERTIFICATE OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF BUILDING PURSUANT TO SEC. 808, SAN FRANCISCO BUILDING CODE, AND SEC. 4, PUBLIC WORKS CODE.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone M-1 2nd & Mission

CPC Setbacks

Department of City Planning

Approved:

APPROVED
Division of Fire Prevention
and Investigation
MAY 5 1953
FRANK P. KELLY, Chief
By

Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Workman's Compensation Insurance Policy or Certificate filed with Central Permit Bureau . . . . . ☐

No Workman's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:

(a) No one to be employed . . . . . ☐

(b) Casual labor only to employed . ☐

(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization . . . ☐

REFER TO:

Bureau of Engineering	☐
BBI Struct. Engineer	☐
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐

Approved 5/5 1953

No structural or occupancy changes.

F. H. Howart

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner's Authorized Agent

BLDG. FORM

3

No. 115388

APPLICATION OF

Fiberglas Sup. & Supply Co. (Lessee)

Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING

Location 1200-17th St.

S.F. Calif

Total Cost $ 4900.00

Filed MAY - 4 1953 19

Approved:

APPROVED
Dept. Public Works
MAY 7 - 1953

Superintendent, Bureau of Building Inspection

Permit No. 139482

Issued 5-7-53 19

1

CENTRAL PERMIT BUREAU P-635

Write in Ink—File Two Copies

RECEIVED
DEPT. OF PUBLIC WORKS
'53 MAR -5 AM 9:44
BUILDING INSPECTION

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
CENTRAL PERMIT BUREAU

BLDG. FORM **3**

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

April 2 19 53

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 1200 - 17th St.

(2) Total Cost $ 4900 (3) No. of stories 2 (4) Basement None (Yes or No)

(5) Present use of building Vacant (6) No. of families

(7) Proposed use of building offices (8) No. of families

(9) Type of construction Class 5 (1, 2, 3, 4, or 5) (10) 16 (Building Code Occupancy Classification)

(11) Any other building on lot No (Yes or No) (Must be shown on plot plan if answer is Yes.)

(12) Does this alteration create an additional floor of occupancy No (Yes or No)

(13) Does this alteration create an additional story to the building No (Yes or No)

(14) Electrical work to be performed Yes (Yes or No) Plumbing work to be performed (Yes or No)

(15) Ground floor area of building approx 2700 sq. ft. (16) Height of building approx 20 ft.

(17) Detailed description of work to be done New wood & glass partitions, electrical fixtures - Linoleum floors

(18) No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by Liberglas Eng. & Supply Co. Address 415 Brannan St

(20) General contractor Liberglas Engineering & Supply Co. California License No. 117482

Address 415 Brannan St.

(21) Architect By F. C. & L. C. California Certificate No.

Address

(22) Engineer California Certificate No.

Address

(23) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(24) Owner Lessee Liberglas Eng. & Supply Co. (Phone Yu 2-1120 (For Contact by Bureau))

Address 415 Brannan St. SF

By Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor. Address 415 Brannan St

CERTIFICATE OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF BUILDING PURSUANT TO SEC. 808, SAN FRANCISCO BUILDING CODE, AND SEC. 4, PUBLIC WORKS CODE.

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

CASCADE NEON

BLDG. FORM

4

No. 69774

APPLICATION OF

FIBERGLAS Co.

FOR PERMIT TO
ERECT SIGN OR BILL BOARD

Location 1200 - 17th ST.

Fee $3.50 RM

Cost $ 200.00

NOV 4 - 1959

Filed 11-3-59 195

Approved:

APPROVED
Dept. Public Works
NOV 13 1959
Robert C. Levy
SUPERINTENDENT BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 205474

Issued 11 195

REFER TO:

Bureau of Engineering	☐
BBI Struct. Engineer	☒
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐
	☐

Approved Nov. 10, 1959

RECEIVED
NOV 6 11 23 AM 1959
CITY & CO. S.F.
DEPT. OF CITY PLANNING

C. Hatton

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

F. Hughes

Owner's Authorized Agent

Approved:

Zone HEAVY INDUSTRIAL

CPC Setback

W. Baker Jr. 9 Nov 59

Department of City Planning

Approved:

J. Cornisky 11-12-59

Bureau of Fire Prevention & Public Safety

Approved:

Jim Van Ruin 11/13/59

Structural Engineer,
Bureau of Building Inspection

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Bureau of Engineering

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

Central Permit Bureau F. No. 432

Write in Ink — File Two Copies

RECEIVED
DEPT. OF PUBLIC WORKS
1959 NOV -9 PM 3:01

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM

4

BUILDING INSPECTION

APPLICATION FOR PERMIT

SIGNS—BILL BOARDS

11-3-59 195

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

ELECTRIC SIGN [X] NON-ELECTRIC SIGN [ ] BILL BOARD [ ]

(1) Location 1200 17TH ST

(2) Total Cost $ 200.00 (3) Number of stories in building 3

(4) Present use of building STORE (5) Type of building 5 (1, 2, 3, 4, or 5)

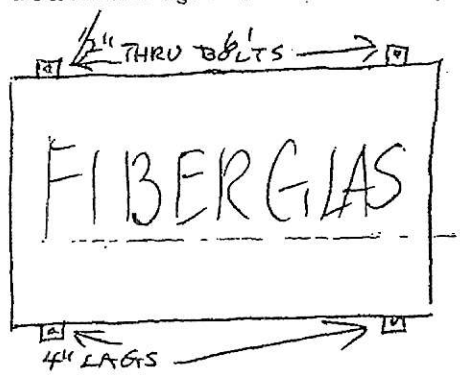
(6) If Sign give: Style SINGLE FACE HORZ PLASTIC

Thickness 10" Size 4' x 6' Ft. Weight 100# Lbs.

(7)

PLOT PLAN AND ELEVATION

Indicate exactly the location of sign or billboard horizontally and vertically



THIS IS A SINGLE FACE PLASTIC SIGN ERECTED ON FACE OF BLDG 10' ABOVE SIDEWALK & IN ACCORDANCE WITH THE ELECTRICAL CODE OF THE CITY OF SAN FRANCISCO.

(8) Drawings in duplicate showing methods of attachments must be submitted with this application.

(9) No portion of building or structure, or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, Calif. Penal Code.

(10) Contractor CASCADE NEON

License No. 148163 State of California License No. 390480 City and County of San Francisco

Address 67 VERONA PLACE

(11) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(12) Owner FIBERGLAS Co.

Address 1200 — 17th ST Phone No. (For contact by Bureau)

By [signature] Address

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor

Approved:

Zone

CPC Setbacks

... no indication that use of this property does or does not conform to the City Planning Code.

Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☐
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐
- Dept. of Electricity ☐
- Redevelopment Agency ☐
- Parking Authority ☐

Approved ....19....

Provided the following conditions are complied with:

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner or Owner's Authorized Agent

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

OFFICIAL COPY

BLDG. FORM No. 380083

3 APPLICATION OF

City Transfer & Storage Lessee / Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATION or REPAIRS TO BUILDING

Location 1200 - 17th St

Total Cost $ 12,500.00

Filed Jan. 30 1967 JAN 30 1967

APPROVED:

APPROVED Dept. Public Works FEB - 1 1967

Robert C. Levy SUPERINTENDENT BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 13871 303364

Issued FEB 7 1967 19

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

JAN. 30 1967

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 1ST & 2ND FLOOR OFFICES ONLY

(2) Total Cost ($) 12,500 (3) No. of Stories 2 (4) Basement or Cellar NO (yes or no)

(5) Present Use of building OFFICE & WAREHOUSE (6) No. of families 8

(7) Proposed Use of building SAME (8) No. of families 0

(9) Type of construction 1, 4, & 5 (10) ____ (Proposed Building Code Classification)

(11) Any other building on lot NO (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? NO (yes or no)

(13) Does this alteration create a horizontal extension to the building? NO (yes or no)

(14) Does this alteration constitute a change of occupancy NO (yes or no)

(15) Electrical work to be performed YES (yes or no) (16) Plumbing work to be performed YES (yes or no)

(17) Automobile runway to be altered or installed NO (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered NO (yes or no)

(19) Will street space be used during construction? NO (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

1- MISC. DEMOLITION OF NON-BEARING PARTITIONS
2- NEW ENTRANCE DOORS
3- NEW PRIVATE OFFICE AT SOUTH-WEST CORNER OF SECOND FLOOR
4- CONVERT 1ST FLOOR COFFEE & LUNCH RM. TO A MEN'S WASHROOM
5- ADD A WOMEN'S TOILET AND A LUNCHROOM ADJACENT TO SECOND FLOOR MEN'S ROOM.
6- PAINTING
7- MINOR ELECTRICAL ALTERATIONS

(21) Supervision of construction by ____ Address ____

(22) General Contractor SPENCER B. BAGGE, INC. California License No. B-204889
Address 465 GREEN ST., S.F.

(23) Architect or Engineer (for design) ____ California Certificate No. ____
Address ____

(24) Architect or Engineer (for construction) ____ California Certificate No. ____
Address ____

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner CITY TRANSFER & STORAGE CO. (Phone 982-5076) For contract by Bureau
Address 430 MAIN ST., S.F.

By ____ Address ____
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

Approved:
Zone M-2
CPC Setbacks none

FEB 16 1967

J. Johnson
Department of City Planning

Approved:
1- Provide 6" (or greater) sill or ramp in flammable liq. Storage Rm.
2- Provide extra hazard sprinkler head spacing.
3- Provide #5 Dry Powder or equal fire extinguisher.

2-17-67 W. Kilcasa
Bureau of Fire Prevention & Public Safety

Approved: As noted on plans.

H. Tong 3-2-67
Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

- Bureau of Engineering . . . . . . ☐
- BBI Struct. Engineer . . . . . . ☑
- Boiler Inspector . . . . ☐
- Art Commission . . . . ☐
- Dept. of Public Health . . . . . ☐
- Dept. of Electricity . . . . ☐
- Redevelopment Agency . . . . . ☐
- Parking Authority . . . . ☐ ✓

FIRE DEPT.
Approved 2-15 1967

Provided the following conditions are complied with:

Joe Warren
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

R. C. Bean
Owner or Owner's Authorized Agent

BLDG. FORM

3 APPLICATION OF

No. 33...

City Transfer & Storage Lessee / Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATION or REPAIRS
TO BUILDING
Warehouse

Location N.W. Corner 16th St. 975-16th St.
Between Missouri & Mississippi

Total Cost $ 16,680.00

Filed 2/6 FEB 6 1967 19 67

APPROVED:

APPROVED
Dept. Public Works
MAR 6 - 1967

Robert C. Levy
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 14100 304342

Issued MAR 6 1967 19

C.F.C. F.P.B.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

BLDG. FORM **3**

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT

ADDITIONS, ALTERATIONS OR REPAIRS

FEB 6 19 67

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location WAREHOUSE N.W. Corner 16TH St., Between Missouri & Mississippi

(2) Total Cost ($) 16,680.00 (3) No. of Stories 1 (4) Basement or Cellar NO (yes or no)

(5) Present Use of building WAREHOUSE (6) No. of families -0-

(7) Proposed Use of building WAREHOUSE (8) No. of families -0-

(9) Type of construction ..... (10) ..... (1, 2, 3, 4, or 5 / Proposed Building Code Classification)

(11) Any other building on lot NO (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? NO (yes or no)

(13) Does this alteration create a horizontal extension to the building? NO (yes or no)

(14) Does this alteration constitute a change of occupancy NO (yes or no)

(15) Electrical work to be performed YES (yes or no) (16) Plumbing work to be performed YES (yes or no)

(17) Automobile runway to be altered or installed NO (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered NO (yes or no)

(19) Will street space be used during construction? NO (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

CONSTRUCT SPRAY BOOTH & RELATED ROOMS WITHIN EXISTING WAREHOUSE BUILDING - 3 HOUR RATING

(21) Supervision of construction by ..... Address .....

(22) General Contractor R. F. BURMAN CONSTRUCTION CO. California License No. 215259
Address 1345 MILLBRAE AVENUE MILLBRAE, CALIFORNIA

(23) Architect or Engineer (for design) Bus. 756-9599 or 697-0800 California Certificate No. .....
Address .....

(24) Architect or Engineer (for construction) ..... California Certificate No. .....
Address .....

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner CITY TRANSFER & STORAGE CO. (TED SUHL) (Phone 982-6000)
Address 430 MAIN ST. SAN FRANCISCO. For contract by Bureau

R. F. BURMAN CONSTRUCTION CO.
1346 MILLBRAE AVENUE
By MILLBRAE, CALIFORNIA Address .....
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

HOLD SLIP

Please note date & names of all persons notified during processing.

Dept. or Bureau Date 2-7-67

DCP ____ Reason

Notified Mr. SUHL

BBI Pl/Chk. or Insp. ____ Reason

STRUCTURAL DETAILS REQUIRED.
JW.

Notified Mr. SUHL

FirePrev. ____ Reason

Notified Mr.

Bur.Eng. ____ Reason

Notified Mr.

DPH ____ Reason

Notified Mr.

BBI Eng. ____ Reason

Notified Mr.

This slip to be attached to office copy of application and retained thereon.
DO NOT WRITE NOTES ON APPLICATION

BLDG. FORM 3

No. 370

APPLICATION OF
City Transfer Co
Potrero Investment — Lessee / Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATION or REPAIRS
TO BUILDING

Location 1200 17th St

Total Cost $ 2000 00 / 08

Filed MAY 16 1969 19

APPROVED:

APPROVED
Dept. Public Works
MAY 29 1969
Alfred Goldberg
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 37191 332629

Issued 6-2-69 19

B.B.I

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☑
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐
- Dept. of Electricity ☐
- Redevelopment Agency ☐
- Parking Authority ☐

Approved 5-21 19 69

Provided the following conditions are complied with:

Paul Simko
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner or Owner's Authorized Agent

Approved:

Zone

CPC Setbacks

[illegible] by the Department of City [illegible] requested permit [illegible] that use of this [illegible] does not conform to the [illegible] Planning Code.

Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

PROVIDED NO STRUCTURAL CHANGES TO BUILDING FRAME.

[illegible signature] 5-28-69

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435
Form 3-68

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

MAY 16 1969

May 16, 1969

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 1200 19th Street

(2) Total Cost ($) 2000.00 (3) No. of Stories — (4) Basement or Cellar No (yes or no)

(5) Present Use of building Wake House (6) No. of families 0

(7) Proposed Use of building Wake House (8) No. of families 0

(9) Type of construction 4 (1, 2, 3, 4, 5 or 5) (10) ____ Proposed Building Code Classification

(11) Any other building on lot No (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? No (yes or no)

(13) Does this alteration create a horizontal extension to the building? No (yes or no)

(14) Does this alteration constitute a change of occupancy No (yes or no)

(15) Electrical work to be performed No (yes or no) (16) Plumbing work to be performed No (yes or no)

(17) Automobile runway to be altered or installed No (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered No (yes or no)

(19) Will street space be used during construction? No (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Opening For Overhead Door

(21) Supervision of construction by ____ Address ____

(22) General Contractor Phoenix Simpton California License No. ____
Address 520 6th St. San Francisco, Calif.

(23) Architect or Engineer (for design) ____ California Certificate No. ____
Address ____

(24) Architect or Engineer (for construction) ____ California Certificate No. ____
Address ____

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner Potrero Investment (Phone 861-5206.) For contract by Bureau
Address 57 Post St. S.F.

By Phoenix Simpton Address 520 6th St. S.F.
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

CONSTRUCTION LENDER (Enter name and branch (especially if any. If there is no known construction lender, enter "unknown.") None

ADDRESS OF CONSTRUCTION LENDER

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED FOR ISSUANCE: MAR 17 1978

APPROVED
Dept. Public Works
MAR 22 1978
Robert C. Levy
SUPERINTENDENT
BUREAU OF BUILDING INSPECTION

DATE FILED: 3-14-78
FILING FEE RECEIPT NO.: 73965
PERMIT NO.: 433508
ISSUED: MAR 22 1978

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

BLDG. FORM 3 of 7

APPLICATION NO. 7802560

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH:

(1) STREET ADDRESS OF JOB: 1200 - 17TH ST.

(3) ESTIMATED COST OF JOB: 1800 00

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1-hr ☐ N ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☒ | (5A) NUMBER OF STORIES OF OCCUPANCY: 1 | (6A) NUMBER OF BASEMENTS AND CELLARS: — | (7A) PRESENT USE: WAREHOUSE - STORAGE | (8A) BLDG. CODE OCCUP. CLASS: E-1 | (9A) NO. OF DWELLING UNITS: —

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1-hr ☐ N ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☒	(5) NUMBER OF STORIES OF OCCUPANCY: 1	(6) NUMBER OF BASEMENTS AND CELLARS: —	(7) PROPOSED USE: WAREHOUSE - STORAGE	(8) BLDG. CODE OCCUP. CLASS: E-1	(9) NO. OF DWELLING UNITS: —	
(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☒	(10) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT: — FT.	(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☒	(11) IF YES, STATE NEW GROUND FLOOR AREA: — SQ. FT.			
(14) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒	(15) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒	(16) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒	(17) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒			
(19) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☒	(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒	(21) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒	(22) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒			

(23) GENERAL CONTRACTOR: JACKS & IRVINE INC. — ADDRESS: 690 MARKET ST. — PHONE: — CALIF. LICENSE NO.: 223124

(24) ARCHITECT OR ENGINEER (DESIGNATE IF DESIGN OR CONSTRUCTION ☐): H. J. BRUNNIER ASSOCIATES, STRUCTURAL ENGINEERS — ADDRESS: 55 NEW MONTGOMERY S.F. — CALIF. CERTIFICATE NO.

(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"): UNKNOWN — ADDRESS: — PHONE (FOR CONTACT BY BUREAU):

(26) ~~OWNER~~ LESSEE (CROSS OUT ONE): CITY TRANSFER/ALLIED STORAGE — PHONE: 986-0511

(27) WORK IN DESCRIPTION OF WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

AT ROOF AREA WHERE FAILURE OCCURED JACK UP SPLIT ROOF JOISTS 2X10 X 22'-0" ± TO ORIGINAL POSITION, INSTALL NEW 3X10 JOIST ALONGSIDE OF EACH, FASTEN TO BEARING PLATE ON STEEL TRUSS & NAIL TO EXISTING JOIST. TOTAL OF 12 NEW JOISTS REQ'D. REPAIR ROOF COVERING AS NECESSARY. ENGINEER (MR. ED ZACHER OF BRUNNIER'S OFFICE) CONSIDERS THIS TO BE AN EMERGENCY REPAIR TO PREVENT FURTHER DAMAGE OR POSSIBLE COLLAPSE AT FAILED AREA

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.B, 104.B.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.
No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.
Pursuant to Sec. 302.A.8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.
Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.
ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.
BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.
APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (15) (16) (17) (20) (21) or (22).
THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.
In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX:

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. Check one of the following methods of compliance:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
(X) II. Certificate of Workmen's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
( ) IV. The cost of the work to be performed is $100 or less.
( ) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workmen's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workmen's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
( ) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workmen's compensation laws of California and who has on file, or will file, with the Central Permit Bureau evidence that workmen's compensation insurance is carried.

Applicant's Signature: James W. Irvine — Date: 3/14/78

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFERRED TO

APPROVED:

Any electrical or plumbing work will require appropriate separate permits.

The approval of this application and issuance of permit applies to specified work only and does not constitute an approval of the building.

Notify Building Inspector when ready for final inspection

FOR MAINTENANCE ONLY SEC. 104, E S.F.B.C.

J. Thaeppar

BUILDING INSPECTOR, BUR. OF BLDG. INSP.

MAR 15 1978

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of the property does or does not conform to the City Planning Code.

DEPARTMENT OF CITY PLANNING

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

BUREAU OF ENGINEERING

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

REDEVELOPMENT AGENCY

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., B.B.I.

DATE:

REASON:

NOTIFIED MR.

☐ APPROVED:

DATE:

REASON:

NOTIFIED MR.

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.

NUMBER OF ATTACHMENTS ☐

City Transfer D. M. [illegible] Agent

SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED OCT 10 1984

APPROVED
Dept Public Works
1.5 1984

10-1-85

DATE FILED 10-1-84

FILING FEE RECEIPT NO. 132990

PERMIT NO. 522472

ISSUED OCT 15 1984

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO [illegible] IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

APPLICATION NO. 8810354

(1) STREET ADDRESS OF JOB: 1200 - 17th St

(2) ESTIMATED COST OF JOB: 12,320

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐ N ☐	(5A) NUMBER OF STORIES OF OCCUPANCY: 1	(6A) NUMBER OF BASEMENTS AND CELLARS: 0	(7A) PRESENT USE: Warehouse	(8A) BLDG CODE OCCUP CLASS: B-2	(9A) NO OF DWELLING UNITS: 0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐ N ☐	(5) NUMBER OF STORIES OF OCCUPANCY: 1	(6) NUMBER OF BASEMENTS AND CELLARS: 0	(7) PROPOSED USE: Warehouse	(8) BLDG CODE OCCUP CLASS: B-2	(9) NO OF DWELLING UNITS: 0

(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☒	(10) IF YES, STATE NEW HEIGHT AT CENTERLINE OF FRONT: — FT.	(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☒	(11) IF YES, STATE NEW GROUND FLOOR AREA: — SQ. FT.	
(14) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒	(15) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒	(16) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒	(17) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒	
(19) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☒	(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒	(21) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒	(22) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒	

(23) GENERAL CONTRACTOR: Nibbi Bros. — ADDRESS: 1433 - 17th St., S.F. — PHONE: 863-1820 — CALIF. LICENSE NO: B 232019

(24) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐): Peter C. Tardos, S.E. — ADDRESS: 12 Geary St, S.F. — CALIF. CERTIFICATE NO: SE 1402

(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION, IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"): Unknown — ADDRESS:

(26) OWNER — (CROSS OUT ONE): Macor Inc. — ADDRESS: 1280 Columbus Ave., S.F. — PHONE (FOR CONTACT BY BUREAU): 928-1800

(27) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

Install new steel beam to replace failing wood Truss
Shore & install new steel

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.B, 104 B.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts See Sec. 385, California Penal Code.

Pursuant to Sec. 302 A 8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED. WHEN REQUIRED APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (15) (16) (17) (20) (21) or (22).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE. The Permittee(s) by acceptance of this permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate Item (IV) or (V) or (VI) below, whichever is applicable. If however, Item (VI) is checked then Item (V) must be checked as well. Mark the appropriate method of compliance below

( ) I Certificate of Consent to Self-Insure issued by the Director of Industrial Relations

(X) II Certificate of Workmen's Compensation Insurance issued by an admitted insurer

( ) III An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer

( ) IV The cost of the work to be performed is $100 or less

( ) V I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workmen's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workmen's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.

( ) VI I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence of workman's compensation insurance is carried

Applicant's Signature: [illegible] Date: 9/25/84

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED:

E. P. Lewis 10-2-84
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:
Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

SPECIAL INSPECTIONS AND TESTS ARE REQUIRED AS PER BUILDING CODE SECTIONS 306. a b. c.

10-8-84
CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED.

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP. 881

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:
NOTIFIED MR.

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.
NUMBER OF ATTACHMENTS ☐

SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPROVED
Dept. of Public Works
AUG 28 1992

SUPERINTENDENT
BUREAU OF BUILDING INSPECTION

SFRA ___ PCD ___ PARAPET ___ PAD-STR ___ PAD-FD ___ PAD-ARC ___ HEALTH ___ HID ___ CPB ___ DCP ___ CNTR ___ EXPEDITER ☐ BE ___ BID-FP ___ DIST 3 TIDF ☐ TITLE 24-2 YES ☒ NO ☐

APPROVED FOR ISSUANCE AUG 24 1992

BLDG. FORM 3/8

APPLICATION NUMBER 9212983

OSHA APPROVAL REQ'D ☐
APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☒ OTHER AGENCIES REVIEW REQUIRED
FORM 8 ☐ OVER-THE-COUNTER ISSUANCE
2 + CALCS NUMBER OF PLAN SETS

4/1/93

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

COPY

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
8/3/92	240925	1200 17th Street	3490
PERMIT NO.	**ISSUED**	**(2A) ESTIMATED COST OF JOB**	**(2B) REVISED COST:**
704779	8-28-92	10,928	BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
III	1	0	Warehouse	~~H-2~~ H-2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE):	(8) OCCUP. CLASS.	(9) NO. OF DWELLING UNITS:
III	1	0	Warehouse	~~H-2~~ H-2	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(14) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
Norcal Waste Systems INC	330-1128		576770	9-93

(15) OWNER - ~~LESSEE~~ (CROSS OUT ONE)	ADDRESS	ZIP	PHONE (FOR CONTACT BY BUREAU)
NORCAL WASTE SYSTEMS	5 Thomas Mellon Cir.	SF	330-1128

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1. ☐ 2. ☐ 3. ☐

Construct transformer vault (CONC. ROOM W/ STEEL DOOR)

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT.	YES ☐ NO ☒	SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☒ CONSTRUCTION ☐)	ADDRESS		CALIF. CERTIFICATE NO.
PREECE GOUDIE & ASSOC.	100 Bush St #410	SF	2044 STRUCTURAL 2944

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN").
NONE

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☒ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
(☒) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
( ) IV. The cost of the work to be performed is $100 or less.
( ) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
( ) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature 8-3-92 Date

9003-03

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED: AS NOTED ON PLANS 8-3-92 & 8-17-92 (R) FOR STATED WORK

CONTACT DISTRICT INSPECTOR NAMED ON FACE OF APPLICATION AT START OF WORK (TELEPHONE NO. 558-6096). THIS APPLICATION IS APPROVED WITHOUT SITE INSPECTION AND DOES NOT CONSTITUTE AN APPROVAL OF THE BUILDING WORK AUTHORIZED MUST BE DONE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODE.

William Wong AUG 17 1992
W. Wong/CSD
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

DATE:
REASON:
NOTIFIED MR.

APPROVED:

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code. WW 8-17-92

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

APPROVED: N/A WW 8-17-92

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

APPROVED: SPECIAL INSPECTION AND REPORTS REQUIRED PER SECTION 306. a. b. c. SUBMIT REPORTS TO THE BUREAU OF BLDG. INSPECTION FOR THE FOLLOWING:
SEE DRWG. S-2.

[signature] 8-19-92
CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

APPROVED: N/A WW 8-17-92

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

[signature]
OWNER'S AUTHORIZED AGENT

0 0 1 0 1

INSPECTION

BLDG FORM 3/8

APPLICATION NUMBER 9322074

JAN 13 1994

APPROVED FOR ISSUANCE

DIST 11 · BID-FP · BE · CNTR · DCP · CPB · HID · HEALTH · PAD-ARC · PAD-FD · PAD-STR · PARAPET · PCO · SFRA

TIDF ☐ TITLE 24-2 YES ☐ NO ☐ EXPEDITER ☐

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER:

PARAPET APPROVED Dept. of Public Works JAN 13 1994

NO VIOLATIONS.
RTE TO J. MA.

OFFICE COPY

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☒ OTHER AGENCIES REVIEW REQUIRED
FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 +CALCS. NUMBER OF PLAN SETS 10.1-94

CITY AND COUNTY OF SAN FRANCISCO
BUREAU OF BUILDING INSPECTION
DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
12-16-93	253982	1210 17th ST	3950-1
PERMIT NO. 737877	ISSUED 1-13 94	(9A) ESTIMATED COST OF JOB ~~4,500.~~	(28) REVISED COST: 5500.- BY: DATE: 1/12/94

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY	(6A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS
III	2	0	Office	B2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(6) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS
III	2	0	Office	B2	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒
(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒
(12) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒
(13) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒

(14) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
Glazier Seismic Coust Inc	1255 Post #625 SF 94109	495-8390	672835	6-95

(15) OWNER - LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	PHONE (FOR CONTACT BY BUREAU)
MACOR INC	1210 17th ST SF	94107	4958390

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1.☐ 2.☐ 3.☐

Parapet Reinforcing

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☒
(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT — FT.
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☒
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA — SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒
(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☒
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐)	ADDRESS	CALIF. CERTIFICATE NO.
Delta Design	960 Harrison ST SF	C039633

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). ADDRESS
UNKNOWN

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003 03

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Cental Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
(✓) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
( ) IV. The cost of the work to be performed is $100 or less.
( ) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
( ) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

[signature] 12-16-93
Applicant's Signature — Date

0 0 1 0 2

INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO:		
	APPROVED: Approved Dept. of Public Works JAN 13 1984 BUILDING INSPECTOR, BUR. OF BLDG. INSP	DATE: REASON: NOTIFIED MR.
☐	APPROVED: N/A DEPARTMENT OF CITY PLANNING	DATE: REASON: NOTIFIED MR.
☐	APPROVED: N/A BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: REASON: NOTIFIED MR.
☐	APPROVED: THIS PERMIT IS ISSUED ONLY FOR EFFECTING COMPLIANCE WITH THE PARAPET SAFETY PROGRAM. THIS PERMIT DOES NOT INDICATE COMPLIANCE WITH OTHER APPLICABLE CODE PROVISIONS AND REGULATIONS. 1/13/84 CIVIL ENGINEER, BUR. OF BLDG. INSPECTION	DATE: REASON: NOTIFIED MR.
☐	APPROVED: N/A BUREAU OF ENGINEERING	DATE: REASON: NOTIFIED MR.
☐	APPROVED: DEPARTMENT OF PUBLIC HEALTH	DATE: REASON: NOTIFIED MR.
☐	APPROVED: REDEVELOPMENT AGENCY	DATE: REASON: NOTIFIED MR.
☐	APPROVED:	DATE: REASON: NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

OFFICIAL COPY

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

DEPARTMENT OF BUILDING INSPECTION

APPROVED
Dept of Building Insp
JUL 26 1995

BLDG. FORM 3/8
APPROVED FOR ISSUANCE JUL 27 1995
APPLICATION NUMBER 9507017
OSHA APPROVAL REQ'D ☐
OSHA APPROVAL NUMBER:

DIST 3 TIDF ☐ TITLE 24-2 YES ☐ NO ☐ BID-FP BE CNTR EXPEDITER ☐ DCP CPB HID HEALTH PAD-ARC PAD-STR PAD-FD PARAPET PCD SFRA

NO VIOL.

FIRE/HR BUILDING INSPECTION

OFFICE COPY

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED
FORM 8 ☒ OVER-THE-COUNTER ISSUANCE
2 NUMBER OF PLAN SETS W/C - UN

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

IF DO NOT WRITE ABOVE THIS LINE

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
7-26-95		50 MISSISSIPPI STREET	3949/2
PERMIT NO.	**ISSUED**	**(24) ESTIMATED COST OF JOB**	**(28) REVISED COST**
774530	7-26-95	$ 28,000	BY: DUP FEE DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
III HR	1	0	WAREHOUSE	B-2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	7- PROPOSED USE (LEGAL USE-	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
III HR	1	0	" SAME "	SAME	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☒ NO ☐	YES ☒ NO ☐

(14) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF. LIC NO.	EXPIRATION DATE
UNKNOWN				

(15) OWNER - LESSEE (CROSS-OUT ONE)	ADDRESS	ZIP	PHONE (FOR CONTACT BY BUREAU)
MACOR INC.	S THOMAS HEWON CIRCLE #304 SF.	94134	330-1196

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1. ☐ 2. ☐ 3. ☐

REMODEL & ENLARGE EXISTING BATHROOMS, PROVIDE NEW CONCRETE RAMP, STEEL STAIRS, H.C. PARKING AND NEW MAIN ENTRANCE DOOR. - PERMIT FOR REMOVING BARRIERS. AS PER SEC 3112.6(6) EX. 3F

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT.	YES ☐ NO ☒	SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS CALIF. CERTIFICATE NO

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24) THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☒ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003 03

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
( ) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer
( ) IV The cost of the work to be performed is $100 or less.
( ) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
(/) VI I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature

Date 7/19/95

DEPARTMENT OF BUILDING INSPECTION

7-17-95

APPROVED

APPROVAL OF THIS APPLICATION APPLIES TO SPECIFIED WORK ONLY AND DOES NOT CONSTITUTE AN APPROVAL OF THE BUILDING OR USE UNDER THE CITY PLANNING CODE.

CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW

7/17/95

NOTIFIED MR.

DATE:

REASON:

APPROVED

N/A

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR.

DATE:

REASON:

Structural Only

7/17/95

N/A

HOLD SECTION — NOTE

OFFICIAL COPY

SAN ... DEP... BUILD...

FOR DEPARTMENTAL USE ONLY

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
APPLICATION FOR BUILDING PERMIT

6-2 5

BLDG FORM

APPLICATION NUMBER 9512-1712-S

OFFICE COPY

APPROVED MAR 18 1996 Dept of Building Insp.

MAR 19 1996

THIS APPLICATION APPROVED FOR SITE PERMIT ONLY. NO WORK MAY BE STARTED UNTIL CONSTRUCTION PLANS HAVE BEEN APPROVED.

FIRE

N/A WC UN

FORM 1 ☐ TYPE I - II - III - IV Building

FORM 2 ☒ 1 Story TYPE V Building

APPLICATION IS HEREBY MADE FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND FOR THE PURPOSE SET FORTH HEREIN:

ADDRESS: 901 16th Street

SOUTH SIDE 16th Street ST. AVE.

Ø FT. WEST FROM MISSISSIPPI ST. ST. AVE. NEAREST CROSS STREET

OSHA APPROVAL REQ'D ☐ OSHA APPROVAL NUMBER:

DATE FILED	FILING FEE RECEIPT NO.	TYPE OF CONSTRUCTION	ASSESSOR'S BLOCK & LOT NO.
10-23-95	267411	V-N.	3944/1
PERMIT NO.	**ISSUED**	**ESTIMATED COST**	**REVISED COST**
789857	3-19-96	$150,000 DCP FEE	BY: DATE:

BUILDING DESCRIPTION

SIZE OF LOT: FRONT 400 FT. REAR 381 FT. AVE. DEPTH 381 FT. IS ANY OTHER BUILDING ON LOT? YES ☒ NO ☐ (IF YES, SHOW ON PLOT PLAN)

IS AUTO RUNWAY TO BE CONSTRUCTED? YES ☐ NO ☒ USE OF BUILDING: OFFICES BLDG. CODE OCCUP. CLASS: B-2

DOES BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☐ GROUND FLOOR AREA SQ. FT.

HEIGHT AT CENTER LINE OF FRONT OF BUILDING: 15'-6" WILL STREET SPACE BE USED DURING CONST'N? YES ☐ NO ☒ IS BUILDING DESIGNED FOR ADDITIONAL STORIES? YES ☐ NO ☒ HOW MANY?

NUMBER OF DWELLING UNITS: Ø NUMBER OF STORIES OF OCCUPANCY: 1 NUMBER OF BASEMENTS: -0- WILL SUB-SIDEWALK SPACE BE USED? YES ☐ NO ☒

GENERAL CONTRACTOR: TO BE SELECTED ADDRESS:

CALIFORNIA LICENSE NUMBER: EXPIRATION DATE: TELEPHONE:

ARCHITECT OR ENGINEER (DESIGN): KOTAS/PANTALEONI ARCH. ADDRESS: 70 ZOE ST. S.F.

CALIFORNIA CERTIFICATE NUMBER: 514072 TELEPHONE: 495-4051

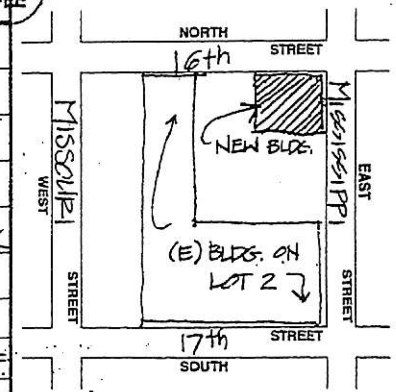
ARCHITECT OR ENGINEER (FOR CONSTRUCTION): SAME ADDRESS:

CALIFORNIA CERTIFICATE NUMBER: TELEPHONE:

OWNER'S NAME: MACOR, INC. ADDRESS: 5 THOMAS MELLON CLE #304 S.F. 94134

TELEPHONE: 330-1196

CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"): UNKNOWN ADDRESS:



DESIGN LIVE LOAD FOR FLOORS: (TO BE POSTED IN COMMERCIAL AND INDUSTRIAL BLDGS.)

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to the San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
- ☐ OWNER ☒ ARCHITECT ☐ ENGINEER
- ☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
- ☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE INFORMATION IS CORRECT. I AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier ____________

Policy Number ____________

( ) III. The cost of the work to be done is $100 or less.

(✓) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

(✓) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

[signature] Signature of Applicant or Agent   10/23/95 Date

9003-04 (REV. 2/95)

OFFICIAL COPY

SAN ... DEP... T OF BUILD... CTION

CONDITIONS ...

M-2

Done

10/29/95

Catex

For rooting only

R. J. Falls 3/8/96

DATE:

REASON:

APPROVED:

DATE:

REASON:

THIS APPLICATION APPROVED FOR SITE PERMIT ONLY. NO WORK MAY BE STARTED UNTIL CONSTRUCTION PLANS HAVE BEEN APPROVED.

2/12/96

NOTIFIED MR.

DATE:

REASON.

APPROVED:

THIS APPLICATION APPROVED FOR SITE PERMIT ONLY. NO WORK MAY BE STARTED UNTIL CONSTRUCTION PLANS HAVE BEEN APPROVED.

2/12/96

NOTIFIED MR.

DATE:

REASON:

APPROVED:

NOTIFIED MR.

DATE:

REASON:

APPROVED: AS NOTED ON PLANS

NOTIFIED MR.

Tamis Trogan 3/16/96
BSM

DATE:

REASON:

NOTIFIED MR.

APPROVED. This site permit issuance without mechanical plan check review

Arthur M. Bree 3/5/96

DATE:

REASON:

NOTIFIED MR.

APPROVED

DATE:

REASON:

NOTIFIED MR.

OWNER / AUTHORIZED AGENT

BUILD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPROVED Dept of Building Insp.

FEB 08 1996

FIRE

SFFD INSP. FEES REQ.

No ... DIRECTOR DEPT OF BUILDING INSPECTION

SFRA | PCD | PARAPET | PAD-STR | PAD-FD | PAD-ARC | HEALTH | HID | CPB | DCP | CNTR | BE | BID-FP | DIST

APPROVED FOR ISSUANCE

EXPEDITER ☐ YES ☐ NO ☐ TITLE 24-2 TIDF ☐

JAN 23 1996

BLDG FORM 3/8

9600056 APPLICATION NUMBER

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 [x] OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 + Calcs. NUMBER OF PLAN SETS

11-98

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
1-2-96	270819	1200 17th Street	3949 / 2

PERMIT NO.	ISSUED	(2A) ESTIMATED COST OF JOB	(2B) REVISED COST:
787434	2-8-96	3700.00	O.K. BY: ... DATE: 1/18/96

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
wood frame	1	0	Warehouse	B-2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS.	(9) NO. OF DWELLING UNITS:
wood Frame	1	0	Warehouse	B-2	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO [x]
(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO [x]
(12) ELECTRICAL WORK TO BE PERFORMED? YES [x] NO ☐
(13) PLUMBING WORK TO BE PERFORMED? YES ☐ NO [x]

(14) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
National Guardian Security Services	1011 Sneath Lane	1-800-668-5454	474-397	5-31-96

(15) OWNER - LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	PHONE (FOR CONTACT BY BUREAU)
Raymond Garment	1200 17th St. S.F.		415-330-1169

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1.☐ 2.☐ 3.☐

Installation of fire sprinkler monitoring system including fire alarm control and communicator and replacement of existing waterflow switches.

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO [x]
(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT.
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO [x]
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO [x]
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO [x]
(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO [x]
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO [x]

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS CALIF. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
[x] CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Cental Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.

(✓) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.

( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.

( ) IV. The cost of the work to be performed is $100 or less.

( ) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.

( ) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

[signature] 1/2/96

Applicant's Signature Date

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED:

Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6054, for electrical inspection scheduling call 558-6030. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

BUILDING INSPECTOR, BUR. OF BLDG. INSP.

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DEPARTMENT OF CITY PLANNING

DATE:

REASON:

NOTIFIED MR.

APPROVED:

PLEASE NOTIFY FIRE INSPECTOR
AT THE START OF WORK 558-3300.

1/16/96

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:

REASON:

NOTIFIED MR.

APPROVED: Per plan X appl

1/19/96

CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:

REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:

REASON:

NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE:

REASON:

NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE:

REASON:

NOTIFIED MR.

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

OFFICIAL COPY

WORK UNDER CONSTRUCTION

Route to S. M-Yee

PERMIT CONTROL | ACTIVE COMPLAINTS ☐ NONE ☐ HID ☐ CED/PCD ☐ BID ☐ DCP ☐ OTHER:

STATION / ACCEPTED / APPROVED* / DATE — BSI PC CHECK ONE: CNT-PC | PAD-PC | PAD-MAJ | SSS | PARAPET — FIRE | BSM | HEALTH | REDEV | CPB

CHECK APPLICABLE: ☐ PARALLEL ☐ SITE PENALTY ☐ 9X ☐ 2X ☐ TITLE 24 - HC ☐ DDF ☐ EXPEDITOR ☐ SFUSD ☐ BLDG ENLARGEMENT (STAMP APPL) ☐ HAZARDOUS MATERIAL *SIGN APPL.

BSI KEY: RESID. NON-RESID. = CNT-PC = PAD-PC; NEW / MAJOR = PAD-MAJ; UMB = SSS

COMMENT:

BLDG. FORM 3/8

APPLICATION NUMBER 9606934

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☒ OVER-THE-COUNTER ISSUANCE (UN)

2 NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER:

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
4/23		901 16th STREET	3949 #2

PERMIT NO.	ISSUED	(2A) ESTIMATED COST OF JOB	(2B) REVISED COST:	BY:	DATE:
792383	4/23/96	$500.–			

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY	(6A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS
VN	1	0	OFFICES	B-2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(6) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS
VN	1	0	SAME	B-2	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒ (11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒ (12) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒ (13) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒

(14) GENERAL CONTRACTOR: TO BE SELECTED — ADDRESS — PHONE — CALIF. LIC. NO. — EXPIRATION DATE

(15) OWNER - LESSEE (CROSS OUT ONE): MACOR INC — ADDRESS: 5 THOMAS MELLON CLE #304 SF — ZIP — PHONE (FOR CONTACT BY DEPT.) 330-1169

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1. ☐ 2. ☐ 3. ☐

RELOCATE PREVIOUSLY APPROVE HANDICAPPED RAMP, H.C. PARKING, & STAIR FOR EASIER ACCESS FOR THE PUBLIC. ORIGINAL PERMIT # 9517742/S1 NO OTHER CHANGES

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☐ (18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT. (19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☐ (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☐ (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☐ (23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☐ (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☐

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS CALIF. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
☐ OWNER ☒ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 2/95)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier ____________

Policy Number ____________

( ) III. The cost of the work to be done is $100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

X V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

[signature] 4/23/96

Signature of Applicant or Agent — Date

OFFICIAL COPY

CONDITIONS AND STIPULATIONS

APPROVED

DATE

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

DEPARTMENT OF CITY PLANNING

NOTIFIED MR.

APPROVED:

DATE:

REASON:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR.

APPROVED: For minor relocation of approved permit only

[signature] 4/23/96

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

BUREAU OF ENGINEERING

NOTIFIED MR.

APPROVED:

DATE:

REASON:

DEPARTMENT OF PUBLIC HEALTH

NOTIFIED MR.

DATE:

REASON:

REDEVELOPMENT AGENCY

NOTIFIED MR.

APPROVED:

DATE:

REASON:

HOUSING INSPECTION DIVISION

NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

OFFICIAL COPY

SAN
DEP
BUILD

REROOFING

REQUESTS FOR REQUIRED REROOFING INSPECTION MAY BE MADE DAY OR NIGHT BY CALLING 415-558-6091

SEPARATE FIRE PERMIT REQUIRED IF USING LIQUEFIED PETROLEUM GAS (L.P.G.). APPLY AT 250 GOLDEN GATE AVE, RM 327 PHONE 861 3000, EXT 310. APPLICANT RESPONSIBLE FOR STREET USE PERMIT(S)

APPROVED
Dept of Building Insp.
SEP 04 1997
DIRECTOR
DEPT OF BUILDING INSPECTION

APPROVED FOR ISSUANCE SEP 04 1997

BLDG. FORM 3/8

APPLICATION NUMBER 9707153

OSHA APPROVAL REQ'D ☐
APPROVAL NUMBER:

Dist. 13

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☒ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS 12-1-97

▼ DO NOT WRITE ABOVE THIS LINE ▼

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
SEP 04 1997		1200 17th Ave.	3949-2

PERMIT NO.	ISSUED	(2A) ESTIMATED COST OF JOB	(2B) REVISED COST:
830960	9-04-97	$ 9,480	BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
5N	3	1	Apts	R-1	12

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION 24

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
5N	3	1	Apts.	R-1	12

(10) IS AIR'D RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☒ Bonded NO ☐	YES ☐ NO ☒	YES ☐ NO ☒

(14) GENERAL CONTRACTOR	ADDRESS	ZIP	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
Precision Roofing	1773 Mission Rd SSF	992-2360	389810		4/98

(15) OWNER - LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	BTRC#	PHONE (FOR CONTACT BY DEPT.)
Betty Levin	P.O. Box 365 Mendocino	Ca 95460		

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Area: Main Roof only.
Tear off.
1 ply 28 lb. base.
3 plies 12 lb. ply sheet
flood coat and gravel.

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	(18) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☐	FT.	YES ☐ NO ☐	SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS CALIF. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT
☐ LESSEE ☐ AGENT
☒ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-00 (REV. 1/96)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(X) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier Republic Indemnity

Policy Number 0852695O

( ) III. The cost of the work to be done is $100 or less.

( ) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

( ) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent Date

OFFICIAL COPY

CONDITIONS AND STIPULATIONS

APPROVED:

Contact the district building inspector at the start of work. For plumbing inspection scheduling call 558-6096. For plumbing inspection scheduling call 558-6088, ext. for electrical inspection scheduling call 558-6086. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits

DATE:

REASON:

B.R. Kingsley

BUILDING INSPECTOR, DEPT. OF BLDG. INSP. SEP 04 1997

NOTIFIED MR.

☐ APPROVED:

DATE:

REASON:

N/S

DEPARTMENT OF CITY PLANNING

NOTIFIED MR.

☐ APPROVED:

DATE:

REASON:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR.

☐ APPROVED:

DATE:

REASON:

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

NOTIFIED MR.

☐ APPROVED:

DATE:

REASON:

BUREAU OF ENGINEERING

NOTIFIED MR.

☐ APPROVED:

DATE:

REASON:

DEPARTMENT OF PUBLIC HEALTH

NOTIFIED MR.

☐

DATE:

REASON:

REDEVELOPMENT AGENCY

NOTIFIED MR.

☐ APPROVED:

DATE:

REASON:

HOUSING INSPECTION DIVISION

NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

OFFICIAL COPY

SAN ... DEPARTMENT OF BUILDING INSPECTION

APPROVED
Dept of Building Insp.
FEB 09 1999
DIRECTOR
DEPT OF BUILDING INSPECTION

S.I.O INSP. FEES REQ.

FIRE

APPROVED FOR ISSUANCE FEB 01 1999

BLDG. FORM 3/8

APPLICATION NUMBER 9806 11882

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER:

NO VIOL.

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☒ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS UNK

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
6/25/98	297989	901 16th Street	

PERMIT NO.	ISSUED	(2) ESTIMATED COST OF JOB	(2A) REVISED COST:	BY:	DATE:
871053	2/9/99	$80,000			

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
III	1	0	WareHouse - Storage	S1 (20)	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
III	1	0	WareHouse - Storage	S1	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒
(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒
(12) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒
(13) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒

(14) GENERAL CONTRACTOR: not selected — ADDRESS — ZIP — PHONE — CALIF. LIC. NO. — EXPIRATION DATE

(15) OWNER - LESSEE (CROSS OUT ONE): Corovan Moving + Storage — ADDRESS: 901 16th St. San Francisco, CA — PHONE (FOR CONTACT BY DEPT.): 415-865-9300

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

Installation of Storage Racks

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES ☐ NO ☒
(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT: FT.
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☒
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA: SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒
(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☒
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐): Conveyor + Storage Solutions — ADDRESS: Bx 2239 Ramona CA — CALIF. CERTIFICATE NO.: 760-789-4466

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") — ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
☐ OWNER ☐ ARCHITECT
☐ LESSEE ☒ AGENT
☐ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

8003-03 (REV. 1/86)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(X) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier ____________
Policy Number ____________

( ) III. The cost of the work to be done is $100 or less.

( ) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

( ) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: [signature] — Date: 6-4-98

SAN
DEP
BUILD

CONDITIONS AND STIPULATIONS

APPROVED:

Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6054, for electrical inspection scheduling call 558-6030. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

BUILDING INSPECTOR, DEPT. OF BLDG. INSP.

DATE:
REASON:
NOTIFIED MR.

APPROVED:

N/A 10/7/98

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

PLEASE NOTIFY FIRE INSPECTOR AT THE START OF WORK 558-3300.

1-29-99

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

MAINTAIN EXITING PER CHAPTER 10, SFBC
MAINTAIN FIRE PROTECTION SYSTEMS PER CHAPTER 9, SFBC
INTERIOR WALL AND CEILING FINISH PER CHAPTER 8, SFBC
FIRE-RESISTIVE RELATIONSIP, AND REQUIREMENTS PER CHAPTER 6 AND TABLE NO. 6A, SFBC

SPECIAL INSPECTIONS AND TESTS ARE REQUIRED AS PER BUILDING CODE SECTION 1701.

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

APPROVED:

N/A 10/7/98

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

NOTIFIED MR.

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

9811885

OFFICIAL COPY

SAN ... DEPT OF BUILDING INSPECTION

BLDG. FORM 3/8

APPROVED Dept of Building Insp.

FEB 06 1999

DIRECTOR
DEPT OF BUILDING INSPECTION

APPROVED FOR ISSUANCE

APPLICATION NUMBER 9902325

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☒ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
2/5/99	302686	901 16th Street	
PERMIT NO. 870925	ISSUED 2-6-99	(2A) ESTIMATED COST OF JOB 50,000	(2B) REVISED COST: BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY	(6A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS
IV SPR	1	0	Storage warehouse	S-2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(6) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS
IV SPR	1	0	Storage warehouse	S-2	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒
(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒
(12) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒
(13) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒

(14) GENERAL CONTRACTOR: To Be selected — ADDRESS — ZIP — PHONE — CALIF. LIC. NO. — EXPIRATION DATE

(15) OWNER - LESSEE (CROSS OUT ONE): Corovan Storage, 901 16th Street, SF, CA 94107 — PHONE (FOR CONTACT BY DEPT.) 415-865-9300

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Installation of standard 8 & 9 beam level record storage rack system.

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES ☐ NO ☒
(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT ___ FT.
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☒
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA ___ SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒
(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☒
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS: Rack Design & Engineering, 3786 La Cresenta Ave. #204, Glendale, CA 91208 — CALIF. CERTIFICATE NO. C053524

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"): Unknown — ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
☐ OWNER ☐ ARCHITECT
☐ LESSEE ☒ AGENT
☐ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 1/96)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier ______________

Policy Number ______________

( ) III. The cost of the work to be done is $100 or less.

(✓) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

(✓) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent ______ Date ______

99176

OFFICIAL COPY

SAN
DEP
BUILD

CONDITIONS AND STIPULATIONS

REFER TO:

APPROVED:

BUILDING INSPECTOR, DEPT. OF BLDG. INSP. 2/5/99

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

PLEASE NOTIFY FIRE INSPECTOR
AT THE START OF WORK 558-3300.

Robert Ballot 2-5-99
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

APPROVED: Special Insp. — Bolts in Conc. (2)
Verify slab on grade and its thickness

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

DEPARTMENT OF BUILDING INSPECTION

APPROVED

DEPARTMENT OF BUILDING INSPECTION

MAY 15 2001

FRANK Y. CHIU, DIRECTOR

APPROVED FOR ISSUANCE 5/15/2001

BLDG. FORM 3/8

APPLICATION NUMBER 2000/08/4415

OSHA APPROVAL NUMBER: APPROVAL REQ'D ☐

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 8 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

NUMBER OF PLAN SETS 4N

DO NOT WRITE ABOVE THIS LINE ▼

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICIAL COPY

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
7/8/00	314767	901 16th Street	3949/001
PERMIT NO.	**ISSUED**	**(2A) ESTIMATED COST OF JOB**	**(2B) REVISED COST:**
939532	5/15/2001	$45000	202000 BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
III	1	0	Storage	S2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
III	1	0	Storage	S2 (20)	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☒ NO ☐	YES ☒ NO ☐

(14) GENERAL CONTRACTOR	ADDRESS	ZIP	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
To be selected					

(15) OWNER - LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	BTRC #	PHONE (FOR CONTACT BY DEPT.)
Cor-O-Van, 901 16th Street, SF CA	94107			865-9300

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Installation of 176 bays of records storage rack with 8 or 9 beam levels and two mezzanine levels. Over rack height 20'-0".

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT ——— FT.	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA ——— SQ. FT.
YES ☐ NO ☒		YES ☐ NO ☒	

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐)	ADDRESS	CALIF. CERTIFICATE NO.
Rack Design & engineering,	3786 La Crescenta Ave. #204, Glendale, CA 91208	C053524

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN").	ADDRESS
Unknown	

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT
☐ LESSEE ☒ AGENT
☐ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH

9003.03 (REV 1/96)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below: .

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier ———

Policy Number ———

( ) III. The cost of the work to be done is $100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

(X) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau

Signature of Applicant or Agent ——— Date 7/7/00

00870

OFFICIAL COPY

CONDITIONS AND STIPULATIONS

APPROVED:

CONTACT DISTRICT INSPECTOR NAMED ON FACE OF APPLICATION AT START OF WORK (TELEPHONE NO. 558-6096). THIS APPLICATION IS APPROVED WITHOUT SITE INSPECTION AND DOES NOT CONSTITUTE AN APPROVAL OF THE BUILDING WORK AUTHORIZED MUST BE DONE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODE.

WARNING
Work done to existing lead based painted ... SIGNIFICANT HEALTH RISK. ... the Lead Hazard Brochure provided ... permit. For more information contact ... 558-6088.

By YAN YAN CHEW, DBI
MAY 15 2001

Any electrical or plumbing work will require appropriate separate permits.

BUILDING INSPECTOR, DEPT. OF BLDG INSP

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

PLEASE NOTIFY FIRE INSPECTOR AT THE START OF WORK 558-3300.

INSP. R. GALLOT
BFPD

Robert Gallot 7-11-00

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

By
YAN YAN CHEW, DBI
MAY 15 2001

CIVIL ENGINEER, DEPT. OF BLDG INSPECTION

DATE:
REASON:
NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPROVED
DEPARTMENT OF BUILDING INSPECTION
JAN 16 2001
FRANK Y. CHIU DIRECTOR

APPROVED JAN 18 2001

BLDG. FORM 3/8/90

APPLICATION NUMBER 200101181988

OSHA APPROVAL NUMBER: APPROVAL REQ'D ☐

OK to Issue

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 [X] OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS 1/11/02 90

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
1/18/01	PLANS FEE	901 16th Street	3949/001
PERMIT NO.	**ISSUED**	**(2A) ESTIMATED COST OF JOB**	**(2B) REVISED COST:**
930586	1/18/01	$ 1,600.00	BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
V	1	0	Office	B (R)	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
V (Wood)	1	0	Office	B	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑

(14) GENERAL CONTRACTOR	ADDRESS	ZIP	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
Zebra Awning Company	2401 Mariposa St. #3			SF Ca 715027	11/31/01

(15) OWNER / LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	BTRC #	PHONE (FOR CONTACT BY DEPT.)
Cororan	901 16th Street S.F.	Ca 94107		(415) 863.3576

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Fabricate & install 1 awning only 12Ft long x 4Ft deep

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☑	FT.	YES ☐ NO ☑	SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐)	ADDRESS	CALIF. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN").	ADDRESS
Unknown	

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT
☐ LESSEE ☐ AGENT
☑ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 1/95)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(✓) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier State Fund

Policy Number 5R2-00

( ) III. The cost of the work to be done is $100 or less.

( ) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

( ) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

12/18/01

Signature of Applicant or Agent — Date

OFFICIAL COPY

CONDITIONS AND STIPULATIONS

REFER TO:

DEPARTMENT OF BUILDING INSPECTION

APPROVED: Zoning only

By ________
JOSEPH P. DUFFY, DBI

DEC 14 2000

Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6054, for electrical inspection scheduling call 558-6030. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

Joseph Duffy
BUILDING INSPECTOR, DEPT. OF BLDG. INSP

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED: PER APPLICATION AND PLANS.

OFFICE COPY

Mary V. Koontz, 12.17.00
MVK
DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED:

N.F.

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

NA

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

☐

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPROVED
Dept. of Building Insp.

SEP 05 2007

ISAM HASENIN, P.E., C.B.O.
DIRECTOR/CHIEF BUILDING OFFICIAL
DEPT. OF BUILDING INSPECTION

No Complain

BLDG. FORM 3/8

APPLICANT NUMBER: 200705171205

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☑ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☐ OVER-THE COUNTER ISSUANCE

2 sets NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
5/17/07	356409	901-925 16th St AKA 941 16th St	3941/001

PERMIT NO.	ISSUED	(2A) ESTIMATED COST OF JOB	(2B) REVISED COST:	DATE:
1131550	9/5/07	$15,000.00	15000	8/29/07

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
4	1	0	STORAGE	S2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
4	1	0	STORAGE	S2	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED	(13) PLUMBING WORK TO BE PERFORMED
NO ☒	NO ☒	NO ☒	NO ☒

(14) GENERAL CONTRACTOR: UNKNOWN — ADDRESS — ZIP — PHONE — CALIF.LIC.NO. — EXPIRATION DATE

(15) OWNER - LESSEE (CROSS OUT ONE) — ADDRESS — ZIP — BTRC# — PHONE (FOR CONTACT BY DEPT.)
JOSH SMITH WALDEN DEVELOPMENT 445 VIRGINIA AVE SAN MATEO CA 650-348-3332

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
VOLUNTARY ~~SEISMIC UPGRADE~~ STRUCTURAL STRENGTHENING.

ADDITIONAL INFORMATION

Question	Answer
(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	NO ☒
(18) IF (17 IS YES, STATE) NEW HEIGHT AT CENTER LINE OF FRONT	FT.
(19) DOES THE ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	NO ☒
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA	SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	NO ☒
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE	NO ☒
(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	NO ☒
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?	NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☒ CONSTRUCTION ☐) — ADDRESS — CALIF.CERTIFICATE NO.
LOUIS FELTHOUSE 1663 MISSION ST. STE 520 SF CA 94103 — C15386

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") UNKNOWN — ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts See Sec 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
☐ OWNER ☒ ARCHITECT
☐ LESSEE ☐ AGENT
☐ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 1/02)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE. The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claim, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations;

( ) I. I have and will maintain a certificate of consent to self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier ______

Policy Number ______

( ) III. The cost of the work to be done is $100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

(X) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: [signature] Date: 5/17/07

ORIGINAL

OFFICIAL COPY

SAN FRANCISCO
REFER TO:
DEPARTMENT
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

[redacted]

By: EMILY LIN, DBI
AUG 29 2007

BUILDING INSPECTOR, DEPT. OF BLDG. INSP.

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

N/A
EL

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

8/29/07

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

☑ APPROVED:

SPECIAL INSPECTION REQUIRED PER SFBC SECTION 1701, SFBC

By: EMILY LIN, DBI
AUG 29 2007

CIVIL ENGINEER, DEPT. OF BLDG INSPECTION

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

N/A

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

8/29/07
EL

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

HOLD SECTION – NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPROVED
Dept of Building Insp
JAN 19 2011
VIVIAN L DAY
DIRECTOR/CHIEF BUILDING OFFICIAL
DEPT OF BUILDING INSPECTION

BLDG FORM 3/8

APPROVED FOR ISSUANCE JAN 19 2011

APPLICATION NUMBER 201101067947

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED
FORM 8 ☑ OVER-THE COUNTER ISSUANCE
2 NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH

DO NOT WRITE ABOVE THIS LINE

DATE FILED	FILING FEE RECEIPT NO	(1) STREET ADDRESS OF JOB	BLOCK & LOT
1/6/11		975-16TH ST	3950/001

PERMIT NO	ISSUED	(2A) ESTIMATED COST OF JOB	(2B) REVISED COST	DATE
1229647	1-19-11	$84,000.00	BY $84,000	1/6/11

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR	(5A) NO OF STORIES OF OCCUPANCY	(6A) NO OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP CLASS	(9A) NO OF DWELLING UNITS
IIIA	1	Ø	WAREHOUSE STORAGE	S-2	Ø

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR	(5) NO OF STORIES OF OCCUPANCY	(6) NO OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP CLASS	(9) NO OF DWELLING UNITS
IIIA	1	Ø	WAREHOUSE STORAGE	S-2	Ø

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒
(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒
(12) ELECTRICAL WORK TO BE PERFORMED? YES ☒ NO ☐
(13) PLUMBING WORK TO BE PERFORMED? YES ☒ NO ☐

(14) GENERAL CONTRACTOR: WG CONSTRUCTION — ADDRESS: 2450 SCOTT BLVD #308 SANTA CLARA CA — PHONE: 408-970-9131 — CALIF LIC NO: 698627 — EXPIRATION DATE: 11/30/12

(15) OWNER ~~LESSEE~~ (CROSS OUT ONE): JOSH SMITH WALDEN DEVELOPMENT MISSION BAY I LLC — ADDRESS: 445 VIRGINIA SAN MATEO CA — PHONE (FOR CONTACT BY DEPT): 415 576-5153

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

INSTALL TENANT DEMISING WALL AND PROVIDE BARRIER REMOVAL FOR ENTRANCE AND TOILET ROOM FACILITIES RE-STRIPE PARKING LOT AND PROVIDE RESTRIPING FOR ACCESSIBLE PARKING SPACES ERECT (3) NEW OPERATIONS OFFICES. FIRE SPRINKLERS UNDER SEPERATE PERMIT APPLICATION

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES ☐ NO ☒
(18) IF (17) IS YES STATE NEW HEIGHT AT CENTER LINE OF FRONT ___ FT
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING? YES ☐ NO ☒
(20) IF (19) IS YES STATE NEW GROUND FLOOR AREA ___ SQ FT
(21) WILL SIDEWALK OVER SUB SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒
(23) ANY OTHER EXISTING BLDG ON LOT? (IF YES SHOW ON PLOT PLAN) YES ☐ NO ☒
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☒ CONSTRUCTION ☐) — LOUIS A FELTHOUSE ARCHITECT — ADDRESS: 1663 MISSION ST STE 580, SF CA 94103 — CALIF CERTIFICATE NO: C15386

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY IF THERE IS NO KNOWN CONSTRUCTION LENDER ENTER "UNKNOWN") — ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change See San Francisco Building Code and San Francisco Housing Code

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts See Sec 385 California Penal Code

Pursuant to San Francisco Building Code the building permit shall be posted on the job The owner is responsible for approved plans and application being kept at building site

Grade lines as shown on drawings accompanying this application are assumed to be correct If actual grade lines are not the same as shown revised drawings showing correct grade lines cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED WHEN REQUIRED

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24)

THIS IS NOT A BUILDING PERMIT NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment

CHECK APPROPRIATE BOX
☐ OWNER ☒ ARCHITECT
☐ LESSEE ☐ AGENT
☐ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE The permittee(s) by acceptance of the permit agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claim demands and actions for damages resulting from operations under this permit regardless of negligence of the City and County of San Francisco and to assume the defense of the City an County of San Francisco against all such claims demands or actions

In conformity with the provisions of Section 3800 of the Labor Code of the State of California the applicant shall have coverage under (I) or (II) designated below or shall indicate item (III) or (IV) or (V) whichever is applicable If however item (V) is checked item (IV) must be checked as well Mark the appropriate method of compliance below

I hereby affirm under penalty of perjury one of the following declarations

( ) I I have and will maintain a certificate of consent to self insure for worker's compensation as provided by Section 3700 of the Labor Code for the performance the work for which this permit is issued

(✓) II I have and will maintain workers compensation insurance as required by Section 3700 of the Labor Code for the performance of the work for which this permit is issued My workers compensation insurance carrier and policy number are

Carrier ~~ULLICO CASUALTY CO.~~

Policy Number ~~UPE449-02007911O~~

( ) III The cost of the work to be done is $100 or less

(X) IV I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code that the permit herein applied for shall be deemed revoked

(X) V I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued I will employ a contractor who complies with the workers compensation laws of California and who prior to the commencement of any work will file a completed copy of this form with the Central Permit Bureau

Signature of Applicant or Agent ________ Date 1/6/11

9003-03 (REV 1/02)

OFFICE COPY

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO	APPROVED [illegible] building, electrical [illegible] plumbing [illegible] application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require [illegible] By JAIME VALLE,DBI JAN 0 6 2011 BUILDING INSPECTOR, DEPT. OF BLDG. INSP	DATE REASON NOTIFIED MR
☐	APPROVED per plans and app to add new entry door with accessible ramp at front facade of existing building No change of use Ext Ex Kevin Jensen (KJA) 1/6/11 DEPARTMENT OF CITY PLANNING	DATE REASON NOTIFIED MR
☒	APPROVED Sprinklers Under separate permit N/A 1/6 BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE REASON NOTIFIED MR
☒	APPROVED MOHSIN SHAIKH, DBI JAN 0 6 2011 MECHANICAL ENGINEER, DEPT OF BLDG INSPECTION	DATE REASON NOTIFIED MR
☐	APPROVED N/A 12 CIVIL ENGINEER, DEPT OF BLDG INSPECTION	DATE REASON NOTIFIED MR
☐	APPROVED BUREAU OF ENGINEERING	DATE REASON NOTIFIED MR
☐	APPROVED DEPARTMENT OF PUBLIC HEALTH	DATE REASON NOTIFIED MR
☐	APPROVED REDEVELOPMENT AGENCY	DATE REASON NOTIFIED MR
☐	APPROVED ✓ HOUSING INSPECTION DIVISION	DATE REASON NOTIFIED MR

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application

Number of attachments ☐ OWNER'S AUTHORIZED AGENT

HOLD SECTION – NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

Brandt-Hawley Law Group

Chauvet House • PO Box 1659
Glen Ellen, California 95442
707.938.3900 • fax 707.938.3200
preservationlawyers.com

March 4, 2014

John Rahaim, Director of San Francisco Planning
City of San Francisco
via email John.Rahaim@sfgov.org

Subject: New Information Supporting Historic Status
1200-1210 17th Street

Dear John Rahaim,

On behalf of Save the Hill, I enclose an Evaluation of Integrity prepared by noted architectural historian and preservation planner Katherine T. Petrin. This report confirms the integrity of industrial structures located at 1200-1210 17th Street in Potrero Hill. Gretchen Hilyard has explained to Save the Hill that although the three buildings on 17th Street are significant for their association with the Pacific Rolling Mill, additional information is required in order to confirm their sufficient historic integrity to convey significance under California Register Criterion One.

The enclosed report responds to staff's direction and documents the integrity of the 17th Street buildings. On that basis Save the Hill requests that the buildings be determined historic for purposes of CEQA.

Please let me know if this determination will now be confirmed.

Thank you very much.

Sincerely,

Susan Brandt-Hawley

cc: Sarah Jones
Wade Wietgrefe
Gretchen Hilyard
Supervisor Malia Cohen
Tim Frye
Members of the Historic Preservation Commission
Andrea Ruiz-Esquide, Esq.

Pacific Rolling Mill Co.
1200 - 1210 17th Street
San Francisco, California

. . . . . .

Evaluation of Integrity

prepared for
Save The Hill

prepared by
Katherine Petrin Consulting
Maybeck Building
1736 Stockton Street, Suite 4
San Francisco, California 94133
. . . . . .

February 2014

I. Executive Summary

At the request of *Save the Hill*, a neighborhood organization, this analysis has been prepared to address the issue of integrity with regard to the industrial structures located at 1200-1210 17th Street, San Francisco. The approximately 3.5-acre site is located on parts of Blocks 3949 and 3950 and includes APNs: 3949/001, 001A, and 002, and 3950/001. This complex, mostly comprised of large-scale, utilitarian warehouses, originally functioned as the foundries, sheds, machine shops, and offices of the Pacific Rolling Mill Company, at one time the West's largest steel fabricating concern. The subject site sits on Blocks 3949 and 3950 (now one block) and is bounded by 16th and 17th Streets (north and south) and Mississippi Streets (east). Pacific Rolling Mill built four of the site's five buildings:

- 1200 17th Street, a brick office building (dating to 1926)
- three interconnected, steel-frame warehouses:
    - 1210 17th Street (and 975 16th Street), a warehouse with a green-painted facade on 17th Street and a red-painted facade on 16th Street (dating to 1908)
    - 1200 17th Street, gray steel warehouse (dating to 1926)
    - 1100 17th Street, gray steel warehouse (dating to 1908)
- 901 16th Street, a modular office structure (erected 1996) [1]

Comprising approximately 109,500 total square feet, the buildings are currently occupied by Corovan Moving and Storage. They remain in warehouse use with associated office use in the modular structure.

In recent years, there has been equivocation on the matter of the historic status of the site. As is noted in the *Showplace Square Historic Context Statement* (2009), "parts of the old Pacific Rolling Mills complex survive intact, including the large corrugated steel warehouse at 1200 17th Street. The Pacific Rolling Mills facility is notable as an early example of corrugated steel construction in the survey area." [2]

As part of the Showplace Square survey effort, the Planning Department assigned the buildings (excluding the modular structure) a California Historical Resource Status Code of 3CS, meaning the property appears eligible for the California Register through survey evaluation. The property owner disputed this determination, and, in 2011, retained the firm Page & Turnbull to assess the property's historic significance. Page & Turnbull determined the brick office building qualifies as a historic resource, but that the rest of the site merited a California Historical Resource Status Code of 6Z, meaning that the buildings are ineligible for designation. The Historic Preservation Commission concurred. As of the present date, the Planning Department agrees that the site is historically significant for its association with the Pacific Rolling Mill Company, established in San Francisco in the 1860s.[3] The Planning Department further agrees that the brick office building retains a Status Code of 3CS and is a "known historical resource." The steel warehouses are not, at present, considered historic resources based on insufficient integrity.

As expected at a continually active industrial site, alterations, most unrecorded and unpermitted, have occurred over time. While dilapidated, these structures, industrial vernacular in style, retain a high degree of original material. In addition, they retain the original massing, architectural vocabulary, and overall expression of a large-scale industrial operation, coupled with the pared-down simplicity of utilitarian forms.

[1] Summarized from *Historic Resource Evaluation Part II, 1200 Seventeenth Street, San Francisco, California* by VerPlanck Historic Preservation Consulting, dated 21 March 2013.
[2] Kelley & VerPlanck Historical Resources Consulting. *Showplace Square Historic Context Statement.* October 2009.
[3] Correspondence related to the historic significance of the Pacific Rolling Mill site from the Planning Department to Rod Minott of *Save the Hill,* dated 8 October 2013.

With regard to integrity of the steel warehouses, the document *Historic Resource Evaluation Part II, 1200 Seventeenth Street,* suggests that the basic building forms were originally constructed as sheds, open along the perimeter; and, that walls were constructed at a later date to transform the sheds into enclosed structures.[4] Additional new information, including historic photographs, indicates that the buildings attained their present form before the end date of the period of significance, 1947.

The overall finding of this evaluation is that the steel-frame warehouses retain sufficient integrity to convey the historic significance of the Pacific Rolling Mill Company site during its period of significance, 1899-1947. (See section below on Period of Significance for further discussion.)

Figure 1: Three men stand alongside a grade-level truck scale in front of the Judson-Pacific Co. building at 1200 17th Street. Extant building features include: the brick facade, sills, and arched portal; multi-light steel sash windows; and cast-cement sign. The sign notes the company's establishment date as 1868. Image dated 1941. Source: Bancroft Library, University of California, Berkeley.

[4] VerPlanck, Christopher. *Historic Resource Evaluation Part II, 1200 Seventeenth Street, San Francisco, California*. 21 March 2013.

II. Methodology

The methodology used to prepare the following integrity assessment has been informed by multiple site visits (confined to the public right of way without interior access), documentary research compiled by *Save the Hill*, and an evaluation of integrity based on the criteria of the National Register of Historic Places and the California Register of Historical Resources. Other historical background information has been gathered from the records of the San Francisco Planning Department, Sanborn Fire Insurance maps, aerial photographs, and historic and existing conditions photographs of the surrounding area, site, exterior, and interior. Structural or economic assessments are outside the scope of this analysis. An evaluation of historic significance is also outside the scope of this analysis, though a summary of previous research follows.

III. Summary of the Historical Development of the Pacific Rolling Mill Company [5]

The historic significance of the Pacific Rolling Mill Company and its role in the development of the construction of the West, including the post-earthquake reconstruction of San Francisco, has already been established and acknowledged by the Planning Department.[6] A brief summary follows.

In 1866, the Pacific Rolling Mill Company was established in San Francisco as the first major iron-producing venture in the West. The company's heavy industrial manufacturing facilities were located at Potrero Point (now Pier 70). For approximately 30 years, an era marked by the dramatic growth of San Francisco and the West, the Pacific Rolling Mill Company aided the region's expansion, successfully producing and supplying steel from the Potrero Point site. Due to financial setbacks, the company suspended operations in 1898 and closed. Within a year, the Pacific Rolling Mill Company reorganized. Under the auspices of former Superintendent and General Manager Patrick Noble, a successor company (of the same name) emerged and built new structural steel manufacturing facilities on Potrero Hill on parcels bounded by 17th, Mississippi, and Texas Streets. An issue of the *San Francisco Call Newspaper*, dated 23 December 1899, carried a notice of a building contract for a new structure for the Pacific Rolling Mill Company described as "a building of steel, wrought and cast iron work" costing $13,500, establishing the company's presence by that date.

The venture was immediately successful. As early as 1905, the facilities expanded to create a substantial, heavy industrial complex on, and in close proximity to, the present site. That complex included a foundry, core oven, blacksmith, machine shop, five small furnaces, and a pattern shop.[7] In the post-1906 era, the company supplied steel to the Fairmont Hotel, the Crocker Building, the Flood Building, the St. Francis Hotel, the Chronicle Building, San Francisco City and County Hospital (General), San Francisco Main Library, and the California State Capitol building in Sacramento, to name just a few projects.

The late 1920s and early 1930s represented an era of further success and expansion for the company. New structures costing approximately $120,000 were built at the site and an additional $200,000 was spent on new machinery and other necessities. The company was also in a position to purchase the land, which had been leased until that time.

After the 1928 merger between the Pacific Rolling Mill Company and the Judson Manufacturing Company, the new enterprise formed the largest steel fabricating concern in the West. The company then known as

[5] The information in this section is summarized from *Building the West*. More detailed and cited information in that document confirms the historic significance of the Pacific Rolling Mill Company.
[6] Correspondence related to the historic significance of the Pacific Rolling Mill site from the Planning Department to Rod Minott of *Save the Hill,* dated 8 October 2013.
[7] See *Building the West*.

Judson-Pacific prospered in spite of the Great Depression. During the 1930s Judson-Pacific provided steel for many important individual buildings in addition to public infrastructure projects including: Hoover Dam, the Golden Gate and Bay Bridges, San Francisco's Grace Cathedral and Pacific Telephone and Telegraph Building, and the Colorado Aqueduct. In 1945, Judson-Pacific Company merged with the J. Philip Murphy Corporation to create Judson-Pacific-Murphy Corporation, which remained at the 17th Street address until 1947, before moving to Emeryville.

During the lifetime of the Pacific Rolling Mill Company, it played a key role in the post-earthquake reconstruction of San Francisco through World War II. It contributed to the emergence of steel-frame building technology at the beginning of the 20th century. It was responsible for supplying steel from the Potrero Hill site to some of the region's most important buildings and infrastructure projects. These projects, undertaken from the company's start through the 1920s, 30s, and the build-up of the Bay Area's industrial capacity for the 1940s war effort, are important not only in the context of the history of Potrero Hill and San Francisco, but also the State of California and the nation.

IV. Eligibility as a Historic Resource

As stated above, previous research, accepted and acknowledged by the City of San Francisco Planning Department, has established that the site is significant at the local level under California Register Criterion 1, as it is associated with patterns of events that have made a significant contribution to the broad patterns of local history of California, in this case the construction of buildings and infrastructure and the industrialization of San Francisco and the West.

The site is also significant at the local level under California Register Criterion 2, for its association with persons, Patrick Noble, Edward B. Noble, H.F. Hedrick and Frank Lester, among others, who founded, built, and ran the company, which resulted in the construction of some of San Francisco's most important structures.

V. Period of Significance

The guidelines of the National Register of Historic Places state that a Period of Significance is "the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for listing."[8]

The period of significance of the Pacific Rolling Mill Company site at 17th and Mississippi Streets, based on the criteria stated above, spans from 1899 to 1947. Planning for the site began in 1899, as evidenced by the date of the contract to erect the first buildings. The construction phase followed immediately as steel production was underway in mid-1900. By 1900, the newly reorganized enterprise established its manufacturing facilities at the site, a few blocks from Potrero Point, the initial location of the earlier incarnation of the company.

A major building campaign dating to 1928-1931 resulted in substantial new structures, which are extant. The 1928 merger created Judson-Pacific, then the largest steel fabricating concern in the West. The year 1947, the end date of the period of significance, marks the date that the newly merged Judson-Pacific-Murphy Corporation moved to new facilities in Emeryville, California, concluding almost five decades of steel manufacturing at the site. The innovations of the Pacific Rolling Mill Company continued at the site through successive mergers until at least mid-1947. Since 1900, the facilities have been continually occupied and retain their original warehouse use at present.

[8] National Register Bulletin 16A, *How to Complete the National Register Registration Form*, p. 42.

VI. Character-Defining Features

This section lists the character-defining features related to the extant structures of the former Pacific Rolling Mill site. A character-defining feature is an aspect of a building's design, construction, or detail that is representative of the building's function, type, architectural style or expression. Generally, character-defining features include specific building systems, construction details, massing, materials, craftsmanship, architectural ornament, and site characteristics that existed within the period of significance. An understanding of a building's character-defining features is a crucial step in developing a rehabilitation plan that incorporates an appropriate level of restoration, rehabilitation, maintenance, and protection.

At the former Pacific Rolling Mill site, there remain elements of historic importance. In some instances, it appears that modern materials obscure historic fabric. Further investigation should be undertaken to determine the exact locations and extent of historic materials. It is not feasible or desirable to suggest that every character-defining feature would need to be retained in any future reuse scenario. However, for a historic resource to convey its significance, its character-defining features should be retained to the greatest extent possible.

Brick Office Building (1926)
two-story, timber-frame brick structure
principal, street-facing façade
arched entry portal (presently obscured) with decorative brickwork and keystone
secondary pedestrian entrance to east
multi-light, steel industrial windows, fixed and pivoting sash
molded window sills, brick
cast-cement sign with incised capital lettering reading "Judson-Murphy Corporation"
corbelled brick cornice
stepped parapet
sloping roof behind parapet
raised skylights at roof level
wood flagpole at roof level

Warehouses (earliest 1908)
axial arrangement on site
industrial scale massing
three-bay industrial form (1200 17th Street)
large-volume, utilitarian structures
steel frame construction, steel posts
corrugated steel cladding
alternating shed and flat roof forms, parallel roof forms
rooftop water tower with conical roof and supporting framework
full span north-facing monitors
north-facing roof monitors, three, short-span
bands of horizontal ribbon windows
transom windows
multi-light steel sash windows
squared door openings
angled canopies

Interior Warehouse Character-Defining Features[9]
lofty, open interior spaces
overheight, industrial-scale volumes
exposed structural elements (posts, beams and columns)
exposed truss system, wood trusses
concrete floors

VII. Evaluation of Integrity

For a building to be considered a historic resource for purposes of the California Environmental Quality Act (CEQA), it must be determined to be historically significant and retain integrity. Integrity is a key component of an overall building evaluation. The National Register of Historic Places and the California Register of Historical Resources have specific language regarding integrity. For both the National and California Registers, integrity is the authenticity of an historical resource's physical identity, evidenced by the survival of characteristics that existed during the resource's period of significance. When a property retains its integrity, it is able to convey its significance, its association with events, people, and designs.

The *National Register of Historic Places Bulletin 15* defines integrity as the ability of a property to convey its significance. Integrity involves several aspects, including location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of the aspects. The California Register requires that a resource retain enough of its historic character or appearance to be recognizable as a historical resource.

With the exception of the brick office building, which is vacant, all original structures on the site have remained in continual industrial warehouse use (or related office use) since constructed. After the Judson-Pacific-Murphy Corporation left the site in 1947, other users occupied the premises and, as would be expected, modified the spaces to accommodate the demands of an industrial workplace as necessary. With the exception of the 1990s demolition of the structures at the northeast corner of the site (used as a parking lot at present), the types of changes that have occurred mostly pertain to the interior, such as the removal and replacement of machinery and equipment, the construction of wooden and chain-link partition walls within the open span areas, and door replacement. Other exterior changes include the removal of fencing, modifications to the loading docks, and removal of roof signage. In general, changes have been related to shifting warehouse functions and for the most part are additive and removable.

Changes over time have not affected the essential forms and massing that indicate the industrial nature of the site. To a large degree, primary massing and building configurations have been retained. The principal street-facing wall planes retain a high degree of historic fabric and convey the buildings' original expression.

A high degree of historic fabric appears to remain in place. It appears that original window sash, transoms, clerestories and doors have been covered over on the exterior. While boarded up on the exterior, some are visible from the interior.

[9] Interior character-defining features of the warehouses are included for information purposes only. The interiors of the subject property have not been assessed to determine levels of integrity. Interiors are sometimes, but not typically, considered in determining historic resource eligibility.

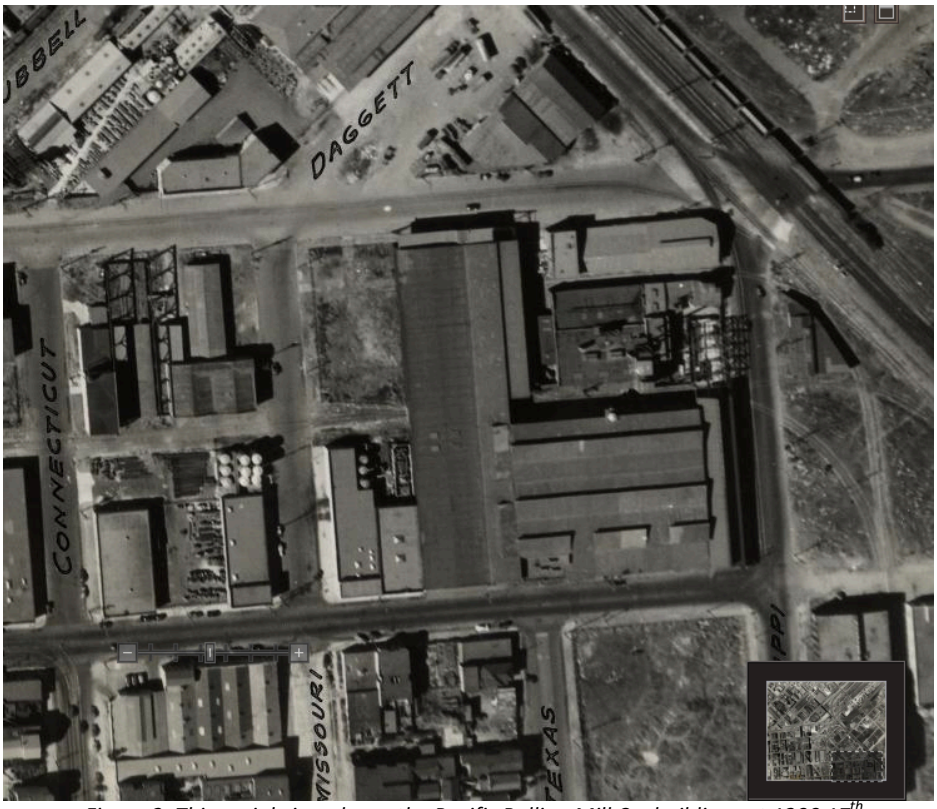


Figure 2: This aerial view shows the Pacific Rolling Mill Co. buildings at 1200 17th Street at the center of this photograph. The location of the site's extant buildings is unchanged. The original footprint of the site's principal buildings has remained virtually unchanged to the present. Image dated 1938. Source: David Rumsey Map Collection (online).

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved. The early 20th century structures associated with the Pacific Rolling Mill Company industrial complex remain in their original location at 1200-1210 17th Street in San Francisco. Major structures were added to the existing buildings of the complex during an expansion campaign of the late 1920s. Since that time, the footprint of the site's principal buildings has remained virtually unchanged to the present day. The site retains integrity of location.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The design approach differed for the small-scale brick building and the corrugated steel warehouses. Though not of the same architectural vocabulary, the two facades are complementary. Their architectural expressions indicated their diverse functions; the front office operations were housed in the brick building and steel manufacturing occurred in the adjacent utilitarian steel warehouses. The two elements are evaluated separately, as follows:

Brick Office Building (1926)

The principal (and only visible exterior) elevation of this two-story, timber-frame brick structure faces 17th Street and retains all original elements. These original elements include: a central arched principal entrance with keystone; a corbelled brick cornice; stepped parapet; molded window sills; multi-light steel

sash windows; and cast-cement sign. The brick elements and ornamentation indicate a more formal expression.

Corrugated Steel Warehouses (earliest 1908)
The steel warehouses can be characterized as industrial vernacular in style. As was typical of early 20th century industrial structures, the warehouses were not architect-designed; as such, design intent was not a concern. They are large-volume, utilitarian structures with lofty, open interior spaces designed for flexibility. Regular in plan, the structures were built and organized to optimize functionality and manufacturing processes. On the exterior there is an absence of ornamentation though the structures had large-scale, roof-mounted signage during the period of significance, which no longer exists.

Their original form and elements include: corrugated wall surfaces, flat and shed roofs, bands of ribbon windows, north-facing roof monitors and clerestories, solid wall planes, open areas for production and transportation of materials, canopies over large-scale openings, and a water tower at the roof level.

The integrity of the basic building form of the steel warehouses has been debated based on the possibility that the steel structures were originally designed as sheds, open along the perimeter. The *Historic Resource Evaluation* suggests corrugated metal walls or siding was added at a later date to transform the sheds into enclosed structures.[10] While this may be accurate, no photographs exist depicting the shed type construction. However, based on the 1941 photograph below, it is clear that the warehouse at right, 1200 17th Street, had corrugated steel walls at least by 1941. Even if the structures were open sheds at one point, they attained the present form before the end date of the period of significance, 1947.

Figure 3: Brick and corrugated steel buildings at 1200 17th Street. Note the corrugated steel façade of the warehouse at right. Image dated 1941. Source: Bancroft Library, University of California, Berkeley.

[10] VerPlanck, Christopher. *Historic Resource Evaluation Part II, 1200 Seventeenth Street, San Francisco, California*. 21 March 2013.

The *Historic Resource Evaluation* also notes that a building permit, dated 3 December 1947, was obtained to re-clad the corrugated steel structures at 1100, 1200, and 1210 17th Street. The 1941 photograph suggests that the re-cladding effort replaced already existing corrugated steel siding.

Overall, the complex retains many key elements of the original construction, plan, forms, massing, proportions, architectural vocabulary, and overall expression of a large-scale industrial operation. The site retains integrity of design.

Setting
Setting is the physical environment of an historic property, constituting topographic features, vegetation, manmade features, and relationships between buildings or open space. Setting refers to the character of the place in which the property played its historical role.

Historically, the location of the Pacific Rolling Mill site was defined by nearby rail lines, the working industrial waterfront, and residential neighborhoods of worker housing stock. At present, the overall neighborhood character and setting is urban and mixed in use, including residential, commercial and light industrial. The complex is currently set amidst a collection of 20th century buildings, representing a range of styles and an overall compatible scale. While many older buildings have been demolished and open lots infilled, the setting has not significantly changed over time. The gridded street pattern serves to reinforce the historic setting. Though some other areas of San Francisco were dramatically altered during the 20th century, many aspects of this setting are largely the same as at the time of construction.

The complex pre-dates the construction of the 280 Freeway Extension of 1973, however this has little impact on the setting itself. In fact, the elevated highway serves to buffer the historic development of Potrero Hill from the incompatible, large-scale new development of nearby Mission Bay.

The site retains integrity with regard to setting.

Materials
Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property. When these utilitarian structures were constructed, the selection of materials was based on functionality and practical concerns. The building materials used are typical of the era and many appear to be original.

Brick Office Building (1926)
The materials of this two-story, timber-frame structure include: brick at the facade, sills, and arched portal; multi-light steel sash windows and cast-cement sign.

Corrugated Steel Warehouses (earliest 1908)
The materials of the warehouse structures include: corrugated cladding and wall surfaces; multi-light steel sash windows; wood framed windows; exposed interior structural elements; steel posts; an exposed wood truss system; and reinforced concrete.

Throughout the site, exterior materials exhibit varying degrees of weathering, deferred maintenance, and dilapidation; however, the structures appear to retain a large amount of original materials. In both the brick and steel structures, doors have been boarded over. Lower portions of the brick facade have been painted as has the glazing of some windows. The fenestration on the first floor level of the corrugated structure at 1200 17th Street has been obscured by other materials. Interior photos appear to indicate that original fenestration exists, but has been covered over on the exterior. The buildings retain integrity of materials.

Workmanship
Workmanship is the physical evidence of the crafts of a particular culture, people, or artisan during any given period in history or pre-history. The original construction techniques are typical of early 20th century industrial structures, as is evident by exposed structural elements and framing and exterior brickwork. The structures retain integrity with regard to workmanship.

Feeling
Feeling is a property's expression of the aesthetic or historical sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. Due to large amount of original materials, the retention of the basic building forms, lack of additions, an intact setting, and continual warehouse use, the property retains integrity of feeling as a 20th century industrial facility.

Association
Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. A property retains association if it is sufficiently intact to be recognizable to the individuals who played a role during the property's period of significance. Like feeling, association requires the presence of physical features that convey a property's historic character.

Because the complex retains its original physical forms, industrial-scale volumes, and a large degree of original materials, including industrial sash windows and other elements, the property is sufficiently intact to convey its historical associations with the Pacific Rolling Mill Company. It retains a high degree of association. Consequently, its association contributes to the property's overall integrity.

In summary, these industrial vernacular style structures convey their characteristics and historical associations, as they existed during the period of significance, 1899-1947. There is no question that the site was altered during its period of significance to accommodate the changing requirements of production of an ever-expanding successful enterprise. Alterations that pre-date 1947 were unpermitted and unrecorded. Alterations after 1947 have not obliterated the forms, massing, materials, or design of the Pacific Rolling Mill Company structures. Weighing all seven aspects together, the Pacific Rolling Mill Company site retains sufficient integrity to convey its historic significance and a chapter of San Francisco's industrial heritage. As required by California Register criteria, the site retains enough of its historic character or appearance to be recognizable as a historical resource.

VIII. Conclusion Regarding Eligibility as a Historic Resource

For a building to be considered a historic resource for purposes of CEQA, it must be determined to be historically significant and retain integrity. As stated above, the San Francisco Planning Department acknowledges that the site is historically significant at the local level under California Register Criterion 1 and 2. Because the Pacific Rolling Mill Company site also retains sufficient integrity to convey its historic significance, it meets the criteria for listing on the California Register of Historical Resources. [11]

[11] The preparer of this report meets the *Secretary of the Interior's Historic Preservation Professional Qualifications Standards* in History, Historic Preservation Planning, and Architectural History and regularly uses the criteria of the National Register of Historic Places in the course of evaluating historic buildings.

Bibliography

Jennings, Jan, and Herbert Gottfried. *American Vernacular Interior Architecture 1870–1940*. New York: Van Nostrand Reinhold Company, 1988.

Kidney, Walter C. *Working Places: The Adaptive Use of Industrial Buildings, A Handbook Sponsored by the Society for Industrial Archeology.* Ober Park Associates, 1976.

Kelley & VerPlanck Historical Resources Consulting. *Showplace Square Historic Context Statement.* October 2009.

Minott, Rodney. *Building the West: The Pioneering Steel Legacy of the Pacific Rolling Mill Co., Judson Manufacturing Company, the Judson-Pacific Company, and the Judson-Pacific-Murphy Corporation, 1200 – 1210 17th Street*, 2013.

Page & Turnbull, Inc. *1200-1210 17th Street Preliminary Assessment.* November 2011.

"Preserving America's Industrial Heritage" in *National Trust of Historic Preservation Forum Journal,* Vol. 25, No., 3. Spring, 2011.

United States Department of the Interior. National Register of Historic Places. *National Register Bulletin 15: How to Apply National Register Criteria*, 1995.

United States Department of the Interior. National Register of Historic Places. *National Register Bulletin 16A: How to Complete the National Register Form*, 1991.

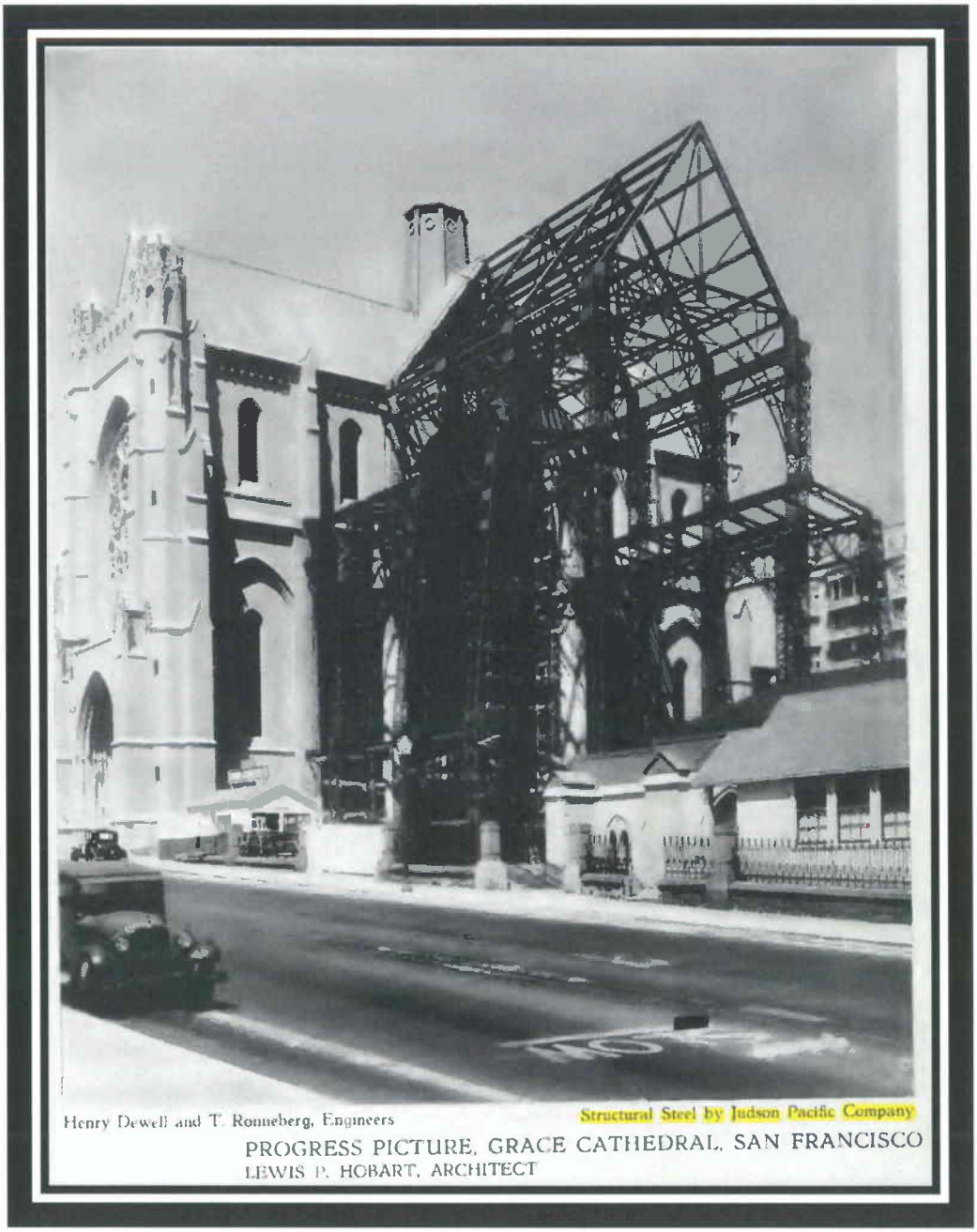
United States Department of the Interior. National Register of Historic Places. *National Register Bulletin 39: Researching A Historic Property*, 1991.

VerPlanck, Christopher. *Historic Resource Evaluation Part II, 1200 Seventeenth Street, San Francisco, California*. 21 March 2013.

BUILDING THE WEST:

The Pioneering Steel Legacy of the Pacific Rolling Mill Co., Judson Manufacturing Company, the Judson-Pacific Company, and the Judson-Pacific-Murphy Corporation

1200 – 1210 17th Street



February 4, 2013

Building the West

The Pioneering Steel Legacy of the Pacific Rolling Mill Co., Judson Manufacturing Company, the Judson-Pacific Company, and the Judson Pacific-Murphy Corporation

1200 -1210 17th Street

Overview:

In 1866, the West's first iron and steel producing foundry, the Pacific Rolling Mill Company, was formed by an august group of investors that included D. O. Mills and James Flood. Shortly thereafter the company began operating in San Francisco's Potrero Point. Among the men associated with this pioneering venture was Patrick Noble who got his start in 1868 as a clerk and rose through the ranks to serve as an officer of the company eventually. As documented in the book, *A Romance of Steel in California*, the Pacific Rolling Mill Company was the genesis of a profound and remarkable pioneering steel-making operation whose work, heritage, and impact journeyed well into the 1950's:

This was the small but not humble beginning of a corporation that in the next three-quarters of a century was to be one of the great builders of the West, constructing both the tools of peace and the engines of war, the wheels of transportation and the great members of bridges and office buildings and factories.
(Source: *Romance Of Steel*, page 9)

Landmark buildings and structures built by Pacific Rolling Mill Co. and its successor companies include:

* San Francisco's City and County Hospital (S.F. General)
* Grace Cathedral
* The approaches to the Golden Gate Bridge and its Toll Plaza
* The Colorado aqueduct
* Hoover (Boulder) Dam
* The State Capitol building in Sacramento
* The Richmond-San Rafael Bridge
* The Lick Observatory telescope
* The San Francisco Bay Bridge
* The Fairmont Hotel
* The Flood Building
* The Chronicle Building
* San Francisco's Merchandise Market
* A network of rural post offices and bridges linking up rural Northern California

The above buildings (and much more) are documented in the enclosed timeline of Pacific Rolling Mill Co., Judson Manufacturing, the Judson-Pacific Company, and the Judson-Pacific-Murphy Corporation. The timeline traces the heritage of Pacific Rolling Mill Co. whose executives, workers, and skilled expertise continued on with each subsequent merged company. This legacy lasted well into the 1950's, and even the late 1960's.

A July 1958 newspaper advertisement titled "Linked In Steel" announcing a recent consolidation of the company best captures the vaunted heritage of Pacific Rolling Mill Co.:

Judson Pacific-Murphy has its antecedents in two pioneer companies: Judson Manufacturing Co. and Pacific Rolling Mills Company, founded in 1872 and 1866 respectively. It has played a key role in some of the West's best known projects – primarily in bridges, dams and major buildings.

- Source: Oakland Tribune, July 15, 1958.

The guiding development principles of the Showplace Square/Potrero Hill Area Plan call for historic preservation to be a key consideration in the planning process:

OBJECTIVE 8.3: ENSURE THAT HISTORIC PRESERVATION CONCERNS CONTINUE TO BE AN INTEGRAL PART OF THE ONGOING PLANNING PROCESSES FOR THE SHOWPLACE SQUARE PLAN AREA AS THEY EVOLVE OVERTIME

New information regarding historic and cultural resources is discovered on a regular basis. As new information is compiled, it should be utilized to update and revise the policies set forth in the Showplace Square Plan. It is also important that throughout the planning process, the Planning department work with various city agencies to ensure the protection and preservation of historic resources.

Historic resources are particularly vulnerable to deterioration due to their age and lack of maintenance. Neglect can result in effective demolition of a historic resource and alterations executed without the benefit of the appropriate city permits have the potential to diminish the significance of a historic resource. Owners of all properties have a responsibility to maintain their investment in good condition and to obtain City approval for alterations.

Valuing the historic character of older buildings can help to protect these structures in the event of a natural disaster. Older buildings are among those most vulnerable to destruction or heavy damage from events such as earthquake or fire, resulting in potential danger to life safety as well as an irreplaceable loss of the historic fabric of San Francisco.

Valuing the historic character of neighborhoods can preserve economic diversity. In some cases, older buildings that are responsibly rehabilitated may be more affordable than new construction. These buildings may be opportunities for low and moderate income households to find affordable housing.

Highlights of New Information:

Highlights of the new information addressing the 1200-1210 17th Street industrial buildings as historic resources include the following:

- Building 21 at Pier 70 is not the oldest and last remaining extant building of the Pacific Rolling Mill Co. Recent research indicates Building 21 was built by (and housed) the Risdon Iron Works. This conclusion was detailed in a 2008 San Francisco Port-sponsored survey by Carey & Company undertaken to nominate Pier 70 as a historic district.

- The 1200 – 1210 17th Street industrial buildings are the last remaining extant structures of Pacific Rolling Mill Co. and the Judson-Pacific Company in San Francisco.

- A news clipping from *The San Francisco Call* indicates the Pacific Rolling Mill Co. operating as early as 1902 on the 17th Street site.

- Sanborn Maps from 1905 show multiple buildings established on the site at 17th and Mississippi Streets as early as 1905.

- Sanborn Maps from 1905 and 1918 show the Pacific Rolling Mill Co. industrial complex on both sides of 17th Street at Texas. According to the 1905 Sanborn, a foundry was shown on the north side of 17th Street. The industrial complex can be seen in Sanborn Maps from 1914, and 1918 which included a foundry operation immediately south across 17th Street at Texas Street, with notations of its various components by the the City's Department of Public Works Assistant Engineer, F.O. Shutts.

- The period of significance for the Pacific Rolling Mill Co. at the 17th and Mississippi Street site spans more than four decades from 1902 through 1947, owing to the association with persons who founded, built and ran the company and their association with the events which constructed some of San Francisco's most iconic structures.

- According to a news article and a series of display advertisements, Pacific Judson-Murphy did not "abandon" the 17th and Mississippi property until the Spring of 1947.

In conclusion, the industrial buildings at 1200-1210 17th Street convey the significance of this Company's pioneering industrial complex, now relocated and reconstituted as a fabricator and erector of structural steel and cast iron, from 1902-1947.

While its predecessor plant at Potrero Point was clearly instrumental in the growth and industrial rise of the Bay Area and California in the period following the Civil War, the successor firm in a new location nearby is associated with the advent of steel frame buildings at the turn of the century, their increased popularity following the Great Fire of 1906, right on up through the 1920's. The infrastructure projects for San Francisco and

California undertaken in the teens, 20's and 30's, and the build-up of the Bay Area's industrial capacity for the war effort in the 1940's are important not only to Potrero Hill, or even to San Francisco, but to the entire state of California, and indeed the nation.

These historic periods of industrialization and building are associated with the Pacific Rolling Mill Company and its third iteration as the Judson-Pacific Company on the Seventeenth and Mississippi Street site. On the basis of Criterion 1, association with important events, the buildings known as 1200 17th Street (including the brick offices) and 1210 17th street are eligible for the California Register, and should be considered as historic resources for the purposes of CEQA.

Joe Butler <fjoseph1butler@gmail.com>

February 19, 2013 2:24 PM

To: Christopher VerPlanck <chris@verplanckconsulting.com>, "Hilyard, Gretchen" <gretchen.hilyard@sfgov.org>, Rodney Minott <rodminott@hotmail.com>

Re: Pacific Rolling Mill Co.

6 Attachments, 11 MB

19 February 2013

Christopher:

Thanks for your reply. I have taken great care in replying, thus the week that has passed. In spite of the limited scope of work that you had taken on, there still exists the need to present new information to the Planning Department on new information which corrects the facts that were before the HPC, and addresses the integrity issues before their deliberations are complete about this site.

I am aware, as you stated, that the Historic Preservation Commission (HPC) - acting on a "Preliminary Assessment" from Page & Turnbull Inc. - concluded that based upon the period of significance as Post-Fire 1906-1928, only the brick office building "retained sufficient integrity to qualify for listing in the California Register of Historical Resources." Page and Turnbull's "Preliminary Assessment" was not correct however when it stated there were other extant Pacific Rolling Mill Company (PRMCo.) buildings at Pier 70, a 'fact' that the HPC relied upon in their deliberation.

The Planning Department had determined (prior to adoption of the Survey and its findings) that "the three buildings are historic resources assigning them a status code of '3CS' through survey evaluation", which was subsequently changed by the HPC upon adoption of the Survey due to the Page & Turnbull Inc. "Preliminary Assessment", indeed the matter looked settled.

New Information disputing facts the HPC relied upon:

Several conclusions in the Page & Turnbull Inc. "Preliminary Assessment", however, based upon our new information, call into question that evaluation. The statement that other older Pacific Rolling Mill Company buildings were extant at Pier 70, is shown to be incorrect. Building 21 at Pier 70 is a Risdon building according to Carey and Company, in an addendum to their initial report. So the only PRMCo. buildings extant in San Francisco are those here at 17th and Mississippi Streets.

The "Preliminary Assessment" attributes a start date of 1906 for the successor Pacific Rolling Mill Co. at the 17th and Mississippi site, and indicates no consideration whatsoever of the importance of the Company's association with Patrick Noble, or his leadership in bringing and leading the successor company at this new site.

Our research shows that the successor Pacific Rolling Mill Company began earlier on this site at 17th and Mississippi Streets, significantly five years pre-earthquake and Great Fire of 1906. The 1901 City Directory (attached) shows "Noble Patrick successor to Pacific Rolling Mill Co. works cor. Mississippi and 17th, office 418 Mission..." We also found an article from the San Francisco Call, August 28th, 1902, reporting on a fire at the Pacific Refining and Roofing Company, called in by the night watchman of the "Pacific Rolling Mills", shown in the Sanborn Maps located on the same block. The 1905 Sanborn Map (California Historical Society) denoting the "P. Noble's Iron Works" at 17th and Mississippi, and a

warehouse across 17th at Texas Street establishes the PRMCo.'s roots here five years previous to the 1906 earthquake and Great Fire.

The original Pacific Rolling Mill Co. even though "liquidated" in 1898 continued to be listed in the City Directories at Potrero Point through 1900, and at their same 418 Mission Street Offices through 1905. Whether for a time Noble needed to use his own name as the previous company completed its contracts, there is no mistaking these buildings as the reestablished PRMCo.

New Information and a broader look at significance:

The new information from our research demonstrates to a greater extent (Criterion 1) the site's association with events that have made a significant contribution to the broad patterns of local and regional history. So too, the role played by Patrick Noble, (Criterion 2) as an association with the lives of persons important in our local, regional or national past. Both criteria are important to the historic significance of this site.

The City Directories show that Patrick Noble brought his son, Edward B. Noble, into the Company. He is listed as Vice-President in the 1912 City Directory, and after Patrick's death, Edward is listed in the 1921 City Directory as President. Edward continues with PRMCo. even after the merger with Judson Manufacturing Company in 1928, first as Vice-President and then as President from 1934-1945.

The Carey & Co. 2006 Showplace Square Historic Resources Survey, Historic Context describes the filling and development of Mission Bay and how it brought the Showplace Square area into being as "the primary industrial center of the American West". There is perhaps no better extant example than the Pacific Rolling Mill Co. of the transition of the area from the isolated 19th century heavy industries of Potrero Point, to the light industrial and manufacturing uses in the Showplace Square area.

From our research, it seems clear to us that both California Register Criteria for Significance 1 and 2 should have been part of a thorough evaluation as to the significance of the complex at the 17th and Mississippi site. As you know, a property is individually eligible for inclusion in a California Register under one or more of the following Criteria:

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of the United States.

Criterion 2: It is associated with the lives of persons important in our local, regional or national past.

We believe that both criteria apply to this property, both for the events associated with the successor Pacific Rolling Mill Company at Mississippi and 17th Streets, and for the association with both Nobles, the father Patrick, and his son Edward.

Events:

The significance of the events with which this company's work was associated, Criterion 1, seems the more important. Specifically the role played by the Company in the rebuilding of San Francisco after the Great Fire of 1906, and its role in the expansion of the industrial capacity of the Bay Region. Its role in fabrication of electric traveling cranes and sheds for other steel fabricators, and factories, and the development of the infrastructure of both San Francisco and the Bay Region in terms of its hospitals, observatories, universities, theaters, banks, libraries, post offices, utility buildings, and work on three of the five San Francisco Bay bridges.

Further research shows us the extent of the Company's role in promoting the education of a skilled workforce, and further reinforces their association with important events in the history of San Francisco. In "A Romance of Steel in California", William Alvord was listed as one of the founders of the PRMCo., in 1866. He is also listed as President of the PRMCo. in their 1885 Catalogue (California Historical Society), alongside "P. Noble as Superintendent". Alvord was also one of the executors of the estate of Jillis Clute Wilmerding we learned from the Lick-Wilmerding School's web site.

The Wilmerding School of Industrial Arts was established with a $400,000 bequest after Wilmerding's death in 1894. The WSIA was established in 1900 at 16th and Utah Streets, next to the California School of Mechanical Arts, which had been established and endowed by James Lick, but had only begun construction in 1894. The site is only 8 blocks away from the 17th Street and Mississippi Street site. The 1897 City Directory lists "Lick House" at Montgomery and Sutter Streets as Patrick Noble's residence.

The WSIA trained engineers and machinists and furnished PRMCo. and other companies with a local supply of trained skilled labor, enabling San Francisco's growth as an industrial center. The original PRMCo. fabricated steel for the Lick Observatory, and many years later The Lick-Wilmerding High School gymnasium was dedicated to Patrick Noble posthumously. Edward B. Noble's S.F.Chronicle obituary mentioned that he was a donor to Stanford University, and Lick-Wilmerding.

Finally, how the PRMCo. role in the industrialization of the Bay Region, and in conjunction with Judson Manufacturing Company (JMCo.) resulted in the infrastructure and shipbuilding contributions made by the San Francisco Bay Area during the Second World War. Though a younger company, JMCo. was established in the tidal flats of Emeryville, with the advantage of more land (8 acres) and a direct rail link to the 20th century industries established along the shores of the East Bay.

We think that the application of both Criteria, 1 and 2, brings the period of significance of the PRMCo. at the Mississippi and 17th Streets site from 1901 up through its two corporate mergers, and up to its move as a Company to a larger site in Emeryville in 1947. We understand that the IKEA store, and the Shellmound malls in Emeryville may have removed all of the Judson Manufacturing Company buildings from their previous eight acre site. That leaves the complex of the Pacific Rolling Mill Company, and the Judson-Pacific Company (led by Edward B. Noble from 1934-1945) at 17th and Mississippi Streets as the sole extant buildings of this major player in the building of the American West.

Persons:

We also believe that Criterion 2 should be a factor in the evaluation of this site, for its association with Patrick Noble as an important person in San Francisco and California history. How he started PMRCo. over from scratch (albeit with his 30 years of experience) after the original company was 'liquidated' in 1898. Most importantly to the succession, how Patrick Noble by his 30 year association with the company had been given free reign to use whatever equipment and machinery he chose, and to use the pionnering iron works' company name.

Patrick Noble guided the successor company with others who came with him from Potrero Point, including F. H. Hedrich and A. E. Wilkens, and by bringing his son Edward Bonneau Noble into its management as well. Noble assembled the PRMCo. complex, adding successive buildings (on three blocks) and a railroad spur over two decades, from the site's origin as vacant Mission Bay beach front in 1899.

Integrity:

The 1946 photograph in the Page & Turnbull Inc. "Preliminary Assessment", taken just after the corporate structure changed from the Judson-Pacific Company, to the Judson Pacific-Murphy Corporation shows enclosed walls at the perimeters of the site along both Mississippi and 17th, some portions of which encroach on the public right-of-way near the corner. While the encroaching portions have since been removed, the scale and footprint of the complex remains essentially unchanged from 1924.

In addition, a photo from 1911 Architect and Engineer (fabrication of a large truss for The Native Sons of the Golden West Building) shows the open wall of one side of what we believe could be the Structural Shed at 17th and Mississippi (we requested permission to tour the interior of the facility to verify this but were denied), but the other long side was closed. Thus the sheds were not always open during the period of significance from 1902-1947.

While we agree that the loss of first floor windows is a loss of architectural integrity, the connecting sheds built over Texas Street (c. 1924) where the windows were lost was only the final piece of a much larger complex. More importantly to the site, the scale of the sheds of the entire complex, and its connection to the persons and events, is a much more important communicator of the significance of this site to the City and the Bay Region, indeed the State.

These changes to fenestration and loading bays are part of the flexibility of the steel frame and skin that made such a structural system so advantageous to the company through time. All the steel for all the landmark structures was not fabricated for installation in the small brick office building, nor can it by itself convey the significance of what was fabricated here.

The flexibility of use of the steel frame sheds, their corrugated siding, large clear span floor areas, with overhead cranes to move stock through the mill, their north facing clerestories for daylight, their docks for trucks and rail cars alike, and the signs of the rail spur are the extant elements important to the ability of the site to convey the significance of the Pacific Rolling Mill Company's tenure at 17th and Mississippi Streets.

To suggest that only the brick office building (what is it 5-10% of the square footage of the complex?) conveys the significance of this site, or is the only bearer of integrity, is to miss the forest for the one tree.

We believe that the Historic Preservation Commission, perhaps more focused on the adoption of the survey, acted without a thorough knowledge, nor an accurate accounting of the significance of this important complex of industrial buildings, and the role of the man who brought it into being here and guided it's 20th century importance to San Francisco and the American West.

F. Joseph Butler, AIA

additional sources:

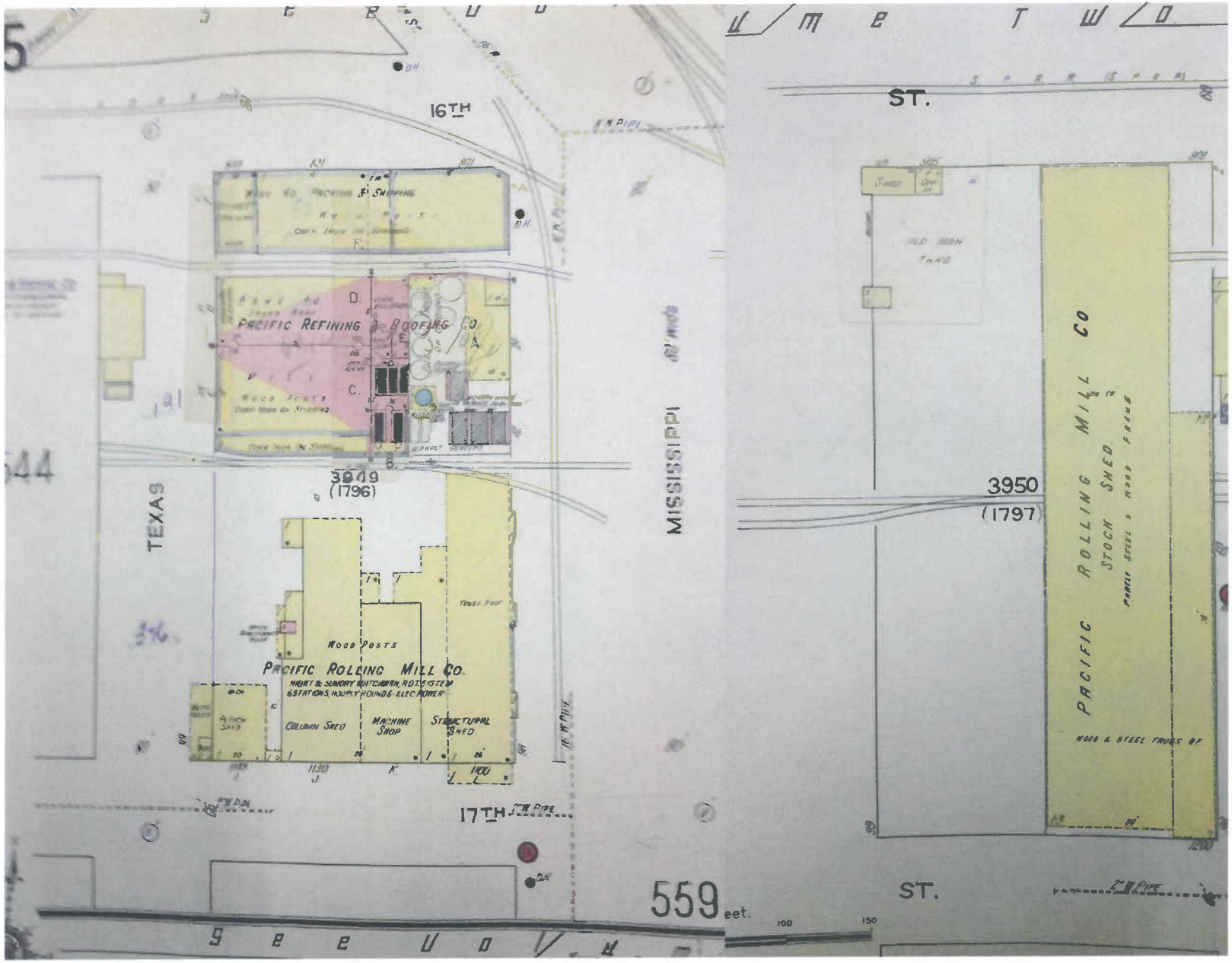
Lick-Wilmerding Websites:
http://www.lwhs.org/mission
http://www.sfgenealogy.com/sf/schools/lwlhist.htm
San Francisco Geneaology
http://www.sfgenealogy.com/sf/schools/lwl.htm

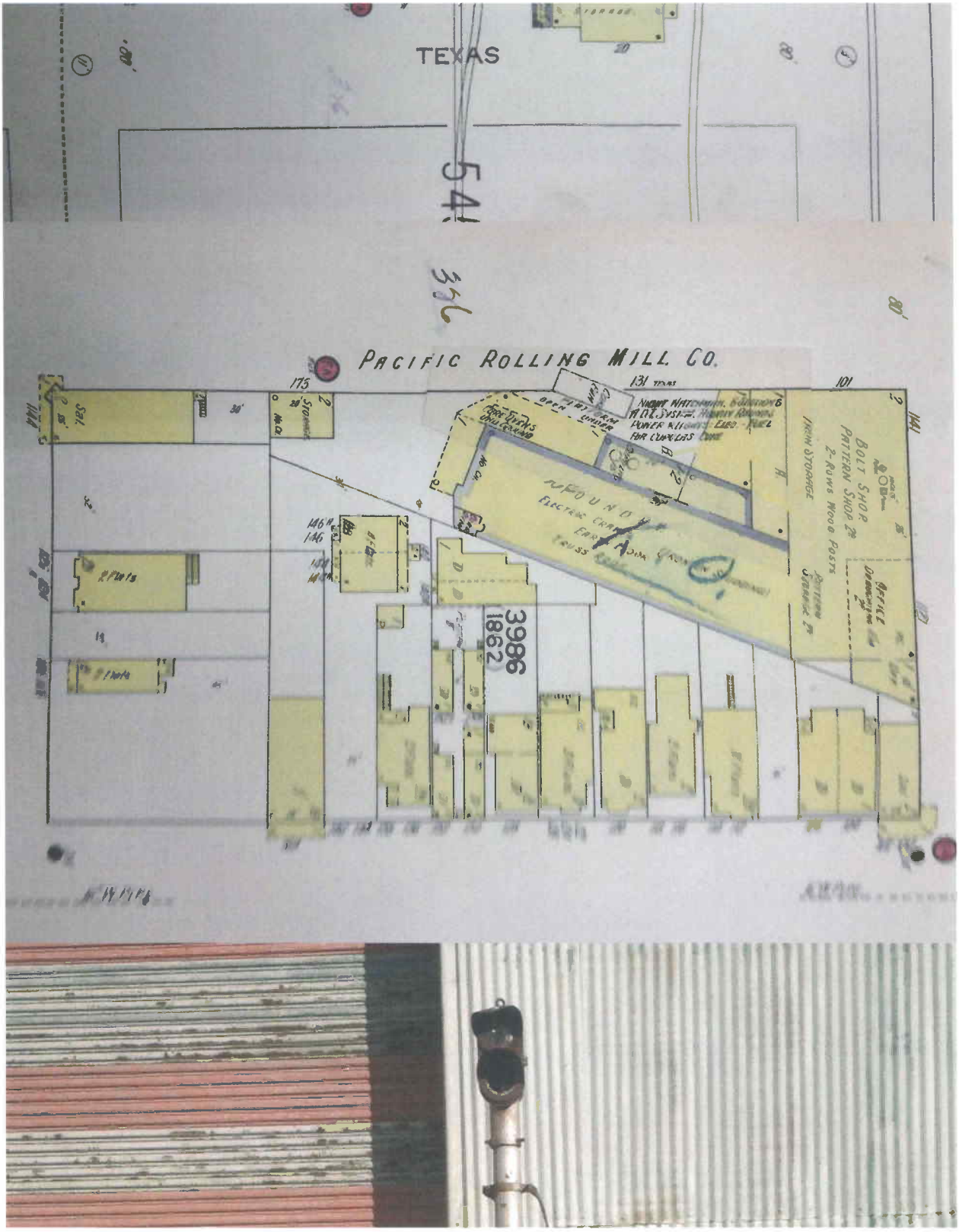
Lick Observatory:

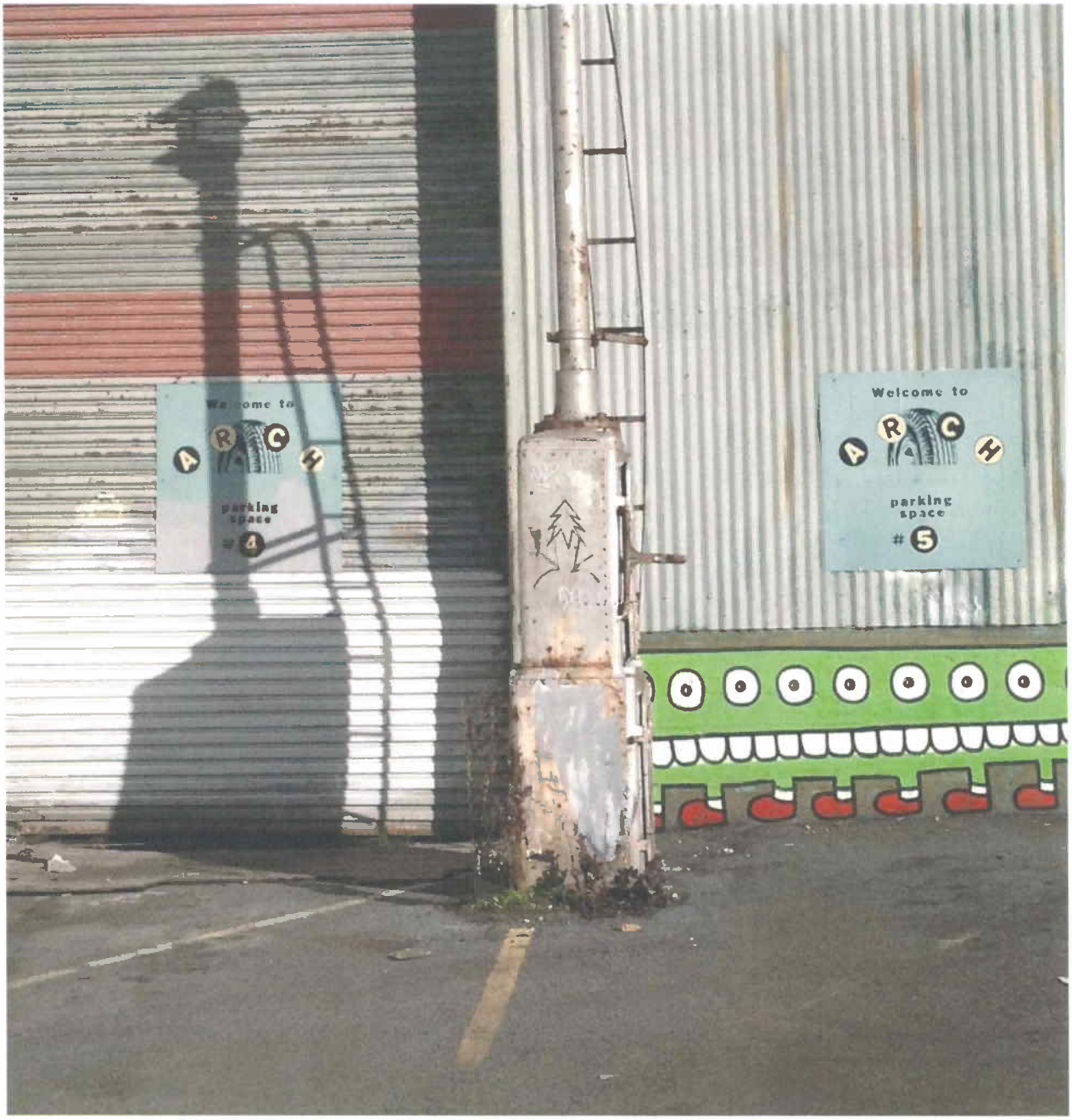
http://collections.ucolick.org/archives_on_line/bldg_the_obs.html

City Directories

end


16TH
PACIFIC REFINING & ROOFING CO
3949
(1796)
TEXAS
MISSISSIPPI
WOOD POSTS
PACIFIC ROLLING MILL CO
NIGHT & SUNDRY WATCHMAN, A.D.T. SYSTEM
6 STATIONS, HOURLY ROUNDS. ELEC POWER
COLUMN SHED
MACHINE SHOP
STRUCTURAL SHED
17TH
559 eet.
ST.
3950
(1797)
PACIFIC ROLLING MILL CO
STOCK SHED
WOOD & STEEL TRUSS RF
ST.


TEXAS
541
PACIFIC ROLLING MILL CO.
3986
1862
BOLT SHOP
PATTERN SHOP 2N
2-RUNS WOOD POSTS


Welcome to
ARCH
parking
space
#5

Patrick Noble & Pacific Rolling Mill -
Crocker Langley San Francisco Directory

1897

Noble Maud Miss, teacher piano, r. 609 Baker

NOBLE PATRICK
general manager Pacific Rolling Mill Co.,
100 Market, r. Lick House

1898

1550 Natoma

NOBLE PATRICK
general manager Pacific Rolling Mill Co.,
418 Mission, r. 2321½ Pine

Noble Paul, student, r. 611 Baker

1899

NOBLE PATRICK
general manager Pacific Rolling Mill Co.,
418 Mission, r. 1010 Ellis

Noble Paul, student, r. 611 Baker

PACIFIC ROLLING MILL CO.
Charles S. Neal president, Loula F. Monteagle vice-president, Harold Steele secretary, Patrick Noble general manager, works Potrero Point, office 418 Mission, telephone Main 1938

[illegible] Rubber Co., P. H. Pease manager

1900

NOBLE PATRICK
general manager Pacific Rolling Mill Co., 418 Mission, r. 1010 Ellis

---

PACIFIC ROLLING MILL CO., 418 Mission

1901

Bldg., r. 1319, 47th Av.

NOBLE PATRICK
successor to Pacific Rolling Mill Co. works cor. Mississippi and 17th, office 418 Mission, tel. Main 1938, r. 1024 Gough

Noble Paul M. physician r. 611 Baker

418 New Montgomery

PACIFIC ROLLING MILL CO.
Charles S. Neal president, Louis F. Monteagle vice-president, Harold Steele secretary, Patrick Noble manager, office 418 Mission, tel. Main 1938

Rolling Mills.

Pacific Rolling Mill Co., 418 Mission

1902

mgr., 418 New Montgomery

PACIFIC ROLLING MILL CO., Charles S. Neal pres., Louis F. Monteagle vice-pres., Harold Steele sec., Patrick Noble mgr., office 418 Mission, tel. Main 1938

Rolling Mills.

Noble Patrick, 418 Mission
Pacific Rolling Mill Co., 418 Mission

TIMELINE FOR PACIFIC ROLLING MILL CO., JUDSON MANUFACTURING COMPANY, THE JUDSON-PACIFIC COMPANY, AND THE JUDSON PACIFIC-MURPHY CORPORATION
1200-1210 17th Street, San Francisco CA

Note: events of particular significance are highlighted in red. Dates with an asterisk (*) have an exhibit included.

19th Century

Summary: As San Francisco and the West grow, Pacific Rolling Mills Co. aides the region's expansion and enjoys a successful three-decade run of pioneering steel production before suffering financial setbacks and filing for liquidation near the end of the 19th Century.

1866:
Pacific Rolling Mills Co. forms; locates plant at Potrero Point by 1867. It is the West's first iron producing plant. Patrick Noble serves as Secretary and Superintendent, and becomes one of the company's senior officers. The sweep of Pacific Rolling Mills' impact is perhaps best captured in the book *Romance of Steel*: *Nearly every great structure built on the coast ... drew on the Pacific Rolling Mills for iron and steel. Railroads, cable roads, bridges, dams and skyscrapers flowed from its furnaces.* (Source: *Romance Of Steel,* page 40). The company liquidates in 1898 after being impacted by a national economic depression and significant competition from east coast steel industrialists.

20th Century

1902-1916

SUMMARY: Patrick Noble, former Superintendent of Pacific Rolling Mill Co., establishes Pacific Rolling Mill Co.[1] on Potrero Hill at parcels bounded by 17th, Mississippi, and Texas Streets. According to *Romance Of Steel: The Mills (Pacific Rolling Mills at Potrero Point) were wrecked but one of the provisions of the liquidation was that Superintendent Patrick Noble was to have whatever machinery he wished and was given permission to use the name of the firm. He moved much of the manufacturing equipment to 17th and Mississippi Streets where he carried on the Pacific Rolling Mills as a structural fabricating organization. His son, Edward B. Noble, and some of the ablest mechanics of the mills joined him and during the thirty years from 1898 to 1928 the new company grew and prospered, and served San Francisco*

[1] While many sources make plural the word "Mill", Pacific Rolling Mill Company's 1885 and 1890 catalogues and all City Directory listings we viewed show the business name as "Pacific Rolling Mill Company."

well. (Source: *Romance Of Steel*, page 49). The company becomes a major force in rebuilding San Francisco following the Great Earthquake and Fire and a pioneering iron and steel-maker.

*1902: Huge fire breaks out at the Pacific Refining and Roofing Company and engulfs "two-thirds" of the block bounded by 16th, 17th, Mississippi, and Texas Streets. A night watchman for adjoining property, Pacific Rolling "Mills", alerts fire crews.

- The San Francisco Call, 8/28/02

1905: Pacific Rolling Mill Co. founder Patrick Noble gets 5 contracts for steel and iron stringers for the Fairmont Hotel

- The San Francisco Call, 1/18/05

*1905: Sanborn San Francisco Fire Insurance Maps page 531 show "P. Noble's Iron Works" at 17th Street and Mississippi. Building includes a foundry, core oven, blacksmith, machine shop, five small furnaces; Sanborn page 530 shows "P. Noble's Wareho." (block directly across 17th Street at Texas) with a "pattern shop". Sanborn Map 1905, page 530 shows 1210 17th Street an empty parcel with no buildings.

- David Rumsey Map Collection, Sanborn San Francisco Fire Insurance Maps pages 530 and 531, Volume 5. *

1905: Pacific Rolling "Mills" Co. worker crushes his foot in a "large belt wheel."

- The San Francisco Call, July 28, 1905

1906: Availability of work is so strong following the earthquake that there is a shortage of skilled labor. Companies such as Pacific Rolling "Mills" Co. that belong to the "foundrymen's associations" are "short of men in all the departments of the trade that are called for in ship and engine building – and especially pattern makers and machinists."

- Los Angeles Herald, 7/19/06

1906: Real estate advertisement touts rapid industrial growth in San Francisco and cites companies including the Pacific Rolling "Mills" as being in the process of "construction, representing an outlay of approximately Ten Million ($10,000,000) dollars" (in reference to all of the construction spending by industries).

- The San Francisco Call, 9/22/05

1907: Pacific Rolling Mill Co. worker falls to death in machine shop

- San Francisco Chronicle, 2/18/07

**Not until Texas Street is vacated does the double block from Mississippi to Missouri Street have the 1200 addresses.*

*1907: Pacific Rolling Mill Co. advertisement (listing 17th St. address) cites post-earthquake projects including Fairmont Hotel, Crocker Building, Flood Building, St. Francis Hotel, Chronicle Building, and the California State Capitol building in Sacramento

- San Francisco Chronicle, 12/22/07

*1907: Pacific Rolling Mill advertisement lists 17th and Mississippi Street address. Ad includes list of buildings "Erected or Reconstructed Since the Fire by This Firm".

- The San Francisco Call, 12/29/07

1907: City Directory includes "17th and Mississippi for the first time under PACIFIC ROLLING MILL CO.

1907: Pacific Roll Mill Co. ad lists officers (P. Noble President), major buildings it has erected post-quake, and lists its address at 17th and Mississippi Streets.

- The San Francisco Call, 12/29/07

*1908: Pacific Rolling Mill Co. advertisement (listing 17th St. address) notes buildings "erected or reconstructed since the fire" including "The State Capitol at Sacramento"

- San Francisco Chronicle, 5/3/08

1909: Pacific Rolling Mill Co. gets contract to provide steel for SF City and County Hospital (SF General Hospital)

- San Francisco Chronicle, 6/26/09

1909: Pacific Rolling Mill Co. given permission to lay spur track to get material to SF City and County Hospital more quickly

- San Francisco Chronicle, 8/24/09

1909: Index listing for Pacific Rolling Mill Co. at 17th St. address under heading of "Architectural and Ornamental Steel and Iron Work"

- The Architect and Engineer, 11/09

*1909: 1910: Pacific Rolling Mill Co. noted in article as the "pioneer of all the iron businesses in this city."

- The Architect and Engineer, 11/09 – 01/10

1910: Article on construction of bridge across Kings River, CA cites Pacific Rolling Mill Company as supplier of all required steel.

- The Architect and Engineer, 8/10

*1910: Advertisement by Pacific Rolling Mill Co. lists 17th and Mississippi Street address and promotes "structural steel, forgings, bolts, rivets, frogs, switches, cast iron."

- The San Francisco Call, 2/10/10

*1911: Steel work erected by "the Pacific Rolling Mill of San Francisco" for "Largest Steel Truss on Pacific Coast" for Native Sons of the Golden West Building on Mason, near Geary Street.

- The Architect and Engineer, 2/11

1911: Pacific Rolling Mill Co. advertisement lists 17th St. address and work performed – structural steel, forgings, bolts rivets, frogs, switches, cast iron

- San Francisco Chronicle, 1/8/11

1911: Worker at Pacific Rolling Mill Co. killed by crane in yards

- San Francisco Chronicle, 2/28/11

1911: Pacific Rolling Mill Co. "sent out nicely worded Christmas and New Years greeting to their customers and friends."

- The Architect and Engineer, 12/11

1912: City Directory listing includes "E.B. Noble Vice, pres,"

1912: A non-union worker fires on Pacific Rolling Mill Co. union workers during a labor dispute.

- San Francisco Chronicle, 3/22/12

1913: "Who's Who on the Pacific Coast" lists Patrick Noble, President, Pacific Rolling Mill Co.

*1913: Publication announces upcoming series of articles on steel and iron companies that have helped rebuild the "Wonder City" since April 1906. Pacific Rolling Mill Co. and Judson Manufacturing Company are listed.

- The Architect and Engineer, 6/13

1913: Pacific Rolling Mill Co. worker falls and breaks his neck at plant

- San Francisco Chronicle, 7/22/13

1913: Pacific Rolling Mill Co. awarded contract for cast-iron bases for City Hall steel

- San Francisco Chronicle, 12/16/13

1914: Pacific Rolling Mill Co. advertisement (listing 17th Street address) notes goods supplied by company

- The Architect and Engineer of California, 8/14 – 12/14

1915: Article announces Pacific Rolling Mill Co. steel work contract for the construction of the Ferry post office at Ferry Building in San Francisco.

- Building and Engineering News, 3/17/15

1915: "The Judson Iron Works of San Francisco and Oakland will fabricate and erect the steel for the new Rainer brewery in San Francisco, while the 2000 or more tons of steel for the new San Francisco public library to be erected in the Civic Center will be furnished by the Pacific Rolling Mill."

- The Architect and Engineer, 5/15

*1915: Announcement of contractors for construction of S.F. Public Library at Hyde and Fulton Streets; Pacific Rolling Mill Co. listed as contractor.

- Building and Engineering News, 5/12/15

*1916: Current Pacific Rolling Mill Co. contracts include the B.J. Wheeler Hall, Berkeley, University of California Library and the harbor warehouse No. 1 for Los Angeles County.

- The Architect and Engineer, 2/16

*1918: Sanborn Map Page 545, Block 3950, 1210 17th Street. Notations on the Sanborn by F.O. Shutts, Assistant Engineer for the S.F. Department of Public Works, indicate "Iron Works" for the Pacific Rolling Mill Co. building. Sanborn Map page 545 with notations by F.O. Shutts indicate "Iron Works" for 1200 17th Street building complex. Notations by F.O. Shutts on Sanborn Map page 559 Block 3986 show "Iron Works." Page 545 Sanborn also shows a "Foundry" on the site at 17th and Texas Street – the block across the street from 1200 – 1210 17th Street site.

- Sanborn Maps, 1918 from San Francisco City Planning case file.

1920's

SUMMARY: The booming 1920's proves a decade of change and challenge for Pacific Rolling Mill Co.

*1920: Pacific Rolling Mill President and founder Patrick Noble dies, age 71

- San Francisco Chronicle 10/10/20

*1920: "Death Claims Pacific Steel Mill Chief". Patrick Noble, "Pioneer in the Industry on the Pacific Coast, Passes Away at Home Here."

- San Francisco Examiner, 10/4/20

1920: Patrick Noble's son, Edward B. Noble, becomes President of Pacific Rolling Mill Co. As noted in *Romance of Steel*, Patrick Noble had "shared the management" for nearly a decade with his son up until his death. E.B Noble had been listed as Vice-President in the City Directory beginning in 1912. A.E. Wilkens, who had been associated with Pacific Rolling Mill in 1911, becomes general manager. As documented in *The Romance of Steel*, innovation and productivity continued: *Under this new management the principal new development was the design and manufacture of electric traveling Bridge and Gantry cranes, an enterprise requiring expert skill in mechanical engineering. After more than twenty years many of the cranes developed*

for power plants, railroads, lumber mills and other heavy industries are still giving service.

- *Romance of Steel*, page 53.

1920: City Directory shows Pacific Refining and Roofing Company moved from 16th and Texas Street to 234 Rialto Building.

1922: Pacific Rolling Mill Co. listed as one of contractors in advertisement for Russian Hill "Capo di Monte" homes at corner of Hyde and Filbert Streets.

- San Francisco Chronicle, 5/3/22

1922: Pacific Rolling Mill Co. referenced in article about the rise of industrial sites in City.

- San Francisco Chronicle, 6/12/22

*1924: Page of competing advertisements shows separate listings for Judson Manufacturing Company and Pacific Rolling Mill Co.

- The Architect And Engineer, 3/24

1924: Article notes two PG&E buildings Pacific Rolling Mill Co. is contracted to supply.

- The Architect And Engineer, 9/24

1926: Advertisement by Pacific Rolling Mill Co. lists 17th St. address and describes "forgings" and "foundry products".

- San Francisco Business, 4/14/26

1927: Article notes Pacific Rolling Mill Co. supplying structural steel for Warner Brothers theater, store, and office building on Hollywood Blvd, LA.

- The Architect And Engineer, 1/27

*1928: Merger of "two of the largest steel fabricating plants in the west" is announced. "Many of the most prestigious structures in the Bay district have been fabricated by the Pacific Rolling Mill company." Officials of the Judson-Pacific Company are listed as Carlos J. Maas (President), E.B. Noble (Vice President and Treasurer, son of Patrick Noble), A.E. Wilkins (Vice President and General Manager), P.F. Gillispie (Vice President and Sales Manager) and H.F. Hedrick (General Superintendent); T.A. Maas, C.P. Carruthers, Directors.

- Los Angeles Times, 1/22/28
- *Romance Of Steel*, page 27.

*1928: Article titled, "Pacific Rolling Mill and Judson in Merger". "A new company will be formed to take over the properties involved, which include approximately eight acres at Emeryville, and about three acres at Seventeenth and Mississippi Sts., San Francisco." "The consolidation is interesting from the standpoint that it will combine the activities of two of the oldest industrial plants on the Pacific Coast."

- Building and Engineering News, 1/28/28

*1928: Article referencing merger describes consolidation of "pioneering concerns": "These two companies are the oldest steel companies on the pacific coast."
- Los Angeles Times, 1/29/28

*1928: Article describes how Pacific Rolling Mill Co. "three years ago inaugurated a new building program for the ground which they have held under lease since 1906. Structures representing approximately $120,000 were built and equipped with machinery and other necessities involving another $200,000. Because of rapid progress being made in the company, it is believed that still further expansion may be made in the near future. Purchase of the property containing approximately three and one-half acres has been negotiated at the expiration of the company's three-year option from the Real Estate and Development Company, owners, said to be a holding company for William Randolph Hearst. The Real Estate and Development Company were the owners of the entire two blocks between Sixteenth, Seventeenth, Missouri and Mississippi Streets. By the terms of this sale the Judson Pacific Company takes title to all except a piece 100 feet by 400 feet from Sixteenth to Seventeenth streets along the east line of Missouri street and the southwest corner of Sixteenth and Mississippi streets with frontages of 196 feet on Mississippi by 237 feet on Sixteenth street. Texas street has been closed, which gives the purchasers frontages of 380 feet on Seventeenth street, 200 feet on Mississippi street and 140 feet on Sixteenth street."
- San Francisco Chronicle, 2/3/28

1928: Advertisement for Judson-Pacific Co. claims "the largest steel contracting fabricators in California."
- Oakland Tribune, 2/12/28

*1928: Article about merger of the Pacific Rolling Mill Company and the Judson Manufacturing Company notes new company will "constitute the largest steel fabricating concern in the West"
- The Architect And Engineer, 2/28

1928: *When the managements of the Judson Manufacturing Company and the Pacific Rolling Mills decided that greater production would be possible through joint operation of their facilities the Judson-Pacific Company came into existence, while* the *open hearth furnaces and rolling mills of the Judson plant continued as Judson Steel Corporation, the oldest rolling mill on the Pacific Coast today.*
-*Romance Of Steel*, page 61.

1928: Article, describing merging trend in San Francisco steel companies, mentions merger of the Pacific Rolling Mill Company and the Judson Manufacturing Company
- San Francisco Business, 3/14/28

1928: Article about new Capwell department store lists Judson-Pacific's successful bid for $500,000 worth of structural material

- Oakland Tribune, 4/2/28

1928: Article citing a "new method of steel construction" describes new building for J.W. Helm in Oakland, CA with Judson-Pacific Company as one of primary contractors

- The Architect And Engineer, 5/28

*1929: Article notes Judson Manufacturing Company "with headquarters in San Francisco" notes "three thirty-ton basic open hearth furnaces, and, billet and bar Mill at its Emeryville plant."

- San Francisco Business, 2/13/29

1929: City Directory lists Judson-Pacific at 609 Mission Street.

1929: Index of contractors and materials lists Judson-Pacific Company with shops in San Francisco and Oakland.

- The Architect and Engineer, 5/29

1929: Article on "Steel Frame Hollow Tile House" in Piedmont, CA with steel frame fabrication by Judson-Pacific Murphy Company

- The Architect And Engineer, 10/29

1930's

SUMMARY: Staffed with most of the top executives and workers from the former Pacific Rolling Mill Co., the newly merged Judson-Pacific prospers in spite of the Great Depression. The decade proves a remarkable period for Judson-Pacific as it is uniquely positioned to provide steel for public infrastructure projects, institutions and utilities. The list includes: Hoover Dam, the Golden Gate and Bay Bridges, San Francisco's Grace Cathedral and Pacific Telephone and Telegraph Building, and the Colorado aqueduct. Judson-Pacific also helps vastly improve the lives of those in rural California by linking towns and residents to the outside world through a network of smaller bridges and post offices, as well as building public schools. As noted in *Romance Of Steel*: *Some of the steel fabrication shared by the Judson-Pacific Company during these years were the approach structures and substantial portions of the main spans of the Golden Gate Bridge, the gigantic hoists in the intake towers of Boulder Dam, the towering Pacific Telephone and Telegraph Building, many buildings of the Civic Center, the campus of the University of California and also of Stanford University; exhibit buildings of the 1939 Exposition on Treasure Island – now used by the Navy - and the tall Tower of the Sun at the fair. Judson-Pacific also fabricated the steel for many of the huge gold dredges that work the old river beds of Alaska and California.*

- *Romance Of Steel*, page 63.

1930: Judson-Pacific Co. advertisement lists Mission Street sales office
- The Architect And Engineer, 5/30

1931: Judson-Pacific Company noted supplying structural steel for Telephone Building at Pine and Steiner Streets, SF
- The Architect And Engineer, 11/31

1931: Judson-Pacific Company noted as supplying steel for UC Berkeley gymnasium
- The Architect And Engineer, 12/31

*1932: Judson-Pacific advertisement "The Modern Way – Build With Steel" lists plants in San Francisco and Oakland
- The Architect And Engineer, 1/32

1932: Contributors to construction of new gymnasium at U.C. Berkeley listed; structural steel contract awarded to Judson-Pacific Co.
- Building and Engineering News, 1/9/32

1932: Judson-Pacific Co. advertisement lists plants in San Francisco and Oakland
- The Architect And Engineer, 8/32

1933: Judson-Pacific Company noted as receiving contract for structural steel for The Pacific Telephone & Telegraph Company at Bush and Larkin Streets, SF
- The Architect And Engineer, 3/33

1933: Article titled "Bay Factories Have Contracts For Span Work" cites supply of structural bracing for "cutting edges" by Judson-Pacific Iron Works.
- Pacific Constructor, 6/10/33

*1933: Entry regarding construction of "Marin Approach Span of the Golden Gate Bridge" states that steel is to be fabricated by Judson-Pacific Co.
- Pacific Constructor, 11/18/33

1934: Advertisement by Judson-Pacific Co. boasts "Structural Steel for Grace Cathedral":
- The Architect And Engineer, 1/34

1934: Judson-Pacific Co. listed as subcontractor for projects including, iron and heavy timber mixing plant on Yerba Buena Island, Henry J. Kaiser Co. Latham Square Building in Oakland, and lining tunnel for San Francisco-Oakland Bay Bridge.
- Pacific Constructor, 2/3/34

1934: Extensive article on El Capistrano Apartment House (located at 3440 25th St. SF). Structural steel supplied by Judson-Pacific Co.
- The Architect And Engineer, 3/34

1934: Judson-Pacific Co. awarded contract by Navy Department (Washington D.C.) for seven cranes to be installed in machine and electric shop building in Bremerton, WA.

- Pacific Constructor, 3/31/34

1934: Extensive article on the construction of Grace Cathedral shows structural steel framing as supplied by Judson-Pacific Company and lists them as steel suppliers for building

- The Architect And Engineer, 12/34

*1934: Judson-Pacific Co. award contract for reinforcing steel for construction of Oakland courthouse at Fallon, 12th, Oak, and 13th Streets.

- Pacific Constructor, 12/29/34

1935: Judson-Pacific Co. supplies structural steel for post office in Roseville, CA.

- Pacific Constructor, 1935

1935: Judson-Pacific Co. supplies structural steel for post office in Sebastopol, CA.

- Pacific Constructor, 1935

*1935: Judson-Pacific Co. awarded contract to supply four cage operated overhead revolving cranes for installation in the intake towers at Boulder (Hoover) Dam.

- Pacific Constructor, 1935

1935: Judson-Pacific Company awarded contract for structural steel for construction of auditorium in Pleasanton, CA.

- Pacific Constructor, 1/4/35

1935: Advertisement by Judson-Pacific Co. boasts "Structural Steel for Grace Cathedral and other notable Bay Region structures"

- The Architect And Engineer, 2/35

1935: Judson-Pacific Co. advertisement listing plants in San Francisco and Oakland

- The Architect And Engineer, 6/35

*1935: Judson Steel Co. supplies 1,000 tons of steel for construction of Colorado Aqueduct, as awarded by the Metropolitan Water District, Los Angeles.

- Pacific Constructor, 9/7/35

1936: Judson-Pacific Company supplies structural steel for post office in Lodi, CA.

- Pacific Constructor, 1936

1936: Judson-Pacific Company supplies structural steel for two permanent airplane hangars at site of 1939 World's Fair, Yerba Buena Shoals.

- Pacific Constructor, 1936

1936: Judson Mfg. Co. supplies reinforcing steel for "Wharf, Etc." in Oakland outer harbor.

- Pacific Constructor, 1936

*1936: Article cites Judson-Pacific Company's supply of approximately 530 tons of "rolled material" for the Marin approach to the Golden Gate Bridge.

- Ukiah Republican Press, 1/1/36

1937: Judson-Pacific Company supplies steel for Central Exposition Tower for site of 1939 World's Fair.

- Pacific Constructor, 1937

*1937: Judson-Pacific Company supplies structural steel for remodel of assembly hall at Stanford University.

- Pacific Constructor, 1937

1937: Judson-Pacific Company advertisement, "The South of Market Area Is Certain Of Splendid Development, On All Matters Of Steel Fabrication – Consult Us".

- Pacific Constructor, 1937

1937: Judson-Pacific Co. is contractor for Buddhist church at Octavia and Pine Streets.

- Pacific Constructor, 1937

*1937: Judson-Pacific Company supplies structural steel for School of Education building on campus of Stanford University in Palo Alto, CA.

- Pacific Constructor, 1937

1937: Judson-Pacific Company supplies structural steel for Kaiser wet mix concrete plant in Oakland, CA.

- Pacific Constructor, 1937

*1937: Judson-Pacific Co. supplies structural steel for Golden Gate Bridge toll plaza and building.

- Pacific Constructor, 1/16/37

*1937: Judson-Pacific Company "busy filling orders for the Bay Bridge"

- The Architect And Engineer, 7/37

1937: Article titled "Fill for Eastbay Yard is Half Completed" cites Judson-Pacific Company as fabricators of steel work for Bay Bridge electric railway facilities.

- Pacific Constructor, 7/3/37

*1938: Article describes "fifty years of service" by Judson-Pacific Company, the Pacific Rolling Mill Co., and Judson Company. Of special note was the emphasis on the lineage of the Judson-Pacific Co.: *... the outstanding event of the Christmas*

holidays was a complimentary dinner to H.F. Hedrick, plant superintendent of the Judson Pacific Company and who has been identified with either the old Pacific Rolling Mills or the Judson Company for half a century. Forty-two associates and fellow workers gathered around the festive board to pay tribute to the man who has given 50 years of loyal service to his employers. Of the 42 who were present it was pointed out that each had enjoyed an average lengthy of service with the company of 20 years.

- The Architect And Engineer, 1/38

1939: Advertisement by Judson-Pacific Co., "950 Tons of Steel for Tower of the Sun Treasure Island"

- The Architect And Engineer, 2/39

1939: Judson-Pacific Co. advertisement "For Class A Buildings, Bridges, Etc." lists plants in San Francisco and Oakland

- The Architect and Engineer, 9/39

1939: Judson-Pacific Co "has the structural steel contract" for the Pacific Telephone And Telegraph Company in Sacramento

- The Architect And Engineer, 10/39

1939: Article titled, "Gold Dredge Built by Judson-Pacific".

- Nevada State Journal, 12/11/39

1940's

SUMMARY: World War II breaks out and Pacific-Judson Company continues its leadership role in productivity for the war effort. As detailed in *Romance Of Steel*: *In 1940 the company engaged again in the stern stresses and urgent demands of war. During the earlier years of World War II Judson-Pacific devoted its resources almost exclusively to building the defense plants in which the tools of war were built. It furnished the steel for a foundry building for Columbia Steel at Pittsburg, California; for a plate and foundry shop for Bethlehem Steel at San Francisco; for the American Forge Company in Berkeley; for the Pacific Car & Foundry Company at Seattle; for machine shop structures for Joshua Hendy at Sunnyvale; for plate and fabricating shops for Moore Dry Dock at Oakland, Henry J. Kaiser Company at Richmond, Western Pipe & Steel Company at South San Francisco, and numerous other structures for the Navy. During this period it also fabricated several hundred electric traveling cranes. The plant facilities in Emeryville also produced hundreds of mechanized landing craft for the Navy."*

- Romance of Steel, pages 63-65.

1940: Grand daughter of Patrick Noble marries in Grace Cathedral

- Oakland Tribune, 8/10/40

1940: Article cites construction of gold dredge by Judson-Pacific Co in Northern Elko near Mountain City.

- Nevada State Journal, 10/28/40

1942: Judson-Pacific advertisement lists 17th Street address
- The Architect And Engineer, 4/42

1943: Advertisement by Judson Steel Corporation, "Men for Defense Work"
- Oakland Tribune, 1/23/43

*1943: Advertisement by "Judson-Pacific War Industry" for "Welders, Welder Trainees, Defense Workers Wanted"
- Oakland Tribune, 8/14/43

*1943: Advertisement by Judson-Pacific Co., "Wanted Steelworkers"
- Oakland Tribune, 9/25/43

1943: Advertisement for "Wanted – Men Or Woman Welders" for "essential steel industry", at Judson-Pacific Co.'s Emeryville plant
- Oakland Tribune, 10/29/43

1944: Advertisement for "150 Men Wanted" by "Judson-Pacific War Industry"
- Oakland Tribune, 3/26/44

*1945: Article about merger of Judson-Pacific and the J. Phillip Murphy Corporation, to form Judson-Pacific-Murphy Corporation, describes Judson-Pacific Company as a San Francisco pioneer steel fabricator. New officers: Paul F. Gillipsie (becomes President), Carlos J. Maas (becomes Vice President), and J. Phillip Murphy (becomes Vice President and General Manager). Many of the same top executives from Judson-Pacific continue to run the newly merged company.
- The Architect And Engineer, 2/45

1945: *As the European phase of World War II approached its triumph for the United Nations, a new chapter in the history of Judson-Pacific was written. On February 1, 1945, Judson Pacific-Murphy Corporation was created to take over the business of both the Judson-Pacific Company and The J. Philip Murphy Corporation. In the formation of the successor Company, E.B. Noble severed his connections, and A.E. Wilkens, after 35 years successful management of Pacific Rolling Mills and Judson-Pacific Company, retired from active participation in the new organization but continued to serve as a director. Officers and directors of this new corporation are: P.F. Gillespie, President; J. Philip Murphy, Vice-President, General Manger; Carlos J. Maas, Vice-President, Director; A.E. Wilkens, Director; T.A. Maas, Director; W.S. Wetenhall, Director; G.F. Rotenkolber, Assistant General Manager, Director; W.T. Merriman, Secretary. The new president, P.F. Gillespie, has been with the corporation as salesman, sales manager and vice-president since he joined the Judson Manufacturing Company in 1919.... The men who direct the activities of the Judson Pacific-Murphy Corporation today are keenly alive to the challenging* opportunities of the present, but they are also fully *aware of their debt to the genius of their predecessors. Without the experience of such*

predecessor organizations as the Pacific Rolling Mills, the Judson Manufacturing Company, the Judson-Pacific Company, and the younger J. Philip Murphy Corporation – without the creative cooperation of other pioneering corporation – without the inspiring competition of many companies which worked with it in the building of the West – the Judson Pacific-Murphy Corporation would not be the capable and experienced unit that it is today.

- Romance of Steel pages 65-69.

1945: Judson-Pacific-Murphy advertisement lists 17th St address

- The Architect And Engineer, 9/45

*1946: Judson-Pacific-Murphy advertisement lists 17th St address

- The Architect And Engineer, 12/46

*1947: Judson-Pacific-Murphy Corp. advertisement lists 17th St. address

- The Architect And Engineer, 1/47

*1947: Judson-Pacific-Murphy Corp. plans to "triple outlet" with $500,000 expansion of Emeryville site. "In progress for the past year, transfer of San Francisco operations to the Emeryville plant will be completed in about six weeks.."

- Oakland Tribune, 1/9/47

*1947: Judson-Pacific-Murphy Corp. advertisement lists 17th St. address

- The Architect And Engineer, 2/47

*1947: Judson-Pacific-Murphy Corp. advertisement lists 17th St. address

- The Architect And Engineer, 3/47

*1947: Judson-Pacific-Murphy Corp. advertisement lists 17th St. address

- The Architect And Engineer, 4/47

*1947: First advertisement noted for Judson-Pacific-Murphy Corp's Emeryville location (instead of SF)

- The Architect And Engineer, 5/47

1947: Judson-Pacific Murphy Corp. supplies structural steel for Sherman Clay And Co (Oakland, CA)

- The Architect And Engineer, 6/47

1947: Judson-Pacific-Murphy Corp. advertisement boasts "Structural and Reinforcing Steel For Apparel City And Sherman Clay And Co."

- The Architect And Engineer, 6/47

1947: Judson-Pacific-Murphy Corp. receives crane contract for intake structure of the Davis Dam power plant near Kingam, Arizona.

- Nevada Star Journal, 6/5/47

1947: Article profiles "New Judson-Pacific Murphy Steel Corporation Plant" in Emeryville, CA

- The Architect And Engineer, 7/47

1947: Judson-Pacific-Murphy Corp. advertisement "structural and reinforcing steel for Western Merchandise Mart"

- The Architect And Engineer, 8/47

1947: Article lists all contractors involved in construction of Western Merchandise Mart, including Judson-Pacific Murphy Co.

- The Architect And Engineer, 8/47

1948: Judson-Pacific-Murphy Corp. announces completion of eighty percent of steel framework for U.S. Construction of "'Biggest Plane Hanger" in Alaska.

- Albuquerque Journal, 5/15/48

1950's

SUMMARY: While the Judson Pacific-Murphy Corporation enjoys continued success during post World War II economic prosperity new financial challenges loom on the horizon. Notable projects built by Judson Pacific-Murphy include the Richmond-San Rafael Bridge, and a major repair of the Golden Gate Bridge.

1950: J. Phillip Murphy testifies before congress that "competitive price squeeze by subsidiaries of major steel companies threatens to put the West Coast Independent Fabricators out of business."

- The Bakersfield Californian, 4/22/50

1950: Judson-Pacific-Murphy corporation awarded contract for 650 trash racks for Hungry Horse dam penstocks and river outlets, "to prevent debris from getting into the turbines".

- Montana Standard, 8/25/50

1953: Edward Noble dies, September 3rd 1953

- Nevada State Journal, 9/4/53

1953: "Sierra Rancher" Edward Noble "Taken by Death" at Stanford Hospital.

- Reno Evening Gazette, 9/4/53

*1953: "Edward Noble Dies at 73, Owned Ranch Properties in Five Counties." Article recalls Noble's tenure as both president of Pacific Rolling Mill Co. and head of Judson Pacific Company.

- San Francisco Examiner, 9/4/53

1953: "Large Land Owner of Tehama is Dead" Edward B. Noble.

- Sacramento Bee 9/4/33

1953: Article describes 30,000 tons of steel brought to site of Richmond Bridge construction by Judson-Pacific Murphy-Kiewit Corporation.
- Oakland Tribune, 12/22/53

1954: Article notes Judson-Pacific-Murphy Corporation as fabricating the telescope for the Lick Observatory, Mount Hamilton CA.
- The Architect And Engineer, 9/54

1955: Article notes Judson-Pacific Murphy being awarded joint contract to construct "superstructure" of Richmond-San Rafael Bridge.
- The Architect And Engineer, 1/55

1955: Judson-Pacific-Murphy listed as general contractors for supply of motorized traveling scaffolds for the Golden Gate Bridge.
- The Architect And Engineer, 7/55

1956: Article, "Last Bridge Gap Closed" describes Richmond Bridge as nearing completion, and lists Judson-Pacific-Murphy worker as one of four workmen making "connecting trip".
- Oakland Tribune, 3/7/56

1956: Advertisement by Judson-Pacific Corporation accounts its contribution to construction of the Lucky One Stop Shopping Center in Hayward.
- The Hayward Daily Review, 4/10/56

1956: Article "Judson-Pacific-Murphy Corporation: Spanning The Bay With Steel" describes company's legacy and accomplishments in area.
- San Francisco Chronicle, 8/31/56

1956: Advertisement by Judson-Pacific Murphy-Kiewit announces its completion of the Richmond-San Rafael Bridge's "Four Miles of Steel". The second largest bridge in the country with 50,000 tons of steel.
- Oakland Tribune, 8/31/56

1958: Article announces that "Yuba Consolidated Industries, Inc. of San Francisco is buying Judson-Pacific-Murphy Corp. steel fabricating plant in Emeryville." J. Phillip Murphy remains as President of Judson Pacific-Murphy under ownership of Yuba.
- Oakland Tribune, 6/3/58

*1958: Yuba touts ("Linked In Steel") its purchase of Judson-Pacific Murphy and praises the legacy ("pioneer companies") of Judson Pacific-Murphy and Pacific Rolling Mills Company.
- Oakland Tribune, 7/15/58

1959: Judson-Pacific-Murphy Corp. advertisement listing Emeryville address.
- The Architect And Engineer, 1/59-2/59

1959: Article describes Judson-Pacific Murphy Corp willing to "gamble its reputation and perhaps a million dollars" through its winning contract for construction of Lick Telescope. Credit given to Phil Murphy "our president".
- Oakland Tribune, 7/17/59

1960's to Present

SUMMARY: Judson Pacific-Murphy faces challenging times and another major restructuring. Eventually, the company closes, its industrial buildings are demolished and the Emeryville property site of the former steel-maker is developed into an IKEA furniture mega-store.

1964: "Steel Firm Seeks To Cancel Debt". Debt is the remaining obligation Yuba Consolidated Industries has on "its $3.5 million purchase of the Judson-Pacific-Murphy Corp. in 1958."
- Oakland Tribune, 2/27/64

1964: Yuba comes out of bankruptcy and is bought back by some previous owners of Judson-Pacific Murphy
- Oakland Tribune, 3/6/64

1970: Report on Golden Gate Bridge lists Judson-Pacific-Murphy Corporation as company responsible for bridge repair work after 1951 storm.
- The Golden Gate Bridge; report of the Chief Engineer to the Board of Directors of the Golden Gate Bridge and Highway District (orig. publication date of 1937, republished with additions in 1970.)

1974: Article lauds legacy of Judson Steel Corporation.
- Oakland Tribune, 6/9/74

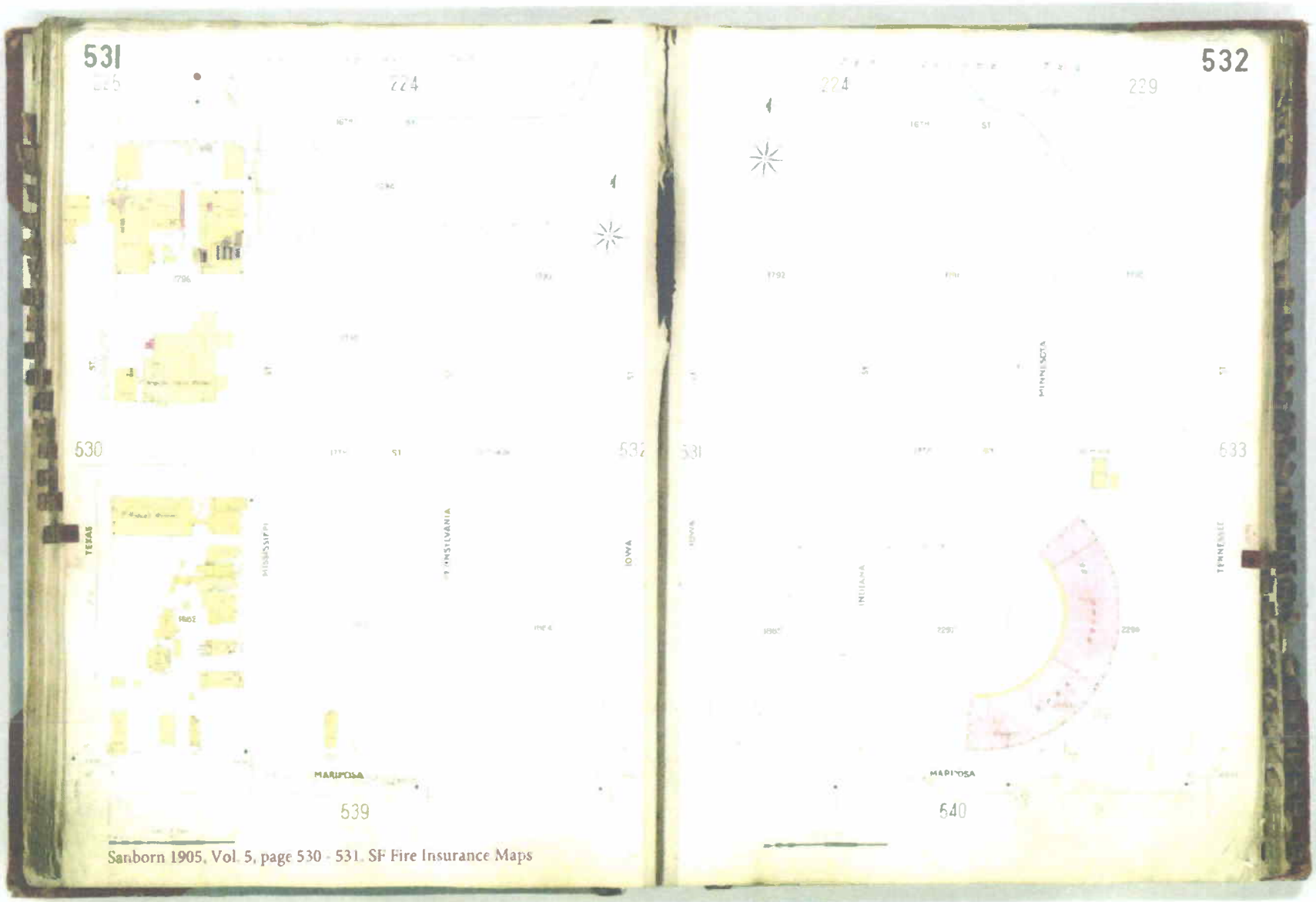
1997: Swedish home furniture giant IKEA buys the Judson Pacific-Murphy property. Since the former factory's property straddled both Emeryville and Oakland both cities had to approve it. Store opened in 2000.
- Source: City of Emeryville http://www.ci.emeryville.ca.us/index.aspx?NID=663

2003: Obituary for steel worker H.W. "Bill" Ziegler, "On the very day he was discharged from the Navy he returned to work in the high steel construction industry for j. Phillip Murphy, first with Judson-Pacific Murphy from 1946 to 1959, then with Yuba Industries from 1959 to 1963 and later with Judson-Pacific Murphy again, where Bill was vice president of operations from 1964 to 1968. He was vice president of Murphy Pacific Marine Salvage Company from 1966 to 1968.
- Source: www.sfgate.com

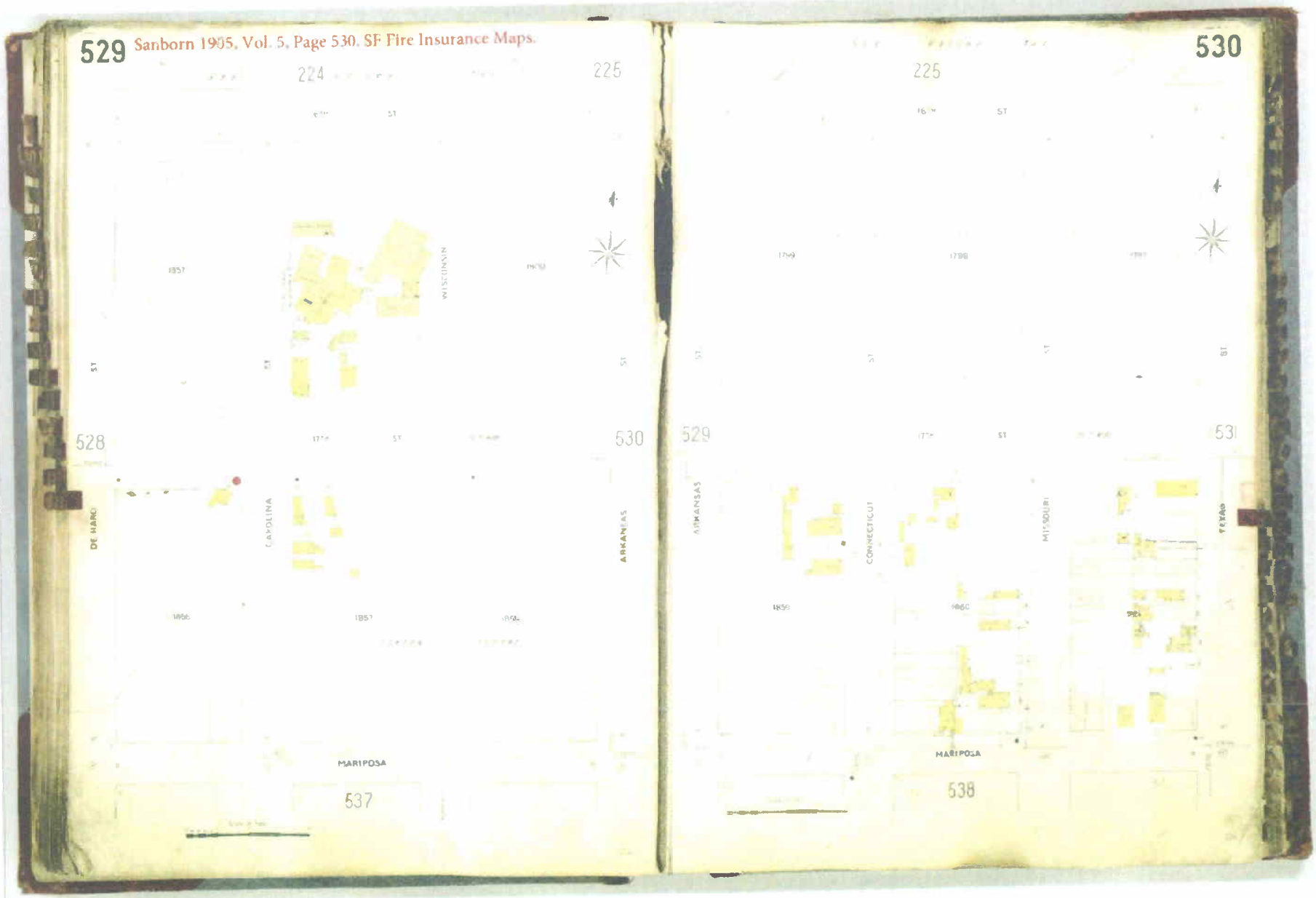
The San Francisco Call, Thursday, August 28, 1902

GREAT BLAZE LIGHTS POTRERO

Works of Pacific Refining and Roofing Company Burned.



Sanborn 1905, Vol. 5, page 530 - 531. SF Fire Insurance Maps


529
Sanborn 1905, Vol. 5, Page 530. SF Fire Insurance Maps.
224
225
528
530
MARIPOSA
537
530
225
529
531
MARIPOSA
538

The First National Bank of San Francisco, Cal.

Northwest Corner Bush and Sansome Streets

Organized 1870

United States Depositary

Capital	$3,000,000.00
Surplus and undivided profits	1,880,000.00
Stockholders' liability	3,000,000.00
Total responsibility to depositors	$7,880,000.00

OFFICERS:

RUDOLPH SPRECKELS, President. JAMES K. LYNCH, Vice-President.
J. K. MOFFITT, Cashier. J. H. SKINNER, Assistant Cashier.
CHAS. H. M'CORMICK, Assistant Cashier

DIRECTORS:

J. DOWNEY HARVEY, Capitalist.
JOHN A. HOOPER, Lumber Merchant.
THOMAS JENNINGS, Capitalist, President of the American Biscuit Co.
JAMES K. LYNCH, Vice-President.
WALTER S. MARTIN, Capitalist.
S. G. MURPHY, Capitalist.
J. K. MOFFITT, Cashier.
JAMES D. PHELAN, President of Mutual Savings Bank.
GEORGE C. PERKINS, Goodall, Perkins & Co. and U. S. Senator.
J. H. SKINNER, Assistant Cashier.
CLAUS SPRECKELS, Capitalist.
RUDOLPH SPRECKELS, President.
JOHN W. VAN BERGEN, N. Van Bergen & Co. Wholesale Liquor Dealers.
CLINTON E. WORDEN, Pres. Clinton E. Worden Co. and A. N. Towne Co.
GEORGE WHITTELL, Capitalist.

ACCOUNTS INVITED

First Federal Trust Company

CAPITAL $1,500,000.00

JOSEPH G. HOOPER, Manager.

Owned by the stockholders of the First National Bank and governed by the same Board of Directors. Authorized to act as receiver, administrator, executor, assignee, or in any trust capacity.

Pacific Rolling Mill Co.

President .... P. NOBLE
Vice-President .... H. C. BANKS
Secretary .... JOHN G. ASHTON

17th and Mississippi Streets

Junction of Seventh Street

The Following Buildings Have Been Erected or Reconstructed Since the Fire by This Firm:

FAIRMONT HOTEL
CROCKER BUILDING
JAMES FLOOD BUILDING
ST. FRANCIS HOTEL
CHRONICLE BUILDING
Five Buildings for the CROCKER ESTATE (3 on Mission, near First; 1 on First, near Mission; 1 on Fremont, near Mission.)
COSMOPOLITAN BUILDING, Bush and Sansome.
MAIN & WINCHESTER BUILDING, Bush, near Montgomery.
Building for GUSTAV SUTRO, Eddy, near Mason.
Addition to MERCANTILE TRUST CO.
First and Second Floors of HALE BUILDING
BANK OF CALIFORNIA
Roof of Main Station "A", SAN FRANCISCO GAS AND ELECTRIC CO.
JEROME GARAGE (Class A) Jackson and Polk Streets.
Building for MRS. ANNIE BAUER, Post Street, near Kearny
SLOANE BUILDING

We have constructed or supplied material for innumerable other work in San Francisco, San Jose, Stockton, Fresno, Santa Rosa and Oakland.

The State Capitol at Sacramento was reconstructed by us, making it fire-proof. We are prepared to erect any building in California, using steel construction.

Steel for Bridges Furnished Ready for Erection

PACIFIC ROLLING MILL CO.

SAN FRANCISCO, CALIFORNIA

San Francisco Conflagration Losses Paid in Full

United States Branch Statement of the Conditions and Affairs of the

SUN INSURANCE OFFICE

Of London, England, on the 31st day of December, A. D. 190[illegible], and for the year ending on that day. Published pursuant to the Provisions of Section 611 of the Political Code and compiled from the annual statement filed with the Insurance Commissioner of the State of California.

ASSETS	
Real Estate owned by Company	[illegible]
Loans on Bonds and Mortgages	[illegible]
Cash Market Value of all Stocks and Bonds owned by Company	[illegible]
Cash in Company's Office	[illegible]
Cash in Banks	[illegible]
Interest due and accrued on all other assets	[illegible]
Interest due and accrued on Bonds and Mortgages	[illegible]
Premiums in due Course of Collection	[illegible]
Rents due and accrued	[illegible]
TOTAL ASSETS	[illegible]

LIABILITIES	
Losses adjusted and unpaid	[illegible]
Losses in process of Adjustment or in Suspense	[illegible]
Losses resisted, including expenses	[illegible]
Gross premiums on Fire Risks running one year or less [illegible], reinsurance 50 per cent	[illegible]
Gross premiums on Fire Risks running more than one year [illegible], reinsurance pro rata	[illegible]
All other liabilities	[illegible]
TOTAL LIABILITIES	[illegible]

INCOME	
Net cash actually received for Fire premiums	[illegible]
Received for interest on Mortgages	[illegible]
Received from interest and dividends on Bonds, Stocks, Loans and from all other sources	[illegible]
Received for Rents	[illegible]
Received from Home Office	[illegible]
Income from all other sources	[illegible]
Total Income	[illegible]

EXPENDITURES	
Net amount paid for Fire Losses (including [illegible], losses of previous years)	[illegible]
Paid or allowed for Commission or Brokerage	[illegible]
Paid for Salaries, Fees, and other charges for officers, clerks, etc.	[illegible]
Paid for State, National and Local taxes	[illegible]
Remitted to Home Office	[illegible]
Reinsurance [illegible] and retained by [illegible] account of San Francisco losses	[illegible]
All other expenditures	[illegible]
Total expenditures	[illegible]

FIRE Losses incurred during the year [illegible]

RISKS AND PREMIUMS	Fire Risks	Premiums
Net amount of Risks written during the year	[illegible]	[illegible]
Net amount of Risks expired during the year	[illegible]	[illegible]
Net amount in force December 31, 1906	[illegible]	[illegible]

Subscribed and sworn to before me this 28th day of January, 1907. EDWIN T. COREY, Comr. of Deeds for State of California in New York City. J. J. GUILE, United States Manager.

Statement of the Conditions and Affairs of the

Michigan Fire and Marine Insurance Company

of Detroit, in the State of Michigan, on the 31st day of December, A. D. 1906, and for the year ending on that day. Published pursuant to the Provisions of Section 611 of the Political Code and compiled from the annual statement filed with the Insurance Commissioner of the State of California.

CAPITAL amount of Capital Stock paid up in Cash [illegible]

ASSETS	
Real Estate owned by Company	[illegible]
Loans on Bonds and Mortgages	387,[illegible]
Cash Market Value of all Stocks and Bonds owned by Company	[illegible]
Cash in Company's Office	[illegible]
Cash in Banks	[illegible]
Interest due and accrued	[illegible]
Premiums in due Course of Collection	[illegible]
Underwriters Salvage Company	[illegible]
TOTAL ASSETS	[illegible]

LIABILITIES	
Losses adjusted and unpaid	[illegible]
Losses in process of Adjustment or in Suspense	[illegible]
Losses resisted, including expenses	[illegible]
Gross premiums on Fire Risks running one year or less [illegible], reinsurance 50 per cent	[illegible]
Gross premiums on Fire Risks running more than one year [illegible], reinsurance pro rata	[illegible]
All Other Liabilities	[illegible]
TOTAL LIABILITIES	[illegible]

INCOME	
Net cash actually received for Fire premiums	[illegible]
Received for interest on Mortgages	[illegible]
Received from interest and dividends on Bonds, Stocks, Loans and from all other sources	[illegible]
Received from Rents	[illegible]
Special Assessment	[illegible]
Profit on sale or maturity of Ledger Assets	[illegible]
TOTAL INCOME	[illegible]

EXPENDITURES	
Net amount paid for Fire Losses (including [illegible], losses of previous years)	[illegible]
Dividends to Stockholders	[illegible]
Paid or allowed for Commission or Brokerage	[illegible]
Paid for Salaries, Fees, and other charges for officers, clerks, etc.	[illegible]
Paid for State, National and local Taxes	[illegible]
All other payments and expenditures	[illegible]
TOTAL EXPENDITURES	[illegible]

FIRE Losses incurred during the year [illegible]

RISKS AND PREMIUMS	Fire Risks	Premiums
Net amount of Risks written during the year	[illegible]	[illegible]
Net amount of Risks expired during the year	[illegible]	[illegible]
Net amount in force December 31, 1906	[illegible]	[illegible]

Subscribed and sworn to before me this 28th day of January, 1907. ELMER F. WEBB, Notary Public. T. H. WHITNEY, Vice President. E. J. BOOTH, Secretary.

PACIFIC DEPARTMENT

The Pacific Department Embraces California, Nevada, Utah, Arizona, Oregon, Washington, Idaho, Montana and Alaska.

C. A. HENRY & CO., General Agents

Northwest Cor. Sansome and Sacramento Sts., San Francisco

In these strenuous times it would be not amiss to call the attention of the thinking people of this country to the extraordinary record of the Continental Building and Loan Association of San Francisco.

When every bank in the State and practically every bank in the country found it imperative to protect its stability by the calling in of loans, the cessation of full payments on drawing accounts, the issuing of certificates in lieu of United States Currency, and the refusal of loan money on practically all securities, the Continental Building and Loan Association not only paid in full in United States Gold Coin all obligations, but also continued day after day in the regular way loaning money on the usual securities accepted by the Company. This marks the final test in the soundness of the principles upon which this great institution has been founded. It has passed through the vituperative assaults of the envious and gained in strength and reputation; through the earthquake and fire with equanimity; and, now, when the greatest financial institutions in the country feel the press of monetary depression, its position is found unassailable, its strength unbroken.

There is a reason for this, a strong and potent reason. It has back of it the strongest, the noblest institution in the world—The Home. Each integral in the magnificent edifice erected by the far-seeing and courageous gentlemen who control the destinies of this Company represents the basic principles of all that is worth while in life, all that is worth striving for—Home and Contentment.

The Continental is now passing its 18th year of usefulness, and during that time over 4000 families in this State owe their start in life to the opportunity offered by this Company.

Organized July 17, 1889, it has authorized capital of $50,000,000.00, subscribed, $15,000,000.00, paid in, $[illegible], surplus and reserve fund, $[illegible]. Since the fire offices of the Company are maintained at Market and Church streets, San Francisco.

Thinking, prudent, ambitious people are invited to call and be informed as to the plan of the institution, or to send their names and place of residence, when explanatory literature will be forwarded.

CONTINENTAL BUILDING AND LOAN ASSOCIATION

Market and Church Streets **San Francisco, Cal.**

OFFICERS:

DR. WASHINGTON DODGE .... President. JOSEPH G. CRAWFORD, Second Vice-Pres.
JAMES McCULLOUGH, First Vice-President. WM. CORBIN, Secretary and General Manager

DIRECTORS:

DR. WASHINGTON DODGE .... Assessor City and County of San Francisco
JAMES McCULLOUGH .... Manager Armour Packing Company
JOSEPH G. CRAWFORD, M. D. .... United States Examiner for Pensions
GAVIN McNAB .... Counselor - at - Law
WM. CORBIN .... Secretary and General Manager

TRUSTEE, Central Trust Company of California
TREASURER, Canadian Bank of Commerce
ATTORNEY, Gavin McNab

H. M. DORSEY .... Cashier
GEO. N. TICHENOR .... Manager Southern California
HUGH A. M'COLL .... Field Manager Investment Department Eastern Division California
GEO. P. HEATH .... Field Manager Investment Department Coast Division California

VISION LEADS MAN TO PAY FOR STOLEN RIDES

HOUSE OF LORDS STILL IN AN UNFINISHED STATE

INCREASED COST OF PAPER DUE TO TIMBER SHORTAGE

FRIEND OF JOHN RUSKIN IS DEAD IN ENGLAND

George Allen's Association With Noted Writer Intimate

Pacific Rolling Mill Co.

President - - - - P. NOBLE
Vice-President - H. C. BANKS
Secretary - JOHN G. ASHTON

STEEL CONSTRUCTION

BUILDINGS ERECTED OR RECONSTRUCTED SINCE THE FIRE

Fairmont Hotel.
Crocker Building.
James Flood Building.
St. Francis Hotel.
Chronicle Building.
Five buildings for the Crocker Estate: Three on Mission nr. First; one on First nr. Minna; one on Fremont, nr. Mission.
Cosmopolitan Building, Bush and Sansome.
Main and Winchester Building, Bush, near Montgomery.
Building for Gustav Sutro, Eddy, near Mason.
Addition to Mercantile Trust Co., First and Second Floors of Hale Building.
Bank of California.
Roof of Main Station "A," San Francisco Gas and Electric Co.
Jerome Garage (Class A), Jackson and Polk streets.
Sloane Building.
Building for Mrs. Annie Bauer, Post street, near Kearny.

We have constructed or supplied material for innumerable other work in San Francisco, San Jose, Stockton, Fresno, Santa Rosa and Oakland. The State Capitol at Sacramento was reconstructed by this company, making it fireproof. We are prepared to erect any building in California using steel construction. Steel for bridges furnished ready for erection.

Pacific Rolling Mill Co.
17th and Mississippi Sts., Junction 7th St.
SAN FRANCISCO - - - CALIFORNIA

UNION LUMBER COMPANY

Redwood and Pine Lumber

Railroad Ties, Telegraph Poles, Shingles, Split Shakes, Etc.

CROCKER BUILDING, SAN FRANCISCO, CAL.
Telephone Temporary 2260

Quote Delivered Prices to All Parts of the United States. Foreign Orders Solicited. Cable Address "Uco."

Metals Used to Print
This Paper Furnished
—BY—

Pacific Metal Works

153-159 FIRST STREET
SAN FRANCISCO
PORTLAND BRANCH: 73 North Second St.
LOS ANGELES OFFICE: 651 North Main St.

Manufacturers of the Best Linotype, Monotype, Stereotype and Electrotype Metals.

We Carry Full Stock Tin, Antimony, Lead, Solder, Babbitt, Sheet Copper, Soldering Coppers, etc.

"CARBON HILL" COAL

$5 Per Ton Ex-Bunkers

SAMPLE FREE

Pea Coal at $5 per ton at bunkers is equal to many lump coals. When dampened it Cokes, making one solid lump on the fire. All sizes always on hand. Cartage extra.

Our Representative will call on request.
Ring up Kearny 4013

UNION FUEL COMPANY

401-406 Crocker Building

NOT IN THE TRUST

The Pacific Rolling Mills.

Under the heading, "Made in San Francisco," The Call recently published an account of some of the more important contracts filled by the Pacific Rolling Mills and the following extract from the article will be found of interest:

"The Pacific Rolling Mill Company is the pioneer of all the iron businesses in this city. The president of the concern, P. Noble, has been associated with the business for 40 years and his company will be remembered as the one which for a great many years was located at the foot of Twentieth street, where the Risdon Iron and Locomotive works is now.

"In the days when the street railroads were being laid in San Francisco old residents will remember the vast quantity of steel rails that were laid and practically every foot of the rails used in the old days was made by the Pacific Rolling Mill Company.

"When steel manufacture began its strides toward the present high standard for building purposes the Pacific Rolling Mill Company branched into that line and was the first to supply structural steel for buildings and bridges in this city.

"D. O. Mills, who was the first man in the United States to build a sky-scraper and to successfully demonstrate in New York City the value of the same, erected the Mills building in this city and placed the contract for the steel with the Pacific Rolling Mill Company. The efficiency of its workmanship was well demonstrated at the time of the fire in April, 1906, as this building withstood the earthquake and is today one of our very best buildings.

"Since that time the Pacific Rolling Mill Company has been continuing the business of supplying structural steel for buildings and bridges, and since the time of the fire has furnished the steel for such buildings as the Bank of California, Chronicle building, American Theater, Cliff House, Anglo and

ADVERTISERS' INDEX—Continued from Page 117

London-Paris National Bank building, Mission Savings Bank, corporation yard for the city and county of San Francisco, situated at Bay and Stockton streets, and the San Francisco hospitals now being erected in Potrero avenue between Twenty-second and Twenty-third streets. This latter work will contain about 3,300 tons of structural steel and this job covers more area than any other job of structural steel in the city of San Francisco.

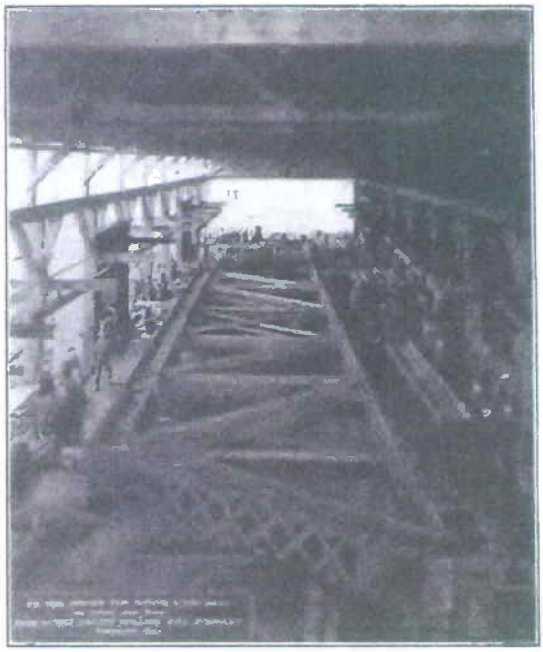
"Besides the structural steel business the Pacific Rolling Mill Company operates a large cast iron foundry in which it specializes on architectural work, such as columns, bases, wheel guards, etc., although it is in a position to manufacture all kinds of cast iron."

Recent Steel Contracts.

The steel contract for the new W. A. Dorn building illustrated elsewhere in this number, was secured by the Western Iron Works of San Francisco which has already begun work on the building at Clay and Davis streets. The steel design is quite intricate. Wright, Rushford & Cahill are the architects.

The Brode Iron Works of San Francisco has secured the steel contract on the left building that is being erected on Mission near Third street for Archbishop Riordan. Smith O'Brien is the architect.

February - April 1911



Eighty-foot Truss made by Pacific Rolling Mills for Native Sons' Building, San Francisco

Largest Steel Truss on Pacific Coast

By [illegible] CHEW, C. E.*

*Mr. Chew designed the Engineering Features of the Native Sons' Building.

THE new building for the Native Sons of the Golden West will be situated on a lot 68 feet 9 inches by 137 feet 6 inches on Mason street, near Geary street, San Francisco. The architectural design calls for an eight-story structure with brick front, the interior containing a banquet hall, free of columns, 82.8 68 feet, the height to ceiling being 33 feet or within seven feet of the fourth floor. A balcony goes around three sides with a large stage at the east end. The upper floors are divided into lodge rooms.

The engineering feature of the building was to frame and thoroughly brace the hall, making it capable of supporting floors and roof. Several ways of doing this were tried, but the scheme finally adopted was that of supporting a portion of the building over the hall on the truss shown in accompanying photograph. The truss is 82 feet 9 inches long and 10 feet 8½ inches center to center deep and weighs 85 tons. It carries a load of 1200 tons. The stresses in the members due to this load are very large, the maximum being 1,620,000 on the top chord, this requires 135 square inches, or close to a square foot of steel.

The steel work was erected by the Pacific Rolling Mills of San Francisco.

June 1913

The Steel and Iron Industry of California

Beginning with this number THE ARCHITECT AND ENGINEER publishes the first of a series of articles describing the part San Francisco structural steel and ornamental iron companies have played in the rebuilding of the Wonder City. Illustrations will show the plants of these concerns as well as some of the more important work they have done since the fire of April, 1906.

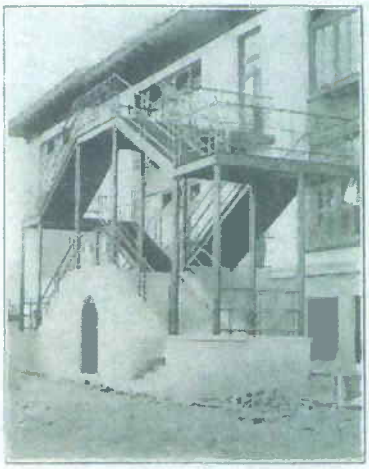
The following will be included in these articles: Pacific Rolling Mills, Judson Manufacturing Company, Central Iron Works, Baldwin Iron Works, Western Iron Works, Schrader Iron Works, Pacific Structural Iron Works, Mortenson Construction Company, California Artistic Metal & Wire Company, Standard Iron Works, Monarch Iron Works, C. J. Hilliard Company, Inc., Dyer Bros., Sartorius Company, West Coast Wire & Iron Works, Brode Iron Works, Rudgear-Merle Company, and Louis De Heme.

The purpose of these articles is to give the readers of this magazine some idea of the size and scope of the California steel industry and to acquaint them with the splendid plants that are maintained, representing as they do a combined investment of millions of dollars.

United Railroads Car Shop, San Francisco

JUST as reinforced concrete demands careful and personal supervision, so the fabrication and erection of structural steel requires thorough inspection and competent superintendence. The erection of steel is rather precarious in the sense that a close watch must be kept lest the workers injure the parts in their efforts to match holes for riveting.

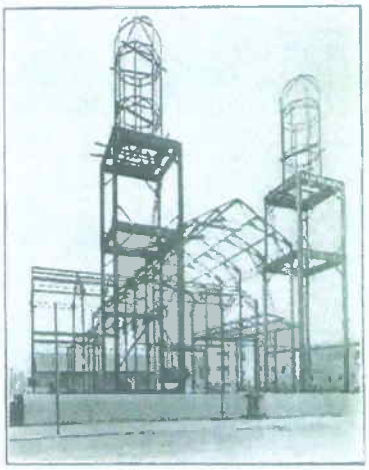
The component parts of a steel cage structure must all fit one into another like the parts of a Chinese block puzzle—every rivet hole must match the corresponding hole in another member; beams and girders must be of such length as to keep the columns exactly plumb; columns must be all of the same length. The steel is generally erected at some distance from the shops wherein it was fabricated, and so, when it is found that parts do not match, or are too short or too long, it is a difficult matter to properly remedy the defect without returning the piece to the shops.



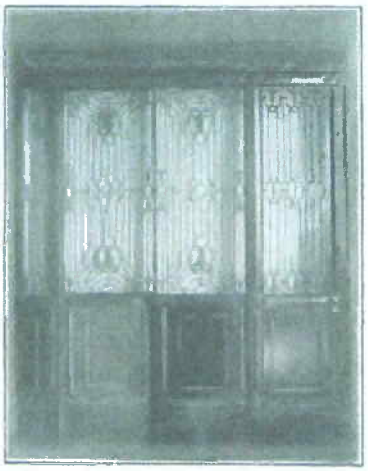
Iron Stairs for Mc Coppin School, San Francisco

A brief resume of the manufacture of structural steel may not be amiss as serving to indicate the care and inspection throughout the process. From the beginning of the manufacture the steel is subject to close chemical inspection at all times. The purpose of each "blow" is decided upon beforehand and the chemical ingredients in their proper proportions are

so controlled that the resultant "pour" is suited to the predetermined product whether it be ingots for rolling structural shapes or ties or what not. Steel is first cast into "ingots," and these ingots are subject to severe chemical tests before their final use is determined, are cut into "billets," which in turn go through the rolls to be rolled into flats, angles, channels, beams and other shapes for use in steel frame buildings. Pieces are sheared from the various rolled shapes and are subjected to physical tests as to strength before any particular consignment may be shipped. From the mills, the materials go into the shops, to be fabricated into built-up and simple parts of the building, and not only are the details most carefully worked out in the office, but during fabrication each member is subjected to very close inspection to be certain that the correct materials are used and that the workmanship is good, before the pieces are allowed to be shipped.

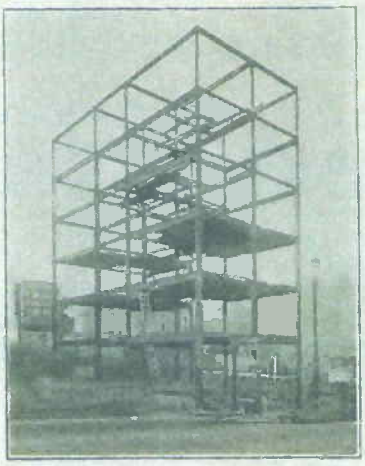


St. Joseph's Church, San Francisco

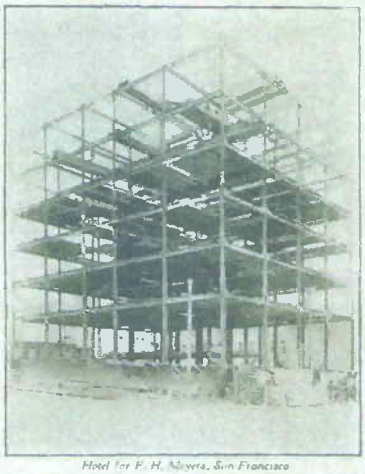


Ornamental Iron Elevator Doors, Section Savings and Loan Society Building, Stockton, California

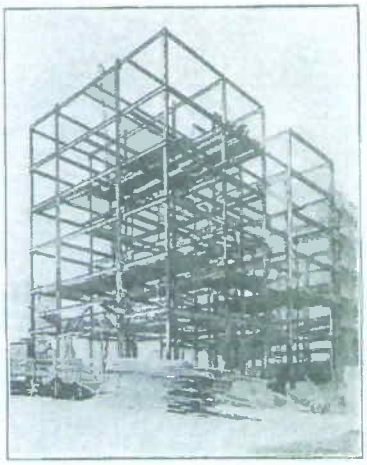
In some shops it seems that as soon as the material is transported to the building site man's vigilance ceases to a great degree. Such large amounts of capital are involved up to this point that care and refinement secure the best returns upon the investment, but too often the companies lose interest and responsibility as soon as the steel is out of the shops. Very often they erect their own product, and when this is the case the owner is assured of a good job. The largest and most responsible dealers in concrete reinforcing prefer to have a representative on the jobs as a safeguard against ignorance or carelessness, but unless they are doing their own erecting, few companies deal-



Building at Sutter and Leavenworth Streets, San Francisco
for A. Ray Harrison



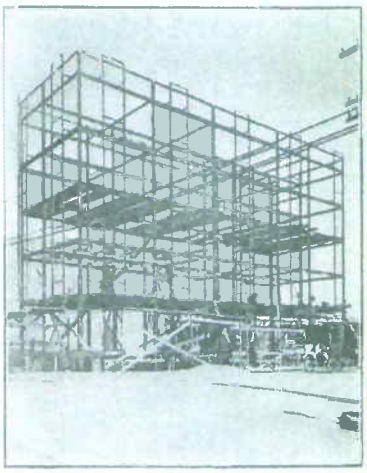
Hotel for F. H. Meyers, San Francisco



Building on Jones, near Eddy Street for Bernard Altabe

ing in structural steel have a representative on the building during this erection. A San Francisco company that is an exception to this rule is the Golden Gate Structural & Ornamental Iron Works, some recent examples of whose work are shown in the accompanying illustrations. Although less than eight years old this company has enjoyed a remarkably prosperous period, and for the third time finds it necessary to seek larger quarters in order to properly handle its business. Application has been made for a permit to erect a new building on Howard street, extending south to Kiesling street, and work on the structure will be started immediately, the intention being to take possession of the new plant in December. The building will be 50x180 feet and will provide about 9000 square feet of room, or double the capacity of the present works. That part of the building devoted to the manufacture of ornamental iron will be two stories, while the portion given up to structural steel will be one story. Messrs. Fliegner & Hoffman expect to spend upwards of $5,000 on the new plant.

The accompanying plates give some idea of the class and character of work this company turns out. The St. Joseph's church job represents a 230-ton contract, while the Meyer hotel contains something like 150 tons of medium structural steel. The Turk and Polk streets job was fabricated and erected in 30 working days. The company has under contract at the present time the steel for the manual training school in Oakland — about 100 tons — and has recently completed in 45 days the steel for the Hansen & Johnson Building on Turk, near Larkin street, San Francisco.



Hannon & Mallett Building, Turk and Polk Streets, San Francisco

Payments same as above.....

TOTAL COST, $1375

Bond, none. Limit, Aug. 1, 1915. Forfeit, plans and specifications, none.

(1362) FURNISHING AND SETTING of all marble, etc., as above.

Contractor...American Marble & Mosaic Co., 25 Columbia Sq., San Francisco.

Filed May 6, '15. Dated Apr. 29, '15. On 15th of each month..... 75%

Usual 35 days..... 25%

TOTAL COST, $2300

Bond, $1150. Surety, Hartford Accident & Indemnity Co. Limit, July 1, 1915. Forfeit, none. Plans and specifications none.

FRAME BUILDING

(1366) S CALIFORNIA 17-6 E Pierce S 87-6xE 22-6. Plumbing, draining, gas fitting and heating system for two story and basement frame bldg.

Owner.....Mrs. Wilhelmine Foerst.

Architect...E. A. Neumarkel, Sharon Bldg., San Francisco.

Contractor...L. W. Lang, 1969 O'Farrell, San Francisco.

Filed May 6, '15. Dated May 6, '15. Roughed in and sewer connected.....$310.00

Completed and accepted..... 255.00

Usual 35 days..... 90.10

TOTAL COST, $810.00

Bond, $500. Surety, Leonhard Lang. Limit, 80 days. Forfeit, $5. Plans and specifications filed.

STEEL WORK, ETC.

(1367) BIDS BY LARKIN, McAllister, Hyde & Fulton (Civic Center.) Structural steel and iron, exclusive of both the delivery of material to building and the erection of the work for S. F. Public Library.

Owner.....The City and County of S. F. acting by Board of Trustees of the Public Library and Reading Rooms.

Architect...Geo. W. Kelham, Sharon Bldg., San Francisco.

Engineer...H. J. Brunnier, Sharon Bldg., San Francisco.

Contractor...The Pacific Rolling Mill Co., Sharon Bldg., S. F.

Filed May 6, '15. Dated May 3, '15. Semi monthly payments of..... 95%

30 days after 5%

TOTAL COST, $55,433

Bond, $48,716.50. Surety, Globe Indemnity Co. Limit, 150 days from May 3, 915. Forfeit, $10. Plans and specifications filed.

ALTERATIONS

(1368) NO. 956 MARKET. Carpenter, hardware, painting and finishing of partitions, counters, shelving, etc., for office on 2nd floor of building.

Owner.....Vitagraph, Lubin, Selig & Essanay, Inc.

Architect...A. W. Cornelius, Merchants Nat'l Bank Bldg., San Francisco.

Contractor...Bell & Rosslow, 750 Noe, San Francisco.

Filed May 8, '15. Dated May 5, '15. Contract completed 75%

Usual 35 days..... 25%

TOTAL COST, $650

Bond, $325. Surety, Pacific Coast Casualty Co. Limit, 15 days from May 5, 1915. Forfeit, $10. Plans and specifications filed.

INTERIOR FINISH OF RESIDENCE

(1369) E SCOTT, bet. Green and Union No. 2020 Scott. Metal and wood lathing and plain and ornamental plaster for interior finish in residence.

Owner.....Maude J. Graves.

Designer...L. Kriess & Sons, Sutter & Stockton, San Francisco.

Contractor...J. E. Steere, 2267 Hayes, San Francisco.

Filed May 7, '15. Dated May 7, '15. Brown coated and 25% of models done $1079

Ornamental work delivered at building 1074

Accepted 1074

Usual 35 days..... 1074

TOTAL COST, $4295

Bond, $2147.50. Surety, Southwestern Surety Insurance Co. Limit, 40 days. Forfeit, $10. Plans and specifications filed.

ALTERATIONS

(1370) S LOMBARD LOT 50x137-6 No. 2455. All work for alterations, erection, completion of two-story frame store and loft building.

Owner.....Lirati & Prugall, Premises.

Architectural Designer...A. Fraschina, 6 Imperial Ave., S. F.

Contractor...J. Del Favero & Co., 1839 Mason, San Francisco.

Filed May 7, '15. Dated April 14, '15. Roof on $1145

Completed and accepted..... 1145

Usual 35 days..... 1145

TOTAL COST, $3435

Bond, $1717.50. Surety, N. Capurro. Limit, 35 days. Forfeit, none. Plans and specifications filed.

PAVILION

(1371) EXPOSITON SITE. All work for erection of Greek Pavilion.

Owner.....Panama-Pacific International Exposition Co.

Architect...None.

Contractor...M. P. Mortensen, 3121 Broderick, San Francisco.

Filed May 7, '15. Dated April 1, '15. As work progresses..... 75%

Usual 35 days..... 25%

TOTAL COST, $9282

Bond, $5000. Surety, Pacific Coast Casualty Co. Limit, 45 days from signing agreement. Forfeit, $25. Plans and specifications filed.

TICKET OFFICE

(1372) NO. 70 EDDY. Install ticket office of marble construction.

Owner.....Turner & Dahnken, 945 Market, San Francisco.

Architect...A. W. Cornelius, 625 Market, San Francisco.

Day's work. COST, $400

FRAME DWELLING

(1373) E GETZ at junction of Harold. One-story and basement frame dwlg.

Owner.....Mary E. Scott 2 Getz, S. F.

Architect...None.

Day's work. COST, $400

SKYLIGHTS

(1374) NO. 14 SANSOME. Install 2 skylights.

Owner.....Greatwestern Power Co., Premises.

Architect...None.

Contractor...Robinson & Gillespie, 1651 Sutter, San Francisco.

COST, $400

ELECTRIC SIGN

(1375) NW FRONT AND UNION. Electric sign.

Owner.....Sperry Flour Co., 332 Pine San Francisco.

Architect...None.

Contractor...Greenwood Adv. Co., Los Angeles.

COST, $450

ALTERATIONS

(1376) NE FACE AND LYON. Minor alterations on dwelling.

Owner.....Mrs. S. H. Whiting, 1292 Page, an Francisco.

Architect...None.

Contractor...Anderson & Co., 1623 Eddy San Francisco.

COST, $450

REPAIRS

(1377) NO. 2912 CLAY. Repair roof and stairs, painting, electric work and reshingle dwelling.

Owner.....L. H. Wiegel, 2056 Grove, San Francisco.

Architect...None.

Day's work. COST $425

FRAME RESIDENCE

(1378) W TWELFTH AVE 200 N Anza. Two-story and basement frame residence.

Owner.....J. C. Kirby, 2152-A Market, San Francisco.

Architect...None.

Day's work. COST, $3000

DWELLING

(1379) S WALLER 165 W Buchanan. Carpenter work, plumbing and painting for dwelling.

Owner.....Jas. H. Cain, 620 4th Ave., San Francisco.

Architect...None.

Contractor...John Wolf.

COST, $400

REPAIRS

(1380) NO. 231 TWENTY-SEVENTH. Repair fire damage, shingle roof, plumbing, painting, etc.

Owner.....Mrs. S. Smith, Premises.

Architect...None.

Contractor...N. C. Nicoll, 336 Pine, S. F.

COST, $1000

MOVE DWELLING, ETC.

(1381) NO. 105 LUNDY LANE. Move dwelling and build concrete foundation.

Owner.....Wm. F. Cook, Premises.

Architect...None.

Day's work. COST, $700

FRAME FLATS

(1382) E CONNECTICUT 173 S 17th. Two-story and basement frame (2) flats.

Owner.....Erino Marcino, 115 Mississippi, San Francisco.

Architect...None.

Day's work. COST, $3000

FRAME STORE AND SALOON

(1383) SE ELLIS AND FRANKLIN. One-story frame store and saloon.

Owner.....G. Schulles and J. Morrison, Hotel Savoy, Van Ness and Ellis, S. F.

Architect...None.

Contractor...L. J. Turner, 842 Van Ness Ave., San Francisco.

COST, $1000

Industrial and Other Notes

San Francisco Steel Factories Are Busy

San Francisco steel industries have been enjoying unprecedented activity for this time of the year, which is generally quite dull.

The Ralston Iron Works has the structural steel contract for the Union Iron Works addition, also the jail fixture work for the new Sacramento Hall of Justice and the two-story addition to the Standard Oil building.

The Golden Gate Iron Works has several important school jobs.

The Western Iron Works is working on the Cogswell school, San Francisco, and the Moffitt Theater, Oakland.

Dyer Bros. are busy on county bridge work at Nacimiento, Bradley and San Lucas, also a 1200-ton double-leaf trannion bascule bridge for the city of Seattle and the steel frame for both new wings of the San Francisco City and County Hospital.

The Pacific Rolling Mills has the B. I. Wheeler Hall, Berkeley, University of California library and the harbor warehouse No. 1 for Los Angeles county. The Vulcan Iron Works will fabricate the steel for the new theater at Ellis and Mason streets, Mathew O'Brien, architect.

Bass-Hueter Paint Specifications

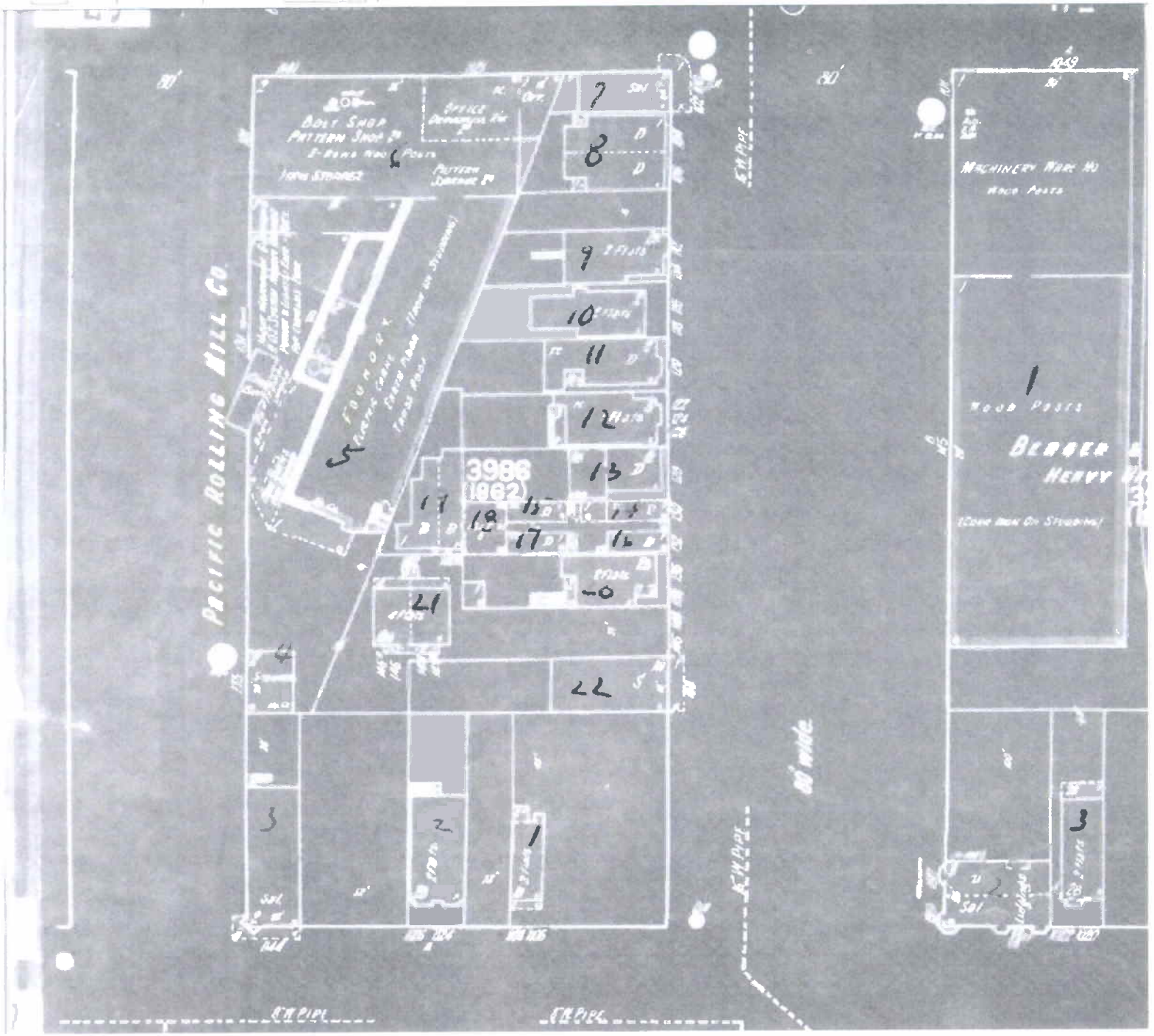
Specifications for the assistance of architects have recently been prepared and printed by the Bass-Hueter Paint Company. The specifications cover every branch of the painting industry, including shingles, exterior wood, galvanized iron and all metal work, cement, brick or stone, interior painting, enameling and tinting.

The instructions are clear and concise and in such language that even the layman can follow them with ease and confidence.

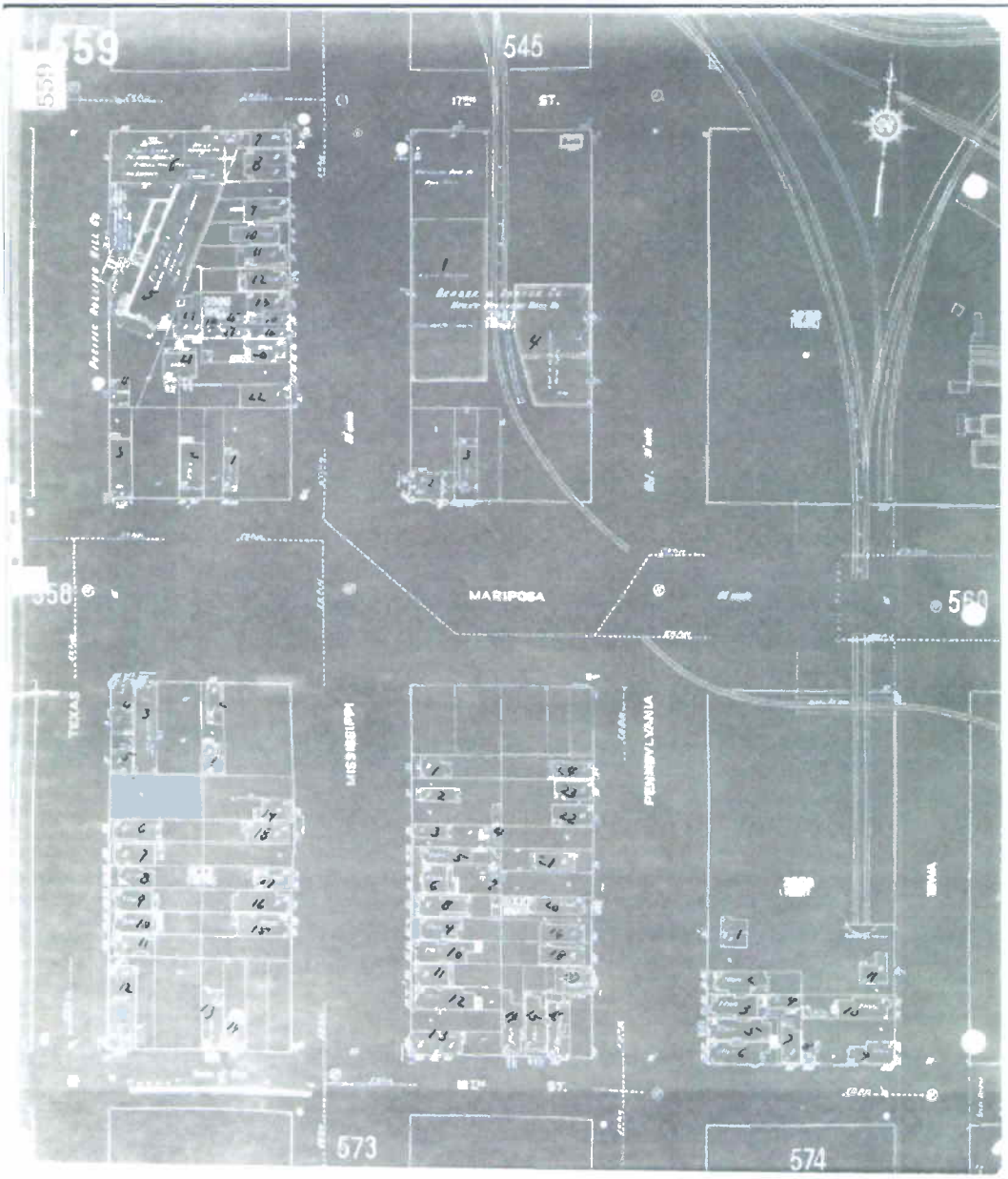
It is surely a step in the right direction when the manufacturer, in addition to producing the finest product possible, goes still further and insures the right treatment of his goods by clearly written specifications, carefully thought out and easily understood.

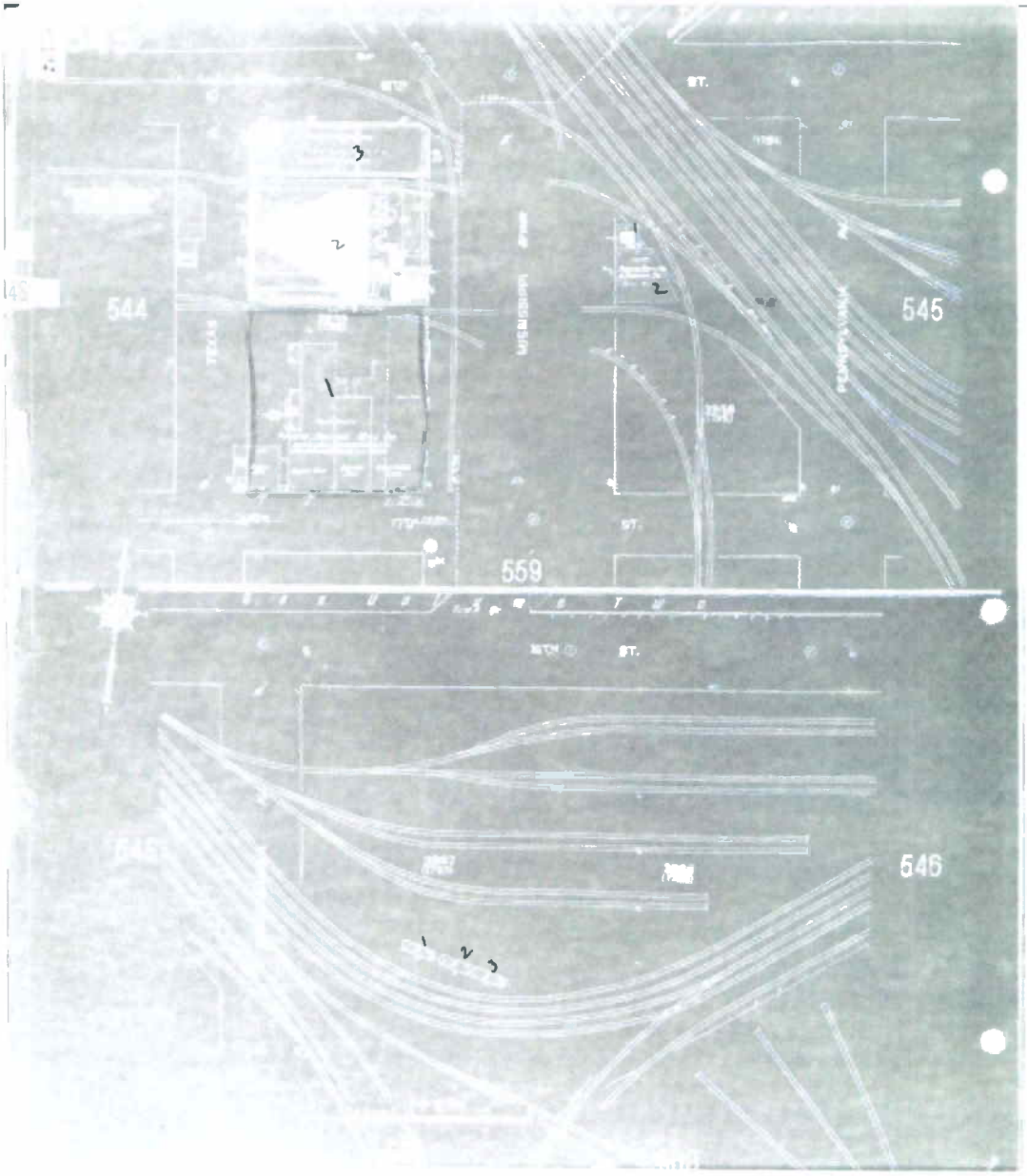
Many a product of sound quality has had only poor success for no other reason than that of ignorance of the best method of handling it.

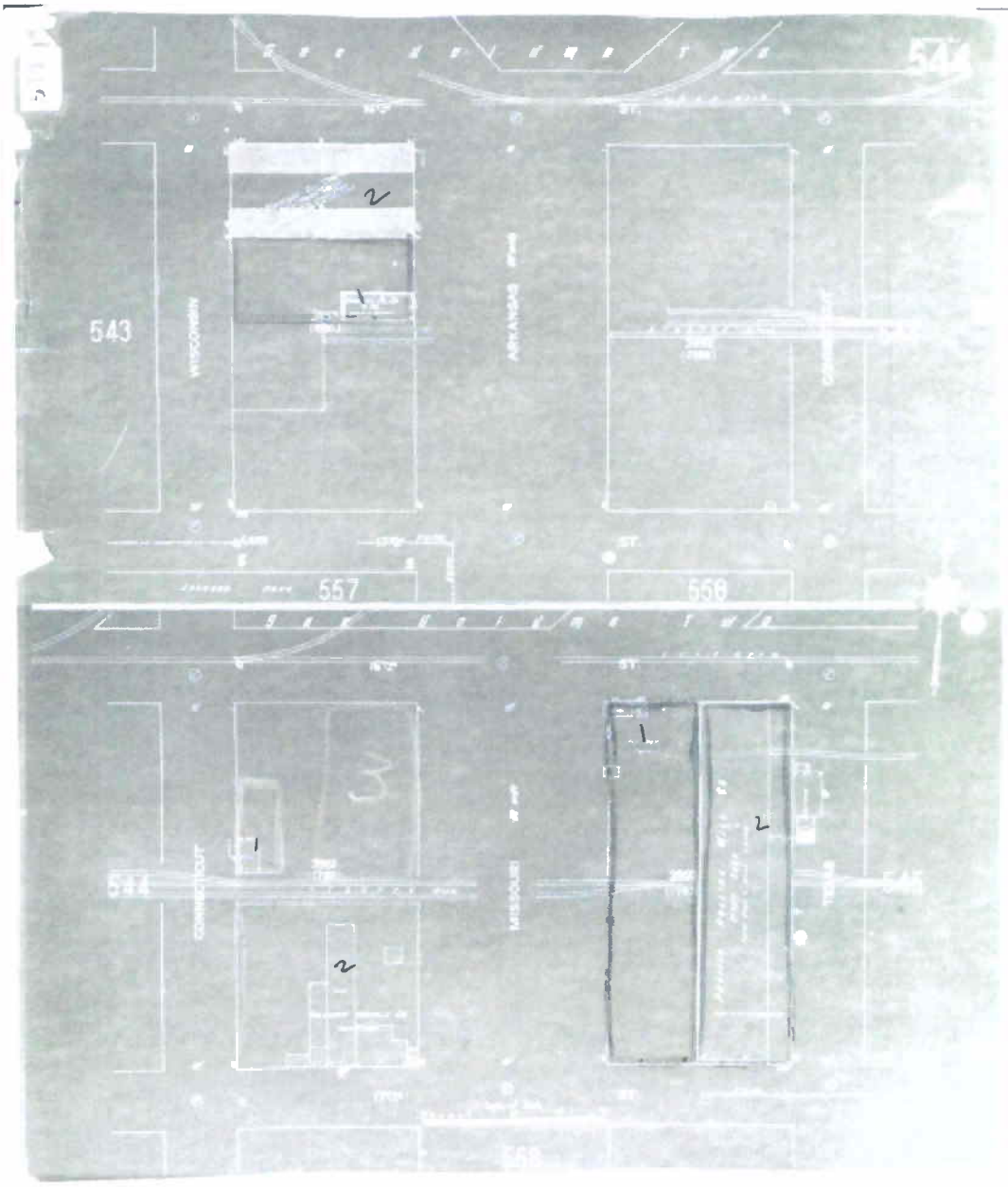
The Bass-Hueter Paint Company evidently has remedied this drawback and proposes, by educating the user, to get the most out of its fine line of paints and varnishes.


PACIFIC ROLLING MILL CO.
BOLT SHOP
PATTERN SHOP
OFFICE
FOUNDRY
3986
(1962)
MACHINERY
WOOD POSTS
BENDER
HEAVY
60' wide
S.W. PIPE
S.W. PIPE
S.W. PIPE

F. O. SHUTTS


559
545
17TH ST.
MARIPOSA
558
560
TEXAS
MISSISSIPPI
PENNSYLVANIA
IOWA
573
574


54A
545
559
546


543
557
559
544
WISCONSIN
ARKANSAS
CONNECTICUT
MISSOURI

DEATH STRIKES PATRICK NOBLE AT AGE OF 71

President of Pacific Rolling Mill Company Expires After Brief Illness

Patrick Noble, president of the Pacific Rolling Mill Company, died early Saturday morning in Stanford Hospital, where he had been under treatment three weeks. He was 71 years old. The funeral services will be held at 2 o'clock this afternoon at the Church of St. John the Evangelist and interment will be in San Mateo county.

A penniless boy, carrying a letter of commendation from a business man in New York, Patrick Noble came to San Francisco via Cape Horn when 19 years old, just as the Pacific Rolling Mill Company was being formed. He presented the letter to W. C. Ralston, who was numbered with D. O. Mills, William Alvord, Governor Leland Stanford, James Flood and Senator Fair among the stockholders. Thus he gained a start as clerk in the concern of which he was destined to rise to the managership, and, following the company's reorganization in 1898, to the presidency. Noble became a power in business. About 1893 he furnished the steel for the Mills building and he was connected with the early development of the cable roads. In 1888 and 1890 he served as Supervisor.

He was interested in many charitable causes, served for many years as president of the Humane Society, and was a member of the Bohemian and Transportation clubs.

Noble was born in 1849 at Abbeville, S. C., was a member of the Charleston College class of '68 and fought with the Confederate army from January to July, 1865, when 16 years old. He leaves a widow, a son, a daughter and eight grandchildren. The son is Vice-President Edward B. Noble of the Pacific Rolling Mill Company, who lives in Berkeley. The daughter lives with her husband in Hamburg, Germany.

San Francisco Examiner, October 4, 1920

DEATH CLAIMS PACIFIC STEEL MILL CHIEF

Patrick Noble, Pioneer in the Industry on the Pacific Coast, Passes Away at Home Here

Patrick Noble, president of the Pacific Rolling Mills, died at his home in this city last Saturday. Noble was intimately connected with the early history of the State, coming here from New York by way of the Isthmus of Panama in 1868.

A native of South Carolina, he served in the Confederate army in the Civil War, entering the service at the age of sixteen.

When he came to California three years later Noble went to work in the Pacific Rolling Mills plant, which was owned by D. O. Mills, Governor Leland Stanford, W. C. Ralston, James Flood, William Alvord, James Fair and other prominent Californians of that period. He advanced himself in the steel mills, and when the firm [illegible] operations in the nineties he was general manager of the plant. The site is now owned by the United States Steel Corporation.

With his son, Edward B. Noble, he [illegible] the company under the same name and manufactured fabricated steel. He was president of the firm at the time of his death.

He was a member of the Bohemian Club. At the time of his death Patrick Noble was [illegible] years old.

Besides [illegible] he leaves a wife from whom he had been separated and a married daughter, who lives in Germany.

Funeral services will be held this afternoon at the Church of St. John the Evangelist, Fifteenth street and Julian avenue.

Women Launch Drive For Legion Dance

A battalion of women, representing the American Legion, will launch a week's drive this morning, selling tags for the Monster Carnival and Benefit Ball to be held at the Civic Auditorium, October 23.

The tags, checkerboard bits of white, yellow, black and red, will admit the bearer to the ball. Numerous features have been arranged to make the carnival attractive, among them being the presence of fifty Red Devils, members of the [illegible], who will cross the [illegible] by the order of his [illegible] [illegible] [illegible] to the [illegible] [illegible] [illegible] at [illegible].

Gypsy Pup Victim of Third Rai[l]

Piki Never Warned Against Peri[l]

A ground squirrel had whistled saucily at Piki Doggie and tempted him off the road. And just as the little black chow pup was about to grab that squirrel in his sharp teeth it dropped safely into a convenient hole. And then another squirrel fifty yards away whistled and Piki made another mad dash. That was how he got lost several months ago.

The squirrel hunt brought Piki to the outskirts of Mill Valley when the early shadows of Mt. Tamalpais were beginning to fall across the valley. Piki was thirsty, hungry and tired. It was one of those moments "when a feller needs a friend." Tom Wilson, son of Joseph E. Wilson with the U. S. Emergency Fleet Corporation, was the first friend encountered by the sturdy little gypsy pup as he trotted wearily down the road.

Tom picked up the wanderer and took him home. Piki turned out to be a dog of points, a thoroughbred chow with everything but the pedigree he left behind him when he started on the squirrel chase. Tom and Piki were inseparable during the summer vacation.

When Tom started to attend school again last month Piki returned to his nomadic ways. He would be seen one day out on the Dipsea trail and another well down the road toward Sausalito, but he discovered in some way the hour when school closed and was always there to meet his pal.

Piki was fond of a dip in the bay, and last Friday went for a swim on his way to Tom's school. He seems to have misjudged the time. A number of houseboat occupants who were watching him swim saw him turn suddenly and make for the shore at full speed. Instead of drying himself carefully as usual he gave his black coat a hasty shake and dashed off up the railroad tracks. He evidently thought he would be late for the closing of school.

Just before he reached the highway where he would have left the tracks he turned from the center of the roadbed. Faithful and intelligent, Piki had never learned about a third rail. And now the Northwestern Pacific trains go rumbling by a little mound of fresh earth with a headstone of loose rocks where Tom and his friends buried Piki.

Death Vacates 'Throne'

The throne at the Santa Barbara dog show will be vacant when the show opens next Thursday. It was built to give a place of honor [to] "Squeeze," the Belgian dog hero [of] the world war.

"Squeeze" got his name from [the] doughboys who marveled at the [pluck] and luck with which he alw[ays] "squeezed" through the machine [gun] fire and shrapnel.

And then he had been in wh[at is] known as a "tight squeeze." [His] long bare welts on his pelt of fur [told] of bullets that failed to miss him [and] he limped from a wound in [his] shoulder.

"Squeeze" did not go out of [the] hero business just because the [war] was over. One of his last notabl[e deeds] was the rescue of little Gladys [illegible] Quinde of Montecito, who tumbl[ed] from the Santa Barbara pier into [the] ocean.

His reward for that service wa[s a] gold medal bestowed by the Amb[as]sador Hotel. He was elected [illegible] of the hotel and had all the ser[vice] that bell boys, waiters, cooks [illegible]

WEST COAST COMBINE IN STEEL MADE
[illegible]

WEST COAST COMBINE IN STEEL MADE

Judson Manufacturing, Pacific Rolling Mills Announce Merger

SAN FRANCISCO, Jan. 31. (Exclusive) — Judson Manufacturing Company and the Pacific Rolling Mill Company, two of the largest steel-fabricating plants in the West at the present time, will operate after February 1 as the Judson-Pacific Company, according to Carlos J. Maas, president of Pacific, and E. B. Noble, president of Judson. The merged plants will have a value of about $3,000,000 and will constitute the largest fabricating organization on the Pacific Coast.

A new company will be formed to take over the properties involved, it was said. These include eight acres of land at Emeryville in the east bay and approximately three acres in Oakland. Combined capacity of the plants is expected to approximate 30,000 tons annually.

The Judson Manufacturing Company was organized to manufacture the Victor Mower in 1882 and has operated a plant continuously since that time at Emeryville. Pacific Rolling Mill Company was established in 1868 by Patrick Noble, father of the present head of the company.

Many of the most pretentious structures in the bay district have been fabricated by the Pacific Rolling Mill Company.

Officials of the merged organization will be Carlos J. Maas, president; E. B. Noble, vice-president and treasurer; A. E. Wilkens, vice-president and general manager; P. F. Gillespie, vice-president and sales manager, and H. F. Hendricks, general superintendent.

Cotton Futures Turn Lower on Bearish Mart

NEW YORK, Jan. 31. (Exclusive)—The cotton market had a weak opening with declines in prices extending to between 12 and 30 points from yesterday's closing. It brought January and March contracts down to near the basis of 18½ cents again and May to about 18 5-8 cents, with July selling at 18¼ cents and October of the new crop as low as 18 cents.

This was due to the weak and lower Liverpool cables than had been expected from fresh liquidation and some hedge selling developing there, which closed futures with a decline of 8 to 9 English points on the day against what should have been unchanged to 2 points higher to have met our closing prices of yesterday, while spot cotton was off 7 points to the present basis of 10.55d there for middling.

The fresh weakness at Liverpool and the more unfavorable milling reports from Fall River and some points in the South, had a depressing effect on the market here, with the result there was some further scattered liquidation and southern selling. Enough trade buying developed at the lower range of prices to hold the decline in check, but little rallying power, however, was shown in the market up to the close.

The Fall River print cloth mills are now reported operating to about 35 per cent of their normal capacity with this week's print-cloth sales estimated at only 30,000 to 40,000 pieces. There is a movement under way among some of the mills there to cut wages 10 per cent, effective the 30th inst., which would involve about 25,000 operatives. This is due to the recent policy of some of the mills producing finer cotton goods and also to the overproduction in printing cloths, sheetings, cotton duck and yarns from the last seven months' operation of most mills in New England and the South than the trade demand and export movement have been able to absorb.

RANGE OF PRICES
(Associated Press)
NEW YORK

	High	Low	Close
January	18.43	18.36	18.36
March	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]

NEW ORLEANS

	High	Low	Close
January	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]

SPOT PRICES

NEW YORK, Jan. 31. (AP)—Cotton, spot, quiet; middling [illegible]

COTTONSEED OIL

NEW YORK, Jan. 31. (Exclusive)—Cottonseed oil:

	Close	Prev. Close
January	[illegible]	[illegible]
February	[illegible]	[illegible]
March	[illegible]	[illegible]
April	[illegible]	[illegible]
May	[illegible]	[illegible]
June	[illegible]	[illegible]
July	[illegible]	[illegible]
August	[illegible]	[illegible]
Sept.	[illegible]	[illegible]

Resources of Atlas Holding Mount in Year

Assets of the Atlas Holding Corporation increased $1,800,000 during 1927 according to the announcement of Mayor James Rolph of San Francisco, president, following the annual meeting of stockholders held here Friday. Mayor Rolph was re-elected president of the company and, in addition, Clark Booher of Los Angeles was named vice-president and treasurer, H. B. Graham of Los Angeles, vice-president, and Harry L. Parson, secretary.

The Atlas Holding Corporation now controls six large building and loan associations, of which the Angeles Building and Loan Association of Los Angeles is the largest with assets exceeding $1,500,000. Other associations are located at Oakland, Watsonville and Burlingame, while two new companies were acquired during the year at San Pedro and Bell.

Directors re-elected at the meeting are S. E. Beach of Los Angeles, Samuel D. Mork, Burlingame; Eugene W. McSherry, Watsonville; J. B. Heckert, Los Angeles; Charles H. J. Truman, Oakland; F. W. Ruppert, Watsonville; Charles L. Anderson, Oakland; Hugh Evans, Los Angeles; James Rolph, San Francisco; James M. Lathrop, La Jolla; F. E. Chaffee, Los Angeles; Clayton E. Perkins, Oakland, and Daniel C. Schroder, Watsonville.

Building and Engineering News

Devoted to the Architectural, Building, Engineering and Industrial Activities on the Pacific Coast

Issued Every Saturday — SAN FRANCISCO, CALIF., JANUARY 28, 1928 — Twenty-eighth Year No. 4

545-547 MISSION ST., SAN FRANCISCO
Kearny 1252

STARK-RATH PRINTING AND PUBLISHING CO., Publishers

J. P. FARRELL, Editor

J. E. ODGERS, Advertising Manager

Devoted to the Engineering, Architectural, Building and Industrial Activities of the Pacific Coast

Subscription terms payable in advance
U. S. and Possessions, per year ... $5.00
Canadian and Foreign, per year ... 6.00
Single Copies ... 25c

Entered as second-class matter at San Francisco Post Office under act of Congress of March 3, 1879.

PACIFIC ROLLING MILL AND JUDSON IN MERGER

[illegible] Noble, president of the Pacific Rolling Mill Company, and Charles J. Moss, president of the Judson Manufacturing Company, announce that these concerns will operate after February 1 under the name of the Judson-Pacific Company.

A new company will be formed to take over the properties involved, which include approximately eight acres at Emeryville and about three acres at Seventeenth and Mississippi Sts., San Francisco.

The combined capacity of the plant will approximate 25,000 tons per year, and will constitute the largest steel fabricating concern in this district, if not in the West.

About $2,000,000 of property and equipment values are involved in the transaction.

This consolidation is interesting from the standpoint that it will combine the activities of two of the oldest industrial plants on the Pacific Coast.

Officers of the new company will be Charles J. Moss, president; [illegible] Noble, vice-president and treasurer; A. E. [illegible], vice-president and general manager; F. F. Gillespie, vice-president in charge of sales, and H. F. [illegible], works superintendent.

ROAD CHIEF ELECTED

Col. R. Keith Compton, director of public works in Richmond, Va., is the new president of the American Road Builders Association. He supervised the building of roads during the World War as a lieutenant-colonel of engineers and was director of public works in Baltimore before assuming his present post in Richmond. He was a director of the road builders' association at the time of his election to the presidency. He succeeds Charles M. Babcock, Minnesota's state commissioner of highways, as head of the association.

SLATE SALES IN 1927 SHOW 12% LOSS AS COMPARED WITH 1926

The value of the slate sold at the quarries of the United States in 1927 was $10,573,000, according to estimates furnished by producers to the United States Bureau of Mines, Department of Commerce. This was 12 per cent less than the value reported for 1926. Decrease in demand, especially during the last six months of the year, and lower prices due to keen competition, were general in the slate industry during 1927. Quarries were reported idle, and several firms discontinued business. Consolidation among active firms was also noted.

The roofing slate sold, estimated at 450,000 squares, valued at $4,510,000, decreased 3 per cent in quantity and 11 per cent in value. This represents a decrease of 58 cents in the average value per square.

The total sales of mill stock, estimated at 8,856,000 square feet, valued at $3,505,000, decreased 14 per cent in quantity and 16 per cent in value.

Mill stock for structural slate—2,350,000 square feet, valued at $880,000—decreased 9 per cent in quantity and 11 per cent in value. Electrical slate—1,625,000 square feet, valued at $1,282,000—decreased 12 per cent in quantity and 16 per cent in value.

Mill stock for blackboards and bulletin boards—2,440,000 square feet, valued at $1,070,000—decreased 14 per cent in quantity and 21 per cent in value in 1927. Slate for school slates and billiard-table tops also showed decrease in both quantity and value. Slate for vaults and covers was the only slate product that showed increased sales in 1927. The output was estimated at 340,000 square feet, valued at $116,000, and represents an increase of 16 per cent in quantity and 12 per cent in value.

The sales of crushed slate for roofing granules and flour in 1927 was estimated at 460,000 short tons, valued at $2,735,000. This represents a decrease of 8 per cent in both quantity and value.

$5,000,000 BOND ISSUE FOR S. F. HOSPITALS CONTEMPLATED

A $5,000,000 bond issue to finance construction of a new building for the Board of Health in the Civic Center and the erection of additional facilities at various hospitals operated by the City and County of San Francisco is contemplated. It is proposed to submit the proposal to the voters at the May primary election.

Subject to the approval of the Finance Committee of the Board of Supervisors, the propositions to be voted upon are summarized as follows:

- $2,500,000 to finance the purchase of additional lands and the erection of a new building in the Civic Center for the Board of Health.
- $500,000 to finance erection of a nurses' home at the San Francisco Hospital to accommodate 200 nurses and 25 [illegible].
- $[illegible],000 for an additional unit at the Relief Home in Laguna Honda district.
- $[illegible],000 for erection of [illegible] cancer institute at the San Francisco Hospital and [illegible] tubercular hospital at [illegible] Canyon, in addition to [illegible] wing for the [illegible] hospital at that location.

SACRAMENTO BUILDERS EXCHANGE ELECTS DIRECTORS

Opening of new quarters at [illegible] J St., election of eleven directors and a buffet luncheon featured the reorganization meeting of the Sacramento Builders' Exchange, January 17.

Speakers for the evening included Harry Johnson, retiring president, who introduced S. A. Hart, assistant city engineer of Sacramento, who spoke on the Sacramento building program for the past six years. He also spoke on Sacramento's new building code.

Thos. F. Scollan gave a brief talk on the history of the Sacramento Builders' Exchange—what the organization has accomplished and what it hopes to do. W. W. Campbell spoke on Sacramento's new building code.

The exchange elected the following directors: W. R. Scollan, W. W. Campbell, Jos. Shephard, W. L. Triplett, L. F. Gould, L. C. Hunter, H. W. Robertson, Frank Maloney, Clif Prudhomme, Harold Dixon and Harry Johnson. L. S. Patterson was elected secretary.

Following the election of directors, new members were introduced and a buffet luncheon was served.

CALIF. LANDSCAPE ARCHITECTS RE-ELECTS OFFICERS

Professor John W. Gregg of the Division of Landscape Design of the University of California College of Agriculture has just been re-elected to the office of secretary of the Pacific Coast chapter of the American Society of Landscape Architects, according to word received in Berkeley from Los Angeles, where the annual meeting was held.

The entire list of officers, President Stephen Child of San Francisco, Vice-President Emanuel T. Mische of Los Angeles, Treasurer Edward H. Trout of Los Angeles and Secretary Gregg of the University, served the organization during 1927 and was unanimously re-elected.

Among matters of importance which were discussed was the appointment of a committee to arrange for the annual exhibition of the chapter, to be held some time during the month of February in Los Angeles, and, if satisfactory arrangements can be made, the exhibition will be later transferred to San Francisco for display.

The meeting on the Pacific Coast of the National Conference on State Parks was discussed and a committee appointed to extend the courtesies of the chapter of this organization in whatever way may be possible and assist in making the Pacific meeting pleasant and profitable for those present and for the State of California as a whole.

BUILDING CODE TO BE AMENDED AT LOS ANGELES

In accordance with the recommendation of the building and safety commission, the city council of Los Angeles has instructed the city attorney to prepare draft of an ordinance amending section [illegible] of the building ordinance covering heights of hotels and apartment houses. The amendment provides for the exact height limit of the various classes of buildings, which are as follows: Class A, 13 stories; Class B, 6 stories; Class C, [illegible] stories, and Class D, 3 stories. The amendment to the ordinance will be effective on and after June 1st, 1928.

TWO STEEL COMPANIES IN MERGER

Consolidation of Pioneer Concerns Outstanding in Coast Market

BY DON PARTRIDGE

Iron Trade Review, in commenting on the condition of the Pacific Coast iron and steel markets this week, will say: "Of more than passing interest was the announcement made by the Judson Manufacturing Company and the Pacific Rolling Mill Company of their consolidation, the new company to be known as the Judson Pacific Company. These two companies are the oldest steel companies on the Pacific Coast, the former being organized in 1882 and the latter in 1868. The Judson Pacific Company will continue to operate the fabricating plant of the Pacific Rolling Mill Company in San Francisco and the fabricating, crane, bolt and rivet departments of the Judson Manufacturing Company at Emeryville, and will have a combined minimum capacity of 2000 tons of structural steel per month.

"Concrete bar awards totaled 745 tons, bringing the aggregate for the first three weeks of the year to 11,411 tons, as compared with but 3280 tons for the corresponding period in 1927. The largest letting called for 326 tons for the Stony Gorge dam at Orland and the majority of the tonnage was booked by the Pacific Coast Steel Company.

"Interest in the plate market was centered in the award of five 21,000 and two 80,000-barrel tanks for the Petroleum Securities Company at Richmond to the Western Pipe and Steel Company. About 1000 tons of plates and shapes were involved. The Steel Tank and Pipe Company secured an additional 250 tons for the first unit of the Port Townsend (Wash.) pipe line. Bids will be opened on the 27th inst. for the second unit. Prices are firm at $2.5 c.i.f.

"Included among the larger awards of structural shapes was 1350 tons for a medical building on Wilshire Boulevard, Los Angeles, secured by the Union Iron Works, and 350 tons for the Women's Athletic Club, Oakland, booked by Herrick Iron Works. Awards of the week aggregated 21,5 tons, bringing the total for the first three weeks of this year to 7742 tons, as compared with 7370 tons for the same period last year. An award is expected to be made within the next ten days on a 6000-ton and a 2300-ton office building in San Francisco. Pending business is in excess of 25,000 tons. Prices are firm at $2.5 c.i.f.

"Cast iron pipe awards totaled 455 tons and brought the total for the first three weeks of the year to 7741 tons, as compared with 6033 tons for the corresponding period in 1927. The United States Cast Iron Pipe and Foundry Company took 2237 tons for Portland, and Spokane placed 153 tons, the bulk of it being secured by the Pacific States Cast Iron Pipe Company. Vancouver, B. C., has come into the market for 1244 tons and Lafayette, Colo., is asking for figures on 651 tons."

WORK TO START AT ONCE ON HATCHERY

THREE RIVERS, Jan. 26. (Exclusive)—Plans for the Kaweah hatchery to be constructed near Three Rivers have been completed and work will begin at once, according to word recently received from the State Fish and Game Commission. The original budget called for an expenditure of $12,000 but a total of $20,000 is said to have been set aside for this hatchery, which is expected to be one of the best in the State.

In Hawaii are 70,000 Hawaiian-born Japanese who are growing up American citizens.

BOOK REVIEWS

By Edgar N Kierulff

THE A. B. C. OF PLASTERING, by A. H. Telling, with an introduction by T. P. Bennett. Oxford University Press, American Branch, New York, N. Y. Price, $2.85.

This is an excellent book devoted to the art of plastering and plastering is indeed becoming an art. The book is well illustrated by drawings rendered in a clear and concise way and contains an introduction prefatory note, a chapter "Mainly Historical." The technique of plastering and a specimen syllabus and examination paper are included. I cannot but feel, even after a cursory examination of this book, that it will be highly appreciated by architects, contractors and students.

THE ESSENCE OF ARCHITECTURE, by William Roger Greeley. D. Van Nostrand Company, New York, N. Y. Price, $2.85.

One of the most delightful small books that has come to my hands for review, beautifully and profusely illustrated with excellent photographs, written in a simple and understanding manner, it makes good reading and carries a thoughtful message. Some of the chapters include topics such as, The Arts, The Five Arts, Architecture, The Background, Architectural Personality, Unity, Proportion, The Picturesque. Any American architect should find this little book a delight and an inspiration.

ARCHITECTURAL DESIGN IN CONCRETE, by T. P. Bennett, Fellow Royal Institute of British Architects. Published by Oxford University Press, American Branch, New York City. Price $10.

An extremely interesting set of views depicting recent construction with concrete. The plates show various types of buildings in England, France and Germany, as well as several photographs of concrete structures in California (all of which have been shown in The Architect and Engineer) and a bridge at Spokane, Washington.

The types shown in Germany and France are buildings little seen elsewhere outside of these two countries and are of the very advanced modern school. Indeed, they are the results of a striving to attain an absolute departure from the old school. This is especially true of the Church of St. Dennis on pages 28 and 29, and the church at Le Raincy on pages 24, 25, 26 and 27.

The buildings at Wembley, England, and the industrial buildings and bridges in Sweden show an inclination towards this new school type of architecture. Architectural Design in Concrete is an excellent reference book, well compiled and intelligently thought out.

STEEL COMPANIES ARE ACTIVE

Two announcements of interest to the Pacific Coast steel industry were made in the early part of the month. One was the purchase of the Central Iron Works by McClintic-Marshall Company of Pittsburgh. The Central Iron Works was one of the oldest steel fabricators in San Francisco, having been established for more than a quarter century. A. A. Devoto was its president.

The other announcement was the merger of the Pacific Rolling Mill Company and the Judson Manufacturing Company. Here a combination of two of the largest and strongest steel and iron shops on the coast was effected and, commencing the first of February, the business of the two companies became operative under the consolidated name of Judson-Pacific Company.

The officers of the new company, whose sales offices for the time being are at 604 Mission street, San Francisco, with plants in San Francisco and Oakland, are: Carlos J. Maas, president; E. B. Noble, vice-president and treasurer; A. E. Wilkins, vice-president and general manager; P. F. Gillespie, vice-president in charge of sales, and H. F. Hedricks, general superintendent.

The new company has been fortunate in securing the services as its chief engineer of E. O. Burgess, one of the best known consulting engineers on the Pacific Coast.

The properties involved in the merger include approximately eight acres at Emeryville and three acres at Seventeenth and Mississippi streets, San Francisco.

The combined capacity of the Judson-Pacific plant will approximate 25,000 tons per year, and will constitute the largest steel fabricating concern in the West. About $2,000,000 of property and equipment values are involved in the transaction.

A WORK OF ART

ATLEE B. AYRES
ROBERT M. AYRES

The Architect and Engineer,
San Francisco, Cal.
Gentlemen:

Your letter received this morning and this afternoon the January issue came. It is certainly a work of art. The coated paper brings out your unusually good cuts to such an extent that they really look like photographs. As I wrote you before, your publication contains not only splendid illustrations, but lots and lots of good articles. Want to thank you very much for using our pictures. Please send me 30 copies of this January issue. Wishing you continued success, I am, yours truly,

ATLEE B. AYRES.

San Antonio, Texas.
January 23, 1928.

BEST IN HAWAIIAN ISLANDS

Editor The Architect and Engineer:

Enclosed please find money order for three dollars ($3.00) for one year's subscription to The Architect and Engineer. Again allow me to compliment you, as an old subscriber, on your ever improving magazine. Here on the Islands it now ranks Number 1 amongst architectural publications. Yours truly,

EARL J. STEPHENSON.

408 Damon building, Honolulu, T. H.

MEMORIALS IN GRANITE—Published by the Raymond Granite Company, San Francisco and Los Angeles. Contains a number of beautiful illustrations of private mausoleums, all built of Raymond granite, together with text matter descriptive of monuments and other structures.

San Francisco Chronicle , Feb. 3, 1928

ROLLING MILL PAYS $140,000 FOR S. F. SITE

Purchase Follows Expiration of Lease; Expansion of Firm Forecast

By DUDLEY F. WESTLER
Real Estate Editor

Industrial realty activity was stimulated this week with the purchase of the Pacific Rolling Mill Company of the property south of Market street on which the present plant is located for the reported sum of $140,000. This is another instance of where an old established firm has foreseen the great future in store for San Francisco and bought the ground which it has occupied for many years as a tenant.

A consolidation of the Pacific Rolling Mill Company with the Judson Manufacturing Company, owners of a large Oakland plant, became effective on February 1 and the concern will henceforth be known as the Judson Pacific Company. Business of the company consists of steel fabrication. One of their large recent jobs was the furnishing of structural steel for the new San Francisco Telephone building.

NEW OFFICERS NAMED

Officers of the consolidated company are C. Mann, president; H. B. Noble, vice-president, and A. E. Wilkins, manager.

According to W. T. Merriman, cashier of the company, the Pacific Rolling Mill Company three years ago inaugurated a new building program for the ground which they have held under lease since 1906. Structures representing approximately $120,000 were built and equipped with machinery and other necessities involving another $200,000. Because of rapid progress being made by the company, it is believed that still further expansion may be made in the near future.

PROPERTY IS BOUGHT

Purchase of the property, containing approximately three and one-half acres, has been negotiated at the expiration of the company's three-year option from the Real Estate and Development Company, owners, said to be a holding company for William Randolph Hearst.

The Real Estate and Development Company were the owners of the entire two blocks between Sixteenth, Seventeenth, Missouri and Mississippi streets. By the terms of this sale the Judson Pacific Company takes title to all except a piece 100 feet by 400 feet from Sixteenth to Seventeenth streets along the east line of Missouri street and the southwest corner of Sixteenth and Mississippi streets with frontages of 196 feet on Mississippi by 237 feet on Sixteenth street.

Texas street has been closed, which gives the purchasers frontages of 350 feet on Seventeenth street, 200 feet on Mississippi street and 140 feet on Sixteenth street.

Injunction Asked To Prevent Sale

Radio
BY THE HOUR, PACI

Quality and Variety in Entertainment Billed for Airways

6 TO 7 A. M.

6:00 a. m. KPO (422)—S. A. W. Health exercises and entertainment, conducted by Hugh Barrett Dobbs, with Billy Hancock at the piano, for Sussman, Wormser Company.

7 TO 8 A. M.

KPO (422)—Morning exercises and entertainment.
KFRC (454)—Real Facts program.
KFWI (286)—Health exercises.
KTAB, Oakland (280)—Good cheer hour.

8 TO 9 A. M.

KPO (422)—Shell Happy Time for the Shell Company of California, conducted by Hugh Barret Dobbs, with Billy Hancock as assistant.
KFRC (454)—Studio.
8:30 a. m., KFWI (286)—Musical breakfast program.
8:30 a. m., KTAB, Oakland (280)—Hour of prayer.

9 TO 10 A. M.

KFRC (454)—Studio features.
KYA (309)—Features.
KJBS (220)—Vocal and instrumental.
KTAB, Oakland (280)—Features.
KFIX, Oakland (256)—Worship hour.

10 TO 11 A. M.

10:30 a. m., KPO (422)—Ye Towne Cryer; (10:45) Betty Crocker's Gold Medal Flour home service talk.
KYA (309)—Program.
10:37 a. m., KFWI (286)—Weather reports.
KJBS (220)—Vocal and instrumental.
10:30 a. m., KTAB, Oakland (280)—Mills college program.
10:45 a. m., KTAB, Oakland (280)—Good cheer hour.
KLX, Oakland (508)—Features, music.

11 A. M. TO 12 NOON

KPO (422)—Mason's fashion talk; (11:15) Art talk by Helen Gordon Barker; silver anniversary program of Commonwealth Club from the Palace Hotel.
KFRC (454)—Features.
KYA (309)—Air circus.
KJBS (220)—Vocal and instrumental.
KGO, Oakland (384)—Talk; (11:40) luncheon program.
11:30 a. m., KTAB, Oakland (280)—Noon-day concert.
KLX, Oakland (508)—Luncheon program.

NOON TO 1 P. M.

KPO (422)—Time signals, Scripture reading, weather forecast, Dave Kane's Hawaiians; (12:45) KPO concert orchestra.
KFRC (454)—Luncheon concert.
KFWI (286)—Concert.
12:30 p. m., KGTT (207)—Daily Scripture.
KGO, Oakland (384)—Noon concert.
KTAB, Oakland (280)—Concert.
KLX, Oakland (508)—Concert.
KFWM, Oakland (236)—Musical program.

1 TO 2 P. M.

1:30 p. m., KPO (422)—KPO concert orchestra.
KFWI (286)—Features.
KJBS (220)—Vocal and instrumental.
KGO, Oakland (384)—Reports, weather forecast.
KFWM, Oakland (236)—Musical program.

2 TO 3 P. M.

KJBS (220)—Musical features.
2:30 p. m., KTAB, Oakland (280)—Mills college.
KZM, Oakland (246)—Musical features.
KFWM, Oakland (236)—Musical program.

3 TO 4 P. M.

Concert

Elsa Behlow T

RADIO BIL GAINS

'Jazz' Prompts U. to Ponder Ove for Air B

WASHINGTON [illegible] to extend the life of Radio Commission for after March 15 was [illegible] able reported to the by its Interstate Co[illegible] mittee.

Complaints of [illegible] "jazz" programs offe[illegible] radio. Senator Smit[illegible] Carolina declared [illegible] tempted to offer an [illegible] the pending radio [illegible] "jazz" music over [illegible]

"No matter where [illegible] dial," Senator Smith [illegible] leagues on the Interst[illegible] Committee, which is [illegible] nominations to the [illegible] Commission. "you g[illegible] tin-pan noise. It is [illegible] an occasional announ[illegible] a spark plug. I am [illegible]

Replying to [illegible] mission, C. H. [illegible]

San Francisco's Epic *of* Steel

[continued from page 13]

During the years when consumption demanded but a moderate tonnage of pig iron, bars, sheets and other iron and steel products used as raw materials by the local industry, the market was supplied by either the eastern or foreign steel centers. The demand for certain rolling mill products has now reached a point where consumption is sufficient to support the new departments recently added to our steel mills. This development has rounded out the industry and formed a nucleus for a steel producing district which soon will be of sufficient importance to be comparable with the great eastern steel centers.

The absence of an ample supply of coking coal has long retarded the local steel industry since most of the coke has either been shipped in from the East or from foreign countries. Several experiments have been made by various investigators who hoped to smelt native ores but none of these have been sufficiently satisfactory to encourage the reduction of these ores on a commercial basis.

The improvements in the design of by-product coke ovens stimulated engineers to study the possibility of coking the so-called non-coking coals. Because of the success of such work in the Middle West an attempt was made to use a similar process, which met with success with Utah coals.

In 1922 the Columbia Steel Company began work on a blast furnace at Provo, Utah, and simultaneously built a by-product coke plant in which were installed 33 Koppers-Becker coke ovens, and which have since been increased to 56 ovens. The blast furnace receives hematite ore from the Columbia Steel Company's mines at Ironspring, which has an annual capacity of 500 tons per year. The coal mines at Columbia produce about 350,000 tons annually. This plant supplies the raw material for the company's plant at Pittsburg, California, which is now producing a varied line of steel products.

In addition to the Utah supply of pig iron, the balance comes from the East. The local second-hand market supplies most of the scrap steel and iron, which is augmented with hydraulically compressed billets made from detinned scrap in the operations of the Metal & Thermit Corporation at South San Francisco.

The steel works and rolling mills of the San Francisco Bay region include the following companies and equipment:

The Columbia Steel Corporation with headquarters in San Francisco has the following equipment in its Pittsburg plant: six basic open hearth furnaces; one 18-inch billet bar mill; one 12-inch Belgian merchant bar mill; one 13-inch and one 9-inch rod mill, Belgian train; five block sheet mills, complete wire drawing, nail machine and accessory equipment. The company also owns mills at Torrence, California, and at Portland, Oregon.

The South San Francisco plant of the Pacific Coast Steel Company, whose headquarters are also in San Francisco, includes the following: six basic open hearth furnaces, one 24-inch billet mill; one 18-inch merchant bar mill; a 16-inch and a 12-inch merchant mill; a 12-inch Belgian roughing mill, and a nine-inch finishing merchant mill; a concrete bar fabricating plant and a transmission tower department. This company controls the Southern California Iron and Steel Company at Huntington Park, California, and owns another plant at Youngstown, Seattle, Washington.

The Judson Manufacturing Company, with headquarters in San Francisco, is equipped with three thirty-ton basic open hearth furnaces, and, billet and bar mills at its Emeryville plant.

The Enterprise Foundry Company of San Francisco has a basic open hearth furnace and two one-ton electric furnaces for forging steel ingots at its South San Francisco plant. The company also owns a plant at Los Angeles.

The recent preliminary returns from the 1927 Census of Manufacturers indicate the importance of the steel industry to California and its growing center, the bay region. The 1925 census established the fact that 23% of the industrial wage earners of the state produced products in the iron and steel and allied industries totaling 16% of the state's annual output. When we consider the rapid development in the steel industry it is safe to assume that these same percentages or even larger ones apply to the steel portion of the 270,000 workers who received $350,000,000 in wages for producing the state's $2,700,000,000 industrial output during 1927, which details are not yet classified for iron and steel.

As was indicated, the steel industry started its greatest growth subsequent to the establishment of western blast furnaces which is borne out by the following comparison of figures from census reports:

CALIFORNIA IRON AND STEEL PRODUCTS

	1919	1925	Per cent Increase
Average number of wage earners	18,996	30,728	62
Cost of materials	$ 50,998,000	$104,916,000	109
Value of products*	107,532,000	211,619,000	97

*This item which compared with that of the year 1899 shows over 800% increase. The above figures are not segregated for cities so it is impossible to give the exact figures for the Bay Region. Considering the leadership of this section in all branches of the industry it is generally conceded that the larger portion of the wage earners and production is in this district. During 1928 there was a sharp increase in both production and employment, which will be even greater during the coming year, when the bolt and nut mill of the Pacific Coast Steel Co. and the tin plate mill of the Columbia Steel Co. start production during the next two months.

[continued on page 39]

there are other communities which can adopt some such scheme if they find themselves up against the same serious situation.

These are the larger problems of the winter as I see them. But there are matters of current technical interest which we can use to keep our members interested in meetings in this period when they have time to study such problems. At the New England Regional Conference in July the architects visited the many important new buildings in the neighborhood of Hartford and New Haven and then held an "architectural clinic" on these buildings behind closed doors; for members only! It developed into the most exhilarating lot of criticism of architectural design that has been heard for many a moon. Why should not architects frankly discuss designs of current buildings between themselves, not as questions of personal taste but as logical analyses? The Boston Chapter reports that it is to hold a series of "architectural clinics" this winter on other kinds of topics. One of them I know is to be on the subject of leaky walls. I would like to hear that myself. I need it. And then there is no reason why, just because we are hard up, we need to forget aesthetics entirely. Every Chapter could have a wonderful time with evenings devoted to a discussion of modernism in architecture, and to the logical uses of the new materials and methods that are available.

LOW BUILDING COSTS NOW

Money now being collected for general relief could do double service if applied to needed construction, it is declared by the Construction League of the United States, recently organized to co-ordinate and to stabilize the national building industry under the headship of Robert D. Kohn of New York, president of the American Institute of Architects. There can be no economic recovery while construction remains at its present low ebb, it is asserted.

National, state, county, and municipal bond issues are urged to speed construction, to "relieve" relief agencies, and to guard against making public charges of the unemployed.

The statement of the League, composed of leading organizations devoted to construction, including architects, engineers, contractors, sub-contractors, labor, and producers of materials, is issued by a public information committee of which Horace W. Peaslee of Washington, a representative of the American Institute of Architects, is chairman. It follows:

"With due allowance for the confusing interlocking wheels of business, the Construction League feels justified in sustaining the conclusion reached by many others that there can be no gen-

ENGINEERING NEWS

NEWS INDEX

For convenient reference, news reports in this section are classified as follows:

21— BRIDGES

ADAMS COUNTY, Wash.—Colonial Building Co., 926 First St., Spokane, at $8495 submitted low bid to L. V. Murrow, Director of Highways, Olympia, and was awarded contract for constructing a treated timber trestle 112 ft. long, with concrete deck, grading approaches, and channel change, State Road No. 11, Lind Bridge and approaches in the city of Lind, NRM 180-A, in Adams County.

G. M. Barber & Sons, Pressor, at $9158 submitted second low bid and Elliott & Co., Inc., Seattle, at $9224 submitted third low bid.

TOMESTONE, Arizona—All bids for constructing a timber bridge, approaches and road guard on the Benson-Douglas Highway, N.R.H. 79-C, about 9½ miles south of Tombstone, opened by the Arizona Highway Commission October 31, have been rejected.

SAN FRANCISCO—Raymond Concrete Pile Co., and J. H. Pomeroy, Inc., 111 Sutter St., at $941,400 awarded contract by Golden Gate Bridge & Highway District for construction of San Francisco and Marin Approach Span of the Golden Gate Bridge. The companies receiving the contract are assignees of Bridge Builders, Inc., original low bidders. The contractors are pledged to purchase 51% of the materials used within the Golden Gate Bridge District. Steel is to be fabricated by Judson Pacific Co.

Bids were opened October 14, 1933.

PLUMAS COUNTY, Cal.—Until December 6, 2 P. M., bids will be received by State Highway Commission, Sacramento, for constructing a steel stringer bridge with concrete deck across Yellow Creek about 2 miles west of Howells, consisting of one 50-ft. span, one 44-ft. span and two 32-ft. spans on concrete piers and abutments, in Plumas County, involving:

(1) 125 cu. yds. struc. excav.;
(2) 321 cu. yds. Class A Portland cem. concrete;
(3) 45,000 lbs. bar reinf. steel;
(4) 101,000 lbs. struc. steel;
(5) 570 lbs. cast bearings;
(6) 374 lin. ft. solid timber railing;
(7) 1 lot miscellaneous items of work.

Plans and specifications obtainable at above office, and are on file at the offices of the District Engineers at Los Angeles and San Francisco, and at the district in which the work is situated.

SAN DIEGO COUNTY, Calif.—Contracting Engineers, Inc., 2310½ West Vernon Ave., Los Angeles, at $12,748.25 awarded contract by the State Highway Commission, Sacramento, for widening two reinforced concrete girder bridges, each having a span of approximately 32 ft., between Oceanside and Carlsbad, in San Diego County.

SPOKANE COUNTY, Wash.—Until November 25, 10 A. M., bids will be received by L. V. Murrow, State Director of Highways, Olympia, Wash., for paving with Portland cement concrete about 0.2 of a mile of approaches and constructing an undercrossing of the O. W. R. R. and N. Co. tracks on State Road No. 2, Hedman Undercrossing, National Recovery Highway Project No. NHH 182-E, in Spokane County, involving:

(1) 13,500 cu. yds. excav.;
(2) 5450 sq. yds. pavement;
(3) 1250 lin. ft. culvert pipe;
(4) 1495 cu. yds. concrete;
(5) 728,000 lbs. struc. steel;
(6) 49,000 lbs. steel reinf. bars;
(7) 25,400 lbs. steel castings;
(8) Miscellaneous items.

Plans and specifications obtainable from above office upon deposit of $2.

LOS ANGELES, Cal.—Until December 4, 2 P. M., bids will be received by the Los Angeles County Supervisors for constructing a timber and steel bridge on Carmenita (Moody) Road over Coyote Creek. Bids will be received as follows:

(1) Timber and steel bridge, part redwood and part Douglas fir.
(2) Timber and steel bridge complete, being all redwood.

George W. Jones, County Road Commissioner. Mamie B. Beatty, 501 Hall of Records, Clerk of the Board.

MADERA COUNTY, Cal.—Until December 5, 10 A. M., bids will be received by the Madera County Board of Supervisors, Court House, Madera, for the construction of the wood frame bridge over Fine Gold creek in Supervisorial District No. 5, according to the plans and specifications on file in the County Surveyor's office. L. W. Cooper, county clerk.

SONOMA COUNTY, Calif.—The Sonoma County Board of Supervisors has approved an appropriation of $50,750 as its share of the cost of constructing a bridge across the Russian river at Monte Rio. The bridge will be constructed by Joint Highway District No. 18, with funds appropriated by the State, Sonoma and Mendocino Counties. Bids will be asked shortly. Estimated cost, $300,000. J. B. Piatt, Santa Rosa, district engineer.

22—DREDGING HARBOR WORKS EXCAVATION

MARE ISLAND, Cal.—George Pollock, P. O. Box 903, Sacramento, at $195,421 submitted low bid to the Public Works Officer, Ralph Whitman, Navy Yard, Mare Island, under Spec. 7162 for extension of Slips No. 12, Bids were taken as follows:

(1) 1500 ft. dike extension;
(2) per ft. for each additional foot;
(3) per ft. for each foot dedusted.

Complete bids follow:

George Pollock, Sacramento, (1) $195,421; (2) $115; (3) $1.

Daniel Contracting Co., San Francisco (1) $245,200; (2) $100; (3) $100.

Basalt Rock Co., Napa, (1) $250,250; (2) $484; (3) $100.

SACRAMENTO, Cal.—Daniel Contracting Co., 503 Market St., San Francisco, at $18,000 submitted low bid to the U. S. Engineer Office, Capt. J. G. Drinkwater, District Engineer, Sacramento, for furnishing and placing approximately 30,000 tons of rip-rap stone along the banks of the Sacramento river at various points between the mouth of Cache Slough and Collinsville.

Complete bid, follow:

Daniel Contr. Co., San Francisco per cu. yd., $1.00; total $18,000.

Hutchinson Co., Oakland, $1.62; $48,600.

Rieke Bros., San Francisco, $1.68; $50,400.

Govt. estimate, $1.6287; $48,860.

YOLO COUNTY, Calif.—Olympian Dredging Co., 249 First St., San Francisco, at $0.2288 per cu. yd., submitted only bid to the U. S. Engineer Office, Sacramento, for placing 525,000 cu. yds. of embankment along existing levee on the east side of Yolo Bypass between the Yolo Causeway and Miner Slough, a distance of about 20.2 miles.

Bids were previously opened Oct. 21 and all bids were rejected. Olympian Dredging Co. submitted low bid at that time at $0.2289 per cu. yd. Government estimate, $0.215.

FORT MASON, Cal.—Ben C. Gerwick, Inc., 112 Market St., San Francisco, at $46,117 awarded contract by the Constructing Quartermaster, Fort Mason, for dredging at U. S. Army Transport Docks, Fort Mason. Complete bids published October 28.

SACRAMENTO, Cal.—Until November 24, 3 P. M., bids will be received at the U. S. Engineer Office, Capt. J. G. Drinkwater, District Engineer, 208 Post Office Bldg., Sacramento, for constructing an embankment across overflow channels on the northerly side of the Yuba River about 0.5 miles easterly of the City of Marysville, approximately in line with 10th St., involving about 2200 cy. yds., embankment in place.

Specifications No. 5874 obtainable from above office.

COLUSA COUNTY, Cal.—Lord & Bishop, 316 26th St., Sacramento, at $24,650 awarded contract by U. S. Engineer Office, Sacramento, for placing approximately 12,500 tons of rip-rap stone along five sections of the banks of the Sacramento River near Princeton.

SOUTH SAN FRANCISCO, San Mateo Co., Cal.—The South San Francisco City Council has authorized the city engineer to report on various possible municipal improvements that might qualify for aid under the Federal Public Works Administration program. The report being prepared by Assistant City Engineer Robt. Klassen will include proposals for the exten-

shingle and clay tile roofing, hot water heating system, high pressure steam boilers).
Owner — United States Government (John Collier, Commissioner of Indian Affairs).
Architect—Schmidt, Garden & Erikson, 104 S. Michigan Ave., Chicago.
Low Bidder — Western Constr. Co., Textile Tower, Seattle, Washington, at $131,6[illegible].
(1) Work complete.
(2) Deduct for omission of Doctor's House No. 2.
(3) Deduct for omission of Doctor's House No. 1.
(4) Deduct for omission of nurses' quarters.
(5) Add for tile roofing.
(6) Deduct.
(7) Deduct for omission of roads, walks, etc.
(8) Deduct for omission of kitchen equipment.

Western Constr. Co., Seattle, Washington — (1) $131,6[illegible]
(2) 15,426
(3) 12,200
(4) 16,398
(5) 494
(6) 56
(7) 646
(8) 1,290

J. W. Bailey, Seattle — (1) $148,7[illegible]
(2) 5,550
(3) 9,520
(4) 12,017
(5) 1,423
(6) 125
(7) 1,268
(8) 1,253

Henrikson & Alstrom Const. Co., Seattle — (1) $155,2[illegible]
(2) 10,8[illegible]
(3) 11,025
(4) 15,6[illegible]
(5) 1,000
(6) 140
(7) 1,000
(8) 1,3[illegible]

MacDonald Building Co., Tacoma — (1) $156,65[illegible]
(2) 11,5[illegible]
(3) 11,651
(4) 14,949
(5) 1,603
(6) 150
(7) 11,000
(8) 1,300

MacRae Bros., Seattle — (1) $157,000
(2) 12,000
(3) 12,000
(4) 15,000
(5) 1,600
(6) 137
(7) 1,698
(8) 1,600

Plans Being Completed.

ADDITION — Cost, $[illegible]
SANTA ROSA, Sonoma Co., Cal.
Addition to hospital (add operating room, six major rooms, elect. work involves rough-in on plumbing and electrical work.
Owner — Santa Rosa Hospital, Santa Rosa.
Architect—John I. Easterly, 302 Grant St., Healdsburg.
Bids will be asked in one week.
Bids will be taken on a general contract omitting painting, electrical fixtures and plumbing fixtures which will be furnished by the owner.

FUNDS ALLOTED

LONG BEACH, Cal.—PWA allotted $402,000 to Sisters of Charity of the Incarnate Word, for construction of a five-story fireproof hospital building and a one-story service building, including purchase and installation of certain equipment.

Contracts Awarded.

BOILER PLANT — Cost, $162,593
CAMARILLO, Ventura Co., Cal. State Hospital Site.
One-story reinforced concrete kitchen, one-story reinforced concrete dining room building and one-story reinforced concrete boiler plant (clay tile roofs).
Owner—State of California.
Architect—Geo. B. McDougall, State Architect, Public Works Building, Sacramento.
Contractor—L. A. Geisler, 6212 Middleton St., Huntington Park.
Mechanical Work — F. C. Schilling, 3215 Beverly Blvd., Los Angeles, $26,852.
Electrical Work—Edw. Electric Co., 309 E. Weber St., Stockton, $6,498.
Refrigeration—York Ice Machinery Co., 2061 Santa Fe Ave., Los Angeles, $13,325.

10— HOTELS

To Be Done By Day's Work.

ALTERATIONS — Cost, $[illegible]
SAN FRANCISCO, 847 Clay Street.
Alterations to rooming house.
Owner—Mercantile Mortgage Co., 1440 Broadway, Oakland.
Plans by James R. Lee, 821 Washington Street.

Iron Contract Awarded.

REMODEL HOTEL — Cost, $[illegible]
SANTA ROSA, Sonoma Co., Cal. Fifth Street.
Remodel hotel building (painting, decorating, furnishing, etc.)
Owner — Santa Rosa Hotel (Max and Fred Rosenberg), Santa Rosa.
Architects—Herbert & Conklin, Rosenberg Bldg., Santa Rosa.
Lessee—Will A. Conway.
Mgr. of Hotel—Koch & Pettersen, 130½ Stimer Court, Santa Rosa.
Iron Works—Pacific Iron & Metal Works, 250 11th Street, San Francisco.

Contract Awarded.

ALTERATIONS — Cost, $1000
SAN FRANCISCO — 366 Geary Street.
Alterations to Fielding Hotel.
Owner—Fielding Hotel, Premises.
Architect—D. L. Stone, 110 Sutter St., San Francisco.
Lindgren & Swinerton, 235 Bush St., San Francisco.
This is the first unit of the work to be done. Further details will be announced shortly.

13— PUBLIC BUILDINGS FIRE HOUSES & JAILS

PLANNED

WALLA WALLA, Wash.—Warden J. M. McCauley will ask appropriation at the next meeting of legislature for following improvements at the State Penitentiary, Walla Walla, Wash.:
Isolation wing for 150 prisoners.
Thirty-one garage for officers' cars.
Enlargement of kitchen and dining rooms.
Enlargement of chapel.
Construction of wall around trustees' quarters.

TO SEEK FUNDS

SAN DIEGO, Cal.—The City of San Diego will apply for $1,450,000 of the State's $48,000,000 relief fund for four municipal building projects, the City council decided last week. The projects are: California building for the California Pacific International Exposition, $500,000; San Diego building for the exposition, $500,000; two new wings and enlargement and modernization of city library, $300,000; new city prison and police station, $250,000.

CONTRACT AWARDED

SAN FRANCISCO.—C. J. Waterhouse, 55 New Montgomery Street, at $476.00 submitted only bid and awarded contract by Department of Public Works for traffic guides on revolving doors on the Van Ness Avenue entrance to the City Hall.

FAIRBANKS, Alaska.—PWA allotted $50,000 to town of Fairbanks for construction of a two-story and part basement town hall building, repairs and extensions to sewerage system and commencement and repairs of sidewalks.

Planned.

LIBRARY — Cost, $[illegible]
OAKLAND, Alameda Co., Cal. Glenview Branch.
Construct new branch library.
Owner—City of Oakland (Library trustees).
Architect—Not Selected.

FUNDS ALLOTTED

Contracts Awarded.

COURT HOUSE, Total Cost, $1,565,873
OAKLAND, Alameda Co., Cal. Fallon, Twelfth, Oak and 13th Streets.
Two-story fireproof court house, structural steel frame, reinforced concrete walls, monument and earthquake resisting, plumbing, heating, ventilating, electric work, elevators (to house all county offices and courts) three lower floors to be 176x245 ft. and upper floors 114x116 feet.
Owner—County of Alameda.
Architects—W. C. Corlett, James F. Plachek, W. E. Schirmer, Carl Werner, H. A. Minton, 910 Bank of America Bldg., Oakland (GLencourt 2903).
Consulting, Mechanical and Electrical Engineer—C. M. Simonson, 20 Lorcia Ave., Piedmont.
Contractor—George Wagner, 121 So. Park, and K. E. Parker, 118 South Park, San Francisco, $[illegible],854.
Contract awarded on Proposition 3 (building complete with certain omissions) alternate C, substituting lava rock for concrete system moulds, alternate E, substituting oak for Philippine mahogany.
Excavation and Foundations—J. Caputo, 1212 18th Ave., Oakland, $59,651.05.
Structural Steel—Pacific Coast Steel Corp., 20th and Illinois Sts., San Francisco, $[illegible],416.
Elevators—Otis Elevator Co., 1 Beach St., San Francisco, $104,[illegible].
Mechanical Work—Alta Electric and Mechanical Co., 167 O'Farrell St., San Francisco, $228,840.
Jail Equipment—Pacific Electric Mfg. Co., 5515 Third St., San Francisco, $68,985.
Following sub-contracts submitted with bid of George Wagner and K. E. Parker:
Concrete and Masonry—General Contractors.
Mill Work—National Mill and Lumber Co., 400 High St., Oakland, $80,000.
Sheet Metal—Gullixy Cornice Works, 1234 Howard St., San Francisco, $9,572.
Lath and Plaster—Wm. Miskin, 2141 Livingston, Oakland, $121,800.
Ornamental Iron and Bronze—Monarch Iron Works, 262 7th St., San Francisco, $41,240.
Tile—Rigney Tile Co., 3012 Harrison St., Oakland, $7,629.
Marble—Jos. Musto Sons Keenan Co., 835 North Point St., San Francisco, $31,706.
Cork Flooring—L. S. Cake, Inc., 7th and Daggett Sts., San Francisco, $810.
Asphalt Tile—L. S. Cake Inc., Seventh and Daggett Sts., San Francisco, $1,629.
Linoleum Wainscot—West Coast Linoleum & Carpet Stores, 2703 Mission St., San Francisco, $18,975.
Granite—McGilvray Raymond Corp., 3 Potrero Ave., San Francisco, $9,-836.00.

Limestone—[illegible] Lunaga [illegible] 684.60.

Composition Roofing [illegible] 600.00.

Architectural Terra Cotta [illegible] [illegible] Co., [illegible] San Francisco, [illegible]

Reinforcing Steel [illegible] Mission St., San Francisco, [illegible]

Finish Hardware [illegible] ware Co., [illegible] Oakland or [illegible] Spear and Mission Sts., San Francisco, $12,504.

Glass and Glazing—W. P. Fuller and Co., 265 10th St., Oakland, [illegible]

Vault Equipment—H[illegible] Howard and Main Sts., San Francisco, $1,120.

Stack Equipment [illegible] Front St., San Francisco, [illegible]

Painting and Decorating—D. [illegible], 165 Grove St., San Francisco, $[illegible]457.00.

***Electrical Work** — [illegible] tors.

*Materials to be purchased in Alameda County, estimated to cost [illegible] 008.

14— RESIDENCES

Sub-Contracts Awarded.
RESIDENCES Cost, [illegible]
OAKLAND, Alameda Co., Cal. Piedmont Pines
Three 1-story frame and stucco residences [illegible] rooms [illegible], shingle roof, gas heating system, hardwood floors, etc.
Owner—Withheld
Architect—Miller & Warnecke, Financial Center Bldg., Oakland
Contractor—W. Vernon Bernard, 227 San Carlos St., Berkeley
Heating and Sheet Metal—Cranbelt Sheet Metal Co., 321 University Ave., Berkeley
Tile Work—[illegible] Tile & Products Co., 3742 Broadway, Oakland
Hardwood Floors — Chas. Josephson, 2146 Curtis St., Berkeley
Brick and Stone Work—[illegible] ing, 4418 Ygnacio St., Oakland
Lumber—Bay City Lumber Co., 10th Ave. and E. 12th St., Oakland
Foundations — V. [illegible], 1022 53rd St., Oakland
Reinforcing Steel—McGrath Steel Co., 354 Hobart St., Oakland

Contract Awarded.
ALTERATIONS Cost, $[illegible]000
SAN FRANCISCO, [illegible] Street
Alterations to frame residence
Owner—[illegible]
Architect—Not Given
Contractor—[illegible] Street

Plans Being Prepared.
RESIDENCE Cost, $[illegible]
BERKELEY, Alameda Co., Cal. San Antonio Avenue
One-story and basement frame and stucco residence ([illegible] rooms) shake roof, [illegible] heating system, hardwood floors, etc.
Owner—Withheld
Architect—Hardman & Ross, [illegible] Alston Way, Berkeley

Contract Awarded.
RESIDENCE Cost, $[illegible]
FRESNO, Fresno Co., Cal. [illegible] Van Ness Blvd.
Two-story frame and stucco residence
Owner—Walker & Walker
Architect—Not Given
Contractor—[illegible] Walker, [illegible] Cornell St., Fresno

To Be Done By Day's Work.
RESIDENCE Cost, $[illegible]
FRESNO, Fresno Co., Cal. No. [illegible] Harvard Street
[illegible] story frame and stucco residence
Owner and Builder—W. H. Richmond, [illegible] Adeline St., Fresno.
Architect—Not Given.

To Be Done By Day's Work.
RESIDENCE Cost, $2,000
OAKLAND, Alameda Co., Calif. 1100 Twelfth Street
Two-story frame residence (2 rooms)
Owner and Builder — S. Giordanella, 1110 12th St., Oakland
Architect—Not Given.

To Be Done By Day's Work.
RESIDENCE Cost, $4,000
SAN FRANCISCO, W. 33rd Avenue [illegible] N. [illegible] Street
[illegible] story and basement frame and stucco residence
Owner and Builder—N. W. Anderson, [illegible] 24th Avenue
Architect—Not Given.

To Ask Bids January 2.
RESIDENCE Cost, $[illegible]
OAKLAND, Alameda Co., Cal. [illegible] Tract.
One and one half story frame and brick residence (7 rooms, 2 baths) hot air heating system, tiled baths, steel sash, oak floors.
Owner—Hector Bennett
Architect—Fred Confer, 2812 Russell Street, Berkeley

Low Bidder.
RESIDENCE Cost, $7,000
SANTA ROSA, Sonoma Co., Calif.
Two-story frame and stucco residence (7 rooms, 2 baths) Spanish style, tile roof, floor furnace, hardwood floors, tile baths, etc.
Owner—George Rothing
Architect—Herbert & Caulkins, Rosenberg Bldg., Santa Rosa.
Low Bidder—Ellis Ahlstrom, 411 Sherman St., Santa Rosa.

Plans Being Figured.
RESIDENCE Cost, $——
SANTA ROSA, Sonoma Co., Calif.
Two-story and basement frame and stucco residence (7 rooms and 2 baths) tile roof, tile baths, hardwood floors (type of heating not determined)
Owner—Wm. Shackleton, Santa Rosa.
Architect—Herbert & Caulkins, Rosenberg Bldg., Santa Rosa.

December 28, 1934

Bids Opened.
RESIDENCE Cost, $——
SANTA CLARA COUNTY, Cal. Cypress Avenue, 6 miles out of San Jose.
One-story and basement frame and stucco residence (5 rooms, 1 bath) tile roof, electric heating system, hardwood floors, tile bath, etc.
Owner—Withheld
Architect—Wm. Higgins, 10 N. Second St., San Jose.
Low Bidder — J. Santi, 545 Madera Ave., San Jose.
Complete bids follow:

J. Santi	$4316
M. W. Reese	4593
J. F. Perkins	4650
J. W. Osborn	4655
[illegible] F. Keesling	4702
Wm. H. Schwartz	4737
N. J. Nielsen	4795
W. Caldwell	4970
Earl Heple	5430

Bids held under advisement.

PROPERTY PURCHASED

SAN MATEO, Cal.—Oscar F. Cavanagh, 432 Occidental Ave., San Mateo, has purchased a ten-acre tract in the Geo. Henry Howard Estate in Hillsborough. Approximately $100,000 involved in the transaction. Mr. Cavanagh plans to construct a group of residences. Further details will be announced shortly.

To Be Done By Day's Labor.
RESIDENCE Cost, $3000
SAN FRANCISCO, S. Duncan St. 108 E. Noe Street.
Owner—R. A. McAfee, 125 Cervantes Blvd., San Francisco.
Architect—Not Given.

15— SCHOOLS

BIDS WANTED

BERKELEY, Alameda Co., Cal.—Until January 9, 2 P. M., bids will be received by the Berkeley Board of Education for structural steel (in place including shoring and tests); sheet metal; cement gun concrete (gunite); heating and ventilating, including stacks, for the reconstruction of the Thousand Oaks School, Tacoma and Colusa Sts., Berkeley.

BOND ELECTION

ORANGE COUNTY, Cal.—Centralia School District, Orange County, will hold an election January 4 at which time it is proposed to vote bonds in the sum of $20,000, proceeds to be used to finance the construction of a new school building. It will be a frame and stucco structure, containing five classrooms, auditorium, manual training department and domestic science department.

Plans Awaiting PWA Approval.
SCHOOL Cost, $30,000
PORTOLA, Plumas Co., Cal.
One-story frame and stucco grammar school (7 classrooms and recreation room).
Owner—Portola Grammar School Dist.
Architect — Harry Devine, Califonia State Life Bldg., Sacramento.

BIDS WANTED

LOS ANGELES, Cal.—Until January 11, 11:30 A. M., bids will be received by the purchasing Bureau of Los Angeles Board of Education, 1425 S. San Pedro St., for the erection of a new frame and stucco main building at the Chatsworth Park School, 22,025 Devonshire St., Van Nuys District. The building will be 56x152 feet in area, composition roofing, metal roof vents, wood transom windows, ornamental iron railings, stucco urns, cement and wood floors, etc. Frank P. Allen Jr., 603 Architects' Bldg., architect, and Murray Erick, 811 W. 7th Street, structural engineer. Cost, $44,138.

PREPARING SKETCHES

LOS ANGELES, Calif. — Architects Henry Carlton Newton and Robert Dennis Murray, 502 Architects' Bldg., have prepared sketches for a new building to be built at the St. Ambrose School, located at Fountain and Fairfax Blvds., for the Roman Catholic Bishop of Los Angeles and San Diego. The building will be a two-story, reinforced concrete structure. Cost, $40,000.

BIDS WANTED

LOS ANGELES, Ca. Until January 10, 11:30 A. M., bids will be received by the Los Angeles Board of Education, 1425 San Pedro St., for reconstruction, strengthening and rehabilitation of the main building, auditorium building, 1927 addition, and boys' and girls' physical education buildings at Thomas A. Edison Junior High School, located on Hooper Ave., between 64th and 67th Sts. Plans may be obtained at 1425 San Pedro St. upon deposit of $25. Certified or cashier's check or bond for 10 per cent must accompany each bid. H. E. Griffin, Secretary. Cost, $256,646. A. R. Walker and P. A. Eisen, 708 Pacific Commerce Bldg., Architects, and Murray Erick, 811 W. Seventh St., Structural Engineer.

lation, $35 and traveling expenses; weight 1800 lbs. for dispatchers equipment, 2100 lbs. for substation equipment; 135 calendar days.

General Electric Co.—(1) $12,816; (2) 12,910; (3) $25 per day plus living and traveling expenses; weights 1760 lbs. and 2000 lbs.; 117 calendar days.

BIDS OPENED

SAN LUIS OBISPO, Calif.—Following bids received by the State Purchasing Agent, State Capitol, Sacramento, under Quotation 49774, Req. 6916, for furnishing one tractor fob San Luis Obispo:

Smith Booth Usher Co., Los Angeles, $2,245, on a Cletrac "35"; 2% 30 days.

Farmers Hardware and Implement Co., San Luis Obispo: $2,256; 6% 30 days.

J. D. Adams Mchy Co., San Francisco, $2,710 on a McCormick-Deering; 5% 30 days.

Weaver Rye Tractor Co., Sacramento: $2,928.90 on a Caterpillar gas "40"; 2% 30 days.

Bids held under advisement.

CONTRACT AWARDED

BOULDER CITY, Nevada.—Joshua Hendy Iron Works, 206 Sansome St., San Francisco, at $269,459 awarded contract by the Bureau of Reclamation, Denver, Colo., under Spec. No. 520, for furnishing and delivering fob Sunnyvale, Calif., twelve 86-in. dia. paradox emergency gates, complete, with hoists, motors, limit switches, conduit linings, and other appurtenances for installation in the tunnel plug outlet works at Boulder Dam, Boulder Canyon Project.

CONTRACT AWARDED

BOULDER CITY, Nev.—Judson-Pacific Co., 609 Mission St., San Francisco, at $52,120 awarded contract by the Bureau of Reclamation, Denver, Colo., under Spec. No. 617, for furnishing and delivering fob cars, San Francisco, four 4-motor cage-operated, overhead revolving cranes for installation in the intake towers at Boulder Dam, Boulder Canyon Project. Complete bids published April 15.

BIDS OPENED

SAN CARLOS, Arizona — Bids for furnishing 3 raw water circulating pumps, complete with electric motors, for the San Carlos Irrigation Project No. 261, Coolidge, Ariz., under Bid No. 0166, were opened by the U. S. Indian Irrigation Service, Room 524, 751 S. Figueroa St., Los Angeles, May 2. The bids follow:

American Pump Co., Ltd., 931 Santa Fe Ave., Los Angeles, $1076.97 f.o.b. Coolidge. Delivery, 25 days. Total shipping weight, 2550 lbs. Shipping point, Aurora, Ill. Terms, 2% 10 days, 1% 20 days, net 30 days. Efficiency, 78%. U. S. motor.

Byron Jackson Pump Co., 2150 E. Slauson Ave., Huntington Park, $1,-215.75 f.o.b. Berkeley. Delivery, 20 days to Berkeley, 23 days to Coolidge. Total shipping weight, 2720 lbs. Terms net. Pump efficiency, 74.5%. K. W. input to motor, 8.41. U. S. motor.

De Laval Steam Turbine Co., 1055 S. Olive St., Los Angeles, $1017.09 f. o.b. Coolidge. Delivery, 28 days. Total shipping weight, 3300 lbs. Efficiency, 76%. K. W. input, 8.32. U. S. motor. Terms net.

Fairbanks, Morse & Co., 423 E. 3rd St., Los Angeles, $836.79 f.o.b. Beloit, Wis., or $1052.79 f.o.b. Coolidge. Total shipping weight, 4140 lbs. Terms net. Efficiency, 82%. K. W. input, 8.08. Fairbanks-Morse motor.

Pacific Pump Works, 5716 Bicket St., Huntington Park, $1132. Delivery, 20 days. Total shipping weight, 3000 lbs. Efficiency, 80%. K. W. input, 9.6. U. S. motor.

Petroleum Equipment Co., Box 80, Arcade Station, Los Angeles, $1017.09 f.o.b. cars Berkeley, Calif. Delivery, 20 days f.o.b. Berkeley or 26 days f. o.b. Coolidge. Total shipping weight, 3450 lbs. Efficiency, 81%. K. W. input, 7.1.

Smith Booth Usher Co., 2001 Santa Fe Ave., Los Angeles, $1143 f.o.b. Seneca Falls, N. Y., or $1334.10 f.o.b. Coolidge. Delivery, 42 days to Coolidge. Total shipping weight, 5100 lbs. Efficiency, 78%. K. W. input, 8.28. U. S. motor. Terms net.

Worthington Company, Inc., 5075 Santa Fe Ave., Los Angeles, $1064.59 f.o.b. Harrison, N. J. Total shipping weight, 2970 lbs. Terms net. Efficiency, 75%. K. W. input, 8.36. U. S. motor.

BIDS OPENED

SANTA BARBARA, Cal.—Bids for the rental of a gasoline power shovel for use on the Mono Narrows debris dam project were opened by the Santa Barbara City Council. The bids, which were referred to Water Superintendent V. H. Trace and Purchasing Agent Carl Hasse for checking, are:

Harry C. Collins Machinery Co., 1919 Santa Fe Ave., Los Angeles—Rental of Equipment, $50 per day; transportation of equipment, $750.

Western Motor Transfer, Inc., 115 per day; transportation of equipment, $760.

Sam Hunter, 122 W. Valerio St.—Rental of equipment, $50 per day; transportation of equipment, $1250.

James T. Cornwall, Box 57, Hope Ave.—Rental of equipment, $56 per day; transportation of equipment, $1280.

BIDS OPENED

DEL NORTE COUNTY, Cal.—Identical bids at $2.55 per hour for the rental of one 950-gal. water sprinkler truck, for approximately 320 hours, were received by the Department of Public Works, Division of Highways, J. W. Vickrey, District Engineer, Eureka, May 3, from the following: Wm. Kern, Weott; Garcia Const. Co., Irvington, and K. N. Dewar, Eureka.

BIDS OPENED

MENDOCINO COUNTY, Cal.—Eugene Della Rosa, 1735 Castro Street, Martinez at $2.50 per hour, submitted low bid to the Department of Public Works, Division of Highways, J. W. Vickrey, District Engineer, Eureka, May 3, for the rental of one 950-gal. water sprinkler truck, for approximately 500 hours, to be used in Mendocino County:

Complete bids follow:

Eugene D. Rosa, Martinez	$2.50
Ashurst Bros., Hopland	2.55
Wm. Kern, Weott	2.55
Garcia Const. Co., Irvington	2.55
K. N. Dewar, Eureka	2.65
Chas. Kuppinger, Lakeport	2.75

Bids held under advisement.

BIDS OPENED

SAN FRANCISCO.—Following bids received by the National Park Service, F. A. Kittredge, Chief Engineer, 409 Underwood Bldg., San Francisco, for furnishing one 162 KVA, 80% power factor, 2300 volt, 3 phase, 60 cycle A. C. gasoline driven electric generating standby unit:

LeRoi Co., fob Milwaukee: $7,450; delivery in 70 days.

Buffalo Gasoline Motor Co., fob Buffalo: $10,700; alternate, $6,800; 1% 10 days. Delivery in 6 to 8 weeks.

Hall-Scott Motor Co., fob Berkeley: $9,240.

Fairbanks Morse & Co., fob Waukesha, Wis.: $10,156, alt., $9,826; delivery in 6 to 7 weeks.

King-Knight Co., fob Buffalo $11,-$11,510; 30 days delivery.

225; fob Yellowstone National Park. Bids held under advisement.

BIDS OPENED

BOULDER CITY, Nevada—Following bids received by the Bureau of Reclamation, Denver, Colo., May 2, under Spec. No. 625-D, for furnishing one hydraulic control board for installation in the watermaster's control room in the Boulder Power Plant and position transmitters for needle valve position indicators for installation on needle valve control stands in the lower tunnel plug operating chambers in the Boulder Dam, Boulder Canyon Project:

Square Co., Inc., fob. Los Angeles and Boulder City, $5145; 2% discount.

General Electric Co., f.o.b. Schenectady, New York, $5234.

Westinghouse Elec. & Mfg. Co., f.o.b. Boulder City, $7142.

Bids held under advisement.

BIDS OPENED

SAN LUIS OBISPO, Cal.—Following bids received by the State Purchasing Agent, State Capitol, Sacramento, under Quotation No. 49775, Req. 6917, for furnishing one power driven bulldozer f.o.b. San Luis Obispo:

Kay-Brunner Steel Products, Inc., Los Angeles, $1217, on a KC Master; 2% 15 days.

Mack Wooldridge Co., Los Angeles, $1296.25, on a Wooldridge; 5% 15 days.

Smith Booth Usher Co., Los Angeles, $1296.25, on a Wood Isaacson; 2% 30 days.

Brown Jervis Co., Los Angeles, $1,-296.25, on a Wood Isaacson, 2% 30 days.

Weaver Rye Tractor Co., Sacramento, $1524, on a KC Master; 5% 30 days

Gar Wood, $1296.25, on a Wood Isaacson, 2% 30 days.

Crook Co., Los Angeles, $1296.25 on a Wood Isaacson, $1000 on a Mack Wooldridge Demonstrator; 2% 30 days.

Bids held under advisement.

CONTRACT AWARDED

MADERA COUNTY, Cal.—Austin-Western Road Machinery Co., 435 Brannan St., San Francisco, at $1609 with a trade-in allowance of $75 on the old road finisher, awarded contract by the Madera County Board of supervisors, L. W. Cooper, County Clerk, for furnishing one new hand control leaning wheel blade grader, weight 8,230 lbs., 10-ft. blade, spoke type steel tire, etc.

The other bids were:

Jenison Machinery Co., San Francisco, $1,609; allowance, $75.

J. D. Adams Co., Indianapolis, Ind., $1,836.50; allowance, $75.

26—— RAILROADS

BIDS WANTED

BONNEVILLE DAM, Ore. — Until May 21, 3 P. M., bids will be received by the U. S. Engineer Office, Major C. F. Williams, District Engineer, 627 Pittock Block, Portland, under Bid No. 695-35-612, for the construction of a portion of the relocated line of the O.W.R.R. & N. Co.'s railroad and riprap protection of Rucke! Slide between Railroad mile post 37 and Cascade Locks in the Vicinity of Bonneville.

The work involves:

(1) 53 acres clearing;

(2) 530,000 c.y. solid rock excav.;

(3) 280,000 c.y. unclass. excav.;

...e brick, plate glass, windows, doors ...e brick, plate glass, windows, ...ors, etc., as is necessary to con...t a new and wall on the remain...ept the building. Available Oct. 15.

...m B-167: 1027 38th St., Oakland ...h with 200 sq. ft. floor space. Main ...ding not included. Available Sep...ber 1.

...m B-168: 1028 38th St., Oakland ...-room frame dwelling with 1320 ...t. floor space. Shed 25 sq. ft ...ge not included. Available Sept ...

...m B-169: 1019 38th St., Oakland ...-room frame dwelling with 1220 ...t. floor space. Garage 180 sq. ft. ...d 200 sq. ft. Available Oct. 15.

...m B-175: 3740 Linden St., Oak... Six-room frame dwelling with ...0 sq. ft. floor space. Shed 50 sq. ft. ...ilable Oct. 15.

...m B-180-A: 953 38th St., Oak... Four-room and basement frame ...elling with 1000 sq. ft. floor space. ...ge and sheds not included. Avail...b Oct. 1.

...m B-180-B: 949 38th St., Oakland. ...-room and basement frame dwell...with 1480 sq. ft. floor space. Ga...e and sheds not included. Avail...b Oct. 1.

...m B-181: 943-945-947 38th Street, ...kland. Ten-room two-story frame ...e with 3300 sq. ft. of floor space. ...ilable October 1.

...m B-185: 925 38th St., Oakland. ...-room frame dwelling with 1156 ...t. floor space. Garage not in...ded. Available Oct. 1.

...m B-186: 921 38th St., Oakland. ...-room frame dwelling with 1160 ...t. floor space. Garage not in...ded. Available Oct. 1.

...m C-31: 875 Murray St., Berke... Four-room frame residence with ...q. ft. floor space. Available Oct.

...m C-34: 895 Murray St., Berke... Five-room frame and stucco res...ce with 840 sq. ft. Sheds 150 sq. ...t. Available Oct. 1.

...ders must take delivery and re...e buildings within 15 days after ...e their bids have been accepted.

...ANNED

...ANTA BARBARA, Cal.—City elec...n will be held October 8 to vote on ...posed bond issue of $348,180 to fi...ce eight public works projects. ...A grants and WPA assistance ...unting to $331,420 will be asked ...supplement the city's funds.

...rojects proposed are:

...heffield Dam and Reservoir, PWA ...imated cost, $202,500; federal grant ...125; city, $121,375.

...iltration Plant, PWA Project: Es...ated cost, $160,000; federal grant, ...005; city's share, $88,000.

...i Cielito Reservoir, PWA Project: ...imated cost, $28,100; federal grant ...445; city's share, $15,455.

...n Mesa Reservoir, PWA Project: ...imated cost, $36,000; federal grant ...200; city's share, $19,800.

...istribution System, WPA Project: ...imated cost $128,000; federal grant ...200; city's share, $44,800.

...aguna Ball Park, PWA Project: ...al cost, $35,000; city's share, $19,...

...ird Refuge Tennis Courts, PWA ...j.: Estimated cost, $30,000; city's ...re, $16,500.

...pen Air Swimming Pool: Estimat...cost, $60,000; city's share, $33,000.

...DS WANTED

...IVERSIDE COUNTY, Cal.—Until ...tember 13, 10 A. M., bids will be ...eived by Metropolitan Water Dist.., ... W. Third St., Los Angeles, for ...nishing and erecting steel struc...es for the Fan Hill crushing and ...eening plant, near Indio, Riverside ...nty; Spec. No. 125.

Copies of the specifications may be obtained at Room 1007,306 West Third St., Los Angeles, upon payment of $2 per set, not returnable.

F. E. Weymouth, general manager.

BIDS OPENED

SAN FRANCISCO.—F. C. Amorose & Sons, Wallace and Keith Sts., at $1,161.60 submitted low bid to Department of Public Works for constructing concrete stairway on south side of 22nd Street between Arkansas and Wisconsin.

Complete bids follow:

F. C. Amorose & Sons	$1,161.60
W. J. Taylor	1,319.90
H. R. Peterson Const. Co.	1,354.00
A. Nelson, Inc.	1,413.60
Frank J. Reilly	1,432.00
C. C. W. and H. H. Haun	1,449.00

Bids held under advisement.

20—MISC. SUPPLIES AND MATERIALS

CONTRACTS AWARDED

REDDING, Shasta Co., Calif.—Contracts awarded by District Quartermaster, Civilian Conservation Corps, Lieut. T. L. Ricks, Purchasing and Contracting Officer, Redding, for furnishing building materials for erecting District Headquarters Detachment Barracks at Redding:

Lumber—Diamond Match Co., Chico, $5191.20.

Millwork—Sterling Lumber Co., Redding, $879.06.

Hardware—J. J. LeFebvre and Sons, Redding, $531.06.

Roofing—Zellerbach Paper Co., Sacramento, $443.44.

Fibre Board—Diamond Match Co., Chico, $758.85.

Cement—McCormick & Saeltzer, Redding, $758.94.

CONTRACTS AWARDED

REDDING, Shasta Co., Cal.—Diamond Match Co., Chico, awarded contracts by District Quartermaster, Civilian Conservation Corps., Lieut. T. L. Ricks, Purchasing and Contracting Officer, Redding, for furnishing building materials to be delivered at Camps Southwest and Hackamore:

Lumber, $77.62; Millwork, $16.76; Hardware, $7.73; Roofing, $10.50; Cement, $11.70; Plumbing, $12.14; Electrical, $3.34.

CONTRACT AWARDED

LOS ANGELES, Cal.—Concrete Engineering Co., Los Angeles, at $18,478.49 awarded contract by the Los Angeles Water and Power Commission for furnishing deformed reinforcing steel; Spec. No. 1768.

BIDS OPENED

BOULDER CITY, Nev. — Bids for furnishing and delivering fob cars at the shipping point or at Boulder City two bulkhead gate lifting frames, one trashrack lifting frame and installation equipment for installing cylinder gate hoist stems and stem guides for operation in the intake towers at Boulder Dam, Spec. No. 711-D, received by Bureau of Reclamation, Denver. Equipment will be installed by the Government.

The bids were:

Consolidated Steel Corp., Los Angeles, $2,000; weight 12,550 lbs.

Steacy-Schmidt Mfg. Co., York, Pa., $2,400; weight 12,000 lbs.

Long Beach Iron Works, Long Beach $2,433.50; weight 13,000 lbs.

Minneapolis-Moline Power Implement Co., Minneapolis, $2,450; weight 13,250 lbs.

California Steel Products Co., San Francisco, $2,730; weight 12,500 lbs.

Schrader Iron Works, Inc., San Francisco, $2,911; weight, 15,000 lbs.

John W. Beam, Denver, $3,000; weight 14,000 lbs.

All bid prices fob bidder's shipping points.

CONTRACT AWARDED

LOS ANGELES, Cal.—Consolidated Steel Corp., Ltd., 6500 S. Slauson Ave., Los Angeles, was awarded the contract by the Metropolitan Water District, Los Angeles, Aug. 30, at $48,346.20 (Schedule No. 1) for furnishing water stops for contraction joints and water stops and steel plates for dummy joints to be used in 18-ft. cut-and-cover conduit, delivery to be made prior to June 1, 1936. Specifications No. 119. The bids on Schedule 2 were rejected.

BIDS REJECTED

LOS ANGELES, Cal.—All bids for furnishing aluminum or copper conductor for the Boulder Dam-Aqueduct pumping plants transmission line, Specification 103, were rejected by the Metropolitan Water District, August 30.

CONTRACTS AWARDED

LOS ANGELES, Cal.—Contracts for furnishing 53,790 tons reinforcing steel for use in the construction of the Colorado Aqueduct, Spec. No. 103, were awarded by the Metropolitan Water District, Los Angeles, August 30, as follows:

Blue Diamond Corp., Ltd.: Total contract 17,950 tons divided between Schedules 10, 14 and 16, and apportioned between the rolling mills, shown in the bid, in the amounts given below:

Schedule 10—Furnishing Rail Steel.

Amount	Rolling Mill
2,000 tons	Bethlehem Steel Co.
500 tons	Republic Steel Co.
1,000 tons	Laclede Steel Co.
1,000 tons	Connors Steel Co.
4,500 tons	Total.

Schedules 14 and 16—Furnishing intermediate grade or modified-intermediate grade billet steel:

Amount	Rolling Mill
1,000 tons	Carnegie Steel Co.
1,000 tons	Bethlehem Steel Co.
1,500 tons	Republic Steel Corp.
1,500 tons	Illinois Steel Co.
1,000 tons	Sheffield Steel Corp.
1,000 tons	Tennessee C., I. & R. R.
1,000 tons	Columbia Steel Co., from Torrance Mill.
1,000 tons	Pacific Coast Steel Corp., Los Angeles Mill.
1,000 tons	Judson Steel Co.
2,000 tons	Colorado Fuel & Iron Co.
1,180 tons	Youngstown S. & T. Co.
270 tons	Inland Steel Co.
13,450 tons	Total.

Estimated total contract value (deduction made for District freight), $692,955.

Truscon Steel Co.: Total contract 17,950 tons divided between Schedules 10, 14 and 16, and apportioned between the rolling mills shown in the bid, in the amounts given below:

Schedule 10

Amount	Rolling Mill
1,000 tons	Bethlehem Steel Co.
1,000 tons	Carnegie Steel Co.
2,000 tons	Pollak Steel Co.
500 tons	Republic Steel Co.
1,000 tons	Laclede Steel Co.
1,000 tons	Connors Steel Co.
1,000 tons	Knoxville Iron Co.
7,500 tons	Total.

Schedules 14 and 16

Amount	Rolling Mill
1,500 tons	Republic Steel Corp.
1,500 tons	Illinois Steel Co.
1,000 tons	Sheffield Steel Corp.
1,000 tons	Tennessee C., I. & R. R.
1,000 tons	Columbia Steel Co., from Torrance Mill.

WORK HURRIED ON GATE SPAN ON ALL SIDES

Much Steel Purchased From California's Rolling Mills

ROADS ARE STARTING

Sausalito Lateral And 4 Lane Approach Get Under Way

(By Stuart B. Dunbar)

The advent of the New Year will mark the beginning of the greatest construction activity on the Golden Gate bridge since work on the huge span was started three years ago. With the heaviest construction, involving piers, towers, anchorages and pylons, behind them, engineers in charge of the project were in readiness this week to plunge into the New Year's program with the assurance that by this time next year the bridge will be nearing completion. This was revealed today in the weekly progress report of Chief Engineer Joseph B Strauss on file for the board of directors of the Golden Gate Bridge and Highway District.

To Build Highways

Work to be started immediately after January 1 will involve the largest employment roll since the project started. It includes construction of the Sausalito lateral approach road, being built by the district itself, with Federal aid, construction of the north approach viaduct in Marin county, erection of the south approach span and the steel superstructure of the high viaduct of the east approach road through the Presidio of San Francisco, and construction of the east approach roadway from the high viaduct abutment to the toll plaza site. In addition to this cable spinning operations are to continue at top speed and, according to present indications should be completed during the late spring or early summer.

Need More Men

All this activity will necessitate an employment roll that will top the 1000 mark within the next few weeks and with erection of the suspended structure of the bridge, the great arch over Fort Winfield Scott, this number will not be reduced during the entire year. In addition the California Highway Commission will start construction of the extension of Route 1, Redwood Highway from Waldo to the north abutment of the bridge.

To Be Four Lanes

This will be a four traffic lane highway involving a tunnel and unusually heavy construction. While not actually a part of the bridge project it has an important bearing upon it and will add materially to the employment rolls in its immediate vicinity.

Mills Speeding

Meanwhile in order to keep pace with the work as it has been laid out by the engineering staff, eastern shops and mills are working under high pressure and large quantities of steel for the suspended structure of the bridge already have been fabricated.

Buy Local Steel

On the Marin approach and on the superstructure of the high and low viaduct the steel is being fabricated locally. Rolling operations for this material started during the latter part of October and already approximately 250 tons of rolled material has been shipped to the Judson Pacific company for fabrication. Orders for 1070 tons of rolled material have been placed by the Moore Drydock Company to be fabricated for the Marin approach.

Much Steel Required

On the high viaduct the Judson Pacific Company has placed an order with the mills for approximately 530 tons of rolled material. The total estimated tonnage of steel to be fabricated locally is 5,288. Of this 1,241 tons will go into the Marin approach, 2,108 tons into the San Francisco approach and 887 tons into the high viaduct. In addition 171 tons of rolled beams material will be fabricated for the high viaduct after having been temporarily used for false work.

During the past week four additional cable strands were completed over the west catwalk and cable spinning operations will be resumed this week over the east catwalk where four more strands will be spun. A total of 14 strands are now complete nine over the west catwalk and five over the east catwalk.

MADS IVERSEN 84, PASSES ON

Father Of Late Judge Iversen Succumbed To Auto Injury

Special Correspondence of The Press

POINT ARENA, Dec. 31.—Word came from Healdsburg Thursday last Mads Iversen, pioneer resident of Point Arena, died at the Healdsburg General Hospital Sunday. He had sustained severe injuries in an auto accident some time ago from which he had never completely recovered, and a week ago he was taken to the Sonoma hospital for treatment. Mr Iversen was a native of Denmark and was 84 years of age. He had been a resident of California for 61 years. Surviving him are his wife Mrs Nelsina Iversen and the following sons and daughters: Iver Ferdinand Iversen, Mrs Minnie Colburn, Iver Alfred Iversen, Mrs Henna Stitt, Mrs Nelsina Marie Brien. He was also the father of the late Mads Herman Iversen, superior court judge of Mendocino. The body was brought to Point Arena where funeral services were held.

Traffic Officer Randolph and Night Officer Grant of Fort Bragg, saved a Plymouth sedan belonging to Miss Kirkland, of Point Arena from going up in flames Saturday night. The car was parked on Main street and smoke was seen coming from it by the officers. The machine was locked so the officers broke the front window and found some cloth burning on the floor. A Pyrene gun was used and the flame was extinguished in short order with very little damage being done.

SUES STATE

For having driven a state-owned truck which, according to the papers filed, was carelessly operated at the time and caused a highway accident south of Hopland in which Mrs Jean Jones and James Le Franchi were hurt, Attorney K C Eversole upon behalf of his Mendocino county clients, has sued Prof. Emanuel Fritz and the State of California for $27,000. The state is involved because of the fact Prof Fritz is a state employe and the truck he drove was state owned.

FT. BRAGG VIOLATOR

(Continued from Page One)

and said he did not stop because he was afraid to. He had no driver's license and admitted he had been drinking. When officers asked the quantity of liquor he consumed he readily told them two pints in a couple of hours. He claimed he was not under the influence of liquor but that the wine did affect him some.

What He Did

Mr Allen had his younger brother riding with him at the time and he came into town to get his brother-in-law, Chester Mack, at whose home he was staying. After hitting Mrs. Schwartz, he drove the car up Main street to Laurel, up Laurel to Franklin out Franklin to Pudding Creek, where he waited a while. He then came back to town, via Franklin street and left the car in front of the Piedmont Hotel where it was found by Mr Mack, who in turn took it to the garage. Mr Allen and his brother walked back to the Mack home at Noyo and then went to the Wonacott ranch below Hare creek to pass the night. Mr Allen gave himself up after his sister told him the officers were looking for him.

In County Jail

At his preliminary hearing Monday Mr Allen was bound over to the superior court by Judge W W Ware and he is now in the county jail.

BACK FOR CHRISTMAS

Mr and Mrs Nelson Tracy of Los Angeles, came home for the Holiday and remained until Friday afternoon when they departed for the south. Mr Tracy has a position with the John A Roeblings Sons & Co, who are providing the cables for the Golden Gate bridge and is doing nicely. The Roeblings have a branch in Los Angeles.

WOULD MARRY

The following marriage applications have been filed with County Clerk Harry M Burke the past few days: Oscar John Niemi and Hilma Freeman, Chas Lehmer and Mina Brayton, Mack M Miller and Lucile Maxine Christy, Willis K Baker and Ethel Lemley.

OUT OF HOSPITAL

Mrs Nell Corbett of Willits, well known here was discharged from Howard Memorial Hospital, following her recent major operation and returned home in time to enjoy Christmas with her family.

Warlike Coaster Gets Long Term

Woodrow Hensley of Fort Bragg came to Ukiah last week, accompanied by Constable Stenberg and, although he had no part in the plan he will be a resident of Ukiah until Spring. Mr Hensley was arrested recently by Officer Grant for disturbing the peace and fighting. When taken before Judge W W Ware he was fined $200 and sentenced to 90 days in the county jail.

HOME FOR HOLIDAY

Harold Bertsch, who is working in Pasadena came up from the south accompanied by his wife, with Mr and Mrs Nelson Tracy and passed the Christmas holidays with his mother.

Passed Holiday With His Family

Lonnie Lowe, who is employed on the Golden Gate bridge, was here for Christmas with his family. Mr Lowe said work on the cables is progressing on schedule and all was going well on the great undertaking.

ATTENDED MEETING

A R O'Brien was called to San Francisco Friday by a special meeting of the board of directors of the Golden Gate bridge and highway district.

Walter Hoenig and brother Dick Hoenig went to Santa Rosa Wednesday and enjoyed Christmas dinner at the home of their sister, Mrs Frank Fremb.

Driver Is Facing Reckless Charge

Jack Neal of Caspar skidded off the Fort Bragg road a short way west of Willits Tuesday night and was arrested on a reckless driving charge by Traffic Officer Hamilton who was called to investigate the wreck. Mr. Neal was enroute to Ukiah for Christmas when the accident occurred and was able to continue his journey.

VISITED ROUND VALLEY

Dr and Mrs G K Abbott, of this city, accompanied by their son, Merrill Abbott, motored to Covelo last week and had a pleasant time Christmas day with Dr and Mrs Fred E Herber.

Redwood Valley Rancher Is Hurt

John Puma, well-known Redwood Valley rancher, is at home during the Holidays suffering a broken rib. In a fall a few days ago Mr Puma struck on his side, but did not pay any particular attention to his mishap until a pain in his lung developed and Dr J J Kravin, who was called, discovered Mr Puma sustained a broken rib.

Miss Georgiana Wenglein after passing Christmas with her parents, returned to San Francisco the first of the week.

C M Dunagan was in town Saturday from his Lake county ranch.

XMAS IN REDWOODS

Lane's Redwood Flat was a busy place Christmas day, with several large family parties gathering there for Christmas dinner.

Mrs Kenneth Phillips was quite ill last week with an infected throat.

Box 2278.
Mill Work—Hollenbeck Bush Planing Mill Co., P.O. Box 605.
Painting—C. C. Larsen, 3119 Alta Ave.
Lathing and Plastering — W. F. Schmiedeberg, 3533 Iowa Ave.
All of Fresno unless otherwise noted.

BIDS WANTED

ALAMEDA, Calif.—Until June 29, 8 p.m., bids will be received by Wm. G. Paden, Secretary, Alameda Board of Education, for furnishing and delivering school furniture, equipment and supplies.

Specifications may be obtained from above office.

Sub Contracts Awarded

REMODEL ASSEMBLY HALL
Cost, $100,000
PALO ALTO, Santa Clara Co., Calif.
Stanford University Campus.
Remodel old assembly hall into a graduate school of business.
Owner—Stanford University.
Architect — Bakewell & Weihe and Arthur Brown, Jr., associate architects, 251 Kearny St., San Francisco.
Contractor — Geo. Wagner, 151 South Park, San Francisco.
Structural Steel—Judson-Pacific Co., 609 Mission St., San Francisco
Stone—Calif. Cut Stone & Granite Works, Railroad and Magonlia Ave., South San Francisco.
Mill Work—Pacific Mfg. Co., Santa Clara.
Roofing—Reaves Roofing Co., Rte 1, Box 806, Palo Alto.
Insulation — Western Asbestos Co., 675 Townsend St., San Francisco
As previously reported;
Mechanical Equipment & Plumbing—James H. Pinkerton Co., 927 Howard St., San Francisco.
Electric Wiring — Roy M. Butcher, 1020 Sherwood St., San Jose.

ADDITIONAL SUB-CONTRACTS AWARDED

PASADENA, Calif.—Wm. C. Crowell, 495 S Broadway, Pasadena, reports that additional sub-contracts for the construction of university buildings in Pasadena, for the Pasadena Institute of Technology, have been awarded as follows: Glass and glazing to W. P. Fuller & Co.; ornamental iron to Vogan Iron Works; steel sash to Michel & Pfeffer Iron Works; mill work to Pacific Mfg. Co.; painting to J. F. Davies; finish tile to Premier Tile & Marble Co.; cast stone to Watkins Co., Ltd.

16—BANKS, STORES AND OFFICES

Contract Awarded
SHOP BLDG. Contract Pr., $22,680
HANFORD, Kings Co., Calif.
Frame and stucco agriculture shop building (composition roof, wood trusses).
Owner—Hanford Union High School District.
Architect—D. H. Horn, 433 Rowell Bldg., Fresno.
Contractor—Chas. Bock, Hanford.

Contract Awarded
STORE BLDG. Cost, $23,950
SACRAMENTO, Calif. 8th St., bet J and K Sts.
One-story reinforced concrete and brick store building (4 stores); composition roofing, steel sash, cement floors, structural and plate glass fronts, etc.
Owner—Campbell Estate.
Architect—Breo Freeman, Security Bldg., Pasadena.
Contractor—W. C. Keating, 1121 24th St., Sacramento.

Preparing Working Drawings

ALTER STORE BUILDING
Estimated Cost, $30,000
BAKERSFIELD, Kern Co., Cal. 19th and K Streets.
Alter interior and exterior of store building; new tile and metal front.
Owner—Federal Outfitting Co., 766 Mission St., San Francisco.
Architect—Earl B. Bertz, 681 Market St., San Francisco.

Contract Awarded
ALTERATIONS, ETC. Cost, $30,000
STOCKTON, San Joaquin Co., Calif.
940 East Park Street.
Alterations & additions (install mezzanine floor).
Owner—D. H. Steinmetz, 940 E Park St., Stockton.
Architect—Not Given.
Contractor—Ford J. Twaits Co., 810 W 5th St., Los Angeles

Contracts Awarded
ALTERATIONS Cost, $10,577
SAN FRANCISCO, 821 Market St.
Alterations and additions to Pacific Bldg. (remove and rebuild partitions, strengthen floors).
Owner—Home Owners Loan Corp., 821 Market St.
Plans by Owner.
Contractor—F. E. Siegrist, 241 Mission Street.
Electric Work—Lynch Electric Company, 2080 Sutter St., $9,175.

PREPARING PLANS

HUNTINGTON PARK, Los Angeles Co., Calif.—Architects Norstrom & Anderson, 424 Insurance Exchange Bldg., are preparing plans for a one-story, brick and reinforced concrete store building to be built at 6413-19 Pacific Blvd., Huntington Park, for Allied Properties; Grayson's Ladies Wear, Betty Maid Shop and Manning's Coffee Shop, lessees; 57x150 ft. in area, wood, cement and terrazzo floors, composition roofing, skylights, metal store front, structural glass, plumbing, electric wiring, plastering; cost, $50,000. An existing building on the site will be demolished.

Completing Plans
BANK BLDG. Cost, $
KERMAN, Fresno Co., Calif.
New Bank of America Building.
Owner—Capital Co., 625 Market St., San Francisco.
Plans by Engr. Dept. of Owner.

Completing Plans
BANK BLDG. Cost, $
WILLOWS, Glenn County, Calif.
Alterations to Bank of America Bldg.
Owner—Capital Co., 625 Market St., San Francisco.
Plans by Engr. Dept. of Owner.

PLANS BEING FIGURED

CULVER CITY, Los Angeles Co., Calif. — Metro-Goldwyn-Mayer Studios, 10202 Washington Blvd., Culver City, are taking general contract bids for the construction of a steel frame office building on Grant St., Culver City, for the studios. Estimated cost, $750,000. Cland Beelman, 1019 Union Bank Bldg., Los Angeles, architect.

To Be Done By Day's Work
CAFETERIA Cost, $10,000
OAKLAND, Alameda Co., Calif. 601 30th Ave.
One-story cafeteria building.
Owner—Owens-Illinois Pacific Coast Co., 1455 Folsom St., San Francisco.
Plans by Owner.

Contract Awarded
ADDITIONS Cost, $40,000-$60,000
BAKERSFIELD, Kern County, Cal.
18th and K Streets.
Alterations and additions to New Fish building; 5-story mercantile bldg., 115x122-ft., to be built in Bakersfield for the Fish Estate; walls, composition roofing, metal and rubber tile surfacing, steam heating, elevator, fire doors, fire escapes, plate glass, steel rolling doors, steel windows, structural steel, stucco, terrazzo and tile work, waterproofing).
Owner—Fish Estate Company.
Lessee—Sears-Roebuck Company.
Architect—Chas. H. Biggar, 534 Haberfelde Bldg., Bakersfield.
Contractor—Henry Eissler, 2229 18th St., Bakersfield.

17— THEATRES

BIDS BEING TAKEN

LOS ANGELES, Cal.—Until July 2, 12 N., Architect C. J. Balch, 1554 W. Washington Blvd., will take bids for a reinforced concrete theater and store building, 105x120 ft. in area, to be built at 604-14 N La Brea Ave. for David Gorton. Cost, $40,000.

19—MISC. CONSTRUCTION

BIDS OPENED

SAN LUIS OBISPO, Cal.—Granite Const. Co., Watsonville, at $3,212.24 submitted low bid to the State Division of Highways, L. H. Gibson, District Engineer, 50 Higuera St., San Luis Obispo, for constructing tennis courts; furnishing and erecting court fence and nets; and painting playing lines, at the California Polytechnic School at San Luis Obispo. Complete bids follow:
(1) 456 Ll. tennis court fencing;
(2) 12,960 sq. ft. tennis court surf.;
(3) misc. items of work;
(4) total.

Granite Const. Co.	(1)	$ 2.24
	(2)	.155
	(3)	182.00
	(4)	3,212.24
F. C. Stolz Co., Oakland	(1)	$ 2.55
	(2)	.22
	(3)	150.00
	(4)	4,164.00
Pacific Fence Const. Co., Hollywood	(1)	$ 1.93
	(4)	880.08

Bids held under advisement.

COMPLETING PLANS

LOS ANGELES, Calif. — Swift & Co., Chicago, are completing plans in their engineering department in Chicago for a new $1,000,000 packing plant to be built at the company's headquarters in Los Angeles, located at 3750 Jewel Ave. The plans have been approved by the Bureau of Animal Industry and are expected to be completed in about 2 months, when competitive bids for the erection of the plant will be taken locally. It will consist of several four-story reinforced concrete buildings and will replace the plant now in use at First Street and Santa Fe Ave.

LOW BIDDER

BONNEVILLE, Oregon.—Wolfe & Mann Mfg. Co., 312 Hanover St., Baltimore, Md., at $12,303, submitted low bid to U. S. Engineer Office, Second Portland District, Portland, for constructing and delivering f.o.b. railroad cars at factory shipping point, 8 items of vehicles and cabinets for the Bonneville project.

Bonds Defeated
SWIMMING POOL Cost, $
EUREKA, Humboldt Co., Calif. Site to be selected.
Reinforced concrete swimming (40x120-ft.) filtering plant, 6 dressing rooms, showers, etc.
Owner—City of Eureka (City Clerk A. Walter Kildale).
Architect—Not Selected.
The city of Eureka defeated bonds June 21 in the amount of $60,000, proceeds of which were to have financed construction of the pool.

Additional Sub Contracts Awarded
SCHOOL BLDG. Cost, $565,000
PALO ALTO, Santa Clara Co., Calif.
Campus of Stanford University.
Three-story steel frame and reinforced concrete School of Education (33 offices, 4 library rooms, 7 classrooms, 12 working rooms, 3 laboratories, 7 cubicles, 2 research rooms, 23 special small rooms), auditorium to seat 500.
Owner—Stanford University.
Architect—Bakewell & Weihe, and Arthur Brown, Jr., Associate Architects, 251 Kearny Street, San Francisco.
Contractor—Geo. Wagner, 180 South Park, San Francisco.
Excavations—Palo Alto Road Materials Co., 465 California Avenue, Palo Alto.
Structural Steel—Judson-Pacific Co., 609 Mission St., San Francisco.
As previously reported:
Electric—Roy M. Butcher, 1050 Sherwood St., San Jose.
Plumbing & Heating—J. H. Pinkerton, 927 Howard St., San Francisco.
Roofing—Reavea Roofing Co., Route 1, Box 806, Palo Alto.
Stone—California Cut Stone & Granite Works, Railroad and Magnolia Aves., So. San Francisco.

Architect Selected
SCHOOLS Cost, $.....
VALLEJO, Solano Co., Calif.
Additional school building facilities.
Owner—Vallejo Unified School District.
Architect—John J. Donovan, 950 Parker St., Berkeley.

Mr. Donovan has been selected to prepare a program and estimates of costs for the required school additions.

A bond election will be held in June to vote sufficient bonds to cover construction costs.

BIDS WANTED
SAN MATEO, Calif.—Until March 22, 10 a. m., bids will be received by the Trustees of the San Mateo Elementary School District, A. A. Gugel, clerk, Central School building, San Mateo, for demolition and removal of the Peninsula Ave. School building, Peninsula Ave. and El Camino Real. The structure recently was damaged in a disastrous night fire.

Specifications obtainable from the above office.

Planned
STUDENT UNION BLDG. $20,000
CHICO, Butte Co., Calif. Chico State College.
New student union building.
Owner—Chico State College.
Architect—Not Selected.

Contract Awarded
SHOP BUILDING, ETC.
Contract Price, $33,200
ARBUCKLE, Colusa Co., Calif.
Frame shop building (classroom and laboratory, general shop, metal and woodworking rooms, 50x110 feet, wood roof, concrete slab floor), installation of sprinkler system, furniture and equipment, interior decorating of present new auditorium, and landscaping.
Owner—Pierce Joint Union High School District of Colusa County.
Architect—W. E. Coffman, 832 Forum Bldg., Sacramento.
Contractor—Peterson & Steinbrenner, 1116 O St., Sacramento.

Bids Wanted — To Close March 30, 7 P. M.
RECONST. SCHOOL Cost, $118,[illegible]
TAFT, Kern Co., Calif.
Reconstruction of north and south wings of high school.
Owner—Taft Union High School District.
Architect—W. H. and Harold Weeks, 593 Market St., San Francisco.

Bids will be received at the office of the Taft Union High School, where they will be opened at 8 p.m.

Segregated bids will be received as follows:
(1) General Construction;
(2) Heating and Plumbing.
(3) Hardware;
(4) Linoleum and Window Shades;
(5) Electric Work.

Plans and specifications may be obtained from the office of the architects upon deposit of $20.

Following have taken out plans:

General Construction
Midstate Construction Co., 245 Clinton Ave., Fresno.
W. J. Ochs, Pacific Southwest Bldg., Fresno.
L. H. Hansen, 934 Safford Avenue, Fresno.
Trewhitt-Shields & Fisher, 1801 Pacific Southwest Bldg., Fresno.
N. H. Sjoberg & Son, 5604 E. 16th St., Oakland.
F. C. Stolte, 1405 San Antonio Ave., Alameda.
Harris Construction Co., 577 McKinley Ave., Fresno.
Opperman & Kampe, Box 414, Station A, Bakersfield.
R. J. Daum, 3864 Budlong Ave., Los Angeles.
Williams & Greenough, 130 Lincoln St., Bakersfield.
H. B. Nicholson, 443 E. First St., Long Beach.

Heating & Plumbing
Frank Hudson, 2141 S. Van Ness Ave., Fresno.
B. A. Newman Co., 320 N. H St., Fresno.
W. M. McKenney, 2226 Oregon Dr., Bakersfield.
Carl T. Doane.
F. W. Peck, 303 Center St., Taft.

Hardware & Linoleum & Window Shades
Taft Furniture & Hardware Co.
Pioneer Mercantile Co., Taft.
Marshall-Newell Supply Co., Spear and Mission Sts., San Francisco.
Miners Furniture Co.

Electric Work
Norman A. Russell, 822 College Ave., Santa Rosa.
Pomeroy Electric Company, Shasta and Union Aves., Avenal.
American Electric Construction Co., 162 Bryant St., San Francisco.
United Electric Construction Co., 544 Golden Gate Ave., San Francisco.
Electric Construction Co., Inc., P.O. Box 638, Fresno.
Robinson Electric, 136 N. Van Ness Ave., Fresno.
Midway Electric Co., 204 Center St., Taft.
Electric Wiring & Construction Co., 219 Lincoln St., Taft.
Lee Electric Co., 714 Central Ave., San Francisco.

Plans Being Prepared
ADDITION Cost, $25,000
KERN CO., Calif.
Addition to present school building.
Owner — Shafter-McFarland School District.
Architect—Office of Edwin J. Symmes (Ira W. Hoover, architect), Haberfelde Bldg., Bakersfield.
Plans and specifications will be completed in about thirty days.

March 11, 1937

Contracts Awarded
GYM & POOL Cost, $257,000
DAVIS, Yolo Co., Calif. College of Agriculture.
Class A reinforced concrete and steel gymnasium and enclosed swimming pool.
Owner—Regents of the University of California.
Architect—Wm. Hays Crocker, First National Bank Bldg., San Francisco.
Mechanical Engineer — T. J. Janes, University of California.
Structural Engineer—W. L. Huber, 1 Montgomery St., San Francisco.

Bids were taken and contracts awarded on (1) General construction; (2) Plumbing; (3) Heating and Ventilating; (4) Electric work.

General Construction
Contractor—Campbell Constr. Co., 800 R St., Sacramento—$202,900.

Plumbing
Anderson & Rowe, 45 Belcher St., San Francisco—$33,225.

Heating & Ventilating
M. R. Carpenter, 907 Front St., Sacramento—$39,921.

Electric Work
Edward J. Lynch Electric Co., 2080 Sutter St., San Francisco—$12,538.

NOTE: Campbell Construction Co., awarded general construction contract on a basic bid of $202,900, with a deduction order to eliminate swimming pool of $42,756; however, should the University acquire the necessary money before July 1, 1937, the swimming pool will be included in the basic bid figure.

All plumbing, heating and electrical work in connection with the pool will be done.

To Ask Bids Shortly
SHOP Cost, $10,000
ROSEVILLE, Placer Co., Calif.
One-room woodworking shop building (60 x 80 ft.), two stories in height; small mezzanine for storage space and office; concrete foundations, reinforced concrete walls, concrete floor, steel sash, wood trusses, composition roofing.
Owner—Roseville Union High School District.
Architect—E. Ernst, 9 W. Cleveland St., Stockton.

This unit is not to exceed $10,000 in cost, and will be a portion of a complete shop building which is estimated to cost $40,000.

16—BANKS, STORES AND OFFICES

Preparing Working Drawings
INDUSTRIAL BLDG. Cost, $.....
SAN FRANCISCO, Van Ness Ave. bet. O'Farrell and Olive Streets.
Three-story reinforced concrete automobile sales room and service building (120x190-ft.)
Owner—Ernest Ingold, Inc., 1700 Van Ness Avenue.
Architect—J. E. Dinwiddie, 360 Pine Street.

Working drawings will be completed about the first of May.

Plans Being Figured
INDUSTRIAL BLDG. Cost, $10,000
AVON, Contra Costa Co., Calif.
One-story concrete and tile industrial building (20x50).
Owner—Associated Oil Company, 79 New Montgomery St., San Francisco.
Plans by Engineering Department of Owner.
Dinwiddie Constr. Co., 210 Crocker Bldg., San Francisco, is figuring plans and desires sub bids on all portions of the work not later than March 9.

BIDS WANTED
PROVO, Utah.—S. H. Kress & Co., 114 Fifth Ave., New York City, are taking bids for a store building to be built in Provo, Utah, for the company. It will be a two-story and basement, brick structure, approximately 170x100 feet in area. Bids are to be opened March 22. Plans were prepared by the owner's architectural department in New York City.

11—ICE AND COLD STORAGE PLANTS

Planned
ICE PLANT Cost, $33,000
FRESNO, Calif. Turner Ave. and Ninth Street.
One-story steel and concrete ice plant (18 x 38 feet).
Owner—J. L. Laino, 3817 Turner Ave.
Architect—Not Given.

12 POWER PLANTS

Contract Awarded
LAUNDRY PLANT Cost, $25,000
VALLEJO, Solano Co., Calif. Tennessee St.
New reinforced Basalite laundry plant.
Owner—New Method Laundry (D. Seghetti and W. G. Foster, Owners).
Architect—Not Given.
Contractor—Basalt Rock Co., 900 8th St., Napa.

BIDS WANTED
NORWALK, Los Angeles Co., Calif.—Until February 9, 2 p.m., bids will be received by the State Division of Architecture, George B. McDougall, State Architect, Public Works Bldg., Sacramento, for the erection and completion of a 300-hp. water tube boiler in the Boiler Plant at Norwalk State Hospital.

The work consists of one 300-hp. water tube boiler, complete with foundations, burner, breeching, piping and other appurtenances required for a complete installation.

Specifications obtainable from the above office.

13— PUBLIC BUILDINGS FIRE HOUSES & JAILS

Contract Awarded
COURT HOUSE AND JAIL
Contract Price, $188,611
SANTA CRUZ, Santa Cruz Co., Cal. Front Street.
Three-story and basement reinforced concrete fireproof court house and jail (concrete floors, metal lath and plaster partitions, linoleum floor covering, steam heat; jail, 3 cells; office bldg., 120x85 feet).
Owner—County of Santa Cruz.
Architect—Albert F. Roller, Crocker First National Bank Bldg., San Francisco.
Structural Engineer — H. J. Brunnier, Sharon Building, San Francisco.
Contractor—Barrett & Hilp, 918 Harrison St., San Francisco.

LOW BIDDER
TORRANCE, Los Angeles Co., Cal.—Eger Wikholm, 656½ S. Western Ave., Los Angeles, submitted low bid to the Torrance city council at $23,350 for the construction of a steel frame administration building and addition to the new Torrance public assembly building, a PWA project. Architects A. R. Walker and P. A. Eisen, Los Angeles.

Plans Being Figured — Bids Close January 27, 2 P. M.
FIRE HOUSE & SHOP BUILDING
Cost, $34,891
PORTERVILLE, Tulare Co., Calif. Cleveland, Hockett, Fourth and Thurman Streets.
One - story and basement reinforced concrete fire house (60 x 100 x 23 ft.), concrete floors, wood roof on steel trusses, plastered masonry or metal lath interior walls, painted concrete exterior walls, plumbing and heating. One-story reinforced concrete shop building (60 x 110 x 18 ft.), corrugated iron roof on steel trusses, concrete floors.
Owner—City of Porterville (W. R. Means, City Clerk).
Architect — W. D. Coates, Rowell Bldg., Fresno.
The PWA recently allotted a grant of $15,700 to assist in financing the project.
Plans and specifications obtainable from the office of the City Clerk upon deposit of $25.

Additional Sub-Contracts Awarded
TOLL PLAZA AND BUILDING
Contract Price, $216,000
SAN FRANCISCO, Golden Gate Bridge.
Toll plaza and building, exclusive of the toll-registering equipment (1-story wood frame bldg., built-up asphalt roofing, linoleum floors, electric and steam heat, steel sash), comprising administration and maintenance offices and 14 toll-collection booths.
Owner—Golden Gate Bridge District, 111 Sutter Street.
Architect — I. F. Morrow, deYoung Building.
Engineers—Strauss & Paine, 111 Sutter Street.
Contractor—Barrett & Hilp, 918 Harrison Street.
Roofing—Malott and Peterson, 2412 Harrison Street.
Mastipave — Higgins Co., 1930 Van Ness Avenue.
Kitchen Equipment—Whitehead Metal Prod. Co., 635 Mission St.
As previously reported, brick contract to White & Gleor, 448 Monadnock Bldg.; vault equipment to The Hermann Safe Co., 200 Howard St.; burglary equipment to O. B. McClintock Co., 117 Front St.; steel lockers to Munthe Equip. Co., 102 New Montgomery St.; mill work to Pacific Mfg. Co., Santa Clara; paving to Eaton & Smith, 715 Ocean Ave.; steel studs, reinf. steel and steel sash to Soule Steel Co., 1750 Army St.; electric work to Alta Elec. Co., Inc., 467 O'Farrell St.; plumbing and heating to Anderson and Ringrose, 320 Market St.; overhead doors to Parker-Carpenter Co., 604 Mission St.; finish hardware to E. M. Hundley, 682 Mission St.; fence and misc. iron to Anchor Post Fence Co., 460 5th St.; structural steel to Judson-Pacific Co., 609 Mission St.
All of San Francisco, unless otherwise noted.

CONTRACT AWARDED
SAN BERNARDINO, Calif.—Bakker & Robinson, 732 D St., San Bernardino, awarded contract, at $107,341, subject to PWA approval, by the San Bernardino city council for construction of a new reinf. concrete city hall building at 416-30 Third St., San Bernardino. DeWitt Mitcham, 538 Highland Ave., San Bernardino, architect.

Sub-Contracts Awarded
ANIMAL SHELTER Cost, $15,738
PALO ALTO, Santa Clara Co., Calif. Animal shelter.
Owner—City of Palo Alto.
Architect—H. C. Collins, Deckeroak Bldg., Palo Alto.
Contractor—Geo. C. Moore, 531 Stanford Ave., Palo Alto.
Roofing—Frost Roofing Co., 3159 El Camino Real, Palo Alto.
Plumbing and Heating—Lee & Sharp 611 Emerson St., Palo Alto.
Tile and Iron Grille—H. Biehler, 744 High St., Palo Alto.
Brick and Stone Work—Chas. Glen, Palo Alto.
Mill Work—Lannon Bros. Mfg. Co., 5th and Magnolia Sts., Oakland.

BIDS WANTED
CAMARILLO, Ventura Co., Calif.—Until January 20, 10 a.m., bids will be received by the State Division of Architecture, George B. McDougall, State Architect, Public Works Bldg., Sacramento, for composition roofing on the Dairy Plant Building, Camarillo State Hospital.

Specifications obtainable from the above office.

BIDS WANTED
REPRESA, Sacramento Co., Calif.—Until January 15, 10 a.m., bids will be received by the State Division of Architecture, George B. McDougall, State Architect, Public Works Bldg., Sacramento, for structural steel work on the Spectators' Balcony, Folsom State Prison, Represa.

Specifications obtainable from the above office.

Plans Being Figured—Bids Close February 1, 11 A. M.
ALTERATIONS Cost, $10,000
STOCKTON, San Joaquin Co., Cal.
Remodeling and enlarging offices in court house building (new partitions, cabinet additions, electrical connections, plumbing, patching floors, etc.)
Owner—County of San Joaquin (Eugene D. Graham, County Clerk).
Architect—Eric W. Johnson, 41 S. Sutter St., Stockton.
Plans and specifications obtainable from the architect upon deposit of $15.00.

Preparing Working Drawings
CENTRAL EXPOSITION TOWER
Cost, $.....
YERBA BUENA SHOALS, Site of the 1939 World's Fair.
Central Exposition Tower, approximately 400 ft. high with a 70-ft. outside base diameter, structural steel frame, concrete foundation, piling, wood furring and wood sheathing.
Owner—San Francisco Bay Exposition, Inc. (Leland W. Cutler, President), 585 Bush St., San Francisco.
Architect—San Francisco Bay Exposition Architectural Commission, 585 Bush St., San Francisco.
Bids will be asked early in March.

NEW BIDS WANTED
ALAMEDA-CONTRA COSTA Cos., Calif.—Until January 27, 11:30 a.m., new bids will be received by the Board of Directors of Joint Highway District No. 13, in the Supervisors' Rooms, New Court House, Oakland, under Schedule "D," for the completion of construction of ventilation buildings, including portions of electrical equipment, of the Broadway Low Level Tunnel.

K. E. Parker Co., 135 South Park St., San Francisco, at $45,892, submitted the lowest bid at the previous opening December 9.

Plans and specifications obtainable from the office of Chief Engineer Wallace B. Boggs, 1445 Webster St., Oakland, upon deposit of $50, of which amount $40 will be returnable.

14— RESIDENCES

To Be Done By Day's Work
RESIDENCE Cost, $10,000
PIEDMONT, Alameda Co., Calif. 50 Sotelo Ave.
Two-story frame and stucco residence (9 rooms), garage.
Owner & Builder—Sigwald Bros., 916 Alma Ave., Oakland.
Architect—Ray Keefer, 585 Mandana Blvd., Oakland.

Preparing Preliminary Plans
RESIDENCE Cost, $14,000
OAKLAND, Alameda Co., Calif.
Two-story frame and stucco residence (8 rooms, 2 baths), tile roof, hardwood floors, tile baths, etc.

PERSONAL

Architects Tourtellotte and Phillips, Postal Building, Portland, are now located in new and commodious quarters in the Pearson Fourth Avenue Building. The firm is composed of J. E. Tourtellotte and John Phillips. Mr. Tourtellotte is also senior member of the firm of Tourtellotte and Hummel, Eastman Building, Boise, Idaho.

Wallace Landreth, architect, who has been practicing his profession at Baker, Oregon, for the past several years, recently moved to Wenatchee, Washington, where he has opened an office.

Albert Harvey Funk opened an office for practice of architecture at 218 Columbia Building, Spokane.

Architect E. J. Bresemann, Tacoma architect who has devoted most of his energies to public buildings, particularly schools, has enlarged his offices in the Perkins Building.

Herbert A. Blogg, architect attached to the field service staff of the Public Buildings Branch, Procurement Division, U. S. Treasury, passed the major portion of a 32-day leave visiting his former associates in Seattle.

Architects A. H. Albertson, Joseph W. Wilson and Paul Richardson are now occupying their new studio quarters, 1100 Northern Life Tower, Seattle.

Architect N. Torbitt has opened an office at 401 Lloyd Building, Seattle.

Silas E. Nelsen, Tacoma architect, has fitted up an attractive studio in a cottage at 407 Sheridan Avenue South, Tacoma.

Percy G. Ball, associate to Architect Silas E. Nelsen, 405 Sheridan Avenue South, Tacoma, recently enjoyed a two weeks' motor trip to California. He put his stamp of approval on the Golden Gate Bridge, being one of the first to cross the structure.

George W. Miller, structural engineer, announces that he has moved from his former quarters at 311 Architects' Building and has taken an office at 1316 Commercial Exchange Building, Los Angeles.

Architect Joseph Kaiser has moved from the Bank of Inglewood Building, Inglewood, to 5849 S. Van Ness Avenue, Los Angeles.

ARCHITECTS LICENSED

Four candidates for architects' licenses passed the examination conducted in May by the Oregon State Board of Architectural Examiners. The successful candidates are Morgan Hartford, Arthur M. Ulvested and Albert Hirgest, all of Portland, and Day W. Hilborn of Vancouver, Washington.

SANTA RITA SCHOOL BUILDING

A five-classroom addition to cost $30,000 is planned by the Santa Rita Grammar School District. Preliminary drawings have been made by C. J. Ryland of Salinas.

ARCHITECTS NEED INFORMATION

H. I. Feldman, architect, told the Apartment House Group, at its last meeting in New York, that architects must obtain wide technical information before designing today's multi-family structures.

Passing far beyond the old pictorial and constructional solution of the problem, the architect cannot render intelligent service without expert knowledge of land values, sources of financing, building costs, market trends, neighborhood characteristics, sociological forces and comprehension of the economic cycle. He must achieve building efficiency and rentability. Wasteful planning cannot be tolerated, as it was when builders could get rid of their houses even before the walls were dry.

"A poorly located room, with bad exposure, may drag down the entire suite," Mr. Feldman explained. "Income must be assured, within reasonable limits. The unit must be fitted to the type of tenantry. Room rates must provide a sinking fund against the time when the building grows too old to maintain highest rentals, and also to take care of unforeseen lean years. Units in unfavorable localities should be kept small, for single persons or families with no children. Living quarters should get the best outlook, with less favorable exposures for bathroom, kitchens, dining or galleries. After all is done, kind and quality of management will do much toward fixing the degree of success, for careful nursing is almost as important as clever architecture, sound construction and conservative financial set-up."

BRIDGE RAIL TERMINAL

With bids for the San Francisco-Oakland Bay Bridge railway terminal opened, work on the final stage of demolition of property for the terminal site is now under way.

Work will start at once on the wrecking of the Coffin-Redington Building at Mission and Fremont Streets, San Francisco. All wrecking on the block is expected to be completed by midsummer when construction will start on the terminal building according to plans.

In the East Bay area work on the foundations for the Port of Oakland Overhead Highway crossing and the catenary bridges for the electric trains is being pushed ahead. Six thousand cubic yards of fill is being delivered, spread and compacted every twenty-four hours for the storage yards at the Key Route mole.

In the meantime, steel mills are again busy filling orders for the Bay Bridge—this for the fabrication of bridge railway steel at plants of the American Bridge Company and the Judson Pacific Company.

OFFICE BUILDING REMODEL

Work is under way for modernizing the elevator equipment in the Royal Insurance Building, 201 Sansome Street, San Francisco. Bliss & Fairweather, Balboa Building, San Francisco, are the architects.

FIFTY YEARS OF SERVICE

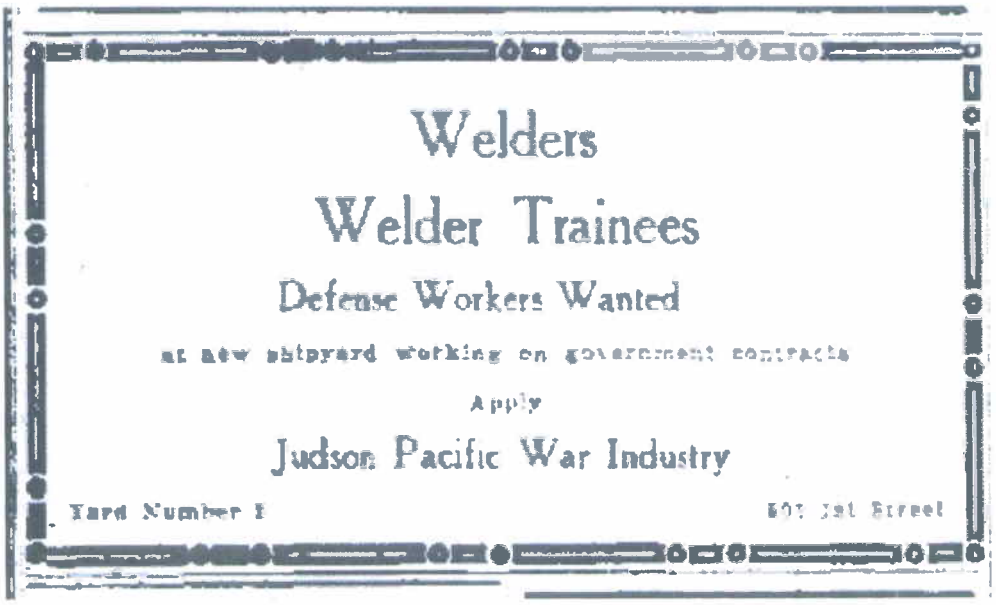
For one of the pioneer building industries in California, the outstanding event of the Christmas holidays was a complimentary dinner to H. F. Hedrick, plant superintendent of the Judson Pacific Company and who has been identified with either the old Pacific Rolling Mills or the Judson Company for half a century. Forty-two associates and fellow workers gathered around the festive board to pay tribute to the man who has given 50 years of loyal service to his employers. Of the 42 who were present it was pointed out that each had enjoyed an average length of service with the company of 20 years.

Tom Rolph, brother of the late Governor Jas. Rolph, Jr., officiated as master of ceremonies. The company's Christmas gift to Mr. Hedrick was a trip to Europe with the wife. They will be absent about three months.

CHRISTMAS PARTY

The American Society of Draftsmen, Los Angeles Chapter, held an enjoyable Christmas party Monday, December 20, at 6 p. m. at Van's Cafe, Ninth and Hill Streets, Los Angeles, for the benefit of "Kiddie Home", an orphanage on North Avenue 66. A film obtained through courtesy of the Union Oil Company was shown. C. J. Wolentarsky had charge of the arrangements.

Oakland Tribune, Saturday, August 14, 1943



13—WOMEN WANTED

Bakery Employment

Energetic Women to Work at Cake Pan Department

NO EXPERIENCE REQUIRED

Ages 16 to 45

EAST OF LAKE

Good Transportation

No. 10 and No. 14 streetcars direct

MOTHER'S CAKE & COOKIE CO.

1148 East 18th Street

"Bakers for the Armed Forces and Civilians"

Inexperienced Single or Married Women

For full or part time work as desired

Day or evening shifts

clean, light work in essential war industry

Ideal working conditions

Cafeteria service

Free transportation to and from car line

Rapid advancement

Loose-Wiles Biscuit Co.

851 81st Avenue

Serve Your Country at War and Look to the Future, Too!

The Telephone Company Offers Positions to Girls and Women

Telephone Operators

Excellent Working Conditions

2337 Shattuck, Berkeley — 1545 Franklin, Oakland

The Pacific Telephone and Telegraph Company

Assistant Manager

for Ready-to-Wear Department

Good Opportunity

Good Salary

Steady Employment

Also want

Experienced Salesladies

See Mr. Kahn, 2nd floor

Sherwood Swan's

10th Street Market

Fountain Girls

Breeden's Creamery

An Immediate Need

Peerless Laundry Co.

A—Mother's Helper Wanted

Credit Interviewer, Typing, Filing, Permanent. Experience Not Necessary

See Miss Cowan

Brent's Jewelers

1215 Broadway, Oakland

Credit Department Assistant

Colored and White Women

Billing Department

Bakery Bread Baggers

Bookkeeper

Beauty Operators Wanted

Dictaphone-Typist

Clerk

General Office Work

Typing, Filing

Experience Not Necessary

Brent's, 1215 Broadway

Clerical and Typing

Essential Industry Engaged in War Work Needs Women

... comptometer operators, key punch operators ... full time and part time.

... Evenings 4 p.m. to Midnight

Personnel Department

Southern Pacific Company

... Market Street — Room 220

... Market Street — Room 317

Women Wanted

No Experience Required

Permanent Employment

48-hour Week

Transportation available on Key System Shipyard Railroad which maintains regular service to and from the Stege Station within walking distance of the plant.

Apply

California Cap Company

Stege, California

Wanted Young Women

Learn to make electric light bulbs at the Oakland Mazda Lamp Works

Paid While Learning, 48 Hours Per Week

No Sunday Work

Apply at 1648 16th Street, Oakland

Chocolate Dippers

Awful Fresh MacFarlane

4120 Broadway

Oakland

East Oakland War Industry

Girls Wanted

Girls 16-35

Girls—Women

CallenKamps

Fountain Manager

High Pay While Learning

Part or Full Time

Fountain Girls

High School Girl

Hostess, Cooper

Good Pay

General Office Work

Salary Open

Car Attendant—$152

General Office

Women

An Essential Transportation Industry

8 a.m., 8:30 a.m., 10 a.m.

... p.m. and 10 p.m.

The Pullman Company

Southern Pacific Passenger Yard

2nd and Pine Streets, Oakland

Women for Steady Work

Full or Part Time

16 to 40

Essential Industry

Sunnyside ... Bakery

1267 14th Street

Ditto Typists

Typing ditto carbon masters. Must be accurate and have six months or more full-time ditto experience.

University of California

8 a.m.-6 p.m.

Beginner Credit Office

Roos Brothers

Excellent Working Conditions

Chance for Promotion

General Clerical

Typists

File Clerks

Large Insurance Office

Laundry Help Wanted

70c an Hour

Manicurist

Hale Bros.

Women

Full Time or Part Time as

Stenographers

Typist-Clerks

Stockkeepers

Car Suppliers

The Pullman Co.

$7 Per Day

Telephone Directories

Men or Women With Cars

Full or Part-time

Gasoline Furnished

Apply 9 a.m. to 4:30 p.m.

Stenographer

Awful Fresh MacFarlane

1843 Alcatraz Avenue

Morning Only

8 a.m. to noon 5 days a week.

A steady job for students while they remain in school or college.

Required: Good voice, good handwriting and accuracy.

Address Box M228191, Tribune.

Shoe Saleswomen

We Teach You

CallenKamps

932 Washington Street

Stenographer

Women!

In Important War Time ...

Safeway Personnel Office

Wanted Waitresses

Good Wages

Apply

Edy's

3276 Lakeshore Avenue

Stenographers and Assistant Bookkeeper

Typist

Usherettes Wanted

Apply

Fox State Theatre

Women

Part or Full Time

High Pay

Waitress

Waitress

13—MEN, WOMEN WANTED

Drive a Greyhound Bus

Men and Women Needed In This Vital Industry

Wanted Steelworkers

Judson Pacific Co.

Attractive Opportunities

Laundry Help—All Kinds

Standard Stations, Inc.

Men—16 to 50

Women—18 to 40

Good Salaries plus Commission

Widespread Locations

Our Stations Make Possible Employment Near Your Home

Excellent Opportunity for Rapid Advancement with Salary Raises

Apply

Standard Stations, Inc.

Division Office

Shell Needs Men and Women

Full or Part Time to Replace

Attractive Salaries

Vacations with Pay

Pay While Training

Apply

Shell Oil Company, Inc.

Oakland

Berkeley

Alameda

Other Towns

Look Ahead Men and Women!

13—WOMEN WANTED

2 Women

Doctor's Office

Kitchen Porters and Tray Girls

Laundry Workers

3 Beauty Operators

IN THE NEWS

The California Palace of the Legion of Honor
Lincoln Park,
San Francisco, California
Office of the Director
February 2, 1945.

Mr. Mark Daniels,
Editor,
Architect and Engineer,
San Francisco 4, California
Dear Mr. Daniels:

May I take this opportunity to congratulate you on the redesigning of "Architect and Engineer"? The placing of the very fine photographs and the new set-up of the articles have made the magazine much more pleasing in appearance. The changing of the cover has likewise made it a much more attractive piece of goods.

Sincerely yours,
JERMAYNE MacAGY,
Director.

MERGER OF BAY AREA STEEL FIRMS

Judson-Pacific Company, one of San Francisco's pioneer steel fabricators, has merged with the J. Philip Murphy Corporation under the name of the Judson-Pacific-Murphy Corporation, with plants in San Francisco and Oakland. Paul F. Gillespie, C. E., who has been with the Judson Company for many years, becomes president of the new corporation with Carlos J. Maas, vice president, and J. Philip Murphy, vice president and general manager. A. E. Wilkens, formerly general manager of the Judson-Pacific Company, retires from active management.

CLAY TILES FOR FLOORS AND WALLS. Printed copies of Simplified Practice Recommendation R61—44 are now available from the Superintendent of Documents, Government Printing Office for 10 cents each. It now includes wall tile trimmers, flat quarry tiles, quarry tile trimmers and quarry tile colors. No change is made in the sizes of glazed wall tiles, but in ceramic mozaic there are a number of additional sizes and shapes listed.

PRODUCERS COUNCIL PAGE — Cont'd

ABC's could stand repetition at this point. The Producers' Council is fundamentally based on:

A—Affiliation with the AIA;

B—Bulletin of technical data for the architect;

C—Chapter activities for uniting the activities of the two organizations in the interest of better construction.

16th Xmas Jinks has passed into history leaving a high water mark to shoot at in future years for fun and good fellowship, thanks to you, Clarke Wayland and your committee, including President Ed, Charles Nicholas, Herb Galitz, Ernie Larson, Harry Fabris, Fred Henning, Joe Carlson, and Past Presidents Ray Brown and George Quamby.

MERRY CHRISTMAS

APPOINTED SALES MANAGER

R. F. Kreisler, for the past eight years sales manager of Fir-Tex, has been appointed sales manager of the National Airlite Door Company of Los Angeles, California, according to a recent announcement by Walter E. Smith, company president.

National Airlite manufactures a new type of aluminum, overhead garage door, adjustable to fit any size door opening.

APPOINTED AIRPORT ENGINEER

Col. Frederick K. DuPuy has been retained by the Sonoma County Board of Supervisors, Santa Rosa, California, to prepare a Master Airport Plan for Sonoma County.

The project includes long range airport facilities at Santa Rosa, Petaluma, Cotati, Sonoma, Glen Ellen, Valley of the Moon, Healdsburg, Geyserville, Cloverdale, Sebastopol, Bohemian Grove, Guerneville, and other county areas.

DuPuy is Airport Engineer for Napa (California) County, and for Wm. P. Kyne's Bay Meadows Airport at San Mateo, California.

URBAN PLANNING

Formation of the Inter-Professional Urban Planning Conference, dedicated to the rebuilding and orderly future development of American cities has been announced by Louis Justement, chairman of the Committee on Urban Planning of the A. I. A.

MODULAR COORDINATION really began to snow-ball in '46. That it is an accepted fact throughout much of the construction industry is evidenced by the flood of manufacturers' literature, too numerous to list here, describing and detailing modular coordinated products.

PRODUCERS COUNCIL AIDS U. S. C. LECTURE PROGRAM

The Southern California Chapter of the Producers Council will aid the faculty of the University of Southern California College of Architecture in the devising of new, practical techniques of training.

Representatives of member companies were assigned the preparation and presentation of a series of lectures. These lectures are to be based on the historical background of the material or product, the raw materials used, and the processes of manufacture.

ESTABLISHMENT of a joint cooperative committee between the National Association of State Aviation Officials and The Associated General Contractors of America has been agreed upon by the organizations.

PRODUCERS COUNCIL HOLD PARTY

The annual Christmas party of the Producers' Council, Southern California Chapter, was held at the Elks Club, Los Angeles.

CLAY PIPE OUTPUT

The nation's clay pipe manufacturing industry is turning out approximately 8,800,000 feet of four and six inch vitrified clay pipe per month, according to recent reports of the National Clay Pipe Manufacturers, Inc.

At the average installation of 40 feet this provides for almost a quarter of a million homes for veterans and other needy home seekers every month. At this rate 3,000,000 new homes will be provided for annually.

APPOINTED ENGINEER

Irving C. Harris has been appointed construction engineer at Shasta Dam, according to a recent U. S. Bureau of Reclamation announcement.

Harris was formerly acting construction engineer and will be in charge of all work at Shasta and Keswick dams, and on the Oroville - Sacramento transmission line.

NEWS ON THE HOUR
EVERY HOUR
KLX 910 KC
THE TRIBUNE STATION

Oakland Tribune

ASSOCIATED PRESS... WIDEPHOTO... WIDE WORLD... UNITED PRESS... CHICAGO DAILY NEWS FOREIGN SERVICE

OAKLAND'S
ONLY LOCALLY OWNED, LOCALLY CONTROLLED DAILY NEWSPAPER

VOL. CXLVI | OAKLAND, CALIFORNIA, THURSDAY, JANUARY 9, 1947 | 17D★ | NO. 9

Bay Plant to Triple Output

Steel Works Plans $500,000 Expansion On Emeryville Site

By DAVE HOPE

All operations of the Judson-Pacific-Murphy Corporation, major steel fabricating firm, are being centered at an expanded Emeryville location at a $500,000 program, which will triple local employment at the plant and increase its payroll by $500,000 annually once completed.

In progress for the past year, transfer of San Francisco operations to the Emeryville plant will be completed in about six weeks, J. Philip Murphy, vice-president and general manager of the firm, said today.

Four new factory buildings and an office have been erected on the plant site at [illegible] East Shore Highway. The structural steel department is doubled in size and a new section for reinforcing steel fabrication has been added. The firm is also engaging in the manufacture of cranes.

The move will triple productive capacity of the Emeryville plant, increasing its output well above the former combined production of it and the now abandoned San Francisco plant. Employees from across the bay will be retained in the new plant here, and personnel will be increased. The overall change will boost the payroll here from 100 to 300 persons.

[illegible]

Mrs. Da Ruth Lewis (right) underwent preliminary examination in Emeryville Police Court today for the fatal shooting of her former husband. She is shown in court with her present husband, John Lewis (standing), and Attorney J. C. Prier.—Tribune photo.

Boy Bandits Are Arraigned

16 Burglaries Solved, Officers Say, With Arrest of Five Youths

Five teen-aged youths, three of whom were captured after an auto chase Tuesday night and the other two arrested yesterday, were arraigned on one count of burglary each before Justice of the Peace C. L. Thomson in Walnut Creek today.

[illegible]

EMERYVILLE MOTHER HELD FOR TRIAL ON MURDER COUNT

Witness Testifies Mrs. Ila Lewis Admitted Shooting Ex-Mate in Pre-Christmas Row

Mrs. Ila Ruth Karambellas Lewis, 28, Emeryville mother of three, was ordered held to answer in Superior Court today on a charge of murder for the pre-Christmas shooting of her former husband, Nicholas K. Karambellas, 38, following a preliminary hearing in Emeryville police court.

[illegible]

GUN IN EVIDENCE

[illegible]

Eight City Projects Set

Street Improvement, Costing $250,000, Due From Gas Tax Fund

The City of Oakland today designated eight projects on which $250,000 will be expended during the next fiscal year from the one-quarter cent gas tax allocation.

City Manager John F. Hassler said this will leave an unallocated balance of $[illegible] credited to Oakland and earmarked for improvements to streets of major importance.

Another $31,000 has been budgeted from the one-quarter cent share of the gas tax and will be applied to three projects on State highways [illegible] the City of Oakland. [illegible]

PRINCIPAL PROJECTS

[illegible]

RESOLUTION APPROVED

[illegible]

NEW TRAFFIC SIGNALS

[illegible]

Hans A. Bethe, professor of theoretical physics at Cornell University, will deliver four lectures at the University of California, January 13, 15, 20 and 22, as Hitchcock Foundation lectures.—Tribune photo.

PHYSICIST OPPOSES INFLUX OF NEW GERMAN SCIENTISTS

Prof. Bethe, Atomic Bomb Expert, Brands Technician Group as 'Decided Nazis'

BERKELEY, Jan. 9.—A world-famous physicist, who escaped the Nazis in 1933 and then played a key role in production of the atomic bomb, today is on record as determinedly opposed to importation of German scientists to the United States.

Prof. Hans A. Bethe of Cornell University, here to deliver four lectures at the University of California [illegible]

[illegible] been formed [illegible] good technicians and engineers, but not scientists.

Honored as the Hitchcock lecturer at the University of California, Prof. Bethe is renowned for his theory which explains how heat and light are radiated from the sun. During the war he worked with Prof. J. Robert Oppenheimer as head of the theoretical division at the Los Alamos, N.M., atomic bomb laboratory.

[illegible]

Phone Co. in Big Expansion

$12,000,000 Set Aside For New Equipment To Meet Area Growth

The telephone company revealed plans today to meet this area's unprecedented and continuous growth—and to answer complaints of would-be subscribers who can't get a phone and veteran users who can't get a dial tone.

Harrassed by an influx of residents, civilian and military, who have one desire in common—a telephone and prompt service—officials explained that everything possible is being done to answer the demands.

Campaigns are being conducted to acquire needed personnel.

NEW FACILITIES

More than $12,000,000 will be spent in plant additions in the Metropolitan Oakland area alone this year. The over-all construction program will include new buildings and building additions, the installation of more switchboards and outside plant facilities.

As another step to meet telephone growth and multiply the inter-office channels of the company plant, numerals will be added to the 12 central offices in Metropolitan Oakland and the 24 central offices in San Francisco where do not already have extra prefixes.

The telephone picture in California as a whole is especially serious, according to a survey just completed [illegible]

[illegible]

MRS. F. R. TO SPEAK HERE IN 'Y' DRIVE

[illegible]

Two Babies Alone In Burning Home

RICHMOND, Jan. 9.—[illegible]

His Butter Sales Unconstitutional

[illegible]

Pera Cabinet Quits As Publisher Slain

[illegible]

Hull Lauds Marshall

[illegible]

Soldier Steals Cab, Leads Police In 80 mph Pursuit, Disappears

[illegible]

Manslaughter Charge In Bridge Fatalities

[illegible]

BUS, AUTOS CRASH; 3 HURT

[illegible]

STAR DROPS COMIC ROLE IN COURT

[illegible]

EMERYVILLE POLICE CARS INSTALLING RADIO TELEPHONE

[illegible]

Eastbay Men Invent Electronic Instrument That Finds Plane Engine Troubles in Flight

[illegible]

SEPARATE CYLINDERS

[illegible]

Burglars Get $1000 From Drugstore

[illegible]

Ice Causes Head-on Collision Near Pittsburg

[illegible]

Three Youths Break Window, Grab Whisky

[illegible]

Policemen Drops Dead

[illegible]

Actors Wed 25 Years

LONDON, Jan. 9.—[illegible]

The 1946 total includes 672 new plants and 493 expansions of existing plants, while for the 1945 period there were 398 new plants and 314 expansions. The term "Nothern California" takes in 48 counties for these tabulations.

ILLUMINATORS MEET

The Illuminating Engineering Society, Pacific Northwest Region, held a recent regional conference in Seattle which brought together several nationally-known authorities in the lighting field.

Among the topics discussed were such subjects as: Studies of Illumination Brightness in Residential Interiors, New Developments in Mercury Lamps, Merchandising Lighting Design, Practical Factors Affecting Illumination Design for Merchandising Areas, and the Application and Characteristics of Flash Tubes.

WESTERN PROSPECTS

A recent report of the California State Reconstruction and Reemployment Commission states there are three types of industrial development possible for the Western States in the postwar era. They are, in brief:

1. Industries making products with unique local and regional markets, which in some cases have possibilities of sale in other areas against national competition.
2. Industries in which freight cost and other advantages permit regional competition but do not provide sufficient profit to induce out-of-region firms to enter the market.
3. Industries so highly dominated by national firms that regional production can only occur primarily through branch plants of these national firms.

TALKS ON ATOMIC ENERGY

Charles P. Cabell, chemical engineer at the Hanford Engineer Works of the General Electric Company at Richmond, Washington, addressed a recent meeting of the San Francisco chapter, American Society of Civil Engineers, on the subject, "Atomic Energy For Power Generation."

The engineering aspects of obtaining energy by nuclear fission were outlined by Cabell and illustrated with slides.

GOOD HARDWARE

Good hardware is an economy for the home builder and owner, says the Small Homes Council of the University of Illinois.

"Cheap hardware is a poor investment," the council maintains in its publication "Hardware For the Home," recently issued. "It soon depreciates in appearance, and costs more in repairs and replacements. The difference in cost between good and second-rate hardware is generally less than $25 for the average small home."

The factor of security involved in locksets is also to be considered, the publication pointed out.

REAL ESTATE BONDS

Bond issues of apartments, hotels, and office buildings are still at a nine-year high, despite a recent dip.

DETENTION HOME

Bids are being taken on the $175,000 county detention home to be built in Sacramento County, Harry J. Devine, Sacramento, architect.

WITH THE ENGINEERS

(From Page 32)

ciency. It weighs approximately seven pounds per cubic foot and when mixed with Portland cement, produces a light concrete which is used extensively for insulating roof structures and in plaster for fire protection.

The use of pumice as a lightweight concrete aggregate was explained by Paul R. Splane and Phillip Lockwood. Pumice is a cellular volcanic lava occurring in Southern California desert regions. When used as an aggregate in concrete it produces a lightweight product of good structural characteristics, adaptable to masonry units and for insulation and fireproofing purposes.

PUGET SOUND ENGINEERING COUNCIL

The poll of member societies on changing the name of the council from the "Puget Sound Council of Engineering and Technical Societies" to its present name of "Puget Sound Engineering Council" showed a practically unanimous disposition toward the new name. It was therefore adopted and an emblem approved containing the name.

* * *

A nominating committee was named at a recent meeting to consider officers for 1947. Alfred Miller, Fairman Lee and Charlie May were named to the committee with Miller as chairman.

* * *

Six engineers received licenses to practice in the State of Washington recently. They are: L. M. Baugh and G. H. Walker, of Seattle; G. A. Drewett, E. A. Marshall, and W. K. Wilson, of Portland, Ore., and J. M. Worthen of Tacoma.

ILLUMINATING ENGINEERS HEAR SPEAKER

The Southern California Section of the Illuminating Engineering Society met recently in Los Angeles at which time R. E. Madigan, manager of airport lighting sales of the Line Material Company, spoke on "Aviation Lighting Development."

"SMOG" DISCUSSED BY CIVIL ENGINEERS

The problem of "Smog" in Los Angeles was taken up in some detail at a recent meeting of the Los Angeles Section of the American Society of Civil Engineers, the principal speaker of the evening being William M. Jeffers, vice-president of the board of the Union Pacific Railroad.

Others who spoke on the same topic included: Harold W. Kenndedy, Los Angeles county counsel; Andrew O. Porter, deputy Los Angeles county counsel; Roland W. Reynolds, engineer-investigator of the Office of Air Pollution Control, Los Angeles county; and Howard Barnes, member, Smoke and Fumes Committee, Los Angeles Chamber of Commerce.

The Junior Forum met earlier in the evening, at which technical papers were presented.

WESTERN DIVISION ORGANIZES

Members of the American Council of Commercial Laboratories from the Western states met in San Francisco recently and organized themselves into a group to be known as the Western Division of the ACCL. The division will include members in Alaska and the Hawaiian Islands.

Dr. Roger W. Truesdail, Truesdail Laboratories,

PRE-FABRICATION
What Is It?

(From Page 30)

finished product, can be protected from the elements. Workers are also protected from hampering and time-consuming hazards.

Home construction is now conducted on a more or less seasonable basis, particularly those built by the smaller contractor. He is not as fully equipped as the larger contractor and often not in a position to proceed with work during winter months. Home construction, in many sections of the country, is therefore limited to the portion of the year when weather conditions are favorable.

In factory-built homes, work can proceed without interruption throughout the year. More units can be produced, lowering overhead costs per unit and making possible an additional price reduction to the consumer.

Considerable progress has been made by various fabricating manufacturers in the housing field since the end of the war. Some have gone to extremes, while others have kept to sound fundamentals in their design. To these manufacturers will probably go the lion's share of the credit when the final blueprints have been drawn.

Care must be taken that fly-by-night operators do not enter the field at this critical juncture. This would cause considerable damage to the prefabricated home industry and untold heartbreak and expense to those unfortunate buyers who fell into their clutches.

Light-Gage Steel

Considerable research and development has already been undertaken on light-gage steel in various types of structures by the Pittsburgh Testing Laboratories, at Pittsburgh, Pa.

Buildings were selected from different sections of the country for making these tests in order to get the necessary cross-section of weather conditions as they affect buildings.

It was found that the light-gage steel members, used for floor and roof construction and those members which were concealed, were practically intact when they were opened for inspection.

In some instances, the original coat of paint was still on. Where rust actually showed, it was apparent that the condition had existed when the steel was originally installed.

Some of these buildings had been up for as long as 40 years.

In figuring the cost of a prefabricated steel or aluminum home, it was found that they compared favorably with ordinary wood construction. There is less depreciation on a steel or aluminum home.

It is also more flexible, more easily erected, dismantled and re-erected in another location, if found necessary or desirable. It is almost 100% salvageable.

Concrete

Then there is the concrete prefabricated home. Wooden forms were used at first, later replaced by metal forms which were brought to the job site in prefabricated sections. This saved time, labor and money because the forms could be used over and over again.

Contractors either had the metal forms made or rented them for a nominal fee.

Entire sections of prefabricated concrete, sidewalls, roofs and floors have been made at the factory, delivered by truck and installed by the contractor.

The principal objection to concrete is that it requires special equipment because of its weight.

(See Page 43)

A.I.A. ACTIVITIES

(From Page 31)

design and the supervision of construction of the project to completion, he will be required to associate himself with a qualified architect, subject to the approval of the Professional Adviser and the Association, before he is recommended as architect for the undertaking.

As the program will call for landscape design, as well as sketch studies of sculpture and painting, architects are encouraged, though not required, to associate themselves with landscape architects, sculptors, and painters in the preparation of their submissions. Every associate will be given full credit by name, in all publicity, for his contribution to a winning submission and, in the case of the First-Prize winner, will be recommended along with the architect for ultimate employment by the Department of the Interior in executing the design.

On completion of the first stage each of the five competitors selected by the Jury of Award to participate in the second stage will receive the sum of $10,000 as compensation for (1) the outright transfer of ownership to the Association of his first and second-stage submissions, together with any ideas they may contain, which shall become the property of the Association, to use or dispose of as it may see fit; and (2) the costs incident to participation in the second stage. Each competitor will obligate himself by the acceptance of the stipulated compensation to complete the second stage of the Competition.

At the judgment of the second-stage submissions the Jury of Award will select a First-Prize winner, who will be recommended for employment as Architect of the Project, as stated above, and Second and Third-Prize winners. The prizes are to be as follows:

First Prize	$40,000
Second Prize	20,000
Third Prize	10,000

The two runners-up will receive $2,500 each as an honorarium.

Application blanks will be distributed at once in response to all requests of architects who declare their intention to participate in the competition by sending their names and addresses to:

George Howe, Professional Adviser
The Jefferson National Expansion
Memorial Competition
Old Courthouse
415 Market Street
St. Louis 2, Missouri

The program will be mailed starting June 1, 1947. The names of the members of the Jury of Award will be announced before the distribution of the program. Submissions in the first stage must be shipped to the Professional Adviser not later than Monday, September 1, 1947.

STARLITE ROOF

The special article featuring the Hotel Sir Francis Drake new Starlite Roof, appearing in Architect & Engineer last month, inadvertently omitted stating that Mr. Frank Ehrenthal was the designer, he then being associated with The Walter M. Ballard Corporation.

SWIMMING POOL

The city of Stockton, California, is building a 75'x165' reinforced concrete, tile top, swimming pool estimated to cost $75,000.

San Francisco Examiner
Sept. 4, 1953

His distraught wife [illegible] police he left home August 25, mentioning "a little trouble with the company," and saying he would be gone about two days.

Chief Petrocchi reported that Lawrence had been making week end trips to Reno and Las Vegas in an expensive convertible which he bought last May. His failure to return from vacation prompted the company to examine his records.

Edward Noble Dies at 73

Owned Ranch Properties In Five Counties

Edward B. Noble, 73, who had extensive livestock and ranching interests in northern California, died yesterday at Stanford Hospital after a short illness.

Mr. Noble owned ranches in Tehama, Plumas, Glenn, Sutter and Merced counties.

He was president of the Pacific Rolling Mill Company, and after a merger was head of the Judson Pacific Company.

Mr. Noble left this business in 1945 to devote his entire time to livestock raising.

One of his principal interests was education, and he made substantial contributions to Stanford University and the Lick-Wilmerding School of San Francisco.

Mr. Noble was born in San Francisco.

He is survived by his wife, Ann, and five children, Dr. Andrew Noble of San Francisco; Patrick G. Noble, of Red Bluff; Butler Noble, of Red Bluff; Mrs. Caroline Jenkins, of Sacramento, and Mrs. Susan Webb, of Beverly Hills.

Funeral services will be at 10:30 a. m. tomorrow at the Chapel of Grace at the Grace Cathedral.

New Envoy to U. S.

RIO DE JANIERO—Sept. 3.—(INS)—The Brazilian Foreign Office said today Joao Carlos Muniz, chief delegate to the United Nations, has been named ambassador to the United States, replacing Walther Moreira Salles.

Home Dies

Stroke Proves Fatal To Col. Holderman

Col. Nelson M. Holderman, commandant of the Veterans Home of California at Yountville, died unexpectedly in his home there yesterday. He was 67.

Colonel Holderman was found dead in the bathroom of his house on the home grounds shortly after 4 p.m. Doctors said death came from a coronary occlusion.

During World War I, he was awarded the Congressional Medal of Honor for heroism with the Lost Battalion in the Argonne Forest in France. He also was decorated by France, England and Belgium.

He was a native of Santa Ana.

Survivors include his widow, Mrs. Margarite Holderman, of Yountville; a daughter, Mrs. Myra Whitney, also of Yountville; two sons, Nelson Jr., of San Jose, and Lt. Cmdr. Armand Holderman, a Navy jet pilot recently returned from Korea.

Golden Text For Sunday

Christian Science Topic Announced

The Golden Text for the Lesson-Sermon on the subject, "Man" to be read in all Christian Science churches Sunday is taken from Genesis: "And God said, Let us make man in our image, after our likeness" (1:26).

Other citations from the Bible and from the Christian Science textbook "Science and Health with Key to the Scriptures" by Mary Baker Eddy, comprising the sermon will include the following:

Leviticus: "And the Lord spake unto Moses, saying, Speak unto all the congregation of the children of Israel, and say unto them, Ye shall be holy: for I the Lord your God am holy" (19:1, 2).

"Science and Health with Key to the Scriptures" by Mary Baker Eddy: "The Scriptures inform us that man is made in the image and likeness of God. . . . He is the compound idea of God, including all right ideas; the generic term for all that reflects God's image and likeness" (p. 476).

Premier Confirmed

BEIRUT, Sept. 3.—(INS)—Abdullah Yafi was confirmed by Parliament as Premier of Lebanon today. The vote was 34 to 4. Lebanese elections were held Aug. 4.

Librarians Hear UNESCO Leader

Evading the headlines that report grave events in the Mid-east, Dr. Luther Evans put aside a prepared text last night and spoke to American Library Association delegates about UNESCO's work for world peace.

It was the association's opening general session, held at the Civic Auditorium in San Francisco. Dr. Evans, former Librarian of Congress, is director general of the United Nations Educational, Scientific and Cultural Organization.

That international agency is no impractical "boondoggle" operation, the speaker declared, but a body of dedicated men and women from 80 countries, working all around the globe to promote better understanding among men.

"A basic doctrine of UNESCO is that one of the greatest barriers to peace is the failure of various peoples to understand each other in terms of their cultural relations," Dr. Evans told the 3,500 delegates.

"We are working to understand how much cultural understanding contributes to peace. We must have both the educational and cultural values will enhance our chances for peace."

The speaker ticked off an impressive list of projects now being conducted under UNESCO auspices, from Nigeria in Africa to the shores of Mexico's Lake Patzcuaro.

Libraries, training [illegible] for teachers and librarians, scientific and technical documentation centers, agricultural experiment programs and sponsorship of the European Organization of Nuclear Research were cited as major operations.

The latter project, set up by the United Nations body, now functions independently, with participation by 12 European nations. It runs a vast modern laboratory on an annual budget of $14,000,000—which is $2,000,000 more than UNESCO is due to get for operation of all its activities next year.

Lack of funds and of adequate planning is a serious obstacle to the organization's work, Dr. Evans said.

"We are working now on governments to get them to do this planning," he added. The U.S. share of UNESCO's financing is about 30 per cent, he told reporters later.

Presiding at the meeting was Lucile M. Morsch, retiring president of the ALA, who introduced Estelle Walker, chairman of the Public Library Association's jury on citation of trustees. Miss Walker presented an award of merit to Mrs. J. Henry Mohr, member of the San Francisco Public Library Commission since 1944 and its president in 1956-57.

Kaiser Jr. Cites Role of Libraries

Industrialist Henry J. Kaiser Jr. today called upon American libraries to lead the way in bringing an "educational coming-of-age" to the free world in the battle for man's minds.

Kaiser, who spoke in connection with the American Library Association's 77th annual conference in San Francisco, told the librarians:

"You are not just keepers of our books—not just warehousemen of our ideas—you are there as well to stimulate thinking-power and to enrich our vision."

The Oakland executive said "the weapon of knowledge" is the strongest "arsenal of truth" the free world can have in the competition with communist nations and he called on librarians to keep this weapon in good repair.

WAR OF IDEAS

"I think we have to be fearful of erecting an 'Iron Curtain' of our own in this country," he said. "We have to fear becoming what might be called intellectual isolationists out of the apprehension that our youth, if brought into contact with Soviet ideas, might fall in love with those ideas.

"I think our young people are more intelligent than that. They are not babes-in-arms, and we had better stop wrapping them in swaddling clothes, and feeding them by a single formula — if we want the America of the future to be guided by men and women whose decisions are based on sober knowledge rather than superstition and bias."

FACE CHALLENGE

"Russia is there, China is there," Kaiser reminded his audience. "And Russia and China are not going to grow weaker but stronger. Their youth are being educated—drilled, if you like—and they are learning about us. They are going to know us better than we know them, unless we get busy and put aside our comic books, and our pulp novels, and our easy reading habits—and go to work."

Kaiser, who heads the Good Schools Committee which spearheaded passage of the June school tax election increase in Oakland and who is now serving on a study of school curricula, said he believed it important to stress the humanities in education as well as trying to "keep up with the Khrushchevs" in science.

EXAMINE PRODUCT

In order to reach more people with the information so necessary in these times, Kaiser said the librarians must examine their product and improve it.

"You and I can sit here all day and talk to each other about the need for knowledge," he said. "And I can say, and you can agree with me, that knowledge is a wonderful thing. But unless you get people to seek out this knowledge, you are not doing the job."

A new library in San Leandro was singled out by Kaiser as an example of how this selling job can be done. "They've got space for a theater and projection booth," Kaiser said, "and a music library—and there's a gardeny air about the children's room—and in the walls.

"It breathes—it has life—it is not just a depository—not a vault—it is a place of beauty and light."

Kaiser, who spoke at a Friends of the Library luncheon, held out the hope that by leading the "educational coming-of-age," the libraries might be doing much to bring peace.

"Certain it is that if we allow ignorance to prevail, any hope of peace must be put aside forever," he said.

"For ignorance is weakness, and the weak die."

Bakers Vote on Choice of Union

Bakers in wholesale bakeries in San Francisco and San Jose today began voting in an NLRB sponsored election to determine whether they will be represented by the ousted Bakery and Confectionery Workers International or the new AFL-CIO Bakers Union.

An effort by the independent union to halt the election failed yesterday when Federal District Judge George B. Harris rejected an injunction petition.

The winning union in the election, which continues through Thursday, will enter into contract negotiations with an employer association with terms of the new contract being retroactive to May 1.

Holdup Victim Dies Of Heart Attack

The 60-year-old operator of an amusement arcade in San Francisco who was robbed of $1,000 by two gunmen Sunday, died of a heart attack yesterday in the Bank of America's Day and Night Branch, Powell and Market Streets, San Francisco.

Joseph B. Knoll of 140 Ellis St., San Francisco, was standing in line at a teller's window waiting to deposit $880 in cash when he was stricken.

The bandits forced Knoll to open two safes in his amusement office on Sunday, and then locked him in a storeroom. He had to kick down the door to summon police.

Arm-Chair Cruise To Hawaii Today

ALAMEDA, July 15—Arm-chair travelers will visit the Hawaiian Islands via colored slides at 8:30 p.m. today at the Alameda Branch Library, Santa Clara Ave. at Eighth St.

This will be the seventh program in the current Alameda Free Library travel series, and will feature Mr. and Mrs. Harry E. Stetler.

Also on the program will be authentic hula dances performed by members of the Alameda Hawaiian Dance Group, sponsored by the Alameda Recreation Department.

The public is invited.

Linked In Steel

Yuba Consolidated — Judson Pacific-Murphy

Yuba Consolidated Industries, Inc. has acquired Judson Pacific-Murphy Corporation and will operate it as a subsidiary – thereby supplementing and greatly extending capacity already available through Yuba's four steel fabricating divisions – two in the East and two in the West.

This acquisition makes Yuba one of the largest structural steel fabricators in the West. Even more important than size is that, in combination, the two companies can take on larger projects and provide new and better services than either might have done alone.

Judson Pacific-Murphy has its antecedents in two pioneer companies: Judson Manufacturing Co. and Pacific Rolling Mills Company, founded in 1872 and 1868 respectively.

It has played a key role in some of the West's best known projects – primarily in bridges, dams and major buildings.

Bridge construction includes the $63 million *Richmond-San Rafael* span, the *Columbia River Crossing at The Dalles, Oregon* and the *Portland-Vancouver Interstate Bridge.* Currently it is erecting the world's highest arch bridge across the *Colorado River* in Arizona.

Judson Pacific-Murphy installed the reinforcing steel in the *Shasta, Hanson, Mud Mountain* and *Nimbus dams* and is currently doing the steel work for the $110 million *Glen Canyon Dam on the Colorado River in Arizona.* Notable Bay Area buildings for which it did the reinforcing steel work include the *Metropolitan Housing project, Furniture Mart* and *Bank of America* buildings in San Francisco. Current reinforcing steel projects include the new *Kaiser* building in Oakland, the Crown Zellerbach and *John Hancock* office buildings in San Francisco.

Judson Pacific-Murphy's facilities and experience as a builder of giant gantry and traveling cranes and missile launching structures will also supplement Yuba's capacity and services in these fields.

We at Yuba look upon the acquisition of Judson Pacific-Murphy as one of the most important and significant of the many recent steps Yuba has taken in a dynamic expansion program designed to better serve western industry and business.

YUBA CONSOLIDATED INDUSTRIES, INC.
351 California Street, San Francisco 4, California

DIVISIONS: ADSCO DIVISION, *Buffalo, N.Y.* • CALPIPE DIVISION, *Richmond, Calif.* • MANUFACTURING DIVISION, *Santa Clara, Calif.* • YUBA HEAT TRANSFER DIVISION, *Honesdale, Pa.* • YUBA MANUFACTURING DIVISION, *Benicia, Calif.* • YUBA DREDGING DIVISION, *Marysville, Calif.* • YUBA ERECTORS DIVISION, *Menlo Park, Calif.*

SUBSIDIARIES: JUDSON PACIFIC-MURPHY CORPORATION, *Emeryville, Calif.* / YUBA POWER PRODUCTS, INC., *Cincinnati, Ohio*

References/Sources:

1. San Francisco Public Library History Center.

2. Archive.org

3. ProQuest Historical Newspapers: San Francisco Chronicle (1865-1922).

4. NewspaperARCHIVE.com, 1753 - present.

5. California Digital Newspaper Collection, cdnc.hcr.edu/cdnc

6. Judson Pacific-Murphy Corporation, A Romance Of Steel In California. San Francisco: Kelso Norman and E.C. Brown, Clavering Press, 1946.

7. Showplace Square/Potrero Area Plan, San Francisco City Planning, 2008.

8. Sanborn Fire Insurance Maps.

9. San Francisco City Directories.

10. California Historical Society.

11. David Rumsey Historical Map Collection.

12. San Francisco Planning Department, Showplace Square/Potrero Hill Historic Survey Case File.

SAN FRANCISCO
PLANNING DEPARTMENT

Historic Preservation Commission
Motion 0134
HEARING DATE: AUGUST 17, 2011

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Hearing Date:	August 17, 2011
Case Number:	2010.0485U
Staff Contact	Moses Corrette – (415) 558-6295 moses.corrette@sfgov.org
Reviewed By	Tim Frye - (415) 575-6822 tim.frye@sfgov.org

ADOPTION OF: **Showplace Square / Northeast Mission Historic Resource Survey**

PREAMBLE

WHEREAS, the Methodology for recording and evaluating historic resources contained in the Office of Historic Preservation publication Instructions for Recording Historical Resources of March 1995 and future editions of that publication is based on the Secretary of the Interior's Standards and National Register of Historic Places Criteria cited therein.

WHEREAS, The *Showplace Square / Northeast Mission Historic Resource Survey* consists of several elements including:

- California Department of Parks and Recreation Primary Records (DPR 523A forms) for 632 individual properties;
- California Department of Parks and Recreation Building, Structure, and Object Records (DPR 523B forms) for 24 individual properties;
- California Department of Parks and Recreation District Records (DPR 523D forms) for two (2) historic districts.
- Survey Inventory for 632 properties, consisting of APN; Address; year built; Status Code; District Name; Integrity, Architecture Rating and Building notes.

WHEREAS, The *Showplace Square / Northeast Mission Historic Resource Survey* was prepared by a qualified historian in accordance with the Secretary of the Interior's Standards and State Office of Historic Preservation Recordation Manual as outlined in Resolution No. 527 of June 7, 2000, adopted by the previous San Francisco Landmarks Preservation Advisory Board; and in accordance with the National Park Service's National Register Bulletin, *How to Complete the National Register Multiple Property Documentation Form* (1999).

WHEREAS, The *Showplace Square / Northeast Mission Historic Resource Survey* was reviewed by the San Francisco Historic Preservation Commission for accuracy and adequacy and is adopted by the San Francisco Historic Preservation Commission at a public meeting agendized for this purpose.

WHEREAS, A copy of the duly adopted the *Showplace Square / Northeast Mission Historic Resource Survey* will be maintained in the Planning Department Preservation Library and on the Planning Department's website.

WHEREAS, Future Landmark and Historic District Designation Reports and Nominations and Structures of Merit Nominations may demonstrate historic significance by reference to the *Showplace Square / Northeast Mission Historic Resource Survey.*

WHEREAS, In the future, in evaluating surveyed properties, historic significance may be demonstrated by reference to the *Showplace Square / Northeast Mission Historic Resource Survey.*

WHEREAS, The Historic Preservation Commission reviewed the all submitted materials and research regarding 1150 16th Street at its June 15, 2011 hearing and adopted a revised status code of 6Z (found ineligible through survey evaluation) by Motion 0128.

WHEREAS, The Historic Preservation Commission reviewed the Case Report, and Additional Information Memorandum, Planning Department presentations, and public comment.

MOVED, that the Historic Preservation Commission hereby adopts the *Showplace Square / Northeast Mission Historic Resource Survey*, including the following materials, and based on the following findings, and directs its Commission Secretary to transmit a copy of the adopted survey materials and this Motion No. 0134, to the State Office of Historic Preservation and to the Northwest Information Center at Sonoma State University for reference:

- **California Department of Parks and Recreation Primary Records (DPR 523A forms) for 632 individual properties;**
- **California Department of Parks and Recreation Building, Structure, and Object Records (DPR 523B forms) for 24 individual properties;**
- **California Department of Parks and Recreation District Records (DPR 523D forms) for two (2) historic districts.**
- **Survey Inventory for 632 properties, consisting of APN; Address; year built; Status Code; District Name; Integrity, Architecture Rating and Building notes, subject to the ammendedments and dirctions to staff below.**
-

FINDINGS

Having reviewed all the materials identified and the recitals above, and having heard oral testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and also constitute findings of the Commission.

2. The Historic Preservation Commission makes the following amendments to the Summary Database of the Showplace Square / Northeast Mission Survey:

A-1 3030 17th Street – Atlas Frame Co.: adopts a revised status code of 6L (determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect this change.

A-2 2750 19th Street – Oregon Worsted / Pioneer woolen Mill: adopts a revised status code of 6L (determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect this change.

B. Assessor's Parcel Number 4023/004, located at 2700 19th street: amend the Summary Database of the Showplace Square / Northeast Mission Survey to read: "This lot contains two buildings. The 2-story 1908 Timothy Hopkins Warehouse in the Commercial / Renaissance Revival Style, designed by Henry A Schulze, on the northwest corner of 19th and York Streets, appears eligible for the California Register (3CS). The circa 1919 single-story brick building occupied by the Crown Shirt factory on the western portion of the lot is found ineligible for NR, CR or Local designation through survey evaluation (6Z)."

C. Verdi Club, 2424 Mariposa Street: directs staff to transfer the new research onto a DPR 523L form, and append to the existing DPR 523A and DPR 523B forms.

D. 450 Irwin Street, former Greyhound Bus Lines garage and maintenance facility / current California College of the Arts: directs staff to contact the building owner to inform them of the Commission's intent to adopt Survey findings that the building is California Register eligible at a future hearing.

E. 1855 Folsom, former Woolworth's building: directs staff to transfer the research on the "Hot Boxcar" incident related to 1855 Folsom street (Woolworth's warehouse) onto a DPR 523B form, and append to the existing DPR 523A.

F. 612 Alabama, Pelton Water Wheel Factory: directs staff to work with property owner to assemble more information and return to the Commission for consideration at a later date.

G. 1200 and 1210 17th Street: adopts a revised status code of 6Z (ineligible for NR, CR or Local designation through survey evaluation); for the two steel-clad industrial buildings, 1200 17th Street and 1210 17th Street. The Commission adopts the status code of 3CS (appears eligible for CR as an individual property through survey evaluation) for the brick office building; and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect the change in the assessments.

I hereby certify that the Historical Preservation Commission ADOPTED the foregoing Motion on August 17, 2011.

Linda D. Avery
Commission Secretary

AYES: Chase, Damkroger, Hasz, Johns, Martinez, Matsuda, Wolfram

NAYS: none

ABSENT: none

ADOPTED August 17, 2011

SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: **August 10, 2011**

TO: **Historic Preservation Commission**

FROM: **Moses Corrette, Preservation Planner**

Moses.corrette@sfgov.org (415)558-6295

REVIEWED BY: **Tim Frye, Preservation Coordinator**

RE: **Additional Information Requested by Historic Preservation Commission, Showplace Square Historic Resource Survey – Case No. 2010.0485U**

This memorandum provides information in response to comments that were received at the Historic Preservation Commission (Commission) hearings of June 1 and June 15, 2011, for the Showplace Square Historic Resource Survey (Survey). The information in this memorandum is provided in addition to the information included in the Planning Department (Department) report of May 25, 2011, which was previously distributed to the Commission.

This memorandum addresses the following issues:

A. Background information on how the Showplace Square Survey assesses properties based on California Register Criterion 1 (associations with events); and an overview of the properties found to be significant under this Criterion.

B. Clarification of Showplace Square Survey findings for the two buildings on the same Assessor's Parcel Number 4023/004, located at 2700 19th street.

C. Report on staff research for information on the origin and composition of the Verdi Club, whose building is located at 2424 Mariposa Street.

D. Report on staff research on the integrity of 450 Irwin Street, former Greyhound Bus Lines garage and maintenance facility, currently occupied by the California College of the Arts.

E. Report on 1855 Folsom, the former Woolworth's building and the specific role that it played in the Hot Box Car incident.

F. Property owner's appeal of Showplace Square Survey findings for 612 Alabama (Pelton Factory) based on California Register Criterion 1, associations with events.

G. Property owner's appeal of Showplace Square Survey findings for 1200 and 1210 17th Street (Pacific Rolling Mills) based on California Register Criterion 1, associations with events.

A. Background information on how the Showplace Square Survey assesses properties based on California Register Criterion 1 (associations with events); and an overview of the properties found to be significant under this Criterion (DPR 523 forms are Attachment A)

At its July 1, 2011 hearing, the Commission requested information about properties within the survey area that were found to be significant under Criterion 1 (events) or Criterion 2 (persons). The Commission further requested information about the Department's methodology of assessing properties in the Summary Database of the Showplace Square / Northeast Mission Survey, where no DPR 523[1]-series evaluation form was prepared.

At the July 15th hearing, the Department provided a brief summary of the seven (7) properties that were assessed solely under California Register Criterion 1 (associations with events) and attached the corresponding DPR 523 forms. There are no properties in the survey that are assessed solely under California Register Criterion 2 (association with significant persons).

In conducting surveys, the Department gathers information and develops findings using the California Register and National Register criteria, and State and Federal Standards and Guidelines for identifying and evaluating historic properties. A close parallel to the National Register, the California Register defers to the National Park Service publications for guidance. As with National Register Criterion A, California Register Criterion 1 recognizes that properties can be associated with single events, or with a pattern of events, repeated activities, or historic trends. The event or trends, however, must be associated with a context that gives perspective and meaning, and clearly shows the event to be important. Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity.[2] Assessments are based on information available at the time of assessment, and may be changed and/or updated if new or additional information regarding properties becomes available.

This, section A of the memorandum, explains the Survey findings for three of the seven properties that the Survey first found to be significant for their associations with events. Sections C, E, F and G of this report provide the rest of the information on the seven properties separately. Of the seven properties assessed as California Register-eligible under Criterion 1, two are assessed on DPR 523B forms by the consultant Kelley & VerPlanck: 2401 16th Street (Double Play), and 2500 16th Street (SFSPCA). Additionally, two are specifically discussed in the context statement, but were not documented on DPR

[1] The State of California, Department of Parks and Recreation (DPR) provides standardized forms to document the physical traits of a building - DPR 523A, and to evaluate buildings, structures or objects - DPR 523B or districts - DPR 523D.

[2] U.S. Department of the Interior, National Park Service, National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 12.

523B forms: 1855 Folsom, former Woolworth's warehouse, and 1200/1210 17th Street, the former Pacific Rolling Mill plant. Both 1855 Folsom Street and 1200/1210 17th Street, as well as the remaining three buildings: 3030 17th Street (Atlas Frame), 2750 19th Street (Oregon Worsted Wool / Pioneer Woolen Mill) and 612 Alabama Street (Pelton Water Wheel factory), received draft assessments by Planning Department Staff within the Summary Database.

Planning Department staff based the draft assessments on information outlined within the context statement as well as additional research, as needed. The draft assessments made by Planning Department staff, combined with the consultant-provided survey, provides a complete record of the historic status of every age-eligible property within the Survey of the area. The Summary Database provides a record for these draft assessments that are not on DPR 534B forms, a method approved by the State Office of Historic Preservation.

2401 16th Street – Double Play (DPR 523A and DPR 523B forms, HPC Motion 0113, and Department HRER for Case 2006.0428E are Attachment A-1)

Constructed in 1909, 2401 16th Street is a three-story, wood-frame, mixed use residential-over-commercial property that appears to be largely intact. The building is located on a large corner lot measuring 100-ft by 100-ft. The building is clad in stucco on the primary façade and features slanted bay windows, a prominent cornice, and a projecting neon sign that reads "Double Play." Overall, the building does not have a dominant architectural style. The original architect is unknown. The Survey found the building individually eligible for the California Register under Criterion 1, for its association with the San Francisco Seals (Status code 3CS).

It was originally constructed in 1909 for James Larkin as a commercial and residential investment property. James Larkin operated a bar in the ground floor of the subject property from 1910 to 1919, and lived in a residential unit above. During Prohibition (1920 to 1933), Larkin operated a "soft drink business," which was a common guise for a bar in this period. Larkin operated this bar until 1940, when he sold it to Peter and Annie Stanfel. The Stanfels opened the "Double Play Tavern" in 1944. This bar and restaurant has remained open in this location through the present day. The Double Play Restaurant (as it is currently known) was patronized by noted members of the San Francisco Seals, including Joe DiMaggio, Dario Lodigiani, Bobby Layne, and Doak Walker. The San Francisco Seals were San Francisco's Pacific Coast League baseball team from 1903 to 1957. The San Francisco Seals were the City's professional baseball team before the arrival of the San Francisco Giants in 1958. The Pacific Coast League is significant as one of the only major baseball leagues west of St. Louis from the early- to mid-twentieth

century. The San Francisco Seals Stadium was originally constructed across from the project site and was the first home of the San Francisco Giants. It was later demolished in 1959.

The Double Play Restaurant represents one of the last vestiges of San Francisco's early baseball history, and was an important post-game establishment for Seals players and management. Based upon this history, the 2401 16th Street building is eligible for listing in the California Register under Criterion 1 (Events) with a period of significance from 1944-1957.[3]

The subject property retains most aspects of integrity. Noted alterations include: stucco and brick cladding (circa 1940), within the period of significance; a small horizontal addition to the rear (1992); and selective window replacement with aluminum sash (unknown). Due to the demolition of the San Francisco Seals Stadium, the property lacks integrity of setting. Overall, the property still conveys its significance as a noted property associated with the San Francisco Seals. As noted by the preservation consultant, the Double Play Restaurant interior is almost entirely intact with original wood paneling, booths, bar, and back bar.[4]

Staff recommendation: Adopt Showplace Square survey DPR 523A and B forms with the finding that 2401 16th Street, Double Play appears eligible for the California Register under Criterion 1, for its association with the San Francisco Seals (3CS) as presented.

Basis for recommendation: The Double Play building was the subject of a Department-issued Historic Resource Evaluation Response, and HPC Motion 0113 (attached), under Interim an Eastern Neighborhoods Interim Permit Review hearing on April 6, 2011, for comment on proposed new construction of a four-story residential building on the vacant portion of the lot. In Motion 0113, the HPC: "Agrees with the preliminary survey findings that the subject property at 2401-16th Street is eligible for listing in the California Register under Criteria 1 for its association with the San Francisco Seals."

2500 16th Street – San Francisco SPCA (DPR 523A form is Attachment A-2)

The complex building that is 2500 16th Street was built in several phases for the San Francisco SPCA. It is a stucco-clad, two-story reinforced concrete structure in the Mediterranean Revival style with a Spanish tile roof. Windows are set into the thickness of the walls, and have multi-light wood sash in the original portion of the building, and steel sash in the added wings. Decorative plaster panels with vegetal ornament adorn the façade. The Survey found the building individually eligible for the California

[3] Exemption from Environmental Review, Case No. 2006.0428E April 18, 2011
[4] Historic Resource Evaluation Response, Case No. 2006.0428E, April 7, 2011

Register under Criterion 1, for its ongoing association with the San Francisco chapter of the Society for the Prevention of Cruelty to Animals (SPCA). The consultant-prepared DPR 523B form does not provide an argument for or against California Register eligibility under Criterion C, for its design or architecture; however, the building complex does retain a high degree of integrity (Status Code 3CS).

The San Francisco SPCA was the nation's fourth humane society, after New York (1866), Boston, and Philadelphia, and the first west of the Mississippi. It has become one of San Francisco's most enduring and respected institutions, as well as a national leader in saving homeless cats and dogs. The founder of the San Francisco SPCA, James Sloan Hutchinson, a New York-born Gold Rush pioneer and later advocate for abused animals of all kinds was an influential banker in San Francisco. The SPCA quickly grew with the support of philanthropists like James Lick and L.C. Wilmerding. In 1884, the San Francisco SPCA established the first horse ambulance in the West. In 1890, SPCA acquired the present property (2500 16th Street) "out on the edge of town," and built its first permanent facility in 1891. The facility, known as the "Animals Home," consisted of an office building, kennels, stables, and a garage for the horse ambulance, which was dispatched to pick up overworked or injured horses. In 1905, the San Francisco SPCA assumed responsibility for animal control services in San Francisco, which it maintained for the next 84 years. It rescued hundreds of horses during the devastating 1906 earthquake and built watering stations for workhorses in burned-out areas of the city. It also established a "pensioners fund," so former Fire and Police Department horses could retire to country ranches[5]. In 1925, the San Francisco SPCA began rebuilding its original complex, demolishing the 34-year-old wood-frame 1891 structures with modern fireproof reinforced concrete facilities. This structure is the core of the existing property at 2500 16th Street. It was enlarged in 1929 to add an animal hospital, in 1932 to enlarge the pound, and in 1939 to enlarge the hospital.

All of these buildings were designed to harmonize with one another and all were built of concrete and designed in the Mediterranean style; these are all still extant along the 16th Street frontage and along parts of Alabama and Florida Streets. The original complex was gradually enlarged to encompass the bulk of the San Francisco SPCA's property between 1963 and 1966. Eventually, in the 1980s, the San Francisco SPCA acquired two parcels to the north, including the large, 1952 concrete warehouse complex to the north of their existing property. More recently additional structures have been added between the two existing complexes, linking them together into a more cohesive complex. Throughout the 20th century,

[5] Historical information from *SPCA Album*, March-April 1958, pages 4-21., and recorded in the Kelley & VerPlanck DPR 523B form.

the San Francisco SPCA introduced pioneering programs and services that continue today, here and at other organizations that replicated its progress[6].

Staff recommendation: Adopt Showplace Square Survey DPR 523A and B forms with the finding that the building appears eligible for the California Register under Criterion 1 for its association with the San Francisco SPCA (Status code 3CS) as presented.

Basis for recommendation:

Founded in on April 18, 1868, and housed on this site in 1891, the San Francisco SPCA has continued to serve as the City's foremost advocate for the safety and well-being of domestic and service animals. The institution is one of the oldest and most influential charitable organizations in the City and this complex remains one of the most important [SPCA] facilities in terms of the impact of its programs on the West Coast. The oldest extant section of the existing complex, completed between 1926 and 1939, appears to remain largely intact, retaining the following aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

3030 17th Street – Atlas Frame Co. (DPR 523A form is Attachment A-3)

3030 17th Street is a single-story, wood-frame, industrial building clad in corrugated iron, with a sawtooth roof form. The Survey found the building to be associated with the Industrial Employment special area[7], and to be individually eligible for the California Register under Criterion 1, for its association with the pattern of employment in the area (Status Code 3CS).

This simply-constructed building[8] with expressive forms is one of a number of manufacturing plants in the survey area and San Francisco in general. It is a representation of a humble property type of light industrial buildings in the area. No specific events are known to have occurred here, but rather, it belongs to a pattern of events surrounding manufacturing industry that made a significant contribution to San Francisco's economy.

[6] San Francisco ASPCA website: http://www.sfspca.org/about-us/our-history, accessed 7/28/2011.

[7] The Industrial Employment special area is documented on a DPR 523D form, which concluded that the area warrants special consideration in local planning, for its associations with the historic employment patterns, but is not eligible for the National or California Registers.

[8] Described by John King in the San Francisco Chronicle on May 2, 2010: "The best urban slices often are found on the edge, the jostle of structures more intent on doing a job than setting a tone. This small furniture factory … wraps corrugated steel around a wood frame, topped by a tagged metal tower … the no-nonsense air is refreshing in this city where, far too often, form and first impressions count for more than lasting substance."

Staff recommendation: Adopt Motion to change the draft Survey evaluation, finding the building" "determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning" (Status code 6L); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect this change.

Basis for recommendation: No significant event or series of events that has California Register significance is known to have occurred in this building. This building is located within the Showplace Square – Northeast Mission Industrial Employment Area which is documented on a DPR 523D, district record (included in the Survey), and retains integrity. The consultant's draft evaluation of the industrial employment area had preliminary findings of California Register eligibility, based on a significant series of events (industrial employment itself), and in which 3030 17th Street was a contributing property. When peer review, and Survey Advisor review led to the staff reassessment of the district, all contributory buildings were given a revised status code of "6L"; however, this property was overlooked. The finding and Status Code 6L will make this assessment consistent with the others within that District.

2750 19th Street – Oregon Worsted / Pioneer woolen Mill (DPR 523A form is Attachment E-4)

2750 19th Street is a single-story heavy timber frame, brick industrial building located at the corner of 19th and Bryant Streets. Fenestration consists of deep-set wooden sash set within segmental brick arched openings. The brick is laid in a common bond, 5-course header pattern. The parapet is an extension of the plain building wall. The Survey found the building to be individually eligible for the California Register under Criterion 1, for the property's association with ethnic Chinese industrial workforce (Status Code 3CS).

Evaluation of this building was not included in the consultant-prepared Survey; however, staff did provide the assessment for the Survey. The assessment was made based on the context statement sections on labor history, the context Five Views: an Ethnic Site Survey for California[9] as well as Sanborn maps. Staff examined Sanborn maps covering this survey area, as well as the South of Market survey area for the years 1889 and 1899. According to the 1889 and 1899 Sanborn Maps, the property that includes 2750 19th Street contained a manufacturing plant as well as a dormitory (no longer extant) for the Chinese laborers at the Pioneer Woolen Mills and/or Oregon Worsted companies. This is a very rare identification on the Sanborn maps for the two hundred blocks represented between the two survey areas. The surviving factory building (2750 19th street) is present on the 1886 map, and likely dates to

[9] http://www.cr.nps.gov/history/online_books/5views/5views.htm

about 1880. According to the Sanborn map, it was a three-story brick building. Following the 1906 earthquake, the upper floors were removed, and the building reached its present state. With the loss of the other properties on the site, and the removal of the upper floors, the property retains integrity of location, feeling, and association; but has altered or lost integrity of design, setting, materials and workmanship. Integrity of association and feeling are more heavily weighted because they relate to Criterion 1, which is less architecturally based.

Staff recommendation: Adopt Motion to change the draft Survey evaluation, finding the building: "determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning" (Status Code 6L); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect this change.

Basis for recommendation: Department staff has contacted Sue Lee, Executive Director of the Chinese Historical Society of America (CHSA) for their input and assessment. Researchers at the CHSA examined materials and documentation from their collection, and failed to identify any additional information about the Chinese labor force in connection with the Pioneer Woolen Mill and/or Oregon Worsted companies. Absent any concrete evidence of significance, other than the noted presence of the Chinese on the Sanborn map, Ms. Lee advised that the CHSA cannot validate any significance to the association. Department staff agrees with this opinion, and notes that this site is not among the 92 sites identified by the Five Views context for significant associations with the Chinese ethnic community. A Status code of 6L would preserve the identification of the association, and allow for future research to be conducted to make a conclusive determination as needed in the future.

B. Clarification of Showplace Square Survey findings for the two buildings on the same Assessor's Parcel Number 4023/004, located at 2700 19th street (DPR 523A form is Attachment B)

The owner of the subject lot requested that the Survey information be updated to recognize that there are two buildings on this parcel. As presented, the Survey evaluated this parcel as containing a single building with an addition to the side, finding the property individually eligible for the California Register under Criterion 3, without separate ratings for each of the two buildings (Status Code 3CS).

Department staff reviewed the building permit history for this parcel and Sanborn maps, and now recognizes that this lot contains two buildings. At the corner is a two-story, common-bond brick, gable-roofed industrial building with multi-light wood windows set within segmental arches in a Renaissance Revival style. The second building is a single-story, saw-tooth-roofed, common-bond brick warehouse

building with a featureless brick façade, save for a single vehicular entrance with a modern roll-up steel door.

Staff recommendation: Adopt Motion to amend the Summary Database of the Showplace Square / Northeast Mission Survey to read: "This lot contains two buildings. The 2-story 1908 Timothy Hopkins Warehouse in the Commercial / Renaissance Revival Style, designed by Henry A Schulze, on the northwest corner of 19th and York Streets, appears eligible for the California Register (3CS). The circa 1919 single-story brick building occupied by the Crown Shirt factory on the western portion of the lot is found ineligible for NR, CR or Local designation through survey evaluation (6Z)."

Basis for recommendation: Only the two-story corner building meets the registration requirements for California Register Criteria 3. The single-story brick building on the western portion of the lot does not possess significant distinctive characteristics of a type, period, region, or method of construction. It is not the work of an important creative individual, or possess high artistic values, therefore, it does not appear to be architecturally significant. Further, there are no known associations with significant persons or events, that could qualify the building for listing in the California Register under Criterion 1 or 2. Lastly, because it is a separate building erected for a second business, it does not contribute to the adjacent resource.

C. Report on Historic Preservation Commission request for background information about the Verdi Club, whose building is located at 2424 Mariposa Street (DPR 523A and DPR 523B forms are Attachment C)

At the hearing of June 15, 2011, the Commission requested additional information about the Verdi Club, including, an explanation for the location, and identification of the members/patrons.

The building erected for the Verdi Club is a two-story over basement, reinforced concrete, Art Deco style fraternal building built with full lot coverage. It has a gabled roof concealed behind a stepped parapet, and a symmetrical façade with a central recessed entrance. The upper portion of the Art Deco façade features bas-relief panels with floral motifs as well as a portrait of Giuseppe Verdi crowned by a laurel and lyre. The Survey has found the building individually eligible for the California Register under Criteria 1 and 3 (Status Code 3CS).

Department staff research included the original building permit, city directories from various years in the 1920s and 1930s, San Francisco Municipal Records, and various internet sites, and has yielded limited new information. According to the Verdi Club's website, it was founded in 1916. It was founded in San

Francisco by a group of Italian men, led by George Gaggetti, as a social and athletic club. George Gaggetti received a permit to operate an engine and boiler in 1911 at 1120 Potrero Avenue[10] (at 23rd Street). According to the 1911 City Directory, other family members (Gaggetti is a unique surname in San Francisco to this family) were coopers, plumbers and teamsters, and they all lived in the neighborhood on Bryant, Potrero and 23rd Streets. No listings in City Directories were found for the Verdi Club from the time it was founded in 1916 to 1934, when this building was erected. In 1934 a building permit was issued for the construction of this building. The permit specifically states that no architect or engineer designed the building; instead, it lists only the Vannucci Brothers as contractors. According to the 1934 City Directory, the Vannucci Brothers were Lawrence, Frank and Oneillo, who had an office at 1875 San Bruno Avenue. In 1939, the City Directory lists Silvio Ratto as the President of the Verdi Club. The same directory indicates that Silvio Ratto was a bookkeeper for the Anglo-California Trust, and resided at 438 Utah Street. In 1948, the City Directory lists Joseph Zecca, a resident of 448 Utah Street, as the manager of the Verdi Club.

Staff recommendation: No change in assessment is warranted. 2424 Mariposa, the Verdi Club appears eligible for the California Register under Criteria 1 and 3, for association with the Verdi Club, and for the building's design and architecture (Status Code 3CS). Adopt a motion directing staff to transfer the new research onto a DPR 523L form, and append to the existing DPR 523A and DPR 523B forms.

Basis for recommendation: The building at 2424 Mariposa is found to be individually eligible for the California Register under Criteria 1 and 3, for its design/architecture, and not solely for its association with the Verdi Club itself. The consultant-prepared DPR 523B form evaluates the building as California Register-eligible under Criterion 1 and 3, stating: "The Verdi Club, established in 1916 by and for members of San Francisco's Italian and Italian-American community, moved to this location in 1935 after having the existing building constructed for the club. The Verdi Club was established as a private Italian American social club that offered entertainment such as boxing, wrestling, dancing, banquets, meetings, and music. The club, which opened on May 5, 1935 in a ceremony presided over by then-mayor Angelo J. Rossi, was an organization modeled after the Italian American Social Club (IASC) where members paid an initiation fee and membership was passed down from father to son. The IASC clubs would traditionally hold monthly dinners for members, family and friends. Still in operation today, although not as a members-only club, the Verdi Club currently operates as a popular dance hall and full-service banquet facility for weddings, parties, events and concerts."

[10] San Francisco Municipal Record, December 14, 1911, Vol IV, No. 59, page 385.

The Verdi Club appears eligible for listing in the California Register under Criteria 1 and 3. The building appears eligible under Criterion 1 (Events) for its association with San Francisco's once-numerous and still influential Italian-American community. The Verdi Club was one of several clubs catering to Italian Americans; others included the Italian American Social Club and the Sons of Italy. The opening of the Verdi Club in the Mission District is indicative of the gradual southward shift of the city's Italian population from its former stronghold of North Beach toward the Mission District and other neighborhoods in the southern part of the city. The Verdi Club appears eligible under Criterion 3 (Design/Construction) as an intact and unusual example of a social hall designed in the Art Deco style."

D. Report on staff research on the integrity of 450 Irwin Street, former Greyhound Bus Lines garage and maintenance facility / current California College of the Arts (DPR 523A form and 1951 elevation drawings are Attachment D)

At both the June 1st and June 15th hearings, the Commission requested information about the integrity of the former Greyhound Bus yard buildings, now occupied by the California College of the Arts.

450 Irwin Street is a two-story, reinforced concrete industrial building capped by a combination of a flat and gabled roof. Massive steel sash industrial windows primarily characterize the International-style building. The Survey found the building ineligible for NR, CR or Local designation through survey evaluation (Status Code 6Z).

Department staff researched the building permit history and examined the building, which has yielded new information for 450 Irwin Street. Elevation drawings from the original construction prepared by Skidmore, Owings and Merrill LLP in 1951 show the same fenestration pattern as exists today. Moreover, physical examination of the windows, a distinguishing feature of the building, provides evidence that the steel sash is in fact original. Changes to the building's exterior since it was built are limited to three entrances on the south elevation, two on the north, three on the west, and four on the east. All changes appear to be sympathetic to the building's original design.

Staff recommendation: Adopt a Motion to change the draft Survey evaluation, finding the building: "Identified in Reconnaissance Level Survey: Not evaluated" (Status Code 7R); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to change the assessment of integrity of 450 Irwin Street from medium to high.

Basis for recommendation: New information reveals that the existing windows are original. In the draft Survey, staff inaccurately concluded that the rehabilitation of the building for educational use in 1999

included window replacement. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Staff recognizes that the buildings are the work of a prominent architectural firm, Skidmore Owings and Merrill; however, a review of a monograph covering this decade of the firm's work failed to give a reference to this project. Staff does not have enough information to make a conclusive finding that this building is (in)eligible for NR, CR or Local designation through survey evaluation because the context statement does not address modernist industrial buildings.

E. Report on the Hot Box Car incident and the specific role that 1855 Folsom, former Woolworth's building, played in the incident. (DPR 523A form is Attachment E)

The Commission requested information about the specific involvement of this building with the Hot Box Car incident that justifies the Survey findings. The Survey found the building individually eligible for the California Register under Criterion 3, for its association with the Hot Box Car incident (Status Code 3CS).

1855 Folsom, former Woolworth's building is a freestanding, six-story, brick-clad, reinforced concrete industrial building. It features a tripartite design with a high base and a corbelled brick cornice. The ground floor features several commercial vehicle loading dock openings and a separate row of loading docks accessed by the on-site rail-spur. A belt course separates the high ground-floor from the upper floors. Modern metal-framed windows replace the original sash within the daylight-framed upper floors.

The full information regarding the Hot Box Car incident is located on pages 85-86 of the in the Showplace Square Historic Context Statement. To summarize those pages of the context, the Hot Box Car incident originated when, after several months of inconclusive negotiations between the 180 employers affiliated with the Association of San Francisco Distributors (AFSD) and Local 6, the AFSD decided to force a confrontation with the union. In August 1938, the union was then striking the F. W. Woolworth Company, at their large warehouse at 1855 Folsom Street. The AFSD loaded a boxcar using non-union personnel at the Woolworth warehouse, and then dispatched the car to 19 different union-contracted warehouses in San Francisco that were not on strike, including three more in the survey area. At each new destination, supervisors would order International Longshore and Warehouse Union (ILWU) Local 6 warehousemen to unload it. The union members would refuse because the cargo was "hot." That is, it had been loaded by non-union labor. Each employer would then either fire or lock out the union

warehousemen. The highly publicized[11] incidents also precipitated a general lockout of Local 6 members at over 100 plants, with nearly 3,000 workers idled.

It was a highly publicized incident that helped to bring an industry-wide contract for warehouse workers in San Francisco as well as to dramatize labor-management relations in the city more generally[12].

While the Showplace Square context describes the Hot Box Car incident, it does not provide a full list of all the sites in San Francisco with the incident. All twenty locations of warehouses that participated in the Hot Box Car incident were located within either the South of Market (SoMa) Survey, or this Showplace Square Survey; however, the incident precipitated in union labor shutouts at over 100 warehouses. The context does list the four from this survey area associated with the incident: Woolworth's warehouse at 1855 Folsom Street; Dunham, Carrigan & Hayden warehouse at 2 Kansas (Henry Adams) St.; Baker & Hamilton warehouse at 700 7th St.; and Safeway Stores at 1000 Brannan St. from the Showplace Square Survey area.

It is not known how many buildings in San Francisco remain extant from the incident. No other properties associated with the incident were identified as significant in either the SoMa Survey or Showplace Square Survey. The Survey found 1855 Folsom, former Woolworth's building to be individually significant because of its strong connection to the Hot Box Car incident as its significance is derived not only as the point of origin of the boxcar, but also as the site of the major labor dispute leading up to the incident.

Staff recommendation: No change in assessment is warranted. 1855 Folsom, former Woolworth's building appears eligible for the California Register under Criterion 1, for its association with the Hot Box Car incident. Adopt a motion directing staff to transfer the research onto a DPR 523B form, and append to the existing DPR 523A (Status code 3CS).

Basis for recommendation: As the point of origin of the Hot Box Car and site of the strike that was the root of incident, 1855 Folsom, former Woolworth's building bears the strongest association to the event. The Department concurs with the Survey findings that 1855 Folsom Street is the most relevant property associated with this significant event in union history.

---

[11] The Associated Press coverage of the incident was syndicated nationally, as evidenced by an article in the Titusville Herald, a local paper in distant Pennsylvania.

[12] Cherny, Robert interview on 7/28/2011. Additional sources cited by Cherny also include: Schwartz, Harvey: March Inland: Origins of the Ilwu Warehouse Division, 1934-1938, University of California, Institute of Industrial Relations, 1978 and Selvin, David F. Sky full of storm: a brief history of California labor, California Historical Society, 1975

F. Appeal of Showplace Square Survey findings for 612 Alabama (Pelton Water Wheel Machine Shop[13]) based on California Register Criterion 1, associations with events. (DPR 523A form and letter from Fred Snyder are Attachment F)

The owner of the building is appealing the draft survey findings, stating: "I do not believe that this block of buildings represents or retains the historical significance or integrity that is suggested in the draft Survey. Well over half of the building square footage of the above referenced property was constructed with a new foundation and exterior in 2001. Another 10,000 square feet section of the fully contiguous set of buildings is a corrugated metal addition that was completed in 1956 and was previously storage lot and roofed warehouse with no walls. Further, I have information regarding the historical association these structures have had with Pelton Water Wheel that runs counter the assumptions in the Survey.[14]"

Additionally, the Commission requested additional information about the activities located within each of the two buildings in the survey area that have associations with the Pelton Water Wheel Co.: 612 Alabama and 2929 19th Street. The Survey found the building individually eligible for the California Register under Criterion 1, for its association with the Pelton Water Wheel Co., a hydraulic engineering firm who manufactured equipment for hydraulic mining and hydroelectric power generation (Status Code 3CS) [15]

The subject building consists of three major elements (see aerial photograph below). The first consists of original 1914 construction for the Pelton Water Wheel Co. is located on the southwestern portion of the lot along Harrison Street, and extending half the width of the lot on 19th Street as a machine shop, together with an "L" on Alabama Street for pattern storage.

The second part, approximately 80 feet on the northern portion of the lot, was built before 1920 as an independent building for the "Blue and Gold" bottling warehouse. The western side of the second part has the appearance of the 1914 building with a gable-roof form and steel siding was altered to this state between 1920 and 1950, as evidenced by the Sanborn maps. This second part does not have a significant association with the Pelton Water Wheel Co., and is not architecturally significant, and therefore does not appear to be significant under the National or California Register Criteria.

---

[13] The offices and research laboratories are located on an adjacent block, and are under separate ownership.
[14] Letter to HPC from Fred Snyder of the David W. Allen Trust RE: 600 Block of Alabama Street (Parcel Number 402-002) May 27, 2011.
[15] The Building at 2929 19th Street was erected in 1923, and housed offices, pattern storage, drafting rooms and a small machine shop. These functions were removed from 612 Alabama and transferred to 2929 19th Street.

The third part is a 4-story structure with 4th floor mezzanine space located on the southeastern portion of the lot along Alabama and 19th Streets. The original one-story structure of this third part, used for offices and a drafting room, was altered in 2003, adding 3 additional stories and the mezzanine[16]. The owner contends that this third part is an independent building with a fully independent structural system and foundation; however, the building permit for the construction (BPA 200008016642 and 2000.302E), and a recent office allocation (2009.0847B) all describe this section as part of the 1914 building, and not as an independent structure on the lot. This third part, if considered either as a separate building, or as an alteration to the main building, is compatible with the adjacent structure, sharing the same scale, massing and metal cladding materials as the 1914 building.

The significance of Pelton to California's history is evidenced by official designation of related structures elsewhere in California. Pelton's first manufacturing plant dating to 1879 in Nevada City is California State Landmark #1012 and is significant under California Register Criterion 1, association with events that are significant to California history.

Inducted into the Inventor's Hall of Fame in 2006, Pelton is one of the fathers of hydroelectric power. Lester Pelton (1829-1908) invented the first water wheel to with split buckets take advantage of the kinetic energy of water rather than the weight or pressure of a stream, more than doubling the efficiency of traditional types. In California, and nearby states, traditional water wheels that required high-volume rivers proved inefficient. However, the Pelton wheel could operate with lower flow rivers and streams, thereby being cost effective over expensive

[16] 2000.302E - Three-Story Addition of Production Space into a Portion of an Existing Business Service and Industrial Structure and the Addition of 27 Parking Spaces. The proposed area of renovation is rectangular in shape with about 62 feet of frontage on 19th Street and 200 feet of frontage along Alabama Street, within a larger structure that includes 612 Alabama to 680 Alabama Street.

steam engines in mining operations. The Pelton Water Wheel Company was organized by Lester Pelton and a San Francisco machine shop owner to keep up with demand that could not be met by the small George Allen Foundry in Nevada City. Small hydroelectric power plants in the western United States still generate electricity using Pelton's technology[17].

Further, the significance of the Pelton Water wheel is evidenced by California State Historical Landmark No. 1012, the First Manufacturing Site of the Pelton Water Wheel at 325 Spring St, Nevada City. The Landmark statement reads:

> "The Pelton Water Wheel, first commercially manufactured here at George Allan's Foundry and Machine Works in 1879, was a major advancement in water power utilization and greatly advanced hard-rock mining. Its unique feature was a series of paired buckets, shaped like bowls of spoons and separated by a splitter, that divided the incoming water jets into two parts. By the late 1800s, the Pelton Wheels were providing energy to operate industrial machinery throughout the world. In 1888, Lester Pelton moved his business to San Francisco, but granted continuing manufacturing rights to Allan's Foundry, where the wheels were manufactured into the early 1900s.[18]"

When Pelton setup his first plant at 121-129 Main Street[19] in San Francisco, it was located in the industrial South of Market neighborhood. That site was destroyed in the disaster of 1906. Between 1907 and 1914, City Directories list the Pelton Water Wheel Co. as having an office in the Monadnock Building, with works [manufacturing] at 19th and Harrison. The 1905 Sanborn map shows the site of 612 Alabama as mostly vacant with some small sheds involved in the refining of asphalt. On the opposite side of 19th Street was the Crescent Feather Mattress factory and opposite Harrison was the United Can Co. and the Meese and Gottfried Co. Machine Shop.[20] The 1914 Sanborn map shows the subject building at 612 Alabama labeled "The Pelton Water Wheel Co. Hydraulic Engineers." On both the 1905 and 1914 Sanborn maps, the future site of the Pelton Office building (1923) at 2929 19th Street between Florida and Alabama, is shown as being occupied by several buildings including a paint company, a dwelling, and a saloon. From these sources, it can be concluded that the Pelton Water Wheel Co. operated in temporary

[17] Inventor's Hall of Fame website: http://www.invent.org/hall_of_fame/293.html accessed 7/28/2011.
[18] State of California Environmental Resources Evaluation System website: http://ceres.ca.gov/geo_area/counties/Nevada/landmarks.html accessed 7/28/2011
[19] Crocker-Langley City Directories for the years 1896 and 1904.
[20] Meese and Gottfried are listed in City Directories as manufacturers of elevating and conveying machinery. It is unlikely that they would have been able to provide the necessary foundry equipment for Water Wheel manufacture.

quarters on the subject site at 612 Alabama between 1907 and 1914 when the present building was erected.

Staff recommendation: Department recommends a change of the Survey status code to 7R (Identified in Reconnaissance Level Survey: Not evaluated) be assigned to the property. Adopt a motion directing staff to transfer the new research onto a DPR 523B form, and append to the existing DPR 523A form.

Basis for recommendation: The importance of this building's role in the development and growth of the hydroelectric generation of energy in the West remains undocumented. Further, it is not known at this time how many places in California were built for, or occupied by the Pelton Water Wheel Co. for manufacturing purposes, or if they are extant; however, Department staff has found no references to places other than Nevada City and San Francisco during its research. San Francisco City Directories from the 1910s list only San Francisco sites and an office in New York City. Within San Francisco, only this building, and the office building and research laboratories at 2929 19th Street are extant. Neither site was built in Lester Pelton's lifetime (1829-1908). The evidence demonstrates that the manufacturing plants of the Pelton Water Wheel Co. have significance on the State level, and that only two sites within San Francisco are extant. Department staff has contacted the State Office of Historic Preservation for guidance on how to evaluate this property, during which, it was concluded that not enough information is presently known to make a determination.

G. Appeal of Showplace Square Survey findings for 1200 and 1210 17th Street (Pacific Rolling Mill[21]) based on California Register Criterion 1, associations with events. (DPR 523A form, and Page & Turnbull's report: 1200-1210 17th street Preliminary Assessment are Attachment G)

The owner of these properties is appealing the Showplace Square Survey findings, on the basis that the property lacks both architectural significance and lacks integrity. In order to analyze of merits of the appeal, the project sponsor retained the firm of Page & Turnbull to conduct further research and provide their independent evaluation of the three buildings. Facts contained in the Page & Turnbull report informed the discussion below.

There are three buildings on two lots that constitute a single plant that was built by and for the Pacific Rolling Mill Co. at 1200 and 1210 17th Street. The first building, 1200 17th Street (APN 3949/002) is a steel-and-wood-frame, multiple-wing, industrial machine shop building clad in corrugated metal siding, built

[21] It should be noted that the subject buildings were built for the Pacific Rolling Mill Co. (without an "s" on Mill), which was a new corporation with many of the same engineers and equipment as the previous Pacific Rolling Mills (with the "s" on Mill) which was liquidated in 1898.

in 1908, and rebuilt/expanded in 1926. The second building, the brick office, is a two-story heavy timber frame, brick structure with a flat roof (APN 3949/002), built in 1926. The third building, 1210 17th Street (APN 3950/001) is a steel-frame industrial stock shed building clad in corrugated metal siding, built in 1908.

In October 1996, the eastern buildings on APN 3949/002, 1200 17th Street and the brick office, were assigned a California Historical Resource Status Code (CHRSC) of "6Y," meaning that the buildings were "determined ineligible for the National Register by consensus through the Section 106 process; not evaluated for the California Register or local listing." The brick office building at 1200 17th Street (APN 3949/002) was also listed in the 1976 Architectural Survey. The western building at 1210 17th Street (APN 3950/001, also addressed as 975 16th Street) was not evaluated prior to the present Survey. The present Survey identifies the entire site as appears eligible for the California Register under Criterion 1, for its association with the Pacific Rolling Mill Co. (Status Code 3CS).

The Showplace Square Historic Context Statement describes the plant as "a complex of colossal corrugated steel sheds, machine shops, and offices… The Pacific Rolling Mill facility is notable as an early example of corrugated steel construction in the survey area. Less expensive to build than either brick or concrete, corrugated steel structures were also easier to reconfigure to accommodate new machinery or work processes. Although most of the plant consists of similar gable-roofed, corrugated warehouses, the offices are located in a brick-faced wing occupying the Texas Street right-of-way on the north side of 17th Street[22]." The analysis from the context statement suggests significance of the plant under California Register Criterion 3, as an early example of its construction type; however, the consultants did not make an assessment of any of the three buildings. The Survey assessed the three buildings based on Staff analysis of significant associations with the Pacific Rolling Mill Co. itself.

According to the Page & Turnbull report, the Pacific Rolling Mills Co., the first iron-producing factory in the western United States, was established in San Francisco in 1866, and liquidated in 1898. It was located at Potrero Point (now the site of Pier 70) along the Central Waterfront. The first iron was rolled in 1868, after the plant had been constructed, materials delivered, and laborers hired. After nearly two decades of providing iron for a variety of notable projects, the Pacific Rolling Mills Co. began to manufacture steel in 1884, marking the advent of steel production on the West Coast.[23] The Page and Turnbull report continues to reference the book, A Romance of Steel in California, stating: Nearly every great structure

[22] Kelley & VerPlanck, Historic Context Statement: Showplace Square / Northeast Mission Survey Area, p. 44.
[23] Judson Pacific-Murphy Corporation, A Romance of Steel in California (San Francisco: Kelso Norman and E.C. Brown, Clavering Press, 1946).

built on the [west] coast from Baker City to San Diego during [the 1880s and 1890s] drew on the Pacific Rolling Mills for iron and steel. Railroads, cable roads, bridges, dams and skyscrapers flowed from its furnaces…But more than this, the Pacific Rolling Mills was the cornerstone of many other coast industries that depended on steel for their foundation and rise and whose development had been retarded by its lack.[24] The Plant closed in 1898; however, a group of former employees organized themselves, acquired much of the equipment, and began anew.

The Page & Turnbull report further documents that in 1906, the new Pacific Rolling Mill Co. (Mill without the "s") leased a nearby site at 17th and Mississippi streets (the subject property), and was consistently busy during the decade following the Earthquake and Fire of that year as a fabricator and supplier of steel products. The Pacific Rolling Mill fabricated and erected the frames for a great number of structures in San Francisco and Northern California.

> Examples of major buildings that Pacific Rolling Mill supplied the steel for include: the City and County General Hospital; the original Standard Oil Building; the Balfour Building; the California Commercial Building; the San Francisco Public Library in the Civic Center; the Y.M.C.A.; the Financial Center Building in Oakland; the 1915 Exposition buildings; the California-Hawaiian Sugar Refinery at Crockett; Anglo & London Paris National Bank in San Francisco; the Bank of California; the Chronicle Building; the American Theater; the Cliff House; the Mission Savings Bank; and the corporation yard for the City and County of San Francisco[25].

Although there were a number of other companies supplying steel to assist with the city's post-quake reconstruction, the Pacific Rolling Mill Co.'s involvement with so many landmark buildings makes it a notable steel fabrication company from this period.[26] In 1928, Pacific Rolling Mill Co. merged with Judson Manufacturing Co. to form the Judson Pacific Co., ending the period of significance for the independent company. Through subsequent corporate mergers, all steel manufacturing was moved to Oakland by 1946, and by 1950, the buildings were renovated and occupied by the Owens-Illinois Glass Co[27].

At the subject site, the height of activity for the Pacific Rolling Mill Co. was during the decades following the 1906 Earthquake and Fire: the company contributed greatly to the rebuilding of the city after the

---

[24] *Ibid.*
[25] Dudley F. Westler, "Growth Forces Larger Areas," San Francisco Chronicle, 9 July 1925, 7.
[26] Page & Turnbull, 1200-1210 17th Street Preliminary Assessment, 8 July 2011. Pg. 6.
[27] *Ibid*, pg. 16-17.

disaster by supplying steel for many new buildings. The 1914 Sanborn map illustrates the number and types of facilities in use immediately following the earthquake, but a large building campaign beginning in 1925 replaced most of the 1908 wood-frame sheds and shops on the property with a larger building in the former Texas Street right-of-way. The only extant structure dating from the Pacific Rolling Mill Co.'s early occupation of the subject site is the western portion of the large industrial building (the "stock shed") at 1210 17th Street/975 16th Street.

According to the San Francisco Assessor-Recorder, both the 1200 17th Street building and the brick office building date from 1926. The brick office building appears to have undergone few, if any alterations, and retains a high degree of integrity. The original 1908 Pacific Rolling Mill structure at the southeast corner of site was replaced by the industrial wood-framed 1200 17th street building when it was erected in 1926; however, the 1926 construction was itself likely incorporated into the existing larger steel-frame building by 1950 when they were documented on a revised Sanborn map.

The Page & Turnbull report compares two of the subject buildings to a photograph taken in 1945 to demonstrate that 1200 and 1210 17th Street have been dramatically altered since 1945. The report observes the changes:

- The long industrial shed at 1210 17th Street/975 16th Street has doubled in width and received a second story addition along 17th Street;
- The windows and siding have been replaced on the south façade of 1200 17th Street;
- The southeast corner of the 1200 17th Street building has had the low shed structure shown on the east and the Dutch gable shown on the south removed. This comparison also suggests that the building at the southeast corner of 1200 17thStreet may have been entirely replaced—not just altered[28].

Staff recommendation: Adopt Motion to change the Survey evaluation for the property, finding the two steel-clad industrial buildings, 1200 17th Street and 1210 17th Street, are found ineligible for NR, CR or Local designation through survey evaluation (Status Code 6Z); that the brick office building appears eligible for CR as an individual property through survey evaluation (Status Code 3CS); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect the change in the assessments.

[28] *Ibid*, pg. 22-23.

Basis for recommendation: Department Staff has reviewed the report, prepared by a qualified consultant and agrees with the research and conclusion.

The time during which the new Pacific Rolling Mill Co. made its greatest contribution to the city was 1906-1928, which covers the period from the Earthquake and Fire through the company's merger with Judson Manufacturing Co. Although three buildings from this period of significance (1906-1928) are extant on the site, the corrugated metal buildings (1200 17th and 1210 17th) have been so dramatically altered since then that they no longer retain the integrity necessary to convey a significant association with the Pacific Rolling Mill Co. Of the three extant structures associated with the Pacific Rolling Mill Co., only the brick office retains sufficient integrity to be considered a historic resource. The brick office building was constructed by the Pacific Rolling Mill Co. as part of a large building campaign at the subject property in 1926, and reflects the success of the business during the first decades of the twentieth century. It appears to be significant under Criterion 1 as the best example of the company's steel fabricating operation at 17th and Mississippi streets among the three remaining buildings in San Francisco associated with the Pacific rolling Mill Co.

I:\Cases\2010\2010.0485\Showplace_Memo_final.docx

SAN FRANCISCO
PLANNING DEPARTMENT

Historic Preservation Commission
Motion 01##
HEARING DATE: AUGUST 17, 2011

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Hearing Date:	August 17, 2011
Case Number:	2010.0485U
Staff Contact	Moses Corrette – (415) 558-6295
	moses.corrette@sfgov.org
Reviewed By	Tim Frye - (415) 575-6822
	tim.frye@sfgov.org

ADOPTION OF: **Showplace Square / Northeast Mission Historic Resource Survey**

PREAMBLE

WHEREAS, the Methodology for recording and evaluating historic resources contained in the Office of Historic Preservation publication Instructions for Recording Historical Resources of March 1995 and future editions of that publication is based on the Secretary of the Interior's Standards and National Register of Historic Places Criteria cited therein.

WHEREAS, The *Showplace Square / Northeast Mission Historic Resource Survey* consists of several elements including:

- California Department of Parks and Recreation Primary Records (DPR 523A forms) for 632 individual properties;
- California Department of Parks and Recreation Building, Structure, and Object Records (DPR 523B forms) for 24 individual properties;
- California Department of Parks and Recreation District Records (DPR 523D forms) for two (2) historic districts.
- Survey Inventory for 632 properties, consisting of APN; Address; year built; Status Code; District Name; Integrity, Architecture Rating and Building notes.

WHEREAS, The *Showplace Square / Northeast Mission Historic Resource Survey* was prepared by a qualified historian in accordance with the Secretary of the Interior's Standards and State Office of Historic Preservation Recordation Manual as outlined in Resolution No. 527 of June 7, 2000, adopted by the previous San Francisco Landmarks Preservation Advisory Board; and in accordance with the National Park Service's National Register Bulletin, *How to Complete the National Register Multiple Property Documentation Form* (1999).

WHEREAS, The *Showplace Square / Northeast Mission Historic Resource Survey* was reviewed by the San Francisco Historic Preservation Commission for accuracy and adequacy and is adopted by the San Francisco Historic Preservation Commission at a public meeting agendized for this purpose.

WHEREAS, A copy of the duly adopted the *Showplace Square / Northeast Mission Historic Resource Survey* will be maintained in the Planning Department Preservation Library and on the Planning Department's website.

WHEREAS, Future Landmark and Historic District Designation Reports and Nominations and Structures of Merit Nominations may demonstrate historic significance by reference to the *Showplace Square / Northeast Mission Historic Resource Survey.*

WHEREAS, In the future, in evaluating surveyed properties, historic significance may be demonstrated by reference to the *Showplace Square / Northeast Mission Historic Resource Survey.*

WHEREAS, The Historic Preservation Commission reviewed the all submitted materials and research regarding 1150 16th Street at its June 15, 2011 hearing and adopted a revised status code of 6Z (found ineligible through survey evaluation) by Motion 0128.

WHEREAS, The Historic Preservation Commission reviewed the Case Report, and Additional Information Memorandum, Planning Department presentations, and public comment.

MOVED, that the Historic Preservation Commission hereby adopts the *Showplace Square / Northeast Mission Historic Resource Survey*, including the following materials, and based on the following findings, and directs its Commission Secretary to transmit a copy of the adopted survey materials and this Motion No. 01##, to the State Office of Historic Preservation and to the Northwest Information Center at Sonoma State University for reference:

- **California Department of Parks and Recreation Primary Records (DPR 523A forms) for 632 individual properties;**
- **California Department of Parks and Recreation Building, Structure, and Object Records (DPR 523B forms) for 24 individual properties;**
- **California Department of Parks and Recreation District Records (DPR 523D forms) for two (2) historic districts.**
- **Survey Inventory for 632 properties, consisting of APN; Address; year built; Status Code; District Name; Integrity, Architecture Rating and Building notes, subject to the ammendedments and dirctions to staff below.**
-

FINDINGS

Having reviewed all the materials identified and the recitals above, and having heard oral testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and also constitute findings of the Commission.

2. The Historic Preservation Commission makes the following amendments to the Summary Database of the Showplace Square / Northeast Mission Survey:

A-1 3030 17th Street – Atlas Frame Co.: change the draft Survey evaluation, finding the building" "determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning" (Status code 6L); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect this change

A-2 2750 19th Street – Oregon Worsted / Pioneer woolen Mill: change the draft Survey evaluation, finding the building: "determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning" (Status Code 6L); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect this change

B. Assessor's Parcel Number 4023/004, located at 2700 19th street: amend the Summary Database of the Showplace Square / Northeast Mission Survey to read: "This lot contains two buildings. The 2-story 1908 Timothy Hopkins Warehouse in the Commercial / Renaissance Revival Style, designed by Henry A Schulze, on the northwest corner of 19th and York Streets, appears eligible for the California Register (3CS). The circa 1919 single-story brick building occupied by the Crown Shirt factory on the western portion of the lot is found ineligible for NR, CR or Local designation through survey evaluation (6Z)."

C. Verdi Club, 2424 Mariposa Street: directs staff to transfer the new research onto a DPR 523L form, and append to the existing DPR 523A and DPR 523B forms.

D. 450 Irwin Street, former Greyhound Bus Lines garage and maintenance facility / current California College of the Arts: directs staff to amend the Summary Database of the Showplace Square / Northeast Mission Survey to change the assessment of integrity of 450 Irwin Street from medium to high.

E. 1855 Folsom, former Woolworth's building: directs staff to transfer the research on the "Hot Boxcar" incident related to 1855 Folsom street (Woolworth's warehouse) onto a DPR 523B form, and append to the existing DPR 523A.

F. 612 Alabama, Pelton Water Wheel Factory: adopts the status code of 7R (Identified in Reconnaissance Level Survey: Not evaluated) for the building at 612 Alabama Street – Pelton Water Wheel Co., and directs staff to transfer the new research onto a DPR 523B form, and append to the existing DPR 523A form.

G. 1200 and 1210 17th Street: change the Survey evaluation for the property, finding the two steel-clad industrial buildings, 1200 17th Street and 1210 17th Street, are found ineligible for NR, CR or Local designation through survey evaluation (Status Code 6Z); that the brick office building appears eligible for CR as an individual property through survey evaluation (Status Code 3CS); and to amend the Summary Database of the Showplace Square / Northeast Mission Survey to reflect the change in the assessments.

I hereby certify that the Historical Preservation Commission ADOPTED the foregoing Motion on August 17, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 4 *Resource name(s) or number (assigned by recorder) 2401 16TH ST
P1. Other Identifier Double Play
*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: SF North Date: 1994
*c. Address: 2401 16th St City: San Francisco Zip: 94110
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3965001

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

2401 16th Street occupies a 10,000 square-foot corner lot on the southwest corner of 16th and Bryant streets. Built in 1909, it is a 3-story, wood-frame residential over commercial building. The rectangular-plan building displays stucco cladding at its north and east elevations, and brick veneer and stucco at the second and third floors of those elevations. Rustic redwood cladding sheathes the remaining facades. The building rests on a concrete foundation and is capped by a flat roof. The primary facade, which is 3 bays wide, faces north; the secondary facade, which is 7 bays wide, faces east; the tertiary facade, also 7 bays wide, faces west. The left bay of the primary facade's first floor features a cutaway entrance composed of paired, wooden doors, a transom, and sidelights, while the middle bay presents a fixed storefront window with wood surrounds beneath a multi-light transom. The right bay features a recessed entryway with an iron gate. The right and left bays of the second and third floors feature chamfered bay windows composed of one-over-one, double-hung, wood-sash windows with wood surrounds, while the middle bay features a blank wall face. The first floor is separated from those above by a cantilevered, fretwork projection that curves around the building's northeast corner. The leftmost, or first, and fifth bays of the secondary facade's first floor feature a wooden door, while the second and third bays feature fixed storefront windows with wood surrounds. The fourth bay presents a blank wall face, while the sixth and seventh bays feature a band of fixed storefront windows. Bays two through seven of the upper floors repeat the fenestration pattern of the primary facade. The first bay is the only deviation, with paired, casement, wood-sash windows with wood surrounds characterizing the second floor and a one-over-

*P3b. Resource Attributes: (list attributes and codes) HP6. Commercial Building, HP3. Multiple Family Property
P4. Resources Present: ◉ Building ○ Structure ○ Object ○ Site ○ District ○ Element of District ○ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_5951.JPG, 11/21/2007, view to SW

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1909, Assessor's Office,

*P7. Owner and Address:
Galway Properties Ii
% Thomas Coyne
1255 Post St #609
San Francisco Ca 94109

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments
☒ BSOR ☐ None ☒ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

State of California The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

NRHP Status Code 3CS

 ***Resource Name of # (Assigned by recorder)** 2401 16TH ST

B1. Historic Name: The Double Play
B2. Common Name The Double Play
B3. Original Use Mixed-use commercial and B4. Present Use Same
*B5. Architectural Style Classical Revival (altered)
***B6. Construction History (Construction Date, alterations and date of alterations)**
2401 16th Street was built in 1909 for James Larkin as an investment property

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

B9a. Architect Unknown **b. Builder** Unknown
***B10 Significance: Theme** Commercial Development **Area** Showplace Square Survey Area

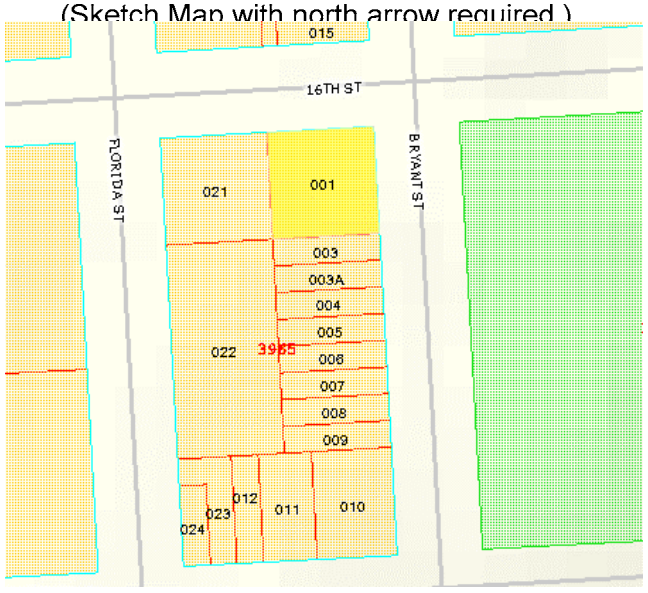
Period of Significance 1944-1957 **Property Type** Residential and **Applicable Criteria** 1
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

2401 16th Street was constructed in 1909 for James Larkin as a commercial and residential investment property. James Larkin lived in the building with his son, brother, and nephew and operated his bar in the commercial unit from 1910 -1919. During Prohibition Larkin operated a soft drink business (a common disguise for a bar) until 1940. The Larkin family sold the property in 1944 to Peter and Annie Stanfel. The Stanfels opened the Double Play Tavern (currently known as Double Play Restaurant), which remains in operation today. Built across from what was Seals Stadium, the business was patronized by Joe Dimaggio, Dario Lodigiani, Bobby Layne, Doak Walker, and other well-known and not-so-well-known Seals players and became a popular post-game hangout for the team.

2401 16th Street, better-known as the Double Play, appears to be eligible for listing in the California Register under Criterion 1 for its association with the San Francisco Seals, San Francisco's Pacific Coast League baseball team from 1903 until 1957. The Double Play is the extant site most closely associated with this chapter in San Francisco sports history. With no major league baseball teams west of St. Louis, the Pacific Coast League was the sole venue for west coast baseball from its founding at the turn of the century to its wane in the 1950s, when when the Brooklyn Dodgers moved to Los Angeles and the New York Giants moved to San Francisco. The San Francisco Seals were a dominant team within the PCL, enjoying many winning seasons and collecting upwards of eight pennant wins. From 1944 until 1957, the Double Play was an important post-game hangout for Seals players and management, including Joe Dimaggio, Dario Lodigiani, Bobby Layne,and Lefty O'Doul. (continued)

B11. Additional Resource Attributes (List attributes and codes) HP6. Commercial Building, HP3. Multiple Family Property
B12. References Assessor's Records
Sanborn Maps 1899, 1914, 1950
San Francisco City Directories United States Census 1910, 1920
B13. Remarks

(Sketch Map with north arrow required.)



B14. Evaluator Christopher VerPlanck

*Date of Evaluation 12.04.08

(This space reserved for official comments)

B10 Significance (continued)
The restaurant and bar are full of Seals memorabilia commemorating these days in the history of the establishment. As the Seals were replaced by the Giants as San Francisco's premier baseball team, support for the team diminished and the Seals relocated to Phoenix, Arizona. Seals Stadium was demolished in November of 1959.

The integrity of 2401 16th Street is moderate. The exterior fenestration pattern and cornice remain intact. Although the exterior was reclad in stucco and brick ca. 1940, this falls within the period of significance for the building. The interior of the bar is almost entirely intact, retaining its original wood paneling, booths, bar, and back bar. The building retains the following aspects of integrity: location, design, workmanship, feeling, and association.

100_5952.JPG, 11/21/2007, view to S

100_5954.JPG, 11/21/2007, sign

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

HISTORIC PRESERVATION COMMISSION
Motion 0113
HEARING DATE: APRIL 6, 2011

Date:	April 6, 2011
Case No.:	**2006.0428E**
Project Address:	**2401 16th Street**
Zoning:	M-1/ 50-X (former); UMU/68-X (current)
Block/Lot:	3965/001
Project Sponsor:	Tony Kim, Town Consulting, (415) 246-8855
Staff Contact:	Don Lewis, (415) 575-9095, don.lewis@sfgov.org
Reviewed By:	Tina Tam, Preservation Coordinator

ADOPTING FINDINGS RELATED TO THE INTERIM PROCEDURES FOR PERMIT REVIEW IN THE EASTERN NEIGHBORHOODS PLAN AREA FOR THE RETENTION OF THE EXISTING THREE-STORY, MIXED-USE BUILDING, THE DEMOLITION OF THE EXISTING 13-FOOT-TALL, 1,130-SQUARE-FOOT, HORIZONTAL ADDITION THAT WAS CONSTRUCTED IN 1992, AND THE CONSTRUCTION OF A 40-FOOT-TALL, FOUR-STORY, RESIDENTIAL BUILDING CONTAINING 12 RESIDENTIAL UNITS AND 12 GROUND-FLOOR PARKING SPACES AT 2401 16TH STREET (ASSESSOR'S BLOCK 3965, LOT 001).

PREAMBLE

1. On August 7, 2008, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Eastern Neighborhoods Rezoning and Area Plans (Case No. 2004.0160E). The FEIR analyzed amendments to the Planning Code and Zoning Maps and to the Eastern Neighborhoods, an element of the San Francisco General Plan. The FEIR analysis was based upon an assumed development and activity that were anticipated to occur under the Eastern Neighborhoods Rezoning and Area Plans.

2. The FEIR provided Interim Permit Review Procedures for Historic Resources that would be in effect until the Historic Preservation Commission (HPC) adopts the Historic Resource Survey. These procedures were developed to provide additional protection for potential historic resources within the Plan Area while the historic resources survey is being completed. Once the historic resources survey is endorsed and the Plan is amended to incorporate the results, these policies would expire and the Preservation Policies in the Area Plan would become effective.

   There are two types of review per the Interim procedures. The first type is for projects that propose demolition or major alteration to a property constructed prior to 1963 within the Plan Area. These projects shall be forwarded to HPC for review and comment. Within 30 days after receiving copies of the Environmental Evaluation application and supporting Historic Resources Evaluation (HRE)

documents, the HPC members may forward comments directly to the Environmental Review Officer and Preservation Coordinator. No public hearing is required.

The second type of review is for projects that propose new construction or alteration within the Plan Area over 55 feet, or 10 feet taller than adjacent buildings, built before 1963. These projects shall be forwarded to the HPC for review and comment during a regularly scheduled hearing. After such hearing, the HPC's comment will be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

3. On March, 23, 2006, pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Planning Department ("Department") received an Environmental Evaluation Application form for the Project, in order that it might conduct an initial evaluation to determine whether the Project might have a significant impact on the environment.

4. On April 6, 2011, the Department presented the proposed project to the HPC. The project proposes construction that is 10 feet taller than the adjacent single-story, industrial building, constructed in 1924, at 2445 16th Street. The Commission's comments would be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

COMMENTS

Having reviewed the materials identified in the recitals above, and having heard all testimony and arguments, this Commission has provided the following comments regarding the proposed project:

1. Agrees with the preliminary survey findings that the subject property at 2401-16th Street is eligible for listing in the California Register under Criteria 1 for its association with the San Francisco Seals.

2. After reviewing the proposed plans dated March 28, 2011 and hearing the architect described some of the minor changes to the front facade at the hearing, the HPC has no issues with the proposed design.

I hereby certify that the foregoing Motion was ADOPTED by the Historic Preservation Commission at its regularly scheduled meeting on April 6, 2011.

Linda D. Avery
Commission Secretary

PRESENT: Martinez, Wolfram, Chase, Johns, Damkroger, Hasz, Matsuda

ABSENT:

ADOPTED: April 6, 2011

SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

Historic Resource Evaluation Response

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

MEA Planner:	Don Lewis
Project Address:	**2401 16th Street**
Block/Lot:	3965/001
Case No.:	**2006.0428E**
Date of Review:	April 7, 2011
Planning Dept. Reviewer:	Richard Sucre
	(415) 575-9108	richard.sucre@sfgov.org

PROPOSED PROJECT ☐ Demolition ☒ Alteration ☒ New Construction

PROJECT DESCRIPTION

The proposed project includes new construction of a four-story, 23,048 square-feet, free-standing residential building, which will be constructed around a three-story commercial building (constructed in 1909). To accommodate the new construction, the project will demolish an existing 1,130 square-foot horizontal addition, which is part of the existing building and was constructed in 1992. The project will retain and preserve the three-story commercial building, which is currently occupied by the Double Play Restaurant at the ground floor level. The new residential building will contain twelve residential units and twelve new ground floor parking spaces. This new building will be 40-feet tall along 16th Street and will align in height to the existing commercial building. Along Bryant Street, the new building will be one-story tall and will feature a mural, garage entrance and a single pedestrian door. The proposed project is a "pipeline project" and is depicted in architectural drawings prepared by Gabriel Y. Ng & Associates, dated March 28, 2011.

PRE-EXISTING HISTORIC RATING / SURVEY

The subject property is not currently listed in any local, state or national historical register, but has been surveyed as part of the Showplace Square Historic Resource Survey, which is currently under review by the San Francisco Planning Department. The building is considered a "Category B" (Properties Requiring Further Consultation and Review) property for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures due to its age (constructed in 1909).

HISTORIC DISTRICT / NEIGHBORHOOD CONTEXT

The subject property is located on a rectangular-shaped lot at the southwest corner of 16th and Bryant Streets on the border of the Mission District and the Potrero Hill neighborhood. As a "pipeline project," the property is subject to the former M-1 (Light Industrial) Zoning District and the former 50-X Height and Bulk District. Currently, the property resides in a UMU (Urban Mixed Use) Zoning District and a 68-X Height and Bulk District. Franklin Square Park is located directly across Bryant Street from the subject property. The immediate area consists largely of two- to four-story residential properties along Bryant Street and one- to two-story industrial properties along 16th Street. The neighborhood character is mixed with examples of residential, industrial and commercial buildings. The predominant architectural styles

in the area date to the Victorian-era, and also include 20th-Century Industrial and Contemporary Strip Retail.

---

1. **California Register Criteria of Significance:** Note, a building may be an historical resource if it meets any of the California Register criteria listed below. If more information is needed to make such a determination please specify what information is needed. *(This determination for California Register Eligibility is made based on existing data and research provided to the Planning Department by the above named preparer / consultant and other parties. Key pages of report and a photograph of the subject building are attached.)*

Event: or ☒ Yes ☐ No ☐ Unable to determine
Persons: or ☐ Yes ☒ No ☐ Unable to determine
Architecture: or ☐ Yes ☒ No ☐ Unable to determine
Information Potential: ☐ Further investigation recommended.
District or Context: ☐ Yes, may contribute to a potential district or significant context
If Yes; Period of Significance: Not Applicable.

Notes: Constructed in 1909, the subject property at 2401 16th Street is individually-eligible for listing in the California Register of Historical Resources (California Register) under Criterion 1 (Events) for the property's association with the San Francisco Seals. The property's period of significance ranges from 1944 to 1957.

The subsequent summary is based upon preliminary survey information completed as part of the Showplace Square Historic Resource Survey. This information has not been formally adopted by the Historic Preservation Commission, but is sufficient for the evaluation of the subject property under the California Environmental Quality Act (CEQA).

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

According to preliminary survey information provided in the DPR 523A (Primary Record) and 523B (Building, Structure, and Object Record) forms for 2401 16th Street (dated December 4, 2008, prepared by Christopher VerPlanck and Tim Kelley Consulting) and cursory research undertaken by Planning Department staff, the subject property at 2401 16th Street was originally constructed in 1909 for James Larkin as a commercial and residential investment property. James Larkin operated a bar in the ground floor of the subject property from 1910 to 1919, and lived in the residential units above, along with his son, brother, and nephew. During Prohibition (1920 to 1933), Larkin operated a "soft drink business," which was a common guise for a bar during this time period. Larkin operated this bar until 1940, when he sold it to Peter and Annie Stanfel. The Stanfels opened the "Double Play Tavern" in 1944. This bar and restaurant has remained open in this location through the present day. The Double Play Restaurant (as it is currently known) was patronized by noted members of the San Francisco Seals, including Joe DiMaggio, Dario Lodigiani, Bobby Layne, and Doak Walker. The San Francisco Seals were San Francisco's Pacific Coast League baseball team from 1903 to 1957. The San Francisco Seals were the City's professional baseball team before the arrival of the San Francisco Giants in 1958. The Pacific Coast League is significant as one of the only major baseball leagues west

of St. Louis from the early to mid twentieth century. The San Francisco Seals Stadium was originally constructed across from 2401 16th Street and was the first home of the San Francisco Giants. It was later demolished in 1959. The Double Play Restaurant represents one of the last vestiges of San Francisco's early baseball history, and was an important post-game establishment for Seals players and management.[1]

This history is affirmed by the Sanborn Fire Insurance Maps, which show the property as early as 1915. In the 1915 and 1950 Sanborn Fire Insurance Maps, the property is shown as a three-story building with a saloon, store and club room (also noted as a store).

Based upon this history, 2401 16th Street is eligible for listing in the California Register under Criterion 1 (Events) for its association with the San Francisco Seals, who were notable as one of the earliest baseball teams on the West Coast.

Criterion 2: It is associated with the lives of persons important in our local, regional or national past;

Records available at the San Francisco Public Library and Assessor/Recorder's office were consulted, and no persons of known historical significance appear to have been associated with the subject building; therefore, 2401 16th Street is not eligible for listing in California Register under Criterion 2 (Persons).

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;

Constructed in 1909, the subject building at 2401 16th Street is a three-story, wood-frame, mixed use residential-over-commercial property that appears to be largely intact. The building is located on a large corner lot measuring 100-ft by 100-ft. The building is clad in stucco on the primary façade and features slanted bay windows, a prominent cornice, and a projecting neon sign that reads "Double Play." Overall, the building displays Classical Revival stylistic influences. The original architect is unknown.

The subject property is not architecturally significant nor does it possess high artistic value or embody distinctive characteristics of a type, period, region, or method of construction. There is no known architect or builder. Therefore, 2401 16th Street does not appear eligible for listing in the California Register under Criterion 3 (Events).

Criterion 4: It yields, or may be likely to yield, information important in prehistory or history;

Based upon a review of information in our records, the subject property at 2401 16th Street is not significant under Criterion D (Information Potential), which is typically associated with archaeological resources. Furthermore, the subject property is not likely significant under Criterion

[1] Christopher VerPlanck and Tim Kelley Consulting, "DPR 523B: 2401 16th Street" (December 4, 2008).

D, since this significance criteria typically applies to rare construction types when involving the built environment. The subject property is not an example of a rare construction type.

---

2. **Integrity** is the ability of a property to convey its significance. To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must have integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects. The subject property has retained or lacks integrity from the period of significance noted above:

Location:	☒ Retains	☐ Lacks	**Setting:**	☐ Retains	☒ Lacks
Association:	☒ Retains	☐ Lacks	**Feeling:**	☒ Retains	☐ Lacks
Design:	☒ Retains	☐ Lacks	**Materials:**	☐ Retains	☒ Lacks
Workmanship:	☒ Retains	☐ Lacks			

Notes: The subject property retains most aspects of integrity. Noted alterations include: stucco and brick cladding (circa 1940), a horizontal addition (1992), and window replacement (unknown). Due to the demolition of the San Francisco Seals Stadium, the property lacks integrity of setting. Overall, the property still conveys its significance as an example of early Classical Revival architecture in San Francisco and as a noted property associated with the San Francisco Seals. As noted by the preservation consultant, the Double Play Restaurant interior is almost entirely intact with original wood paneling, booths, bar, and back bar.[2]

---

3. Determination of whether the property is an "historical resource" for purposes of CEQA.

☐ No Resource Present *(Go to 6 below.)* ☒ Historical Resource Present *(Continue to 4.)*

---

4. If the property appears to be an historical resource, whether the proposed project would materially impair the resource (i.e. alter in an adverse manner those physical characteristics which justify the property's inclusion in any registry to which it belongs).

☒ The project will not cause a substantial adverse change in the significance of the resource such that the significance of the resource would be materially impaired. *(Continue to 5 if the project is an alteration.)*

☐ The project is a significant impact as proposed. *(Continue to 5 if the project is an alteration.)*

Notes: Staff has reviewed the project proposal and has determined that the project would not cause a substantial adverse change in a historic resource such that the significance of the building would be materially impaired. The Department finds that the project is consistent with all aspects of

---

[2] Christopher VerPlanck and Tim Kelley Consulting, "DPR 523B: 2401 16th Street" (December 4, 2008).

the *Secretary of the Interior Standards for Rehabilitation* (*Standards*). The following is an analysis of the proposed project per the applicable Standards.

Standard 1.
A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The proposed project will not alter the use of the existing building. The existing building will remain commercial in use.

Standard 2.
The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The proposed project will retain and preserve the historic character of 2401 16th Street, as defined by its character-defining features (see below for a full list of character-defining features). The proposed project will construct a new four-story, free-standing building around the existing three-story building at 2401 16th Street. The height of the new four-story building will align to the height of the existing building. The proposed project will not impact any distinctive materials, nor will it impact any features, spaces or spatial relationships that characterize the property. The new building is structural distinct and is not connected to the existing building. The new building will be constructed on the site of an existing parking lot. Although the subject property has consistently remained a free-standing corner building for most of its lifetime, the new construction on this lot will not alter any significant spatial configurations or features of the subject property.

Standard 4.
Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

The proposed project includes the demolition of a horizontal addition, which was constructed in 1992. This addition was constructed outside of the property's period of significance and is not considered a historic feature. The project will not impact any historic feature, which has acquired significance in its own right, including the brick base and stucco cladding (added circa 1940 within the period of significance).

Standard 9.
New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed project includes the new construction of a four-story, twelve-unit residential building around the existing three-story historic building at 2401 16th Street. The new construction necessitates the removal of a horizontal addition constructed in 1992. Overall, the size, scale, proportion, materials and features of the new building are compatible with the historic building, but are

sufficiently differentiated, as evidenced by the use of stucco, redwood siding and aluminum siding. The existing and new buildings both feature stucco and a similar façade rhythm, particularly along the 16th Street façade, which draws from the rhythm of the slanted bay windows. The height of the new building aligns to the height of the existing building, since the ground floor of the existing building is a double-height space. The new building does not destroy any historic materials, features and spatial relationships that characterize the property at 2401 16th Street. Ultimately, 2401 16th Street retains its character-defining features and historic integrity, despite the new construction on the same lot.

Standard 10.
New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project includes construction of a new free-standing four-story, twelve-unit residential building around the existing three-story commercial building. The new construction is not connected to the existing building and does not physically impact any part of the historic property. If this addition were to be removed in the future, the essential form and integrity of the subject property would remain unimpaired, and the property as a whole would retain its historic integrity.

---

5. Character-defining features of the building to be retained or respected in order to avoid a significant adverse effect by the project, presently or cumulatively, as modifications to the project to reduce or avoid impacts. Please recommend conditions of approval that may be desirable to mitigate the project's adverse effects.

Notes: The exterior character-defining features of the 2401 16th Street include:

- Three-story massing
- Slanted bay windows
- Prominent cornice
- Projecting neon signage
- Recessed, corner commercial entrance
- Entrance to upper commercial floors on 16th Street
- Wrap-around awning
- Stucco cladding and brick base

The interior character-defining features include:

- Wood paneling
- Booths
- Bar

The proposed project will retain all of the character-defining features of 2401 16th Street. As long as the new construction does not impact the property's character-defining features, the proposed project will avoid impacts to the historic resource.

---

6. **Whether the proposed project may have an adverse effect on off-site historical resources, such as adjacent historic properties.**

☐ Yes ☒ No ☐ Unable to determine

Notes: The immediate context is mixed with buildings constructed from the early 1900s to 1950s. The two properties bordering the subject lot, 1712-16 Bryant St and 2445 16th Street, are both considered potential historic resources. 1712-16 Bryant Street is a potential historic resource due to its age, while 2445 16th Street is included within a potential historic district. The subject property is not located within a potential historic district, but rather is located directly adjacent to the potential Northeast Mission Industrial Employment District. The character of this potential historic district is mixed with a wide variety of industrial building types, styles, and sizes. No other potential historic districts have been identified in the vicinity of the subject property. Due to the project's location outside and the varied character of the potential historic district, the proposed project would not have an adverse effect upon the potential historic district or any adjacent historic resources. Therefore, it does not appear that this proposal will have a significant adverse impact on any eligible off-site historic resources.

SENIOR PRESERVATION PLANNER REVIEW

Signature: _____ Date: 4-7-2011

Tina Tam, *Senior Preservation Planner*

cc: Linda Avery, *Recording Secretary*, Historic Preservation Commission
Virnaliza Byrd / Historic Resource Impact Review File
Beth Skrondal / Historic Resource Survey Team
Diego Sanchez / Neighborhood Planning

SC: G:\Documents\2006.0428E 2401 16th St\HRER_2401 16th St_2011-04-07.doc

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 4 *Resource name(s) or number (assigned by recorder) 2500 16TH ST
P1. Other Identifier San Francisco Society For The Prevention Of Cruelty To Animals
*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: SF North Date: 1994
*c. Address: 2500 16th St City: San Francisco Zip: 94103
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3927004

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

2500 16th Street occupies a 27,996 square-foot, sloped corner lot on the north side of 16th Street between Alabama and Florida streets. Built in 1925, it is a 2-story, concrete-frame, Mediterranean-style institutional building. Originally a U-plan building, additions (described in B10) have given it an irregular plan. Finished in stucco, it rests on a concrete foundation and is capped by a 3/4 hip roof. The primary facade, which is 16 bays wide, faces south; the secondary facade, which is 17 bays wide, faces west; the tertiary facade faces east. The five leftmost bays of the primary facade's first floor duplicate bays seven through nine and bays eleven through thirteen on the east and west elevations; all of which feature multi-light wood sash windows with lug sills and protective iron grilles. Decorative panels with vegetal ornament separate the bays. These panels appear again on the rightmost bays of the building's secondary facade. The sixth bay forms the interior of the U, a gated, recessed, tiled entryway leading to an 8-light, wooden door with sidelights and a transom. The tenth bay consists of three, segmental arched, 6-light wood sash windows, while the recessed fourteenth bay bridges the original building to an addition; it features three, multi-light steel sash windows. The remaining rightmost bays present enframed anodized aluminum sash window-walls beneath an arched arcade shaded by an oversized, hipped rooflet with a boxed cornice and terra cotta tiles. All second floor bays feature paired, 6-light steel sash casement windows with concrete lug sills. The building appears in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. Commercial Building
P4. Resources Present: ◉ Building ○ Structure ○ Object ○ Site ○ District ○ Element of District ○ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_6191.JPG, 11/23/2007, view to NE

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1925, Assessor's Office

*P7. Owner and Address:
S P C A Of S F
2500 16th St
San Francisco Ca
94103

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

***Attachments**
☒ BSOR ☐ None ☒ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

State of California The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

NRHP Status Code 3CS

 ***Resource Name of # (Assigned by recorder)** 2500 16TH ST

B1. Historic Name: San Francisco Chapter Of The Society For The Prevention Of Cruelty
B2. Common Name SPCA
B3. Original Use Institutional B4. Present Use Same
*B5. Architectural Style Mediterranean
***B6. Construction History (Construction Date, alterations and date of alterations)**
The present SPCA quarters at 2500 16th Street were begun in 1926 with the City Pound at the west side of the property. Additions were built in 1929 (hospital), addition to the City Pound (1932), addition to the hospital (1939), and additions to the hospital (1963 and 1966).

***B7. Moved?** ☒ **No** ☐ **Yes** **Date** **Original Location:**
***B8. Related Features:** Warehouse at 201 Alabama Street

B9a. Architect C. Heller **b. Builder** Farrar & Carlin
***B10 Significance: Theme** Institutional Development **Area** Showplace Square Survey Area

Period of Significance 1926-1939 **Property Type** Hospital and **Applicable Criteria** 1
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The San Francisco chapter of the Society for the Prevention of Cruelty to Animals was founded in 1868, the fourth such chapter founded in the United States (after New York [1866], Boston, and Philadelphia). Its founder was James Sloan Hutchinson, a New York-born Gold Rush pioneer and later advocate for abused animals of all kinds. Initially focused on rescuing animals from cruel sports like bull, bear, cock and dog fighting, the focus of the organization later spread to caring for injured draft animals, especially horses, which were used for drayage and hauling street cars. Many were abused and worked to death, particular hauling overloaded streetcars up steep hills. The society quickly grew with the support of philanthropists like James Lick and L.C. Wilmerding. In 1890, the SPCA took over the responsibility of running San Francisco's City Pound. Previously without property, the SPCA acquired the present property on 16th Street between Alabama and Florida streets, "out on the edge of town," and built its first permanent facility in 1891. The facility, known as the "Animals Home," consisted of an office building, kennels, stables, and a garage for the horse ambulance, which was dispatched to pick up overworked or injured horses.

Almost four decades later, the SPCA began rebuilding its original complex, demolishing the wood-frame 1891 structures and replacing them with a modern concrete structure in 1925. This structure, which still exists, served as the nucleus of the expanding and modernizing facility, which was further enlarged in 1929 (addition of a hospital), 1932 (addition to the pound), and 1939 (addition to the hospital). (continued)

B11. Additional Resource Attributes (List attributes and codes) HP6. Commercial Building
B12. References Assessor's Records
Sanborn Fire Insurance Maps
"SPCA Album," (March-April 1958), 4-21. Building & Engineering News (January 30, 1926).

B13. Remarks

(Sketch Map with north arrow required.)

B14. Evaluator Christopher VerPlanck

*Date of Evaluation 12.01.08

(This space reserved for official comments)

B10 Significance (continued)

All of these buildings were designed to harmonize with one another and all were built of concrete and designed in the Mediterranean style; these are all still extant along the 16th Street frontage and along parts of Alabama and Florida streets. The original complex was gradually enlarged to encompass the bulk of the SPCA's property between 1963 and 1966. Eventually, in the 1980s, the SPCA acquired two parcels to the north, including the large, 1952 concrete warehouse complex to the north of their existing property. More recently additional structures have been added between the two existing complexes, linking them together into a more cohesive complex.

The southernmost portion of 2500 16th Street (APN 3927004) appears eligible for listing in the California Register under Criterion 1 (Events) for its ongoing association with the San Francisco Chapter of the Society for the Prevention of Cruelty to Animals. Founded in 1868 and relocated to this site in 1891, the SPCA has continued to serve as the city's foremost advocate for the safety and well-being of domestic animals. The institution is one of the oldest and most influential charitable organizations in the city and this complex remains one of the the most important facilities on the West Coast. The original section of the complex (APN 3927004) completed between 1926 and 1939 appears to remain largely intact, retaining the following aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

100_6186.JPG, 11/23/07, view to N

100_6192.JPG, 11/23/07, view to NE

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 1 *Resource name(s) or number (assigned by recorder) 3030 17TH ST
P1. Other Identifier Atlas Frame Co.
*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: SF North Date: 1994
*c. Address: 3030 17th St City: San Francisco Zip: 94110
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3572005

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

3030 17th Street is a two-story, wood-frame, corrugated steel industrial building capped by a sawtooth roof. The utilitarian building occupies a 10,001 square-foot, irregularly shaped lot on the southwest corner of 17th Street and Treat Avenue. The irregular-plan building sits atop a concrete foundation. The primary facade, which is six bays wide, faces east onto Treat Avenue; the secondary corner facade, which is one bay wide, faces southeast; and the tertiary facade, which is six bays wide, faces south onto 17th Street. Blank wall faces dominate the primary facade, except for double-height garages found at the third and fifth bays of the first floor when counting from the leftmost bay. Paired, fixed-pane windows with wood surrounds at the first and second bays of the second floor offer the facade's only fenestration. A large, metal, rooftop tower above the third bay further distinguishes the facade. The single-bay, corner (45-degree), secondary facade offers the building's only pedestrian entrance: a wooden door flanked by multi-light, fixed-pane windows with wood surrounds, while the tertiary facade mimics the primary by offering mostly blank wall faces. A double-height garage at the first floor of its leftmost bay breaks the wall plane, while paired, fixed-pane windows with wood surrounds at the third through fifth bays of its second floor offer the facade's dominant fenestration. The building appears to be in fair condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_5342.JPG, 11/16/2007, view to W

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1941, Assessor's Office

*P7. Owner and Address:
Daues, James C
3216 Via La Selua
Palos Verdes Est Ca
90274

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments
☐ BSOR ☒ None ☐ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 2750 19TH ST
P1. Other Identifier Oregon Worsted Co. (historic)
*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: SF North Date: 1994
*c. Address: 2750 19th St City: San Francisco Zip: 94110
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 4023004A

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

2750 19th Street is a complex of three related industrial buildings that occupy a 15,000 sq ft lot at the northeast corner of Bryant and 19th streets. This form records the one-story, heavy timber-frame brick industrial building capped by a flat roof. It is rectangular in plan and sits atop a brick foundation. Fenestration consists of deep-set wooden sash in rowlock arched openings with lug sills. There are six such windows on the Bryant elevation, along with a central vehicular entrance and two pedestrian doors. On the 19th Street elevation is a central pedestrian entrance with a canvas canopy, flanked by one window on each side. The southern window is at a mezzanine height, while the northern, and those on Bryant Street are full height. The building terminates with a low, unadorned parapet. The building appears to be in good condition.

East of the main building, facing on 19th Street, is a one-story frame building clad in horizontal rustic siding. There are three wooden sash windows, each 3x4 lites, at the south of the facade, and a vehicular pass-through at the northern end, with a roll-up metal door. This leads to an open space at the center of the parcel. The building appears in good condition.

At the rear (west) of the parcel is a one-story, flat roofed frame building with recessed loading dock.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_5201.JPG, 11/16/2007, view to NE

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1907, Assessor's Office

*P7. Owner and Address:
Willin Properties
% Mary P Moylan
2750 19th St
San Francisco Ca 94110

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments
☐ Archaeological Record ☐ BSOR ☐ None ☒ Continuation Sheet
☐ Artifact Record ☐ District Record ☐ Location Map ☐ Other...
☐ Photograph Record ☐ Linear Feature Record

100_5203.JPG, 11/16/07, view to N, main building

100_5205.JPG, 11/16/07, view to N, eastern building

100_5206-1, 11/16/07, view to N, eastern building

100_5210.JPG, 11/16/2007, view to SW

100_5211.JPG, 11/16/2007, detail

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 1 *Resource name(s) or number (assigned by recorder) 2700 19TH ST
P1. Other Identifier None
*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: SF North Date: 1994
*c. Address: 2700 19th St City: San Francisco Zip: 94110
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 4023004

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

This parcel contains two buildings, each recorded separately. This record is for the one-story brick building with saw tooth roof that occupies the western half of the 15,000 sq ft lot at the northwest corner of 19th and York streets. The primary facade is five course common bond in red brick, terminating with a simple projecting brick cornice. There is one opening, a vehicular entrance to the right of center, with a rollup metal door inset with a flush metal pedestrian door. The sawtooth roof, with large north facing glazing, is concealed behind the straight parapet. This elevation appears in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_5206.JPG, 11/16/2007, view to N

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
Ca. 1955, Assessor's Office

*P7. Owner and Address:
19th Street Holding Co Llc
Anton Haramis
10 Walnut Ave
Larkspur Ca 94939

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments
☐ Archaeological Record ☐ BSOR ☐ None ☒ Continuation Sheet
☐ Artifact Record ☐ District Record ☐ Location Map ☐ Other...
☐ Photograph Record ☐ Linear Feature Record

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 4 *Resource name(s) or number (assigned by recorder) 2424 MARIPOSA ST
P1. Other Identifier Verdi Club
*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: SF North Date: 1994
*c. Address: 2424 Mariposa St City: San Francisco Zip: 94110
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3973002B

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

This is a two-story-over-basement, reinforced-concrete, Art Deco-style commercial building built to the lot lines of a 5,000 sq.ft. rectangular lot on the north side of Mariposa Street between Potrero Avenue and Hampshire Street. It has a gabled roof concealed behind a stepped parapet. The facade is divided into three bays by concrete piers that rise to pyramidal caps. The central bay has a recessed entrance with stairs accessing the lower floor. It is surmounted by a bas relief panel with floral motifs surrounding a portrait presumably of the composer Giuseppe Verdi crowned by laurel and lyre and with the inscription "1935". The flanking bays are divided in two by concrete posts and contain two story window panels with 3/1 metal sash on the second floor, metal spandrels, and blinded openings on the ground floor. A concrete cornice terminates the building, with a frieze containing floral panels divided by fluted arrows, with a fluted molding above. In the center panel incised lettering reads "Verdi Club." A projecting neon sign also reads "Verdi Club." Currently, demolition of an adjacent building has exposed the original wooden forms of the east elevation, left in place after construction. The minimally altered building appears in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP13. Community Center/Social Hall
P4. Resources Present: ◉ Building ○ Structure ○ Object ○ Site ○ District ○ Element of District ○ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_5671.JPG, 11/20/2007, view to NW

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1936, Assessor's Office

*P7. Owner and Address:
Verdi Club
2424 Mariposa St
San Francisco Ca 94110

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments
☒ BSOR ☐ None ☒ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

State of California The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

NRHP Status Code 3CS

Page 2 **of** 4 ***Resource Name of # (Assigned by recorder)** 2424 MARIPOSA ST

B1. Historic Name: Verdi Club
B2. Common Name Verdi Club
B3. Original Use Private Club B4. Present Use Nightclub, dance hall
*B5. Architectural Style Art Deco

***B6. Construction History (Construction Date, alterations and date of alterations)**
The Verdi Club was constructed in 1935.

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

B9a. Architect Unknown **b. Builder** Unknown
***B10 Significance: Theme** Commercial Development **Area** Showplace Square Survey Area

Period of Significance 1935 **Property Type** Social Hall **Applicable Criteria** 1 & 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Verdi Club, established in 1916 by and for members of San Francisco's Italian and Italian-American community, moved to this location in 1935 after having the existing building constructed for the club. The Verdi Club was established as a private Italian American Social Club that offered entertainment such as boxing, wrestling, dancing, banquets, meetings, and music. The club, which opened on May 5, 1935 in a ceremony presided over by then-mayor Angelo J. Rossi, was an organization modeled after the Italian American Social Club (IASC) where members paid an initiation fee and membership was passed down from father to son. The IASC clubs would traditionally hold monthly dinners for members, family and friends. Still in operation today, although not as a members-only club, the Verdi Club currently operates as a popular dance hall and full-service banquet facility for weddings, parties, events and concerts.

The Verdi Club appears eligible for listing in the California Register under Criteria 1 and 3. The building appears eligible under Criterion 1 (Events) for its association with San Francisco's once-numerous and still influential Italian-American community. The Verdi Club was one of several clubs catering to Italian Americans; others included the Italian American Social Club and the Sons of Italy. The opening of the Verdi Club in the Mission District is indicative of the gradual southward shift of the city's Italian population from its former stronghold of North Beach toward the Mission District and other neighborhoods in the southern part of the city. The Verdi Club appears eligible under Criterion 3 (Design/Construction) as an intact and unusual example of a social hall designed in the Art Deco style.
(continued)

B11. Additional Resource Attributes (List attributes and codes) HP13. Community Center/Social Hall
B12. References Assessor's Records
Sanborn Maps 1900, 1914, 1950
San Francisco Chronicle, "Party Planned by Verdi Club," March 10, 1935

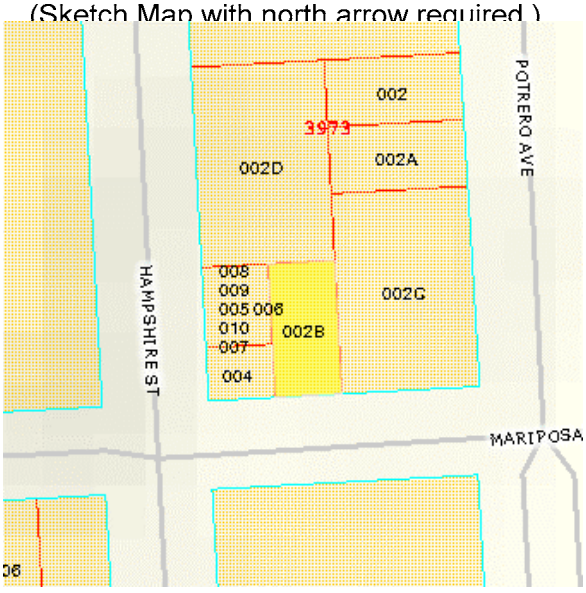
B13. Remarks

B14. Evaluator Christopher VerPlanck

*Date of Evaluation 12.01.08

(This space reserved for official comments)

(Sketch Map with north arrow required.)



B10 Significance (continued)
The extensive Art Deco relief ornament commemorates the club's namesake: Giuseppe Verdi, a touchstone for the Italian diaspora. The building appears intact on the exterior, retaining the following aspects of integrity: location, design, materials, workmanship, feeling, and association.

B12 References (continued)
San Francisco City Directories
Scherini, Rose Doris, *The Italian American Community of San Francisco: A Descriptive Study,* (Ayer Publishing, 1980).

100_5673.JPG, 11/20/2007, detail

100_5675.JPG, 11/20/2007, detail

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 450 IRWIN ST
P1. Other Identifier California College Of Art (current), Greyhound Bus Lines (historic)
*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: SF North Date: 1994
*c. Address: 450 Irwin St City: San Francisco Zip: 94107
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3820003

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

450 Irwin Street is a two-story, reinforced-concrete industrial building capped with a combination shallow gable and flat roof. Originally used as a maintenance shop by Greyhound Bus Lines, the building is currently in use by the California College of Arts (CCA). The building is located on the east side of 8th Street between Hooper and Irwin Streets and fills the 95,376 sq ft lot. The primary façade faces west on 8th Street and is 34 bays wide. Steel sash industrial windows primarily characterize the building. The building features a concrete base and a plain frieze frames the parapet line. The primary entrance features glass and aluminum framed double doors flanking a large opening with a glass paneled overhead door. The secondary facades facing Irwin and Hooper Streets are nearly identical to the front façade but are double the length. The facades terminate in a plain flush parapet. The minimally altered building appears to be in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
View toward southeast, 11.26.07, 100_2488.JPG

*P6. Date Constructed/Age and Sources
☐ Historic ☐ Prehistoric ☐ Both
1951, Assessor's Office

*P7. Owner and Address:
California College Of Arts
Tanzer Kenneth
1111 8th St
San Francisco Ca 94107

*P8. Recorded by
Christopher VerPlanck
Tim Kelley Consulting
2912 Diamond St. #330

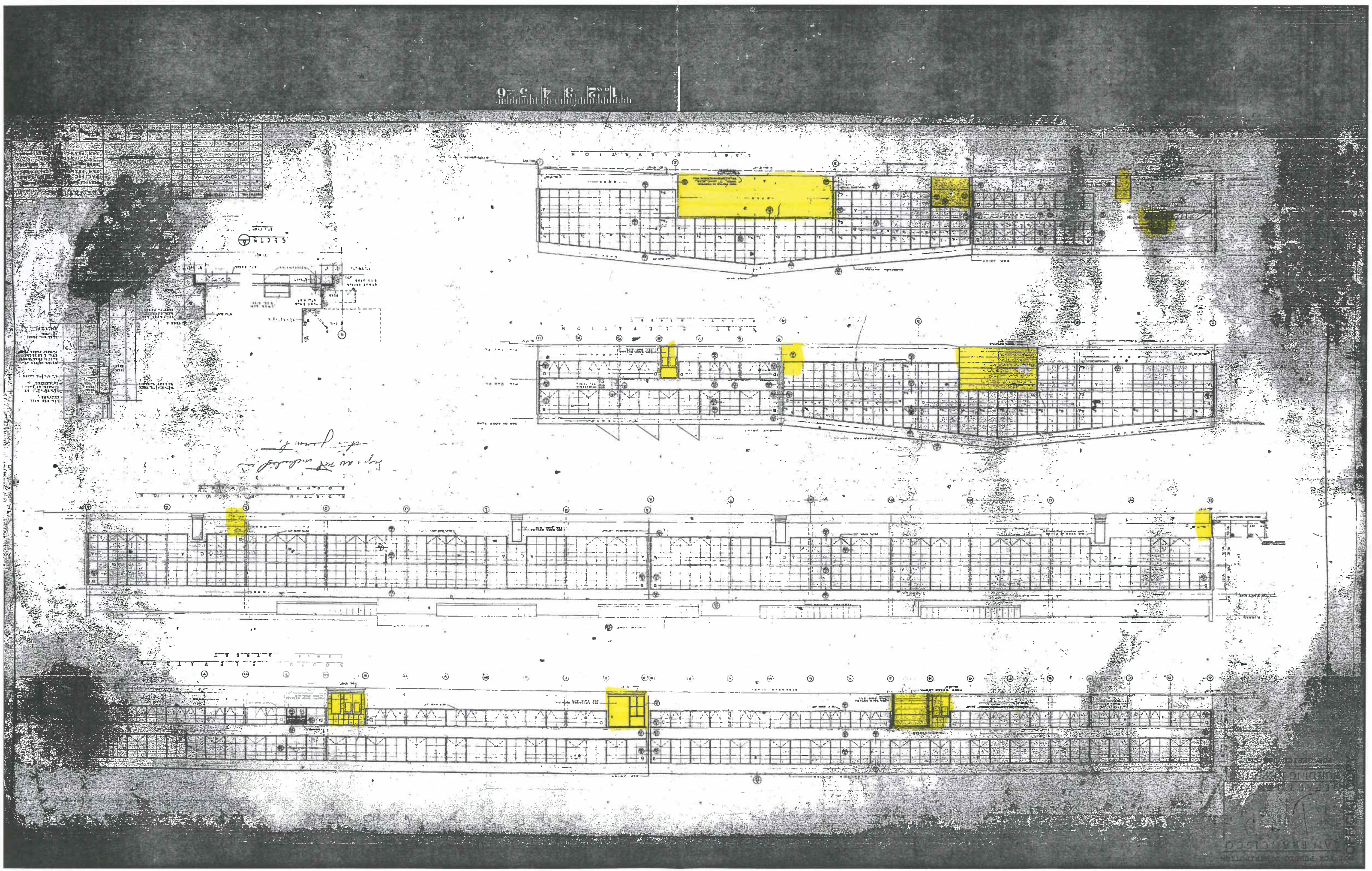
*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments
☐ Archaeological Record ☐ BSOR ☐ None ☒ Continuation Sheet
☐ Artifact Record ☐ District Record ☐ Location Map ☐ Other...
☐ Photograph Record ☐ Linear Feature Record

View toward west, 11.26.07, 100_2491.JPG



State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 1855 Folsom Street
P1. Other Identifier Illinois Pacific Glass Co., F. W. Woolworth Co. (historic)
*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: SF North Date: 1994
*c. Address: 1855 Folsom St City: San Francisco Zip: 94103
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3550024

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

1855 Folsom Street is a six-story, reinforced concrete and brick industrial building finished in brick and capped by a flat roof. The utilitarian daylight-frame building occupies an irregularly shaped, 11,688 square-foot lot at the northeast corner of Folsom and 15th streets. The rectangular-plan building sits atop a concrete foundation. Its primary facade, which is 15 bays wide, faces west onto Folsom Street; its secondary facade, which is 10 bays wide, faces south toward 15th Street. The first, or leftmost, bay of the primary facade's first floor features a recessed, modern, glass door with metal surrounds; these surrounds frame each bay, which are dominated by paired, fixed windows with metal surrounds. Exceptions include the thirteenth and fourteenth bays, which feature the building's main entrances: glass, double doors flanked by sidelights beneath a 4-light transom. A belt course separates the first floor from those above it. Each bay of the second and third floors consists of recessed, paired windows; the right window is fixed, while the left is one-over-one. Each bay of the remaining floors showcases recessed, fixed, tripartite windows. Metal surrounds characterize all building fenestration. The secondary facade follows the same door and window treatment. The primary facade terminates with a decorative brick frieze, denticulated entablature, and copper coping. The building appears to be in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_5883.JPG, 11/21/2007, view to NE

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1927, Assessor's Office

*P7. Owner and Address:
Regents Of The University Of California

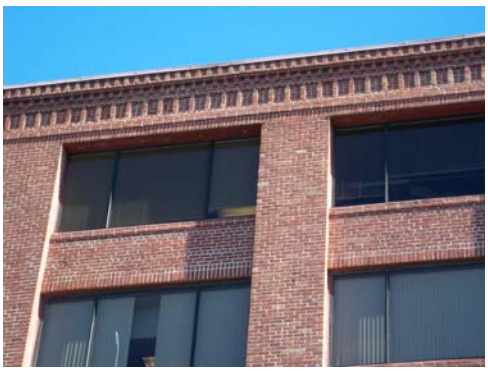
*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

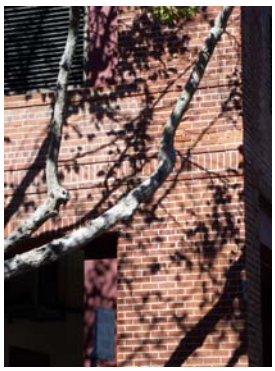
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments
☐ Archaeological Record ☐ BSOR ☐ None ☒ Continuation Sheet
☐ Artifact Record ☐ District Record ☐ Location Map ☐ Other...
☐ Photograph Record ☐ Linear Feature Record



100_5885.JPG, 11/21/07, cornice detail



100_5880.JPG, 11/21/07, brickwork detail

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 612 ALABAMA ST
P1. Other Identifier Pelton Water Wheel Co. Machine Shop (historic)
*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: SF North Date: 1994
*c. Address: 612 Alabama St City: San Francisco Zip: 94110
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 4020002

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

612 Alabama Street is a partial four-story, wood-frame, steel industrial building clad in metal corrugated siding and capped with a compound gable and flat roof. The utilitarian building occupies a 43,505 sq ft lot on the west side of Alabama Street between 18th and 19th streets. The building has a secondary facade facing Harrison Street to the west. A large section on the southeast corner of 19th and Alabama Streets appears to be a recent addition to the original 1914 building. The east façade can be divided into seven sections. Five sections on the left side are newer and primarily feature steel sash industrial windows. The middle section is three stories and features two entrances on the first floor, one on the left side and one in the middle. Bands of fixed and hopper aluminum sash windows run between the entrances. The upper stories feature bands of 1/1 aluminum sash windows. The last section on the right is similar to the middle section. The west façade appears to be one large warehouse with a gable roof. The fenestration pattern consists of rows of corrugated plastic windows. The left side of the west façade features a loading bay with metal roll-up door on the ground level and a pedestrian entrance. The middle of the building features an angled loading bay currently used for parking. Two additional entrances are located on the right side. The facades terminate with rain gutters on the older sections of the building and a plain roofline on the newer sections. The building appears to be in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_5509.JPG, 11/19/2007, view to SW

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1914, Assessor's Office

*P7. Owner and Address:
650 Alabama Street Llc
650 Alabama St #101
San Francisco Ca
94110

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

***Attachments**
☐ BSOR ☐ None ☒ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

100_5515.JPG, 11/19/2007, view to NW, new portion

100_5516.JPG, 11/19/2007, view to N

100_5517.JPG, 11/19/2007, view to NE

100_5520.JPG, 11/19/2007, west elevation rail car entrance

May 27, 2011

President Charles Edwin Chase
Historic Preservation Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 600 Block of Alabama Street (Parcel Number 402-002)

President Chase and Commissioners:

As representative of the David W. Allen Family Trust, owners of the block bounded by 18th and 19th Streets and Alabama and Harrison Streets, I ask that the Historic Preservation Commission (HPC) postpone adoption action on the these specific properties. I only recently learned of the publication of the Showplace Square/Northeast Mission Historic Resource Survey (Survey) and I would like the opportunity to confirm and present to you information that appears not to have been taken into account in this study. I understand that this Survey covered a great many properties and that it is the HPC's intent to ensure utmost accuracy. As such, I hope to resolve this matter in advance of your adoption hearing now scheduled for June 15.

I do not believe that this block of buildings represents or retains the historical significance or integrity that is suggested in the draft Survey. Well over half of the building square footage of the above referenced property was constructed with a new foundation and exterior in 2001. Another 10,000 square feet section of the fully contiguous set of buildings is a corrugated metal addition that was completed in 1956 and was previously storage lot and roofed warehouse with no walls. Further, I have information regarding the historical association these structures have had with Pelton Water Wheel that runs counter the assumptions in the Survey.

Please know I have notified the Office of Supervisor Jane Kim regarding this issue and have arranged a meeting for May 31, to which Planning staff has been invited. I am very concerned about the HPC's proposed adoption of a Survey that calls out these properties as historic without complete information, and the impacts this may have for this valuable Trust asset in the future. I am in the process of engaging an historic preservation consultant to conduct an independent historical analysis to ensure accuracy.

The David W. Allen Family Trust has proudly owned and operated properties in this neighborhood for decades and we have helped create and nurture well paying San Francisco jobs. We have worked diligently and spent a great deal of money to ensure that our properties remain marketable and flexible in our ever-changing economy.

I hereby formally request that the HPC afford me the time necessary to provide the Planning Department full and accurate information on my properties before you adopt a document that appears to be inaccurate in my case.

Respectfully,

Fred Snyder

cc: Supervisor Jane Kim
Planning Director John Rahaim
Moses Corrette

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 1200 17TH ST

P1. Other Identifier Budget Storage (present), Owens- Illinois Glass Warehouse (historic)

*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: SF North Date: 1994

*c. Address: 1200 17th St City: San Francisco Zip: 94107

d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN

e. Other Locational Data: Assessor's Parcel Number: 3949002

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

This parcel contains two buildings, each recorded separately. This record is for 1200 17th Street, a two-story, wood-frame industrial building clad in corrugated metal siding and capped with a gable roof. This building is connected to the two buildings on the adjoining parcel 3950001. The utilitarian building is located on the northwest corner of 17th and Mississippi Streets on a 48,000 sq ft lot. The south façade faces 17th Street and features several steel sash industrial windows running the majority of the length of the second story. A flush metal pedestrian entrance on the left side and a large loading bay on the right side characterize the first story. The east façade faces Mississippi Street and features three large loading bays on the right side. The building terminates with overhanging eaves and metal coping. The minimally altered building appears to be in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
View toward southwest, 11.16.07, 100_1862.JPG

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1926, Assessor's Office

*P7. Owner and Address:
Walden Mission Bay I Llc
Attn: Josh Smith
445 Virginia Ave.
San Mateo, Ca 94402

*P8. Recorded by
Christopher VerPlanck
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

***Attachments**
☐ BSOR ☐ None ☒ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

View toward north, 11.16.07, 100_1866.JPG

View toward northeast, 11.16.07, 100_1865.JPG

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 1 *Resource name(s) or number (assigned by recorder) 1200 17TH ST
P1. Other Identifier Judson Pacific Murphy Corporation
*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: SF North Date: 1994
*c. Address: 1200 17th St City: San Francisco Zip: 94107
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3949002

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

This parcel contains two buildings, each recorded separately. This record is for the two-story, heavy timber-frame brick industrial building facing 17th Street, midblock, west of Mississippi Street. The building is constructed in brick laid in American Bond. It has three bays, offset to the west, featuring steel sash industrial windows on the first and second story. The central pedestrian entrance features a brick arch and is boarded up, while a smaller rectangular pedestrian door is boarded up at right side of the building. A concrete frieze on the spandrel, which is currently covered by a fabric sign, reads "JU.....HY CORPORATION" The building terminates with a molded brick cornice and stepped parapet, and appears to be in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
View toward N, 11.16.07, 100_1866.JPG

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1926, Assessor's Office

*P7. Owner and Address:
Walden Mission Bay I Llc
Attn: Josh Smith
445 Virginia Ave.
San Mateo, Ca 94402

*P8. Recorded by
Christopher VerPlanck
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments ☐ BSOR ☒ None ☐ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

View toward north, 11.16.07, 100_1866.JPG

View toward northeast, 11.16.07, 100_1865.JPG

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 1210 17TH ST
P1. Other Identifier Pacific Rolling Mills (historic)
*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: SF North Date: 1994
*c. Address: 1210 17th St City: San Francisco Zip: 94107
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3950001

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

1210 17th Street is a one-story, wood-frame industrial building clad in corrugated steel and capped by a compound gable roof. It is connected to the building on the adjoining parcel 3949002. The utilitarian building occupies a 56,000 sq ft lot that extends through to 16th Street. The south façade faces 17th Street and features two large loading bays with metal roll-up doors. The north façade facing 16th Street features two large loading bays with metal roll-up doors and a metal pedestrian entrance accessed by metal steps. The building terminates with a plain metal coping. The minimally altered building appears to be in fair condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_1867.JPG, 11/16/2007,
View toward northwest,

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1908, Assessor's Office

*P7. Owner and Address:
Walden Mission Bay I Llc
Attn: Josh Smith
445 Virginia Ave.
San Mateo, Ca 94402

*P8. Recorded by
Christopher VerPlanck
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

***Attachments**
☐ Archaeological Record ☐ BSOR ☐ None ☒ Continuation Sheet
☐ Artifact Record ☐ District Record ☐ Location Map ☐ Other...
☐ Photograph Record ☐ Linear Feature Record

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 2 **Resource Name or #** (Assigned by Recorder) 1210 17TH ST

***Recorded by:** Christopher VerPlanck **Date** 6/12/08

☒ Continuation ☐ Update

100_1869.JPG, 11/16/07, view to southeast

1200-1210 17TH STREET
PRELIMINARY ASSESSMENT

SAN FRANCISCO, CALIFORNIA
[11113]

Prepared for
FARELLA BRAUN + MARTEL LLP

PAGE & TURNBULL
imagining change in historic environments through design, research, and technology

8 JULY 2011

TABLE OF CONTENTS

I. INTRODUCTION

PURPOSE AND METHODOLOGY

This report was prepared by Page & Turnbull at the request of Farella Braun & Martel, legal counsel for the property owner. Page & Turnbull prepared this report using research collected at various local repositories, including San Francisco Department of Building Inspection, San Francisco Public Library, Online Archive of California, and the California Historical Society. This research focused on investigating the association between the subject property and the Pacific Rolling Mill Company, while the *Showplace Square Historic Resource Survey Report* (Kelley & VerPlanck, October 2009) was the foundation for the general historic context in this report.

Figure 1. The subject property, 2011. 1: 1210 17th Street (APN 3950/001, also addressed as 975 16th Street); 2: Industrial building at 1200 17th Street (APN 3949/002); 3: Brick office building at 1200 17th Street (APN 3949/002).
Source: Microsoft Corporation, Pictometry International Corporation, edited by author.

The buildings at 1200-1210 17th Street are located within the Potrero Hill neighborhood and at the southeastern end of the Showplace Square Survey Area **(Figure 1)**. The buildings were surveyed as part of the Showplace Square/Northeast Mission Historic Resource Survey, which in turn is an element of the City of San Francisco's Eastern Neighborhoods Community Planning efforts. Prior to the survey, the building at 1210 17th Street (APN 3950/001, also addressed as 975 16th Street) had not been evaluated, and the buildings at 1200 17th Street (APN 3949/002) had been assigned a California Historical Resource Status Code (CHRSC) of "6Y," meaning that the buildings were "determined ineligible for the National Register by consensus through the Section 106 process; not evaluated for the California Register or local listing."[1] The 2009 Showplace Square Historic Context

[1] For the correct existing status code, see "San Francisco Property Information Map," *San Francisco Planning Department*, web site accessed 15 June 2011 from: http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/. In the historic context statement, 1200 17th Street was listed with an existing status code of "67," which is not an official California Historical Resource Status Code. See Kelley & VerPlanck Historical Resources Consulting, *Showplace Square Survey, Historic Context Statement, San Francisco, California* (22 October 2009), Table 5.2.

Statement identifies the buildings at 1200-1210 17th Street as properties that require further documentation and evaluation. Since then, the San Francisco Planning Department has tentatively determined that the three buildings are historic resources, assigning each a CHRSC of "3CS," meaning that the buildings "appear eligible for the California Register as individual properties through survey evaluation."[2] The subject properties are not located within the boundaries of any registered or proposed historic districts.

The Historic Preservation Commission has requested that additional research be conducted to determine whether the buildings at 1200-1210 17th Street should be considered individual historic resources. A discussion of these findings will be included in an upcoming Historic Preservation Commission hearing. Included in this report are brief histories of the Pacific Rolling Mills Co., the Pacific Rolling Mill Co. (without the "s" on Mills), the Potrero Hill and Showplace Square neighborhoods, and industrial architecture in San Francisco, as well as a site history and construction chronology of the property at 1200-1210 17th Street.

SUMMARY OF FINDINGS

The San Francisco Planning Department has tentatively determined that the three buildings at 1210-1210 17th Street are historic resources individually eligible for listing in the California Register because of their association with the Pacific Rolling Mill Co., and has assigned them a status code of "3CS" to reflect this significance. Page & Turnbull concurs with the Planning Department that the Pacific Rolling Mills Co. was an important San Francisco company (which was liquidated in 1898) and that the 17th and Mississippi streets site was the heart of a new Pacific Rolling Mill Co. (without the "s" on Mills) in the early twentieth century. But after conducting additional research about the history of the subject property, it appears that only the brick office building at 1200 17th Street retains sufficient integrity to qualify for listing in the California Register of Historical Resources.

The time during which the new Pacific Rolling Mill Co. made its greatest contribution to the city was 1906-1928, which covers the period from the Earthquake and Fire through the company's merger with Judson Manufacturing Co. Although remnants from this period of significance (1906-1928) are extant on the site, the corrugated metal buildings have been so dramatically altered since then that they no longer retain the integrity necessary to convey a significant association with the Pacific Rolling Mill Co. Of the three extant structures associated with the Pacific Rolling Mill Co., only the brick office retains sufficient integrity to be considered a historic resource. The brick office building was constructed by the Pacific Rolling Mill Co. as part of a large building campaign at the subject property, and reflects the success of the business during the first decades of the twentieth century. It appears to be significant under Criterion 1 as the best remaining example of the company's steel fabricating operation at 17th and Mississippi streets.

ARCHITECTURAL DESCRIPTION

From the 2009 Showplace Square Historic Context Statement:

> The Pacific Rolling Mills, a complex of colossal corrugated steel sheds, machine shops, and offices, continues to occupy parts of Blocks 3949 and 3950, an area bounded by 16th, Mississippi, 17th, and Missouri streets. Later taken over and expanded by the Illinois Pacific Glass Company, parts of the old Pacific Rolling Mills complex survive intact, including the large corrugated steel warehouse at 1200

[2] "Summary Database of the Showplace Square/Northeast Mission Survey" (2011, portable document format*), San Francisco Planning Department*, accessed 15 June 2011 from: http://sfplanning.org/index.aspx?page=2666.

> 17th Street. The Pacific Rolling Mills facility is notable as an early example of corrugated steel construction in the survey area. Less expensive to build than either brick or concrete, corrugated steel structures were also easier to reconfigure to accommodate new machinery or work processes. Although most of the plant consists of similar gable-roofed, corrugated warehouses, the offices are located in a brick-faced wing occupying the Texas Street right-of-way on the north side of 17th Street.[3]

For a more detailed physical description of each of the subject buildings, see the attached DPR 523 A forms.

[3] Kelley & VerPlanck Historical Resources Consulting, 44.

II. HISTORIC CONTEXT

PACIFIC ROLLING MILLS CO.

First in the West

The Pacific Rolling Mills Co., the first iron-producing factory in the western United States, was established in San Francisco in 1866. It was located at Potrero Point (now the site of Pier 70) along the Central Waterfront. The first iron was rolled in 1868, after the plant had been constructed, materials delivered, and laborers hired. After nearly two decades of providing iron for a variety of notable projects, the Pacific Rolling Mills Co. began to manufacture steel in 1884, marking the advent of steel production on the West Coast.[4] Acclaim for the company is documented in *A Romance of Steel in California*:

> Nearly every great structure built on the [west] coast from Baker City to San Diego during [the 1880s and 1890s] drew on the Pacific Rolling Mills for iron and steel. Railroads, cable roads, bridges, dams and skyscrapers flowed from its furnaces…But more than this, the Pacific Rolling Mills was the cornerstone of many other coast industries that depended on steel for their foundation and rise and whose development had been retarded by its lack.[5]

The company's projects from the nineteenth century include rolling, supplying, and erecting the structural steel for the Spreckels and Mills Buildings in San Francisco.[6]

PACIFIC ROLLING MILL CO.

Continuation After Liquidation

In May 1898, the Pacific Rolling Mills Co. was liquidated.[7] As cited in a *New York Times* article, "The Directors of the Pacific Coast Rolling Mills in [San Francisco] have decided to close the establishment and terminate the business…The reason given…is that the company cannot compete with the prices of labor and material now existing in Eastern States."[9] The 1900 Sanborn Fire Insurance Map describes the Pacific Rolling Mills Co. as "not in operation [and] closed since May 1898," and the map also notes that the Potrero Point factory remained active and had seventy employees in 1900 operating the foundry, work shop, and forge shop **(Figure 2)**.[10] As a result of the 1898 liquidation, "the mills [at Potrero Point] were [eventually] wrecked but one of the provisions of the liquidation was that Superintendent Patrick Noble was to have whatever machinery he wished and was given permission to use the name of the firm." Beginning in 1898, some of the men involved in assisting Noble to establish the new company, known as the Pacific Rolling Mill Co. (without the "s" on Mills), were his son, Edward B. Noble, and "some of the ablest mechanics of the mills [at Potrero Point]."[11]

---

[4] Judson Pacific-Murphy Corporation, *A Romance of Steel in California* (San Francisco: Kelso Norman and E.C. Brown, Clavering Press, 1946).
[5] Ibid.
[6] "Structural Steel Plants Kept Busy," *San Francisco Call*, 31 October 1909, 31.
[7] *A Romance of Steel in California.*
[9] "Rolling Mills Closed," *New York Times*, 18 May 1898.
[10] Sanborn Fire Insurance Map (San Francisco), 1900.
[11] The term "liquidate" is used in *A Romance of Steel in California*, which is a history of the Pacific Rolling Mills Co., the Pacific Rolling Mill Co., the Judson-Pacific Co., and the Judson Pacific-Murphy Corporation.

Post-Quake Reconstruction

In 1906, the new Pacific Rolling Mill Co. leased a nearby site at 17th and Mississippi streets (the subject property), and was consistently busy during the decade following the Earthquake and Fire of that year as a fabricator and supplier of steel products:

> The Pacific Rolling Mills fabricated and erected the frames for a great number of structures in San Francisco and Northern California. For example, the City and County Hospital, the original Standard Oil Building, the Balfour Building, the California Commercial Building, the San Francisco Public Library in the Civic Center, the Y.M.C.A., the Financial Center Building in Oakland, the 1915 Exposition buildings, the California-Hawaiian Sugar Refinery at Crockett, and others.[12]

It also supplied the steel for the Anglo & London Paris National Bank in San Francisco, the Bank of California, the Chronicle Building, the American Theater, the Cliff House, the Mission Savings Bank, and the corporation yard for the City and County of San Francisco. Several contemporary accounts provide insight to the achievements and productivity of the Pacific Rolling Mill Co. in the early twentieth century. In 1909, it was described as "the pioneer of steel construction on the Pacific coast…[and] the pioneer of all the iron businesses in [San Francisco]."[13] In 1925, it was noted that "the Pacific Rolling Mill Company handles a tremendous amount of the structural steel used in the erection of San Francisco buildings."[14] Although there were a number of other companies supplying steel to assist with the city's post-quake reconstruction, the Pacific Rolling Mill Co.'s involvement with so many landmark buildings makes it a notable steel fabrication company from this period.

Judson-Pacific Co.

In 1928, the Pacific Rolling Mill Co. merged with the Emeryville-based Judson Manufacturing Company (established 1882), thereby forming the Judson-Pacific Co.

> Some of the steel fabrication shared by the Judson-Pacific Company during these years [before World War II] were approach structures and substantial portions of the main spans of the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, the gigantic hoists in the intake towers of Boulder Dam, the towering Pacific Telephone and Telegraph Building, many buildings of the Civic Center, the campus of the University of California and also of Stanford University; exhibit buildings of the 1939 Exposition on Treasure Island…and the tall Tower of the Sun at the fair. Judson-Pacific also fabricated the steel for many of the huge gold dredges that work the old river beds of Alaska and California…
>
> During the earlier years of World War II Judson-Pacific devoted its resources almost exclusively to building the defense plants in which the tools of war were built. It furnished the steel for a foundry building for Columbia Steel at Pittsburg, California; for a plate and foundry shop for Bethlehem Steel at San Francisco; for the American Forge Company in Berkeley; for the Pacific Car & Foundry Company at Seattle; for machine shop structures for Joshua Hendy at Sunnyvale; for plate and fabricating shops for Moore Dry Dock at Oakland, Henry J. Kaiser Company at Richmond, Western Pipe & Steel Company at South San Francisco, and numerous other structures for the Navy. During this period it also fabricated several hundred electric traveling cranes.[15]

---

[12] *A Romance of Steel in California.*
[13] "Structural Steel Plants Kept Busy."
[14] Dudley F. Westler, "Growth Forces Larger Areas," *San Francisco Chronicle,* 9 July 1925, 7.
[15] *A Romance of Steel in California.*

Judson Pacific-Murphy Corporation

In 1945, the Judson-Pacific Co. merged again with the J. Philip Murphy Corporation (established 1934), thereafter known as the Judson Pacific-Murphy Corporation.[16] According to San Francisco city directories, this operation of "steel fabricators" occupied the site at 17th and Mississippi streets (the subject property) in 1945-46, but not after.

OPERATIONS OF THE PACIFIC ROLLING MILLS CO.AND THE PACIFIC ROLLING MILL CO.

Definitions

The following definitions are provided in order to distinguish between the types of operations of the Pacific Rolling Mills Co. at the nineteenth-century Potrero Point site and the Pacific Rolling Mill Co. at the twentieth-century 17th and Mississippi streets site (the subject property):

> **Cast** (noun): Something that is formed by casting in a mold or form.
>
> **Fabrication** (verb): Construct, manufacture; specifically: to construct from diverse and usually standardized parts.
>
> **Factory** (noun): A building or set of buildings with facilities for manufacturing.
>
> **Forge** (noun): A furnace or a shop with its furnace where metal is heated and wrought.
>
> **Manufacture** (verb): To make from raw materials by hand or by machinery.
>
> **Mill** (noun): A building or collection of buildings with machinery for manufacturing.
>
> **Plant** (noun): The land, buildings, machinery, apparatus, and fixtures employed in carrying on a trade or an industrial business.[17]

In *The Rolling Mill Industry*, an early twentieth-century book detailing operations of iron- and steel-producing rolling mills, the typical process is described: "The progressive steps in a complete plant to convert the ore into the finished product are as follows: From the blast furnace to the mixer, to the steel works, to the soaking pits, to the blooming, cogging or slabbing mills [for rolling rails, shapes, or plates, respectively], to the various finishing mills, to the hot beds, through the saw and straightening departments to the shipping yards."[18] From this account, it is evident that a mill—or "plant"—is a factory having many components.

Pacific Rolling Mills Co. at Potrero Point

When the Pacific Rolling Mills Co. was established in San Francisco in 1866, its operations were located at Potrero Point (now the site of Pier 70) until the company terminated its operations in 1898. The 1900 Sanborn map contains a note stating that the Pacific Rolling Mills Co. was "not in operation [and] closed since May 1898."At Potrero Point, the Pacific Rolling Mills Co. operated facilities that are identified in the map and include "works," "warehouses," "shops," "factory," "foundries," "boiler house," "coal bins," "rolling mill," "sheds," and "furnaces" **(Figure 2)**. The sprawling Potrero Point mill was a large industrial complex and its operations appear to have been numerous, varied, and consistent with the above description of rolling mill operations from *The*

[16] "Judson Pacific-Murphy Corporation: Spanning the Bay with Steel," *San Francisco Chronicle*, 31 August 1956, 7.
[17] *Mirriam-Webster Dictionary*, web site accessed 5 July 2011 from: http://www.merriam-webster.com.
[18] F.H. Kindl, *The Rolling Mill Industry* (Cleveland, Ohio: Penton Publishing Co., 1913), 13, 20.

Rolling Mill Industry. See **Appendix** for additional historic photographs of the Pacific Rolling Mills Co. at Potrero Point.

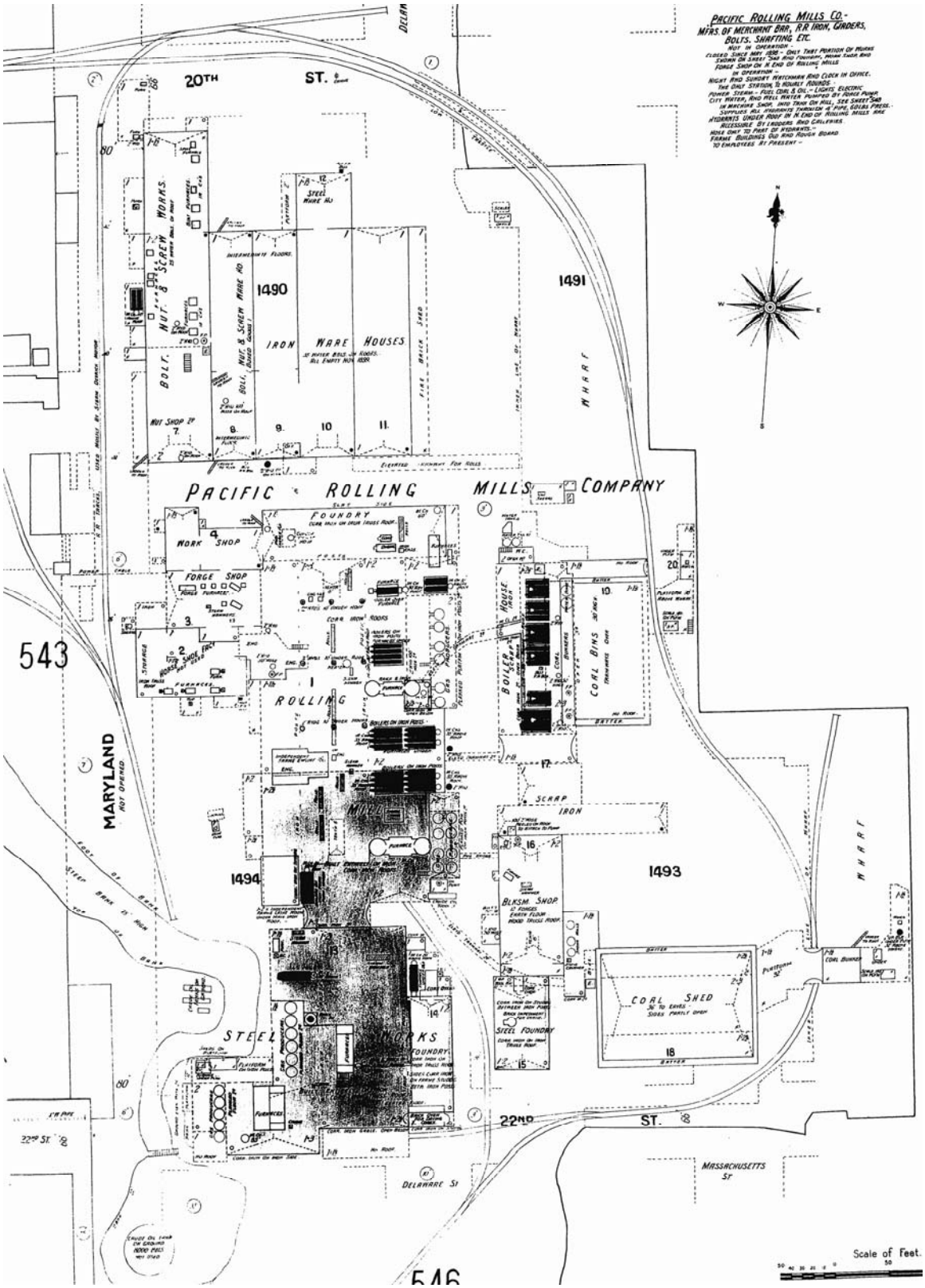


Figure 2. Sanborn Fire Insurance map of the Pacific Rolling Mills Co. at Potrero Point, 1900.

Pacific Rolling Mill Co. at 17th and Mississippi streets

As described above, the Pacific Rolling Mills Co. had been liquidated in 1898. At the same site, a new company formed by the Nobles, the Pacific Rolling Mill Co., was operating with only a small staff. But after the 1906 Earthquake and Fire caused an increased demand for steel, the new company grew and needed a larger facility. Since its occupation of the 17th and Mississippi streets site (the subject property) beginning in 1906, the fabricating operations of the Pacific Rolling Mill Co. have not been associated with any other address.

In the 1914 Sanborn Fire Insurance maps—the earliest to depict the Pacific Rolling Mill Co. operation at the 17th and Mississippi streets location—the individual buildings are labeled "stock shed," "punch shed," "column shed," "structural shed," "machine shop," and "storage" **(Figure 3)**.[19] The 1914 city directory lists the company's offerings as "steel angles, beams, channels, plates, castings, bolts and forgings." In comparison to the former mill at Potrero Point, the facilities at the 17th and Mississippi streets site are fewer in number, smaller in scale, and less varied in function. Since research did not uncover any other mention of a mill, plant, or factory operated by the Pacific Rolling Mill Co. after 1906, it can be concluded that steel products were fabricated at the subject property as early as 1906. A 1909 article reports that "the steel used [in San Francisco] is mostly brought here from Europe or the east in long lengths of about 60 feet and then cut to any desired lengths for fabricating…Besides the structural steel business line Pacific rolling mill company operates a large cast iron foundry in which it specializes on architectural work, such as columns, bases, wheel guards, etc., although it is in a position to manufacture all kinds of cast iron."[21] However, based on the size of the plant and the names of the facilities labeled in the 1914 Sanborn map, it is unlikely that steel was forged or manufactured there. Furthermore, a structural analysis by Telesis Engineers concludes that: "It is clear from the lack of any indicators in the foundations, slabs-on-grade, and roof trusses that it is highly unlikely that there were ever any furnaces, large heat treating ovens, kilns or other elements typical associated with large scale steel making, rolling or forming, or of iron casting."[22] Instead, the buildings were likely used for stock storage and/or fabrication, and may have had modest-sized equipment and overhead cranes.

---

[19] The office was located at multiple Market Street and Mission Street addresses from the 1880s until the early 1900s, and this off-site practice may have still been in use in 1914. See City Directories; *The Railroad, Telegraph and Steamship Builders' Directory* (New York, NY: Railway Directory Publishing Co., 1888), 279.
[21] "Structural Steel Plants Kept Busy."
[22] Telesis Engineers, Letter to Josh Smith, Walden Development LLC, 7 July 2011.
[24] "Mechanic Caught in Belt and Mangled," *San Francisco Call*, 17 February 1907, 44; "Crane Hits Man Working on Girder," *San Francisco Call*, 28 February 1911, 24.

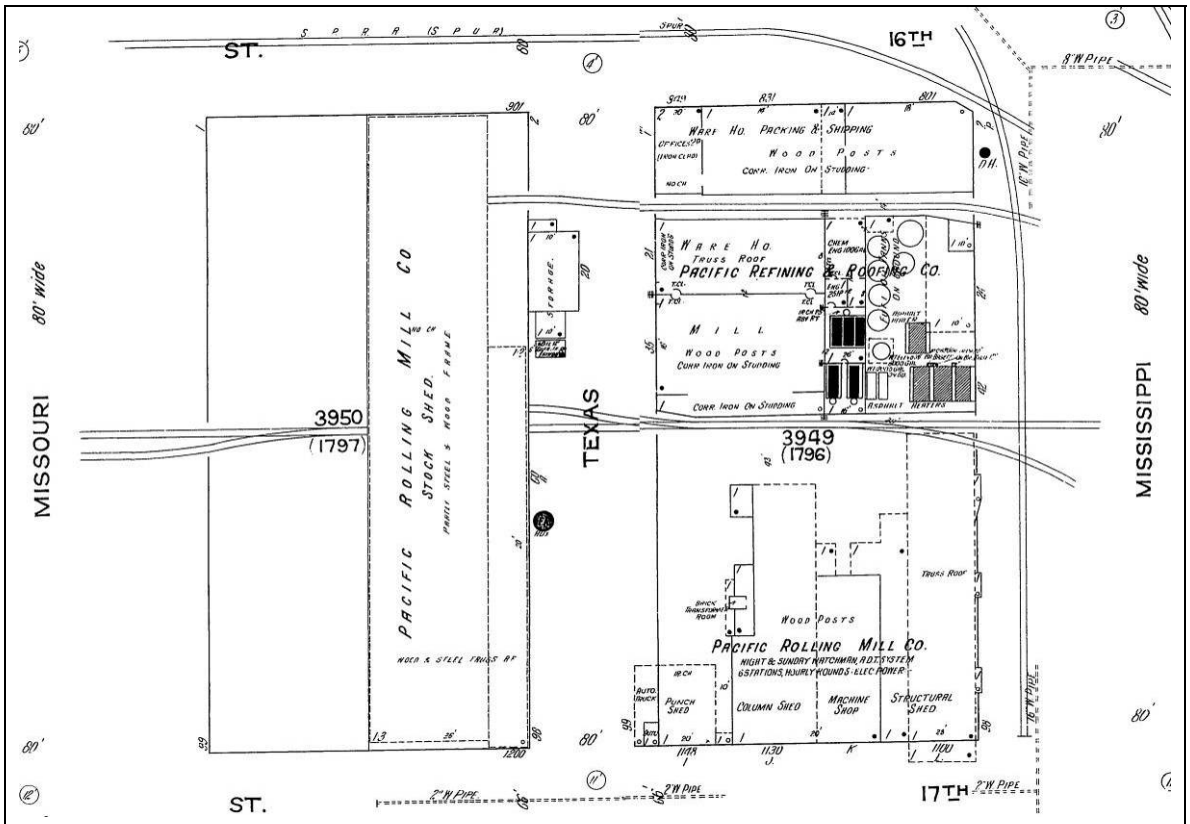


Figure 3. Sanborn Fire Insurance Map, 1914.

The Rolling Mill Industry includes several circa-1913 photographs of rolling mills in the midwestern and eastern United States, many of which depict interior spaces. From what can be deduced by comparing the historic photographs with the subject buildings, the structural systems are visibly similar, and therefore must have been robust enough to support the company's steel fabrication. Heavy machinery, such as a "belt wheel [twenty feet above the ground]," and a "traveling crane" that fatally injured laborers in 1907 and 1911, was in use at the Pacific Rolling Mill Co. plant at the subject site, and the industrial buildings would have required a structural system suitable to support the operations within **(Figures 4, 5, and 6)**.[24]

In addition to the 17th and Mississippi streets location, the Pacific Rolling Mill Co. owned other properties in San Francisco. In 1912, it was reported that "the spur track [of the Ocean Shore Railroad Co.] at Twenty-second street and Potrero avenue, which it had been ordered to move, is the property of the Pacific Rolling Mill company."[25] In 1925, the company planned to vacate the 17th and Mississippi streets location and purchased a four-acre site "from the Ocean Shore Railroad…on Marin street, near Kansas and adjacent to Army."[26] Research did not determine what operations, if any, took place at these other properties.

[25] "News Items from Scattered Districts," *San Francisco Call*, 21 July 1912, 43.
[26] "Growth Forces Larger Areas."

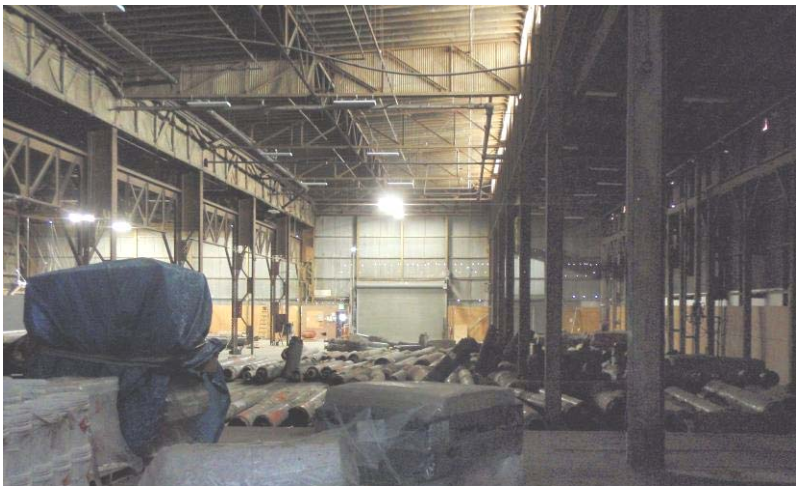


Figure 4. 1210 17th Street/975 16th Street (subject property), 2011. Although it has been altered since its original construction, this building had commonalities with other stock sheds and fabricating shops from this era. Source: Page & Turnbull.

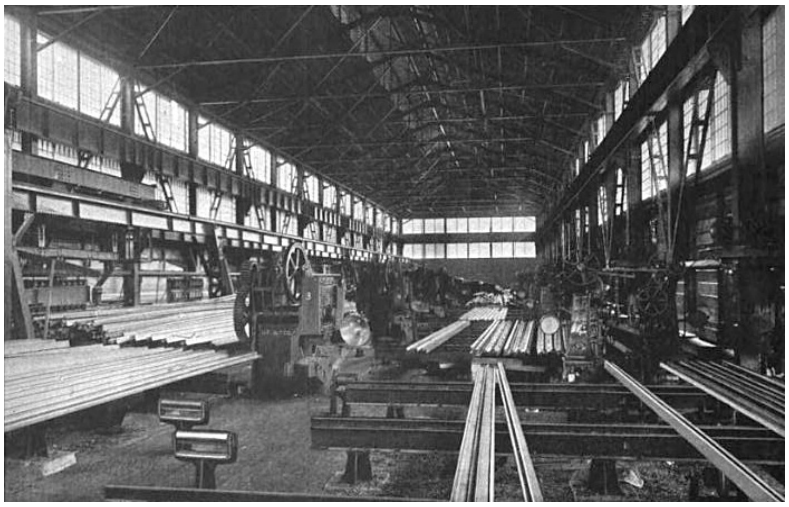


Figure 5. Rail mill, Bethlehem Steel Co., South Bethlehem, PA, ca. 1913. Source: *The Rolling Mill Industry*, 18.

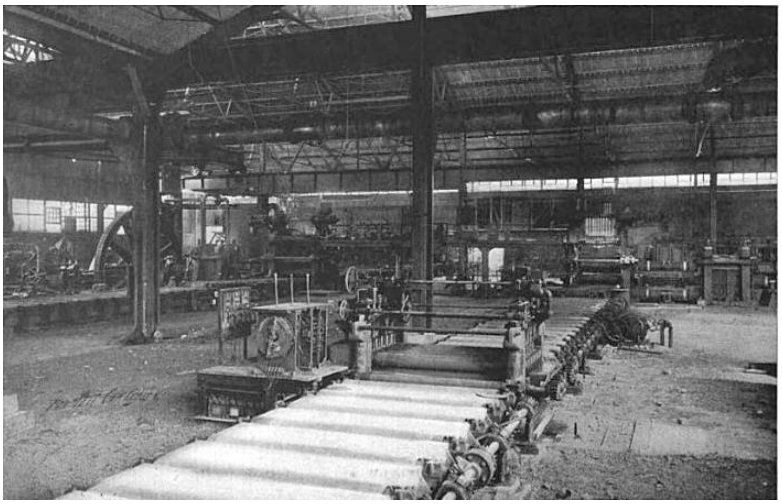


Figure 6. Plate mill, LaBelle Iron Works, Steubenville, OH, ca. 1913. Source: *The Rolling Mill Industry*, 38.

SITE HISTORY AND CONSTRUCTION CHRONOLOGY

The following provides a timeline of the history of 1200-1210 17th Street, including construction and major alterations.

1866: The Pacific Rolling Mills Co. was established at Potrero Point (now Pier 70).

1898: The Pacific Rolling Mills Co. was liquidated. "The mills [at Potrero Point] were [eventually] wrecked but one of the provisions of the liquidation was that Superintendent Patrick Noble was to have whatever machinery he wished and was given permission to use the name of the firm." The company's name changed to the Pacific Rolling Mill Co. Under the company's superintendent, Patrick Noble, the Potrero Point plant continued to operate in a limited capacity with the help of Noble's son, Edward, and "some of the ablest mechanics of the mills."[28]

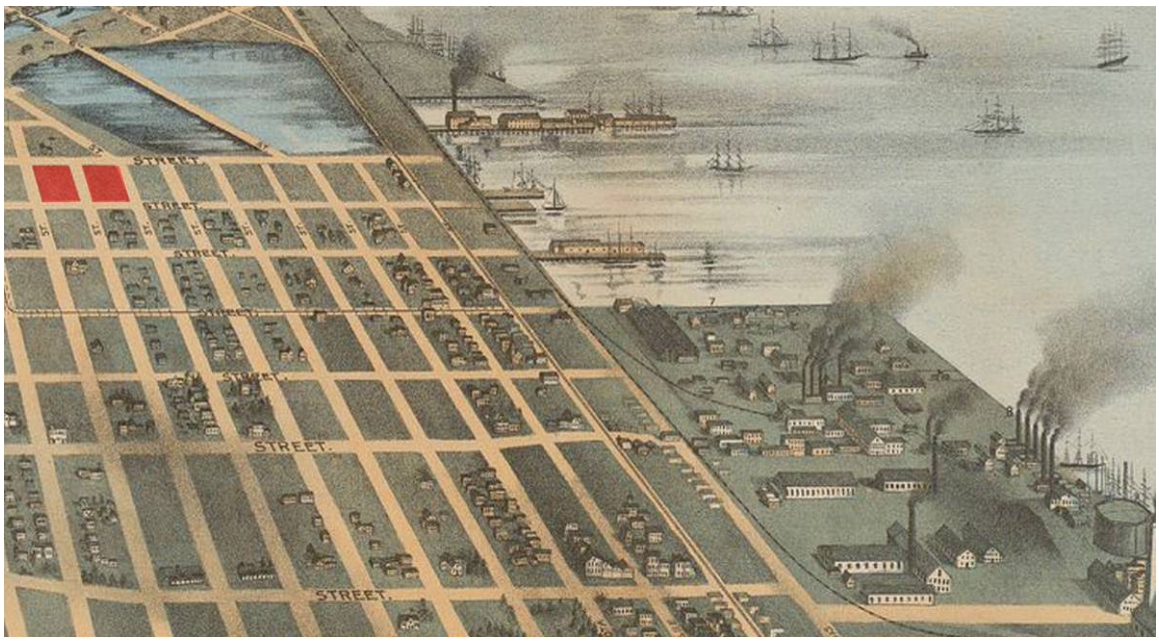


Figure 7. Bird's-eye view of Potrero Hill, ca. 1892. Original site of the Pacific Rolling Mills Co. at far right; future site at 17th and Mississippi streets is shaded red.
Source: Bancroft Library, University of California, Berkeley; edited by author.

1900: The two blocks comprising the subject property were adjacent to a pond, and the Southern Pacific Railroad ran through the intersection of Mississippi and 16th streets. The only building on the site was a small one-story structure located on 17th Street between Missouri and Texas streets **(Figure 8)**.[29]

[28] *A Romance of Steel in California.*
[29] Sanborn Fire Insurance Maps (San Francisco), 1900.

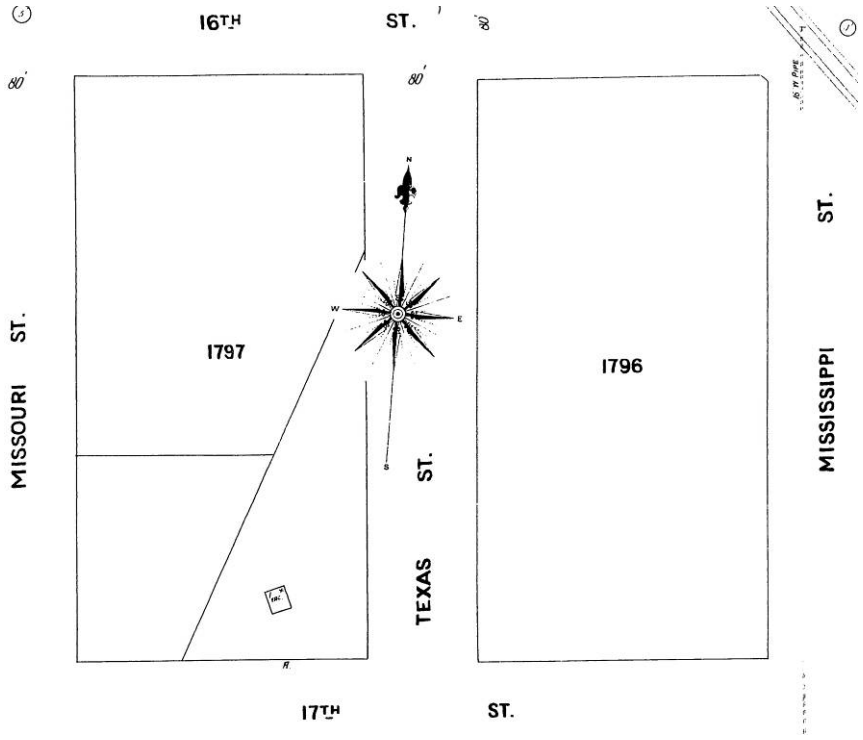


Figure 8. Sanborn Fire Insurance Map, 1900.

1906: The site was leased to the Pacific Rolling Mill Co. by the Real Estate and Development Company.[30] Machinery from the old plant at Potrero Point was relocated and it continued "as a structural fabricating organization."[31]

1906-1914: The Pacific Rolling Mill Co. erected a complex of industrial buildings on the southern half of the block bounded by 16th, 17th, Texas, and Mississippi streets, as well as a cluster of small buildings in the Texas Street right-of-way. The buildings included a punch shed, column shed, machine shop, structural shed, and storage. A spur of the Atchison, Topeka & Santa Fe Railroad bisected the blocks, running east-west across the site **(see Figure 3)**.[32]

Ca. 1908: The large stock shed at 1210 17th Street/975 16th Street was constructed.[33]

1914-1950: The partially-recessed south façade of the stock shed is altered, creating a flush façade. The connected shop and shed structures were replaced with one large warehouse with a wood roof and steel frame.[34]

1925: The Pacific Rolling Mill Co. purchased land for a new mill with the intention of vacating the 17th and Mississippi site: "It is proposed to abandon the present plant at Seventeenth and

[30] Dudley F. Westler, "Rolling Mill Pays $140,000 for S.F. Site," *San Francisco Chronicle* 3 February 1928, 10.
[31] *A Romance of Steel in California.*
[32] Sanborn Fire Insurance Maps (San Francisco), 1914.
[33] San Francisco Assessor-Recorder; Sanborn Fire Insurance Maps, 1914.
[34] Sanborn Fire Insurance Maps (San Francisco), 1914 and 1950.

Mississippi streets, which has been divided by street improvements."[35] The operations continued, however, at the 17th and Mississippi streets location. The Pacific Rolling Mills Co. opted to renew its lease and "inaugurated a new building program… Structures representing approximately $120,000 were built and equipped with machinery and other necessities involving another $200,000." [36]

1925-1928: Texas Street was closed between 16th and 17th streets, giving the new owners "frontages of 380 feet on Seventeenth street, 200 feet on Mississippi street and 140 feet on Sixteenth street."[37]

Ca. 1926: The 2,500 square-foot brick office building and the wood-frame industrial building clad in corrugated metal siding at 1200 17th Street were constructed **(Figure 9)**.[38] However, according to Sanborn Maps, by 1950, this wood-frame building was likely incorporated into a larger steel-frame building.

Figure 9. Employees of the Pacific Rolling Mill Co. in front of the newly constructed brick office at 1200 17th Street, ca. 1926. Source: *A Romance of Steel in California*.

1928: A negotiation "at the expiration of the company's three-year option from the Real Estate and Development Company" brought about the purchase of the property, and this act was concurrent with the Pacific Rolling Mill Co.'s merger with Judson Manufacturing Co. to form the Judson Pacific Co.[39]

1945: The Judson Pacific Co. merged with the J. Philip Murphy Corporation, forming the Judson Pacific-Murphy Corporation. Signage on the buildings changed that year to reflect the new ownership **(Figures 10 and 11)**.

[35] "Growth Forces Larger Areas."
[36] "Rolling Mill Pays $140,000 for S.F. Site."
[37] Ibid.
[38] San Francisco Assessor-Recorder.
[39] "Rolling Mill Pays $140,000 for S.F. Site."

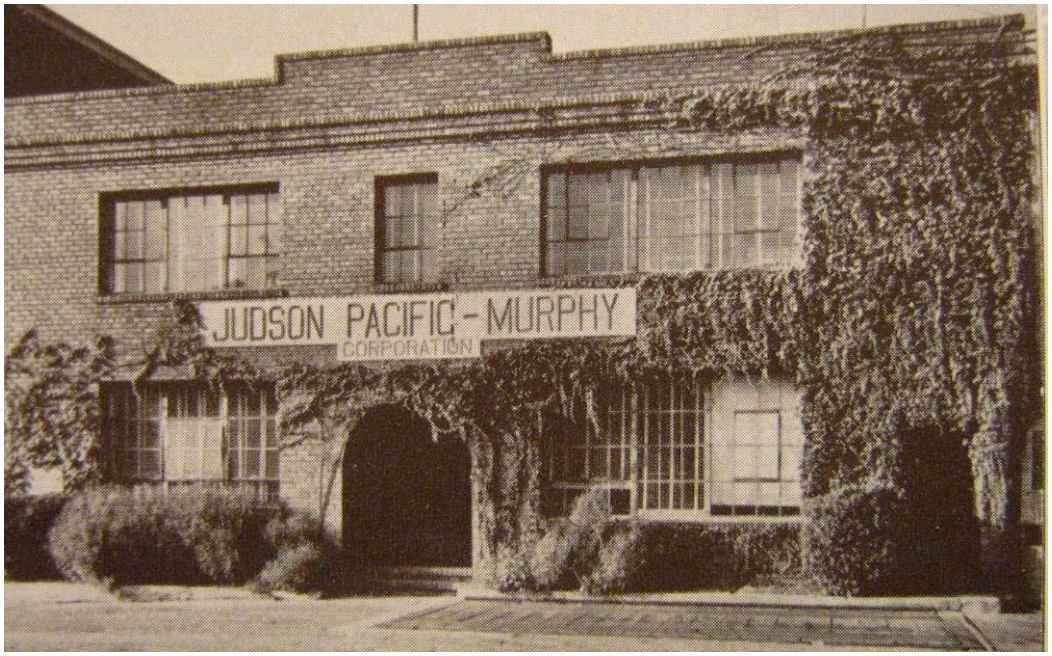


Figure 10. Office building at 1200 17th Street, 1945. In the right foreground is a large scale (no longer present). Source: *A Romance of Steel in California*.

Figure 11. Judson Pacific-Murphy Corporation, looking northwest from intersection of 17th and Mississippi streets, 1945. Source: *A Romance of Steel in California*.

Post-1945: The east façade of 1200 17th Street and the east portion of the south façade are altered. The low shed structure on the east and the Dutch gable on the south are removed, leaving a simple rectangular structure with a gable roof **(Figure 11)**.

1946: The Judson Pacific-Murphy Corporation abandoned the 17th and Mississippi streets site, and moved their operation across the bay to Emeryville, California. After this year, the Judson Pacific-Murphy Corporation was no longer listed in the city directory as occupying the 17th and Mississippi streets site.[40]

[40] City Directories.

1950: The Sanborn map shows the Owens-Illinois Glass Co. as the occupant, although the city directories from this era do not list an address for the company's factory **(Figure 12)**.[41]

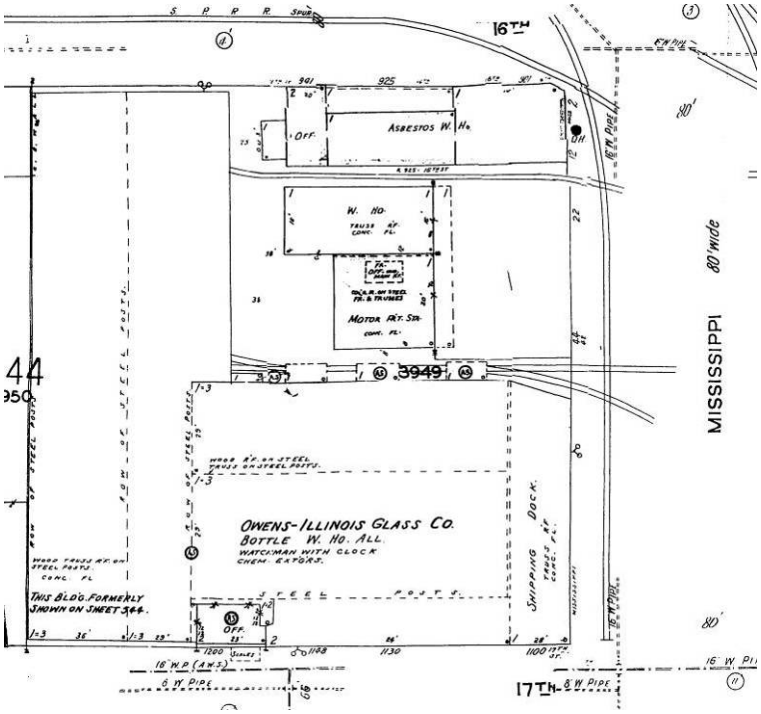


Figure 12. Sanborn Fire Insurance Map, 1950.

1954: 1200 17th Street is occupied by the Fiberglas Engineering & Supply Division of the Owens-Corning Fiberglas Corporation.[42]

Ca. 1950s: Extensive alterations were made to the brick office building, including the reconfiguration of some interior spaces and the construction of a large eastern annex.[43]

1967: Miscellaneous construction was done in the offices for the estimated cost of $12,500, including demolition of non-bearing partitions, new entrance doors, new private office at the southwest corner of the second floor, conversion of the first floor coffee and lunch room to a men's washroom, addition of a women's toilet and lunch room adjacent to the second floor men's room, painting, and minor electrical alterations. The property owner was City Transfer & Storage and the general contractor was Spencer B. Bagge, Inc.[44]

1969: An opening was made for a new roll-up metal door on 17th Street. The estimated cost was $2,000 and the general contractor was Phoenix Simpton.[45]

[41] Sanborn Fire Insurance Map (San Francisco), 1950.
[42] City directories.
[43] San Francisco Department of Building Inspection, Drawings #155388 (no date) titled "New offices, Project 'C,' Roll #9322074-C292-434-2.
[44] Building Permit Application #339088, 1 February 1967.
[45] Building Permit Application #370190, 29 May 1969.

1978: Unidentified roof joists failed, calling for "an emergency repair to prevent further damage or possible collapse at [the] failed area." Twelve new roof joists were installed and the roof was repaired for the estimated cost of $1,800. The engineer was H.J. Brunnier Associates and the general contractor was Jacks & Irvine, Inc.[46]

1984: An unidentified failing wood truss was replaced with a new steel beam for the estimated cost of $12,320. The property owner was Macor, Inc., the engineer was Peter C. Tardes, and the general contractor was the Nibbi Brothers.[47]

1992: A concrete transformer vault was constructed between the two roll-up metal doors at 1210 17th Street for the estimated cost of $10,928. The general contractor was NorCal Waste Systems, Inc. and the engineer was Preece/Goudie & Associates.[48]

1994: The parapet of the brick office building was reinforced for the estimated cost of $5,500. The engineer was Delta Design and the general contractor was Glazier Seismic Construction, Inc.[49]

1996: A fire sprinkler monitoring system was installed for the estimated cost of $3,700, including a fire alarm control and communicator and the replacement of existing water flow switches. The lessee was Raymond Garment and the general contractor was National Guardian Security Services.[50]

INDUSTRIAL DEVELOPMENT IN POTRERO HILL & SHOWPLACE SQUARE

The Potrero Hill neighborhood is located in the eastern part of San Francisco, east of the Mission district and south of the South of Market district. The area is roughly bounded by 16th Street to the north, Potrero Avenue or U.S. Route 101 to the west, Cesar Chavez Street to the south, and the Central Waterfront to the east. Historically, Potrero Hill has been a working class industrial and residential neighborhood.

Within a decade of California's admission into the Union in 1850, Potrero Point was on its way to becoming the most important heavy industrial precinct on the West Coast. The construction of the Pacific Rolling Mills Co. in 1866 and the Union Iron Works shipyard at Potrero Point in 1883 consolidated the industrial character of the area, forming the economic linchpin of Potrero Point for the next seventy years. Observers of the "New Potrero" remarked on the growing residential character of the district, much of which was steadily being transformed into a workingman's suburb.

The 1906 Earthquake and Fire left approximately 250,000 San Franciscans homeless. Especially hard hit was the working-class industrial and residential South of Market district. After 1906, the railroads benefited from the disaster by actively encouraging downtown wholesalers and industrialists to relocate onto their holdings of undeveloped land.[51] The industrial buildings developed primarily in the flat areas to the north and east of Potrero Hill. The neighborhood continued to develop as a

[46] Building Permit Application #7802560, 22 March 1978.
[47] Building Permit Application #8410558, 25 September 1984.
[48] Building Permit Application #9212983, 28 August 1992.
[49] Building Permit Application #9322074, 13 January 1994.
[50] Building Permit Application #9600056, 8 February 1996.
[51] Kelley & VerPlanck Historical Resources Consulting, 41-42.

working class industrial and residential district into the 1950s, with workshops and factories interspersed with small cottages and flats.[52]

The relocation of the Pacific Rolling Mill Co. from Potrero Point to the Showplace Square area in 1906 helped ensure the development of the surrounding neighborhood as a wholesale district. The area was well suited to the purpose, being served by a system of railroad spur lines which ran from Potrero Hill north through Showplace Square and on into the South of Market. Materials from the warehouses and manufacturing facilities were transported in this way to the piers.[53]

Construction activity was heaviest in Showplace Square between 1906 and 1913, and metal and glass manufactories were among the most important industries at the time. Industrial development slowed down briefly after 1913, but picked up again during the First World War as demand increased for American-made machinery and weapons. By the end of the war, concrete-frame construction became the norm in San Francisco for industrial architecture, due to its strength, durability, cost, and flexibility. As the core of the city's industrial district, the Showplace Square area remained vital to the region's prosperity from the 1920s on through the Great Depression and World War II, when San Francisco's industrial employment was almost at full capacity.[54] The industries in Showplace Square and Potrero Hill only slowed in the 1950s, as local industrialists began moving their operations to fast-growing industrial suburbs like South San Francisco, San Leandro, and Richmond.[55]

Beginning in the 1970s, many warehouses in the Showplace Square area were renovated to provide wholesale and design space for furniture makers, designers, and contractors. The industrial buildings at 1200-1210 17th Street currently function as warehouse storage.

For additional information on the history of the Showplace Square area, see *Showplace Square Survey, Historic Context Statement*, prepared by Kelley & VerPlanck in October 2009 for the San Francisco Planning Department.

INDUSTRIAL ARCHITECTURE

The design of the modern industrial building has its roots in the Industrial Revolution; by the early twentieth century, technological advances and changing ideas about manufacturing had dramatically altered attitudes towards industrial architecture. Manufacturing has not always occurred in buildings constructed specifically for that purpose; early industrial uses were often housed in converted sheds, barns, commercial buildings, and even houses. Industrial buildings that were purpose-built were often erected quickly, only sometimes with the help of an architect, and were designed to be practical using traditional construction techniques. Furthermore, the warehouses, mills, and factories of the nineteenth century were typically viewed as places that merely housed the means of production, and nearly any structure was considered adequate for manufacturing purposes if it had four walls, a roof, and a few windows.[56]

As the manufacturing process became increasingly automated and mechanized, such as with the development of the assembly line, new industrial buildings were expected to meet unprecedented demands. The growth of American industry gave further incentives to improve the design and construction industrial buildings, and resulted in an increase in factory construction. Manufacturers

[52] Page & Turnbull, 18.
[53] "Community Plan Area Profiles- Showplace Square, Potrero Hill and Central Waterfront," web site accessed on 24 February 2009 from: http://www.sfgov.org/site/uploadedfiles/planning/communityplanning/pdf/chapter_6-3.pdf
[54] Kelley & VerPlanck Historical Resources Consulting, 40-43, 55.
[55] Ibid, 66-67.
[56] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (Oxford: Oxford University Press, 1999), 15.

and architects also realized that the facility could improve the production process and the quality of life of industrial workers. More attention was therefore paid to the planning and design of industrial and manufacturing complexes, and twentieth-century factories responded to the environmental requirements of the new mechanical equipment, the complexity of the manufacturing process, and the needs of an increasingly empowered workforce.[57]

Twentieth-century factory complexes were often constructed based on their proximity to raw materials, transportation, and the workforce. In addition to the primary manufacturing space, these complexes also had a means of organization and method of supervision, a power unit, transportation links, and sometimes worker welfare and housing.[58] The main manufacturing area typically maximized floor space for large-scale production, and took advantage of natural light and air. By the 1930s, artificial lighting, air-conditioning, and forced-air circulation systems had been developed, and were used to optimize working conditions in buildings with fewer openings.[59] Facilities for warehouse, power, transportation, and auxiliary department uses were incorporated into the overall design of the complex; included as either freestanding buildings or part of the larger manufacturing building, designed in a utilitarian fashion to meet these specific needs. Industrial facilities were typically designed by engineers, and many engineering firms established themselves as specialists in the design and construction of industrial buildings.[60]

Most factories housed their associated office and administrative uses in either a freestanding structure or a portion of the main industrial building. Uses ranging from the company's executive and business offices to product designers' and engineers' workspaces, record-keeping, and general offices were found in this portion of the modern factory. The office was usually placed either in a central location or near the main entrance to facilitate supervision, but sometimes it was placed more remotely to separate valuable records and clerical work from factory noise and the danger of fire. Of all the buildings in an industrial complex, the office or administration building was more likely to have architectural effect—often serving as the centerpiece of the factory—and was designed by an architect more often than the other building types.[61]

San Francisco has relatively few examples of large factory complexes, as high land prices and changing land-use priorities pushed most of the Bay Area's production to Oakland and other cities in the East Bay and on the Peninsula. However, there were still a number of factories and large industrial complexes constructed in San Francisco, namely in Bayview Hunters Point and the Central Waterfront, as well as scattered examples in the South of Market Area. For instance, Pier 70—the original location of the Pacific Rolling Mills Co. and the Union Iron Works shipyard—is an especially well-preserved example of an industrial complex in the city, with various buildings designed for the production of steel and ships **(Figure 13)**.

[57] Ibid., 15-21.
[58] L.H. Bucknell and C.G. Holme, *Industrial Architecture* (London: Studio, 1935), 15-16.
[59] Bradley, 4.
[60] Ibid., 15.
[61] Ibid., 35-36.

Figure 13. Building #21 at Pier 70, built in 1900, "was probably originally constructed by Pacific Rolling Mills." Source: Port of San Francisco web site, 2011.

III. CONCLUSION

The San Francisco Planning Department has determined that the three buildings at 1200-1210 17th Street are historic resources individually eligible for listing in the California Register because of their association with the Pacific Rolling Mills Co., and has assigned them a status code of "3CS" to reflect this significance. Page & Turnbull concurs with the Planning Department that the Pacific Rolling Mills Co. was an important San Francisco company that was liquidated in 1898, and that the 17th and Mississippi streets site was the heart of the newly formed Pacific Rolling Mill Co.'s operation in the early twentieth century. However, after conducting additional research about the history of the subject buildings, it appears that only the brick office building at 1200 17th Street retains sufficient integrity to qualify for listing in the California Register of Historical Resources; the other buildings in their current form have been altered to the point where they no longer reflect a remarkable enough association with the company to qualify.

Whereas the 17th and Mississippi streets site is the largest and most intact example of the new company's operations, it is not the original location of the Pacific Rolling Mills Co., which was established in 1866 at Potrero Point (now Pier 70) in San Francisco. According to the Pier 70 website, Building #21, constructed in 1900, "was probably originally constructed by Pacific Rolling Mills."[62] The subject buildings, therefore, are not significant for being the first or only architectural remnants of the Pacific Rolling Mills Co.

From 1906 until the mid-1940s, the subject site at 17th and Mississippi streets was the location of all fabricating operations associated with the new Pacific Rolling Mill Co. and its successors, the Judson-Pacific Co. and the Judson Pacific-Murphy Corporation. The firm's eminence and longevity, though it had separate identities in the nineteenth and twentieth centuries, contributed significantly to the character of San Francisco's Central Waterfront and Potrero Hill districts as areas of heavy industry.

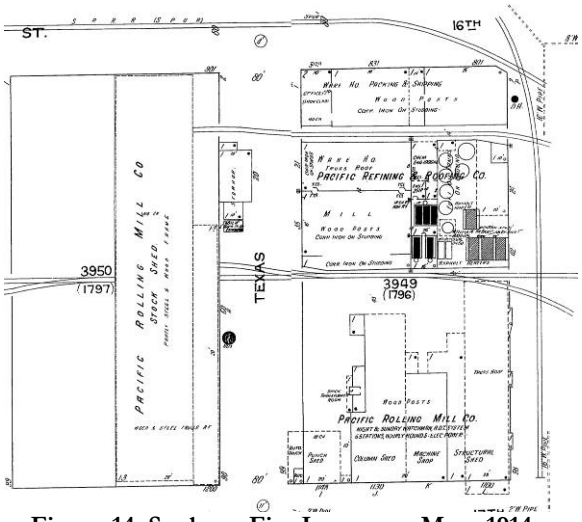


Figure 14. Sanborn Fire Insurance Map, 1914.

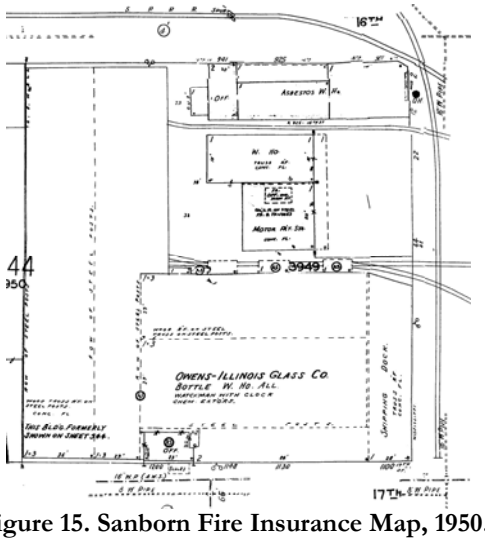


Figure 15. Sanborn Fire Insurance Map, 1950.

At the subject site, the height of activity for the Pacific Rolling Mill Co. was during the decades following the 1906 Earthquake and Fire: the company contributed greatly to the rebuilding of the city after the disaster by supplying steel for many new buildings. The 1914 Sanborn map illustrates the number and types of facilities in use immediately following the earthquake **(Figure 14)**, but a large building campaign beginning in 1925 replaced most of the north-south-oriented wood-frame sheds

[62] "Map of Pier 70 Structures," *Pier 70 San Francisco*, web site accessed 15 June 2011 from: http://pier70sf.org/mappage/mappage.htm.

and shops on the property with a larger building in the former Texas Street right-of-way. The only extant structure dating from the Pacific Rolling Mill Co.'s early occupation of the subject site is a portion of the large industrial building (the "stock shed") at 1210 17th Street/975 16th Street. According to the San Francisco Assessor-Recorder, the brick office and a wood-frame industrial building at the southeast corner of the site (both addressed 1200 17th Street) date from 1926, although the wood-frame building on the site was likely incorporated into a larger steel-frame building by 1950 **(Figure 15).**

Figure 76. Judson Pacific-Murphy Corporation, looking northwest from intersection of 17th and Mississippi streets, 1945. Source: *A Romance of Steel in California*.

Figure 87. Subject buildings at 1200-1210 17th Street, looking northwest from intersection of 17th and Mississippi streets, 2011. Source: Page & Turnbull.

As the above photo comparison demonstrates, the subject buildings have been dramatically altered since 1945. The long industrial shed at 1210 17th Street/975 16th Street (1) has doubled in width and received a second story addition along 17th Street; the brick office building (2) has been remodeled on the interior, but has not changed on the exterior; the windows and siding have been replaced on the south façade of the large building fronting 17th Street (3); and the building at the southeast corner of the subject site (4) has had the low shed structure shown on the east and the Dutch gable shown on the south removed. This comparison also suggests that the building at the southeast corner (4) may have been entirely replaced—not just altered.

Figure 18. Office building at 1200 17th Street, 2011.
Source: Page & Turnbull.

Figure 19. Office building at 1200 17th Street, 1945. In the ground plane on the right foreground is a large scale (no longer present).
Source: *A Romance of Steel in California*.

In order to qualify for listing in the California Register for its association with a significant event or company (Criterion 1), a building needs to demonstrate that it "existed at the time of the event or pattern of events."[63] The time during which the new Pacific Rolling Mill Co. made its greatest contribution to the city was 1906-1928, which covers the period from the Earthquake and Fire through the company's merger with Judson Manufacturing Co. Although remnants from this period of significance (1906-1928) are extant on the site, the corrugated metal buildings have been so dramatically altered since then that they no longer retain the integrity necessary to convey a significant association with the Pacific Rolling Mill Co.

By examining the historic photographs of the subject site from *A Romance of Steel in California*, it is evident that of the three extant structures associated with the Pacific Rolling Mill Co., only the brick office building retains sufficient integrity to be considered a historic resource. The brick office building was constructed by the Pacific Rolling Mill Co. as part of a large building campaign at the subject property, and reflects the success of the business during the first decades of the twentieth century. Of all the buildings associated with the company, the brick office building is the best remaining example of the company's steel fabricating operation at 17th and Mississippi streets. The brick office building at 1200 17th Street has been minimally altered over the course of its existence and maintains a high degree of integrity **(Figures 18 and 19)**. Because it meets the California Register eligibility requirements for Criterion 1, only the brick office building at 1200 17th Street is considered to be a historical resource for the purposes of CEQA.

[63] U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, 12.

IV. REFERENCES

PUBLISHED WORKS

Bancroft, Hubert Howe. *History of California, Vol. 6*. San Francisco: A.L. Bancroft and Co., 1888.

Bradley, Betsy Hunter. *The Works: The Industrial Architecture of the United States*. Oxford: Oxford University Press, 1999.

Bucknell, L.H. and C.G. Holme. *Industrial Architecture*. London: Studio, 1935.

Judson Pacific-Murphy Corporation, *A Romance of Steel in California*. San Francisco: Kelso Norman and E.C. Brown, Clavering Press, 1946.

Kindl, F.H. *The Rolling Mill Industry*. Cleveland, Ohio: Penton Publishing Co., 1913.

Kelley & VerPlanck Historical Resources Consulting. *Showplace Square Survey, Historic Context Statement, San Francisco, California*. 22 October 2009.

The Railroad, Telegraph and Steamship Builders' Directory. New York, NY: Railway Directory Publishing Co., 1888.

PUBLIC RECORDS

Bancroft Library, University of California, Berkeley

California Historical Society

Coast Survey Map of 1857

Sanborn Fire Insurance Maps

San Francisco City Directories

San Francisco Department of Building Inspection, Building Permit Applications

San Francisco Public Library History Room

NEWSPAPERS AND PERIODICALS

"Crane Hits Man Working on Girder." *San Francisco Call* 28. February 1911.

"Genesis of Our Hill." *Potrero View*. September 1976.

"Judson Pacific-Murphy Corporation: Spanning the Bay with Steel." *San Francisco Chronicle*. 31 August 1956.

"Mechanic Caught in Belt and Mangled." *San Francisco Call*. 17 February 1907.

"News Items from Scattered Districts." *San Francisco Call*. 21 July 1912.

"Structural Steel Plants Kept Busy." *San Francisco Call*, 31 October 1909.

Westler, Dudley F. "Growth Forces Larger Areas," *San Francisco Chronicle.* 9 July 1925.

---. "Rolling Mill Pays $140,000 for S.F. Site." *San Francisco Chronicle.* 3 February 1928.

UNPUBLISHED WORKS

Page & Turnbull, Inc. *Cultural Resources Survey: Dogpatch, San Francisco, California*, 1 September 2001.

INTERNET

"Community Plan Area Profiles- Showplace Square, Potrero Hill and Central Waterfront." Web site accessed 24 February 2009 from: http://www.sfgov.org/site/uploadedfiles/planning/communityplanning/pdf/chapter_6-3.pdf.

"Map of Pier 70 Structures." *Pier 70 San Francisco.* Web site accessed 15 June 2011 from: http://pier70sf.org/mappage/mappage.htm.

"San Francisco Property Information Map." *San Francisco Planning Department.* Web site accessed 15 June 2011 from: http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/.

"Showplace Square/Northeast Mission Historic Resource Survey." *San Francisco Planning Department.* Web site accessed 15 June 2011 from: http://sfplanning.org/index.aspx?page=2666.

OTHER

Interview with Edward Cicerone. Conducted by Cheryl and Clark Taylor. May 1964.

V. APPENDIX

HISTORIC PHOTOGRAPHS

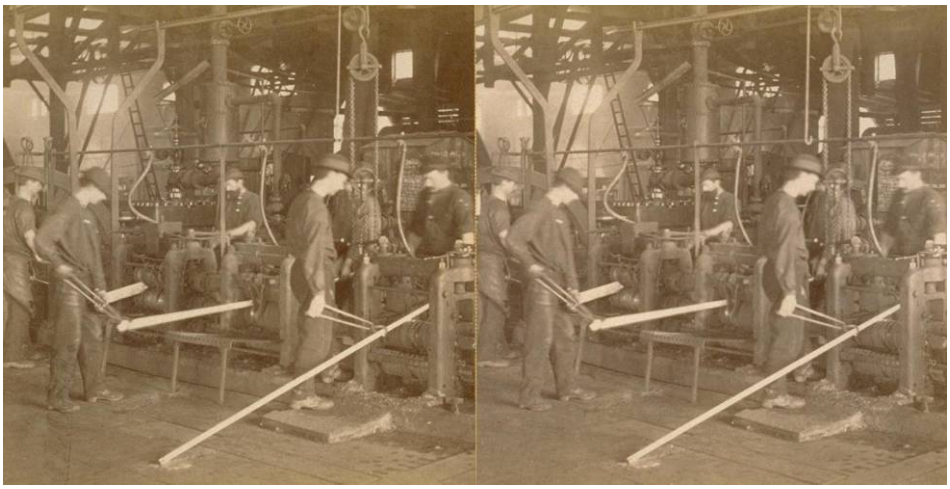


Figure 20. Pacific Rolling Mills at Potrero Point, ca. 1865-1879.
Source: Bancroft Library, University of California, Berkeley.

Figure 21. Pacific Rolling Mills at Potrero Point, ca. 1865-1879.
Source: Bancroft Library, University of California, Berkeley.

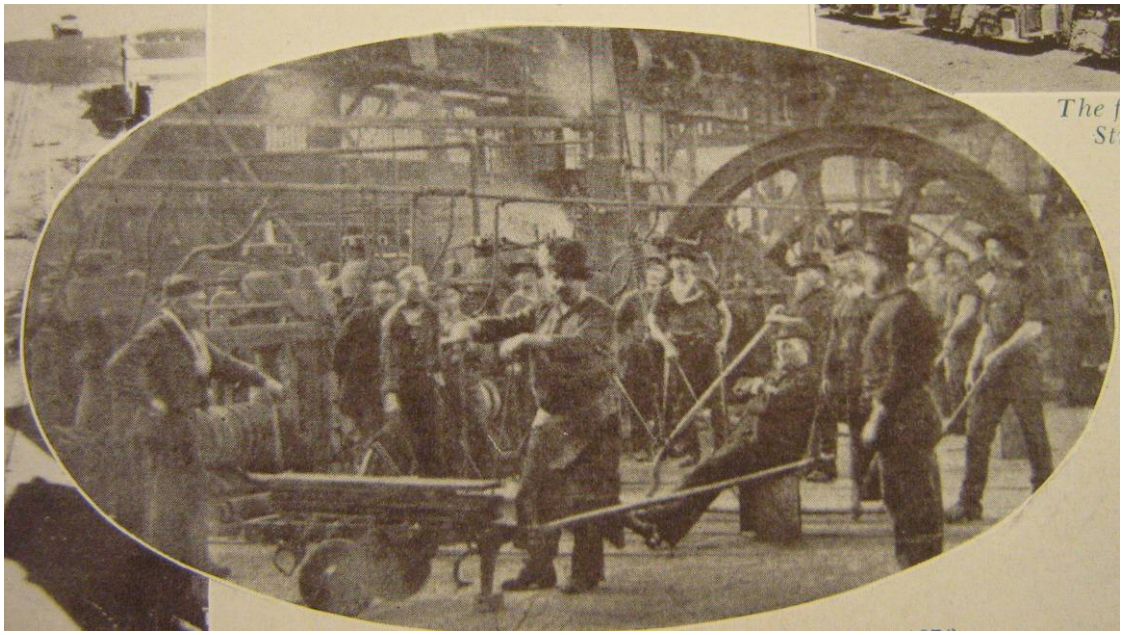


Figure 22. Eighteen-inch bar mill, Pacific Rolling Mills at Potrero Point, 1878.
Source: *A Romance of Steel in California*.

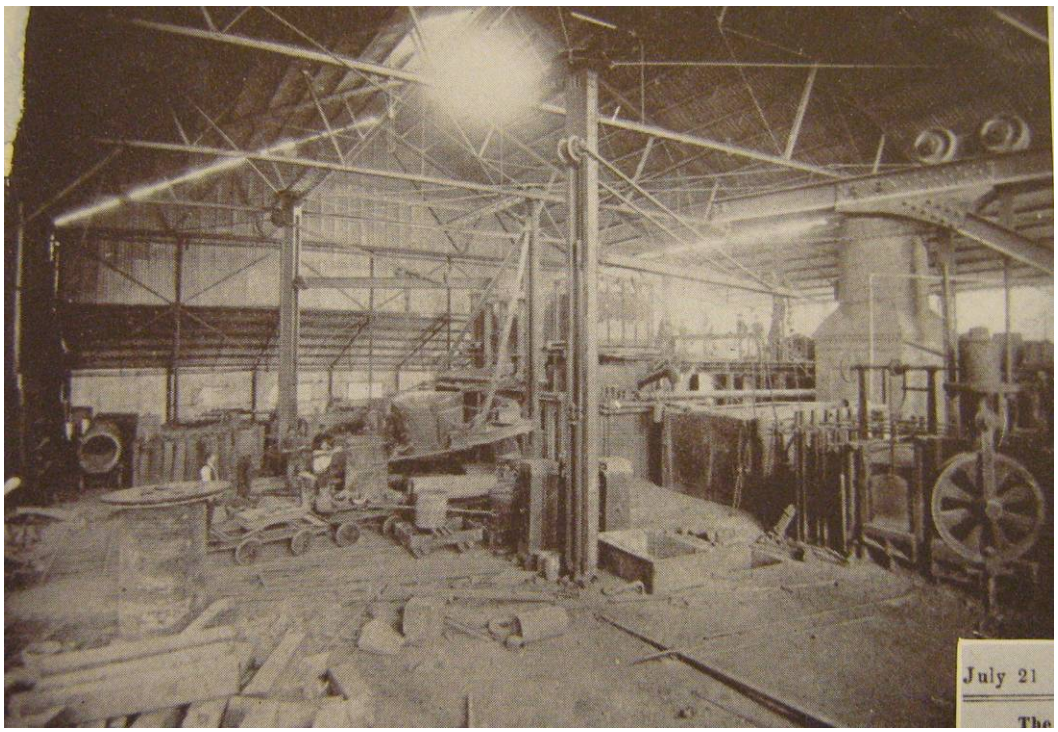


Figure 23. Open hearth iron furnace, Pacific Rolling Mills at Potrero Point, 1880.
Source: *A Romance of Steel in California*.

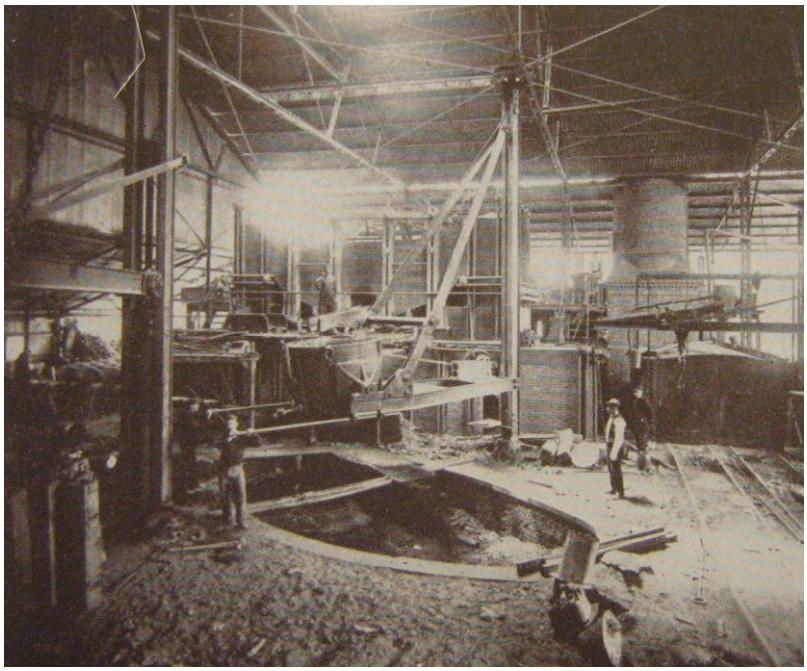


Figure 24. Open hearth steel furnace, Pacific Rolling Mills at Potrero Point, 1884.
Source: *A Romance of Steel in California*.

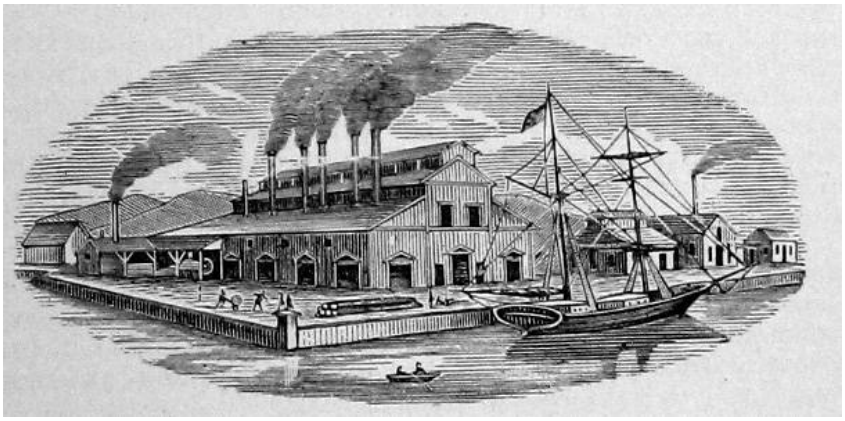


Figure 25. Pacific Rolling Mills at Potrero Point, ca. 1884.
Source: *Industries of San Francisco*, 57.

DPR 523 A FORMS

Prepared by Kelley & VerPlanck in 2009 as part of *Showplace Square Historic Resource Survey*

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 1210 17TH ST
P1. Other Identifier Pacific Rolling Mills (historic)
*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: SF North Date: 1994
*c. Address: 1210 17th St City: San Francisco Zip: 94107
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3950001

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

1210 17th Street is a one-story, wood-frame industrial building clad in corrugated steel and capped by a compound gable roof. It is connected to the building on the adjoining parcel 3949002. The utilitarian building occupies a 56,000 sq ft lot that extends through to 16th Street. The south façade faces 17th Street and features two large loading bays with metal roll-up doors. The north façade facing 16th Street features two large loading bays with metal roll-up doors and a metal pedestrian entrance accessed by metal steps. The building terminates with a plain metal coping. The minimally altered building appears to be in fair condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
100_1867.JPG, 11/16/2007,
View toward northwest,

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1908, Assessor's Office

*P7. Owner and Address:
Walden Mission Bay I Llc
Attn: Josh Smith
445 Virginia Ave.
San Mateo, Ca 94402

*P8. Recorded by
Christopher VerPlanck
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

***Attachments**
☐ Archaeological Record ☐ BSOR ☐ None ☒ Continuation Sheet
☐ Artifact Record ☐ District Record ☐ Location Map ☐ Other...
☐ Photograph Record ☐ Linear Feature Record

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 2 **Resource Name or #** (Assigned by Recorder) 1210 17TH ST

***Recorded by:** Christopher VerPlanck **Date** 6/12/08

☒ Continuation ☐ Update

100_1869.JPG, 11/16/07, view to southeast

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 2 *Resource name(s) or number (assigned by recorder) 1200 17TH ST

P1. Other Identifier Budget Storage (present), Owens- Illinois Glass Warehouse (historic)

*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: SF North Date: 1994

*c. Address: 1200 17th St City: San Francisco Zip: 94107

d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN

e. Other Locational Data: Assessor's Parcel Number: 3949002

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

This parcel contains two buildings, each recorded separately. This record is for 1200 17th Street, a two-story, wood-frame industrial building clad in corrugated metal siding and capped with a gable roof. This building is connected to the two buildings on the adjoining parcel 3950001. The utilitarian building is located on the northwest corner of 17th and Mississippi Streets on a 48,000 sq ft lot. The south façade faces 17th Street and features several steel sash industrial windows running the majority of the length of the second story. A flush metal pedestrian entrance on the left side and a large loading bay on the right side characterize the first story. The east façade faces Mississippi Street and features three large loading bays on the right side. The building terminates with overhanging eaves and metal coping. The minimally altered building appears to be in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
View toward southwest, 11.16.07, 100_1862.JPG

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1926, Assessor's Office

*P7. Owner and Address:
Walden Mission Bay I Llc
Attn: Josh Smith
445 Virginia Ave.
San Mateo, Ca 94402

*P8. Recorded by
Christopher VerPlanck
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

***Attachments**
☐ BSOR ☐ None ☒ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

View toward north, 11.16.07, 100_1866.JPG

View toward northeast, 11.16.07, 100_1865.JPG

State of California The Resources Agency
Department of Parks and Recreation
PRIMARY RECORD

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

Page 1 of 1 *Resource name(s) or number (assigned by recorder) 1200 17TH ST
P1. Other Identifier Judson Pacific Murphy Corporation
*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: SF North Date: 1994
*c. Address: 1200 17th St City: San Francisco Zip: 94107
d. UTM: (Give more than one ofr large and/or linear resources) Zone ____; _____mE/ _____ mN
e. Other Locational Data: Assessor's Parcel Number: 3949002

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

This parcel contains two buildings, each recorded separately. This record is for the two-story, heavy timber-frame brick industrial building facing 17th Street, midblock, west of Mississippi Street. The building is constructed in brick laid in American Bond. It has three bays, offset to the west, featuring steel sash industrial windows on the first and second story. The central pedestrian entrance features a brick arch and is boarded up, while a smaller rectangular pedestrian door is boarded up at right side of the building. A concrete frieze on the spandrel, which is currently covered by a fabric sign, reads "JU.....HY CORPORATION" The building terminates with a molded brick cornice and stepped parapet, and appears to be in good condition.

*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. Photograph or Drawing (Photograph required for buildings, structures, and objects

*P5b. Photo (view, date, accession #
View toward N, 11.16.07, 100_1866.JPG

*P6. Date Constructed/Age and Sources
☒ Historic ☐ Prehistoric ☐ Both
1926, Assessor's Office

*P7. Owner and Address:
Walden Mission Bay I Llc
Attn: Josh Smith
445 Virginia Ave.
San Mateo, Ca 94402

*P8. Recorded by
Christopher VerPlanck
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments ☐ BSOR ☒ None ☐ Continuation Sheet
☐ Archaeological Record ☐ District Record ☐ Location Map ☐ Other...
☐ Artifact Record ☐ Photograph Record ☐ Linear Feature Record

View toward north, 11.16.07, 100_1866.JPG

View toward northeast, 11.16.07, 100_1865.JPG

ARCHITECTURE
PLANNING & RESEARCH
BUILDING TECHNOLOGY

www.page-turnbull.com

1000 Sansome Street, Suite 200
San Francisco, California 94111
415.362.5154 / 415.362.5560 fax

2401 C Street, Suite B
Sacramento, California 95816
916.930.9903 / 916.930.9904 fax

417 S. Hill Street, Suite 211
Los Angeles, California 90013
213.221.1200 / 213.221.1209 fax