

HISTORIC RESOURCES EVALUATION

Glen Park Community Plan
San Francisco, California

December 21, 2010



Prepared for
PBS&J
San Francisco, California

Prepared by
Carey & Co., Inc.
San Francisco, California



CAREY & CO. INC.
ARCHITECTURE

HISTORIC RESOURCES EVALUATION

Glen Park Community Plan
San Francisco, California

December 21, 2010

Prepared for
PBS&J
San Francisco, California

Prepared by
Carey & Co., Inc.
San Francisco, California

TABLE OF CONTENTS

Introduction 1

Summary of Findings..... 2

Methodology 4

Regulatory and Planning Framework 5

Cultural Context..... 10

Overview of Property Types 36

Description and Evaluation of Surveyed Properties..... 44

 584 Bosworth Street 44

 21 Brompton Avenue..... 45

 23-25 Brompton Avenue 46

 2830-2842 Diamond Street..... 47

 2852-2862 Diamond Street..... 48

 Glen Park BART Station..... 49

 Glen Park Elementary School..... 53

 Historic District..... 60

Impacts Analysis..... 61

 Glen Park BART Station..... 61

 Glen Park Elementary School..... 65

 21 and 23-25Brompton Ave. and 2830-2842 and 2852-2862 Diamond Street 67

 Potential Historical Resources 67

Mitigation Measures 69

Recommendations for Future Study..... 72

Bibliography 73

Appendices

 Appendix A-1: Map of Surveyed Parcels in the Plan Area

 Appendix A-2: Map of Parcels Selected for Intensive Survey in the Plan Area

 Appendix B: Proposed Project Description

 Appendix C: DPR Primary Record (523A) & Building, Structure, and Object Record (523B) Forms

INTRODUCTION

The *Glen Park Community Plan – Working Draft for Community Discussion (2010 Community Plan)* introduces goals, objectives, and policies aimed at preserving and enhancing the unique character of Glen Park. The *2010 Community Plan* is an update of the November 2003 Glen Park Community Plan Summary¹ (*2003 Community Plan Summary*), which was first developed through coordination among the San Francisco Planning Department (Planning Department), the San Francisco Bay Area Rapid Transit (BART) District, and other agencies, with extensive involvement from the Glen Park community. After completion of the 2003 Community Plan Summary, the project was postponed until additional funding was identified to carry the plan forward. In 2009, the Planning Department re-initiated the community planning process and in September 2010, the Planning Department released an updated working draft, the *2010 Community Plan*.

The *2010 Community Plan* contains three elements: Land Use and Urban Design, Transportation, and Open Space. Each element presents policies that, collectively, encourage local business vitality, strengthen neighborhood identity, improve transportation conditions, calm traffic, and promote pedestrian safety.

- Land Use and Urban Design Element: This element proposes modifications to the Planning Code land use controls, including rezoning of some parcels currently zoned NC-2 (Small-Scale Neighborhood Commercial) to a new Glen Park Neighborhood Commercial Transit (Glen Park NCT) District. The height limit of these same parcels would be increased from 40 to 45 feet. The Land Use and Urban Design Element does not propose specific development projects, but does encourage development at the northwest corner of Diamond Street and Bosworth Street and at the Glen Park BART Station parking lot. In-fill development on the parcels located on the northwest corner of Diamond Street and Bosworth Street, would include up to 47 residential units and up to 8,582 gross square feet (gsf) of commercial space. The infill development at the BART parking lot on Bosworth Street would include up to 90 residential units and 14,913 gross square feet (gsf) of commercial space. This element encourages preservation and protection of existing historic buildings in the neighborhood.
- Transportation Element: This element includes transportation improvement measures, including traffic calming, on-street parking adjustments, and enhanced connectivity between the Glen Park BART Station and the J Church Muni stop.
- Open Space Element: This element includes policies that support open space and recreation, including the potential for “daylighting” a portion of Islais Creek, the conversion of a block along Kern Street into a downtown public space, and the potential of Kern Street to function as the entrance to the greenway linking downtown to Glen Canyon.

The plan area includes Glen Park’s commercial district, the BART station area, nearby streets, and public open spaces, as shown in Appendix A-1. The intersection of Diamond Street and Chenery Street forms the neighborhood’s commercial core and gives the small district a greater sense of depth and complexity than a typical linear commercial corridor in San Francisco (San Francisco Planning Department (SFPD) 2003b:11). The plan area also contains buildings spanning the history of the

¹ City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, November 2003, available at: <http://www.sfgov.org/site/uploadedfiles/planning/citywide/pdf/gpdplowres.pdf>.

neighborhood from the 1890s to the present and a wide range of styles, including Craftsman, Art Deco, Spanish Eclectic, and Modern, among others.

The preparation of this historic resources evaluation consisted of four broad tasks: (1) preparing a historic context statement of Glen Park that focuses on the development of the plan area; (2) completing a reconnaissance survey of 161 parcels; (3) conducting an intensive survey of buildings on eight parcels and evaluating their eligibility for listing on the National Register of Historic Places (NRHP), on the California Register of Historical Resources (CRHR), or as a San Francisco City Landmark under Article 10 of the *San Francisco Planning Code*; and (4) evaluating the plan area for local, state, or national register-eligible historic districts.

The plan area contains 159 parcels with structures over 45 years old as well as 2 parcels containing the Glen Park BART Station and power station constructed in 1970 (161 parcels total). Although not over 45 years old, the BART Station and power station are recognized for their architectural significance and may be impacted by transportation improvement projects identified from the *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study* (PBS&J 2009b). Of the 161 parcels, Carey & Co. surveyed the 110 parcels east of Lippard Avenue, while the San Francisco Planning Department surveyed the 51 parcels west of Lippard Avenue. Each structure over 45 years old and the BART station and power station were recorded on State of California Department of Parks and Recreation (DPR) Primary Record (523A) forms, which are located in Appendix C. The Planning Department's "Glen Park Area Plan HRE: West of Lippard and NCT" contains its survey findings (SFPD 2010).

Seven properties located on eight parcels were selected for intensive survey, as shown in Appendix A-2:

- 584 Bosworth Street (Block 6745, Lot 046)
- 21 Brompton Avenue (Block 6744, Lot 013)
- 23-25 Brompton Avenue (Block 6744, Lot 030)
- 2830-2842 Diamond Street (Block 6744, Lot 025)
- 2852-2862 Diamond Street (Block 6744, Lot 027)
- Glen Park BART Station (2901 Diamond Street; Block 6755, Lot 026) and power station (Arlington Street; Block 6745, Lot 66)
- Glen Park Elementary School (151 Lippard Avenue; Block 6757, Lot 002)

For each of these properties, Carey & Co. prepared DPR Building, Structure, and Object Record (523B) forms, which are located in Appendix C.

SUMMARY OF FINDINGS

Evaluations of Individual Properties

Five of the seven properties reviewed by Carey & Co. do not appear to be eligible for the NRHP, for the CRHR, or as City Landmarks:

- 584 Bosworth Street (Block 6745, Lot 046)
- 21 Brompton Avenue (Block 6744, Lot 013)

- 23-25 Brompton Avenue (Block 6744, Lot 030)
- 2830-2842 Diamond Street (Block 6744, Lot 025)
- 2852-2862 Diamond Street (Block 6744, Lot 027)

While several of these buildings retain their historic integrity, none of the buildings appear to meet the significance criteria outlined in the Regulatory and Planning Framework section. These buildings were built between 1915 and 1937 and are associated with later waves of growth and infill development in the neighborhood. They do not appear to be associated with important events or trends in the history of Glen Park. No important person could be associated with these buildings, nor do they appear to be significant examples of an architectural type, period, or method of construction or to represent the work of a master.

The Glen Park BART Station appears to be eligible for the CRHR under Criterion 3 for possessing high artistic value, for representing the work of a master, and for embodying the distinctive characteristics of a period. It does not yet appear to be eligible for the NRHP, since it does not appear to meet the higher threshold of Criterion Consideration G for buildings that are less than 50 years old. Although the station was completed in 1970 and is not yet 45 years old, the building is able to express its historical significance for listing in the CRHR. Since the BART station does not appear to be eligible for the NRHP under Criterion Consideration G, it does not appear to be eligible for listing as a City Landmark, which uses the same criteria and presumably the same threshold of significance as the NRHP for recently constructed buildings.

While the Glen Park BART power station was designed by the same team and employs some similar design forms, it does not appear to possess the same architectural merit as the Glen Park BART Station. Therefore, the power station does not appear to be individually-eligible for the CRHR, for the NRHP, or as a City Landmark as a structure less than 45 years old.

The Glen Park School appears to be eligible for the NRHP and the CRHR under Criterion A/1 for its association with the Golden Age of school construction in San Francisco and as an excellent example of a Public Works Administration (PWA)-funded school building constructed in the City during the Great Depression. It also appears to be eligible for the NRHP and CRHR under Criterion C/3 as a significant example of an Art Deco-style building in San Francisco, and it retains a high level of integrity. It also appears to be eligible as a City Landmark.

Evaluation for Historic Districts

No local, state, or national register-eligible historic districts were identified within the 110 parcels surveyed by Carey & Co. In general, these parcels contain buildings designed in a range of architectural styles and massing and are interspersed with newer development and buildings with a low threshold of integrity. Therefore, they do not appear to qualify as districts.

Previous Evaluations

None of the surveyed resources in the plan area has been previously listed as a California Point of Historical Interest, as a California Historical Landmark, on the CRHR, or on the NRHP. They also have not been listed as a San Francisco Structure of Merit or Landmark, or as a contributing building to a historic or conservation district in the City. Lastly, previous local surveys such as the 1968 Junior League of San Francisco Survey, the 1976 San Francisco Planning Department Citywide Architectural Survey, the 1978 San Francisco Architectural Heritage Survey, and the 1990 Unreinforced Masonry Building Survey do not contain any of the resources (Olmsted and Watkins 1968; Corbett 1979; Landmarks

Preservation Advisory Board (LPAB) 1990). The Glen Park BART Station is included in the DOCOMOMO US/Northern California Chapter's Northern California Modern Register of notable Modern buildings in the Bay Area.

Impacts Analysis

As detailed in the "Impacts Analysis" section, the proposed project appears to have a potential significant, but mitigable, impacts on identified historical resources within the plan area surveyed by Carey & Co.

METHODOLOGY

FIELD SURVEY

Carey & Co. prepared this report by conducting a field survey in June 2009 of 110 parcels in the plan area containing resources older than 45 years old as well as the Glen Park BART Station and power station. Using handheld computers and an electronic database, the firm recorded information such as number and types of buildings, existing conditions, historic features, and architectural significance of each resource. Carey & Co. took digital photographs of each structure visible from the public right-of-way. The survey of the Glen Park BART Station included an examination of its interior, exterior, and landscaping. The firm also noted the overall environment and relationships of the resources to determine if the plan area contains potential historic districts.

ARCHIVAL RESEARCH

Denise Jurich of PBS&J requested a record search (NWIC File No. 08-1376) of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) at Sonoma State University. Lisa Hagel, at NWIC, reviewed all files, including all recorded site and studies within ½-mile of the plan area, the Office of Historic Preservation (OHP) Historic Properties Directory, and the California Inventory of Historical Resources. The CHRIS records search yielded no previously recorded resources listed in the NRHP, in the CRHR, or as San Francisco Landmarks.

Carey & Co. reviewed Sanborn Fire Insurance Maps, city directories, historic newspapers and photographs, census records, and primary and secondary resources regarding the history of the Glen Park neighborhood and its development within San Francisco and people and businesses associated with buildings in the plan area. The firm undertook archival research at the following repositories:

- San Francisco Planning Department
- San Francisco Office of the Assessor-Recorder
- San Francisco Unified School District
- History Center, San Francisco Public Library
- Archives, San Francisco Architectural Heritage
- Environmental Design Archives and Library, University of California, Berkeley
- BART archives, BART Headquarters, Oakland

HISTORIC CONTEXT

Carey and Co. prepared a historic context statement that provides the necessary information to evaluate the historic significance of resources in the plan area and that identifies important themes, geographic areas, and time periods in the history of Glen Park. It includes a chronological history of the neighborhood from its early development to the present, focusing on major historical developments that

impacted the evolution of the built environment and an overview of common property types and architectural styles identified during the field survey.

REGULATORY AND PLANNING FRAMEWORK

The regulatory background outlined below offers an overview of federal, state, and local laws and regulations and the criteria used to assess the historic significance and eligibility of a building, structure, object, site or district for listing on the National Register of Historic Places (NRHP), on the California Register of Historical Resources (CRHR), as a San Francisco City Landmark, and as a contributor to a San Francisco historic district.

FEDERAL REGULATIONS AND CRITERIA

National Historic Preservation Act, as Amended (1966)

The National Historic Preservation Act (NHPA) defines the Federal Government's role in historic preservation and establishes partnerships between states, local governments, Indian tribes, and private organizations and individuals. It authorizes the Secretary of the Interior to expand and maintain the National Register of Historic Places and establishes the Advisory Council on Historic Preservation (ACHP) and state and tribal historic preservation offices. It also requires federal agencies to consider the effects of their undertakings on historic resources and to give the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on those undertakings. A lead federal agency will be responsible for project compliance with Section 106 of the NHPA and its implementing regulations, set forth by the Advisory Council on Historic Preservation at 36 CFR 800.

National Register of Historic Places

National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context (NPS 1997a:3)." The National Register identifies four possible context types, of which at least one must be applicable at the national, state, or local level. As listed under Section 8, "Statement of Significance," of the National Register of Historic Places Registration Form, these are:

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important to prehistory or history (NPS 1997b:75).

Certain resources are not usually considered for listing in the National Register:

- religious properties

- moved properties
- birthplaces and graves
- cemeteries
- reconstructed properties
- commemorative properties
- properties that have achieved significance within the past fifty years

These properties can be eligible for listing, however, if they meet special requirements, called Criteria Considerations (A-G), in addition to meeting the regular requirements (that is, being eligible under one or more of the four significance criteria and possessing integrity). Generally, such properties will qualify for the National Register if they fall within the following seven criteria considerations:

- a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g) A property achieving significance within the past 50 years if it is of exceptional importance.

Second, for a property to qualify under the National Register's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance (NPS 1997a:3)." While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance (NPS 1997a:44)." To determine if a property retains the physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environment of a historic property.

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.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property (NPS 1997a:44-45).

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established (NPS 1997a:45).

STATE REGULATIONS AND CRITERIA

California Environmental Quality Act Statute and Guidelines

When a proposed project may cause a substantial adverse change to a historical resource, CEQA requires the lead agency to carefully consider the possible impacts before proceeding (Public Resources Code Sections 21084 and 21084.1). CEQA equates a substantial adverse change in the significance of a historical resource with a significant effect on the environment (Section 21084.1). The Act explicitly prohibits the use of a categorical exemption within the CEQA Guidelines for projects which may cause such a change (Section 21084).

A "substantial adverse change" is defined in Guidelines Section 15064.5(b) as "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." Furthermore, the "significance of an historic resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources;" or "demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources..." or "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA."

For the purposes of CEQA (Guidelines Section 15064.5), the term "historical resources" shall include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR (Public Resources Code §5024.1, Title 14 CCR, Section 4850 et seq.).
2. 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 a 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.
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 in the CRHR (Public Resources Code Section 5024.1, Title 14 CCR, Section 4852) as follows:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. 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
 - D. Has yielded, or may be likely to yield, information important in prehistory or history.
(Guidelines for the California Environmental Quality Act)

Under CEQA §15064.5, "generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation with Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than a significant impact on the historical resource."

California Register of Historical Resources

The OHP's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The context types to be used when establishing the significance of a property for listing on the California Register of Historical Resources are very similar, with emphasis on local and state significance. They are outlined above.

Like the NRHP, evaluation for eligibility to the CRHR requires an establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet NRHP integrity standards may be eligible for listing on the CRHR (OHP no date:1).

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings (OHP no date:2).

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process (OHP 2001:1).

California Historical Resource Status Codes

The California Historical Resource Status Codes (status codes) are a series of ratings created by the California Office of Historic Preservation to quickly and easily identify the historic status of resources listed in the state's historic properties database. These codes were revised in August 2003 to better reflect the historic status options available to evaluators. The following are the seven major status code headings:

1. Properties listed in the National Register or the California Register.
2. Properties determined eligible for listing in the National Register or the California Register.
3. Appears eligible for National Register or California Register through Survey Evaluation.
4. Appears eligible for National Register or California Register through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation.
7. Not evaluated for National Register or California Register or needs reevaluation.

SAN FRANCISCO REGULATIONS AND CRITERIA

San Francisco City Landmark and Historic District Criteria

The San Francisco Planning Department's Preservation Bulletin No. 5, "Landmark and Historic Designation Procedures," defines a landmark as "any structure, landscape feature, site or area having historic, architectural, archeological, cultural, or aesthetic significance in the history of San Francisco, the State of California, or the nation (SFPD 2008:1)."

Article 10 of the Planning Code for San Francisco sets forth proposals for city landmark designations with the aid of the National Register of Historic Places (NRHP) Criteria in evaluating a resource's historic significance (SFPD 2008:5-6). The Criteria for the National Register of Historical Places evaluates a resource's historic significance based on the following four criteria that are very similar to the California Register:

Criterion A (Event): Resources 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 B (Person): Resources associated with the lives of persons important to local, California or national history.

Criterion C (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region or method of construction, or that represents the work of a master or possesses high artistic values.

Criterion D (Information Potential): Resources that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

Preservation Bulletin No. 5 defines a historic district as “any area containing a significant concentration of structures, landscape features, sites or objects having historic, architectural, archaeological, cultural or aesthetic significance which are contextually united (SFPD 2003c:1).” It is developed around a central theme or period of significance, and a high percentage of buildings that contribute to an understanding of its development by retaining integrity (SFPD 2003c:1).

CULTURAL CONTEXT

PREHISTORIC SETTING

Due to the rapid development of San Francisco Bay Area, and in particular the City of San Francisco, much of the archaeological record has been destroyed in the area. This began as early as 1849 and subsequently increased as the 19th century progressed. Damage has also been caused by casual collectors and antiquarians looking for artifacts. Farming has also taken a toll on many sites. In the early 1970s, it was estimated that over half of the approximately 9,675 archaeological sites in the nine San Francisco Bay Area counties had been destroyed (Moratto 1984).

Approximately twenty substantive prehistoric archaeological investigations have been undertaken within the city limits of San Francisco, including early work done by Jones (1900), Nelson (1909), and Loud (1912). Approximately ten of these projects involved actual excavation, five of which occurred in the last twenty years (Jones and Stokes 2007); however, very little of this research has been published. The majority of the archaeological data generated from San Francisco has come in the form of isolated finds, or as salvage finds after a site has been impacted by modern development.

Most of the earliest examples of San Francisco archaeology can be attributed to Nels Nelson, who recorded seventeen shellmound sites in San Francisco, and over 400 shellmounds around the Bay Area (Nelson 1909). Working under J. C. Merriam at the University of California, Berkeley, Nelson performed the first intensive archaeological survey of the Bay Area between 1906 and 1908 (Nelson 1909). Nelson was the first researcher to recognize the Bay Area as a discrete archaeological entity, although he did not record inland sites.

Prior to 1945 most research was exploratory and geared towards simply recovering artifacts and determining the maximum depths of archaeological sites. After World War II, a shift towards developing comparative studies and regional models of culture classification occurred. Much of this was influenced by Lillard, Heizer, and Fenenga (1939) whose work developed a tripartite cultural sequence based on archaeological research conducted in Central California. Known as the Central California Taxonomic System, it was later elaborated by Beardsley (1954a, 1954b) and others (Moratto 1984). While the system was used for ordering the prehistory of the Bay Area until the late 1960s, researchers quickly noticed that data from the Bay Area did not fit the system. Since that time, absolute dating techniques such as radiocarbon dating and obsidian hydration have allowed for synchronic comparisons. This, in combination with a greater number of investigations geared towards specific research questions, has led

to the development of chronologies and cultural sequences tailored to more local areas within the Bay Area (Bard et. al 1986; Elsasser 1986; Fitzpatrick 1993; Hylkema 2007; Rosenthal and Meyer 2004; Wiberg 1988; Wilson 1999).

With the advent of Cultural Resource Management in the 1970s, formal excavations were once again resumed in San Francisco. Of note is CA-SFR-25, conducted in 1970 by Dietz and Jackson; this was the first non-littoral site found in the city. During this time, the famous “BART skeleton” (CA-SFR-28) was uncovered during the construction of the BART Civic Center Station on Market Street between Seventh and Eighth Streets. The partial remains of an adult female were found at a depth of 22.9 meters. Initially believed to be evidence of the presence of “Early Man” in California due to its depth, the radiocarbon dates instead revealed that the deposit containing the remains dated to 4900 +/- 250 years BP (Henn and Schenk 1970).² This find clearly demonstrated the potential for deeply buried cultural resources in San Francisco and the Bay Area in general. In 1972, another partial skeleton was discovered at the Presidio at CA-SFR-26. The radiocarbon date from these remains returned a date of 1210 +/- 1 BP (Hegler and Moratto 1973). Since the advent of these two finds, several other archaeological sites, including CA-SFR-6, CA-SFR-112, and CA-SFR-113, have yielded deposits located more than a meter below the surface, demonstrating the continuing potential for prehistoric sites dating throughout the Holocene to be deeply buried beneath the urban landscape of San Francisco (Jones and Stokes 2007).

CULTURAL CHRONOLOGY

Terminal Pleistocene, 11500-8000 B.C.

No evidence for occupation during this period has yet been discovered in the Bay Area, presumably because it has been washed away through stream action, buried under more recent alluvium, or submerged on the continental shelf (Rosenthal and Meyer 2004). It is assumed that Clovis people, specializing in big-game hunting, lived or ranged through the area during this time, using locations only temporarily before abandonment, or briefly for recurrent periods of time (Wallace 1978:25).

Early Holocene (Lower Archaic), 8000-3500 B.C.

Prehistoric groups during this period employed a generalized mobile forager pattern. Characteristic artifacts include well-made millingslabs and handstones as well as wide-stemmed and leaf-shaped projectile points. The earliest date for a millingslab component in the Bay Area, 7920 B.C., was obtained from a charcoal concentration found underneath a millingslab at Los Vaqueros Reservoir (CCO-696) in the hills east of Mount Diablo. It was located four meters below the surface, along with a projectile point made of Napa Valley obsidian. Archaeobotanical remains also recovered from the same site suggested an economy focused on acorns and wild cucumbers. Burials during this period tend to be flexed, sometimes found underneath cairns of millingslabs. Populations are thought to be sparse and highly mobile (Moratto 1984).

This period differed from the preceding in that a greater variety of resources were exploited, rather than relying heavily on any single one. By the end of this period, literally hundreds of plants and animals were utilized for food, medicine, and craft materials. Some researchers have postulated that this change took place due to a decrease of available big game at the end of the Pleistocene. Another change from the preceding period was the use of several environments. Bay Area prehistoric groups learned to schedule their movements seasonally, in order to exploit resources as they became available. Winters were spent in base camps along the coast, which moved to the interior valleys and hills during the summer. To

² BP stands for “Before Present,” and present is 1950. It is used to report radio carbon dates.

effectively exploit the varying resources they now encountered, prehistoric groups developed or refined technologies, such as ground stone, basketry, and various scraper-tools. Non-utilitarian items such as ritual objects and personal ornaments were also elaborated (Chartkoff and Chartkoff 1984).

Early Period (Middle Archaic), 3500-500 B.C.

Mobility patterns of prehistoric groups changed during this period from being highly mobile to sedentary or semi-sedentary. Indicative of this are the appearance of substantial shell-mounds in West Berkeley (ALA-307), Ellis Landing (CCO-295), and Pacheco (MRN-152) as well as large house floors with postholes found at the Rossmoor Site (CCO-309). Mortars and pestles, some made of wood, first appeared at the end of the previous period, but greatly increase in number. Burials also changed, with greater amounts of ornamental goods now found in graves, as well as some changes in internment practices, such as occasional burning before burial, like that found during excavations at Los Vaqueros reservoir (CCO-637).

Trends that began during the Lower Archaic intensified during the Middle Archaic. Mobility became more restricted, as evidenced by greater uses of local lithic materials, as well as the previously mentioned substantial shell mounds and house floors. The presence of millingslabs and handstones beginning during the Early Holocene evidenced the use of small, hard seeds, but during the Early Period relative numbers of these artifact classes decreased, while mortars and pestles greatly increased, indicating that the use of acorns became much more important. Evidence of far ranging trade is also present. New types of beads, made of shell from the central and southern California coasts, travel inland as far as the Great Basin (Bennyhoff and Hughes 1987; Jackson and Ericson 1994).

Lower Middle Period (Initial Upper Archaic,) 500 B.C-430 A.D.

Changes in ornamental items mark the beginning of this period. Rectangular shell beads, which had been in use for 3,000 years, disappear from the archaeological record, not only from the Bay Area, but also from the Central Valley and southern California. Split-beveled and small saucer beads made from *Olivella* shell enter the record as do circular *Haliotis* beads. Spire-lopped *Olivella* beads, however, are more commonly found in burial contexts. Bead types that previously had low representation became more prevalent, such as *Olivella* saucer beads.

Other artifact types that enter the archaeological record include barbless fish spears, elk femur spatulae, and bone tubes and whistles. In some parts of the Bay Area basketry awls with shouldered tips appear, which indicate that coiled basketry manufacture had begun. Mortars and pestles were the sole grinding tools for most of the region, though millingslabs were still in use around the periphery. Net sinkers, once prevalent, are now only found in very limited areas. Areas, such as the Napa Valley, which had not been heavily used in the past, now see more intensive use, with large accumulations of dark midden found at sites.

Upper Middle Period (Late Upper Archaic), A.D. 430-1050

The Upper Middle Period is characterized by dramatic changes in mortuary practices and, once again, ornaments. Earlier in time individuals were buried in flexed positions, but this changed to an extended position. The first such interment was found in the Livermore Valley at the Santa Rita village site (CA-ALA-413). The individual, a 30-year-old male, was found buried with 30,000 *Olivella* saucer beads (the largest documented California bead lot), quartz crystals, as well as spatulae encrusted with beads. This funerary style, called Meganos, seems to have begun inland and travelled towards the Bay.

The beginning of this period, in addition to seeing the spread of the Meganos mortuary practice, also saw the abandonment of over half the sites that had been occupied just previously, a large increase in the amount of sea-otter bone in the still-occupied sites, and a general collapse of the *Olivella* trade network. As the period progressed, it saw even more changes in bead styles, generally following the spread of Meganos mortuary style. Other artifacts that appear during this period are well-fashioned “show blades,” fishtail charmstones, single-barbed bone fish spears, ear spools, and large mortars. Seed recovery from midden also increases in some sites.

Initial Late Period (Lower Emergent), A.D. 1050-1550

This period is marked by an increase in cultural complexity. Among the changes that occurred was an increase in sedentism, as well as higher levels of social ascription and ceremonial integration throughout central California. Mortuary practices also point to increasing social stratification. Partial cremations appear, usually associated with the wealthiest grave offerings, though overall the number of burials found with beads decreases.

Artifacts associated with this period include fully shaped show mortars, new types of *Olivella* beads, as well as new types of multi-perforated and bar-scored *Haliotis* ornaments. Other artifacts that appear are the flanged pipe, banjo effigy ornaments, and bow and arrow technology. The banjo effigy ornaments may be the precursor to the ethnographically documented Kuksu cult, a wide spread ceremonial system practiced by various language groups around the Bay Area. The first arrow sized projectile points in the region were the Stockton serrated series, which were unique to central California.

The adoption of bow and arrow technology seems to have had an effect on how lithic raw material was acquired in the region. Biface production and total amounts of debitage produced at Napa Glass Mountain obsidian quarries dropped significantly, while amounts of debris from that same source increased dramatically in the interior East Bay. Researchers have interpreted this as a rearranging of technology, where large flakes from the Napa Glass Mountain sources were transported to more distant locales where small projectile points, performs, and various simple flake tools were produced. This would be in contrast to earlier periods when greater amounts of time would have been spent at the quarries to fashion tools that required more work and larger amounts of material to produce.

Terminal Late Period, A.D. 1550-Contact

Beads are once again markers for change during this period. The *Olivella* sequin and cup beads, which were distinctive of the previous period, disappear and are replaced by greater numbers of clamshell disk beads, while *Olivella* lipped and spire-lopped beads are the types to be found in some areas of the Bay Area. Distributions of sites do not, however, change, though midden accumulations for this period are in general thinner. Interestingly, evidence of clam disk bead manufacture is not found along the coasts but further inland in the Santa Rosa Plain (30 kilometers inland) and the Berryessa Valley (80 kilometers inland).

Another changing characteristic of this period is projectile point types. The Stockton serrated point series is replaced by simpler corner notched arrow points in some areas, while Desert side-notched points appear in others. Other artifacts to appear during this period are the toggle harpoon, hopper mortar, and magnesite tube beads.

Reasons put forward by researchers for these changes vary. Some hypotheses include population growing larger than the carrying capacity of the landscape, which led to conflict and wealth contraction. Others surmise that population groups were migrating, displacing, or marrying their way into neighboring

territory. Another possibility put forward is that the archaeological record during the Terminal Late Period is actually reflecting the consequences of European-introduced epidemics, causing population crashes and cultural disruption.

The Mission Period

On June 29, 1776, Mission San Francisco de Asís, commonly known as Mission Dolores, was founded on the bank of a small lake called Laguna de Manatíal by Father Francisco Palou (Hoover et al. 2002). The first Native American conversions were recorded on June 24, 1777, and by the end of 1787, the conversion of the majority of the San Francisco Villages was essentially complete (Milliken 1983).

The majority of the food and material goods needed for the Spanish to survive were supplied by the Missions and their neophyte work force, many of whom would become trained *vaqueros* (cow and horse handlers), domestic servants, and field workers as well as a few skilled craftsmen. Typically, converts moved to the mission and joined the community of neophytes living in designated housing. Disease was a common cause of death at the mission; burial records document more than 5,000 deaths at Mission Dolores (Pastron et al. 2008:29). In 1813, 1,252 Native American neophytes were registered as belonging to the mission (Bancroft et al. 1886:374), but by 1827, there were only 241 indigenous men, women, and children reported as living at the mission (Engelhardt 1924:185). When the Mission Dolores was secularized in 1834, the remnant neophyte population went to work on the local ranchos as either *vaqueros* or household servants. It is unknown, however, just how much of this servitude was done voluntarily or done by coercion, since kidnapping indigenous Californians for use as laborers or service was a commonplace practice in California well into the Early American Period (Hurtado 1988:92-93). A substantial population loss due to disease and migration, environmental deterioration, and a significant decline in native food resources due to livestock overgrazing as well as the cessation of indigenous fire management practices had left little for Costanoan/Ohlone peoples to return to (Milliken 1995:221-222). Thus, in the span of only half a century, thousands of years of Costanoan/Ohlone lifeways were virtually destroyed.

ETHNOGRAPHIC SETTING

Ethnographically the project area lies within the traditional territory of the Costanoan people, also known as the Ohlone. Costanoan/Ohlone peoples recognized several ethnic groups, generally based on a common language and/or geography. Dialects of five mutually unintelligible languages were spoken in the Bay Area: Costanoan/Ohlone, Bay Miwok, Plains Miwok, Patwin, and Wappo; Costanoan/Ohlone was the most widespread (Milliken 1995:24).

The Costanoan/Ohlone inhabited the South Coast Ranges between San Pablo Bay to the north and Monterey to the south, and extending east to the Mount Diablo mountain range. The Costanoan/Ohlone political organization consisted of a tribal group leader (often referred to in older literature as a chief), a secondary level of male and female leaders, and a council of elders (Milliken 1995; Levy 1978; Margolin 1978). Within a tribelet's territory, parties would engage in seasonal forays to hunt, to fish, and to gather plant resources. Fish and shellfish were the primary food source of the Costanoan/Ohlone who lived near the sea, with terrestrial resources increasing in importance as one moved inland. Terrestrial resources included elk, deer, pronghorn, lagomorphs, waterfowl, a variety of rodents, and other bird species. Acorns were another staple of the Costanoan/Ohlone diet, with no fewer than four species of oak being exploited. Other plants gathered for consumption included seeds from the tarweed, chia, pine, holly-leaf cherry, a variety of berries, greens, and roots (Levy:1978; Margolin 1978:46-51). In addition to manufacturing a range of flaked and ground stone tools, the Costanoan/Ohlone also constructed tule balsas propelled by a paddle, cordage from the fibers of various

plants, and twined basketry. Important resources that could not be obtained locally, such as obsidian and shell beads, were available via an intrinsic and extensive trade network.

At the time of European contact, the Bay Area appears to have been the densest populated area north of Mexico, with an average of six persons per square mile (Milliken 1995:19; Margolin 1978:1). For the Costanoan/Ohlone, it has been estimated that they occupied approximately 50 separate, politically autonomous nations or tribelets, each holding territories measuring anywhere from eight to twelve miles across (Milliken 1995:21). It has been suggested that each tribelet averaged 200 individuals, but populations usually ranged from 50 to 500. Yelamu is the tribelet center encompassing the project area. Four main villages are associated with the Yelamu: Chutchui and Sitlintac on Mission Creek, and Amuctac and Tubsinte in the Visitation Valley (Milliken 1995). During part of the year, it was common for tribelet families to share a single village location, while at other times they lived in a more dispersed pattern within their territory.

A breakdown of traditional Costanoan/Ohlone lifeways occurred during the mission period as numerous Costanoan/Ohlone were often forced to labor on mission lands and to adopt Spanish customs. Disease and a decrease in the birthrate caused the Costanoan/Ohlone population to drop from 10,000 in 1770 to less than 2,000 in 1882 (Hylkema 2007). Today the descendants of these survivors continue to inhabit the lands of the Bay Area, with many living and working to maintain their culture that was once considered “extinct.”

HISTORIC SETTING

Spanish/Mexican Era (1769-1848)

Beginning in the mid-16th century, Spanish explorers conducted a series of sea and overland explorations in order to expand the territories of New Spain. The goal of these expeditions was to establish a military presence and to identify lands suitable for settlement and development. In November 1769, Sergeant Jose de Ortega, a member of the Spanish expedition led by Juan Portola, became the first European to view the entrance of San Francisco Bay (Hoover 2002:349). In 1776, Colonel Juan Baptista de Anza traveled from Monterey with his soldiers and Franciscan Father Pedro Font to select sites for a presidio and a mission. During the party’s travels, they also surveyed a large majority of the San Francisco region. That same year, a separate party under Lt. Jose Joaquin Moraga set out with Franciscan Father Francisco Palou from Monterey to San Francisco as well. Upon their arrival at the head of Mission Creek, they named the body of water *Arroyo de Neustra Senora de los Dolores* and chose the location for the Mission Dolores nearby (Hoover et al. 2002:352). During that same expedition, Moraga also established the Presidio of San Francisco at the northernmost tip of the peninsula. Throughout the remainder of the 1700s and into the 1800s, the Spanish proceeded to settle the region, particularly the areas along the San Francisco/San Jose Road, which formed the northeastern branch of the El Camino Real.

In 1821, Mexico achieved its independence from Spain, and California came under control of the Mexican government. Mexican rule brought significant political changes to *Alta* (Upper) California. Military and religious power was transferred to secular administration; a governor was appointed from Mexico, and municipal governments were established. Mission secularization began in 1822 but did not occur in Alta California until 1833 (Nelson 2002:10; Hoover et al. 2002:xiii). At that time, mission

lands and properties were either taken over by the state, sold, or granted to loyal Mexican citizens and native born inhabitants of Spanish descent known as *Californios*. This was done despite initial Mexican intentions to turn the land over to the Mission Indians. In many ways left to fend for themselves, most of the Mission Indians, including those of Costanoan/Ohlone descent, continued their lives of labor, going to work, sometimes freely and sometimes not, as *vaqueros*, field hands, and/or household servants on the vast ranchos that began to be established.

These land grants, or ranchos, focused on horse and cattle raising, not agriculture or the production of commercial goods. The resulting hide and tallow trade made many Californios quite wealthy. Yet, without localized industry, the increasing Californio population's reliance on trade grew, especially on trade with Yankee ships from Boston, and particularly for basic household amenities, such as tableware and furniture (McKenzie 1974).

The *Glen Park Community Plan's* plan area is located within the boundaries of the Rancho San Miguel. Situated within the geographic center of San Francisco, this 4,443-acre rancho encompassed approximately one-sixth of the current city, including today's Noe Valley, Castro, Glen Park, Twin Peaks, Diamond Heights, Midtown Terrace, West Portal, St. Francis Wood, and Forest Hill neighborhoods (Smith 2007:9-10). It was granted in 1839 to Jose de Jesus Noe, the last mayor of the city while under Mexican jurisdiction. Noe used the vast acreage to graze his cattle.

By 1836, a small settlement called Yerba Buena was established near Yerba Buena Cove, between the Presidio and Mission Dolores, by English-born Captain William A. Richardson. Located on today's Grant Avenue in the heart of San Francisco's Chinatown, the maritime trade settlement became a predominantly English-speaking habitation in an area populated by Hispanic and Native American peoples (Hoover et al. 2002:354). By 1847, the small shipping community at Yerba Buena became known as San Francisco.

Early American Era (1848-1880s)

In 1848, the United States defeated Mexico in the Mexican-American War, acquiring Alta California upon the ratification of the Treaty of Guadalupe-Hidalgo. That same year gold was discovered at Sutter's Mill in the Sierra foothills. News of the discovery brought Argonauts from all over the world to California. As one of the main portals to the gold fields, the small maritime community at San Francisco transformed virtually overnight into a dynamic and raucous city; San Francisco's population grew from nearly 800 in early 1848 to almost 60,000 by 1860 (Jones and Stokes 2007:60).

In 1850, California became the nation's 31st state. As the Gold Rush fever died down, many of the newcomers realized California offered other opportunities for wealth. San Francisco saw an influx of people, many of whom were prepared to start new businesses or farming operations upon their return from the goldfields. Retail and commercial space, and land in general, became a premium commodity within the area. Skilled workers and industry, which was basically non-existent in the state, were in particularly high demand. When combined with both the enactment of the Gwin Act and the establishment of the United State Board of Land Commission in 1850, the Californio rancho way of life was systematically brought to an end by new legislation, taxes, and squatters who robbed them of their lands and their livelihoods.

By the 1860s, the San Miguel Rancho had already changed hands several times and was divided into several smaller parcels. Residential and commercial development had begun on certain parts of the rancho to the north of the plan area, such as Noe Valley and the Fairmount Tract, a triangular-shaped

tract bound by Castro Street, 30th Street, and San Jose Avenue (Waldstein 2008:9). However, the western part of what would become Glen Park was still sparsely settled and mainly home to dairy, pig, and vegetable farmers (Smith 2007:10). Several homesteads, which typically included a barn, a tank house, and a windmill, began to appear in the neighborhood by the 1870s and did not align with the street grid later imposed on the neighborhood in the 1890s. For example, dairyman William Tietz built the oldest extant house in Glen Park in 1872 at 657 Chenery Street. This small, gabled cottage with wood shingle cladding still stands about twenty feet south from the street. Other early extant homes include the residence at the corner of Chenery and Carrie Streets, built by Theodore Verhoeven in the early 1880s. Verhoeven relocated his house thirty feet back from Chenery Street when the City graded it after the 1906 earthquake and fires, as it stood directly in the path of the new street (Verplanck 2001).



Left: Pastoral scene in Glen Park, mid-19th century. The eucalyptus grove stands at the future intersection of Chenery Street and Diamond Street in the plan area. Courtesy of Smith, *San Francisco's Glen Park and Diamond Heights*. Right: View of the Tietz house, ca. 1909. Courtesy of the San Francisco Public Library.

The first recorded industrial use in the area, the Giant Powder Company, a gunpowder and dynamite factory, was incorporated in August 1867 by San Francisco resident Julius Bandmann.³ Bandmann leased the property in Glen Canyon from Rancho San Miguel resident L. L. Robinson, because the canyon was isolated enough from the built-up areas of San Francisco for the production of this volatile material. Bandmann licensed the production of dynamite from Alfred Nobel, a Swedish engineer and inventor, and began manufacturing the material in March 1868, two months before Nobel received an official patent for his new invention. Production at the one-acre factory lasted only 15 months until November 1869, when an explosion killed two people and injured nine others. Newspaper accounts of the explosion place it near the base of a large hill and along the old county road to San Jose (now I-280), nearly half way between St. Mary's College (now St. Mary's Park) and the Industrial School (now City College of San Francisco). An account in the *History of the Explosives Industry in America*, published in 1927, locates the factory at the current Glen Park Recreation Center, in the vicinity of its baseball field. The factory relocated to Golden Gate Park in 1870 (Rose 2007:12-13; Verplanck 2001).

Following the Giant Powder Company, other industrial businesses located in the neighborhood, including the Pacific Coast Basket Factory, a shoe factory, an artificial flower factory, and the Honold Tannery on Bosworth Street (Smith 2007:10). Despite this initial development, only a small neighborhood had been established in the area by the late 19th century, and Glen Park remained known

³ The site is California Historical Landmark No. 1002, commemorated as the site of the first dynamite factory in the United States.

as “Little Switzerland,” for its picturesque views, perfect for picnics and day trips in the canyon but home primarily to Swiss dairy farmers (Smith 2007:9; Verplanck 2001).

Early Subdivisions in Glen Park (1890s)

Large scale residential development did not occur until the 1890s when developers began funding infrastructure improvements to entice residents to purchase lots and settle in Glen Park. In 1890, three German brothers, Behrend, Isaac, and Fabian Joost, realized the remoteness of their landholdings, which included most of neighboring Sunnyside west of Glen Park, from San Francisco’s downtown and founded the San Francisco & San Mateo Railway Company (SF & SM Railway), the city’s first electric streetcar line. Prior to this, residents traveled downtown via a horse-drawn car that stopped at Cortland Avenue and Mission Street, around three-quarters of a mile northeast of the plan area (Silver n.d.). With service officially starting on April 27, 1892, the rail line began at the Union Ferry Depot at the Embarcadero and Market Street and traveled south and west to a transfer point at 30th Street and Chenery Street, just north of the plan area. From 30th Street, the route climbed up Chenery Street and descended down Diamond Street into Glen Park. The Joost brothers installed a 50-foot tall trestle spanning Islais Creek to allow the railway to continue along San Jose Avenue to San Mateo County (Smith 2007:9; Verplanck 2001).



View of the SF & SM Railway’s trestle spanning Islais Creek, no date. Courtesy of the San Francisco Public Library.

In 1889 Adolph Sutro, who had owned a large portion of the former San Miguel Rancho land since 1880, sold much of what would become Glen Park to the Crocker Estate, San Francisco’s largest landholder at the time. They hired Baldwin & Howell, one of the City’s largest real estate developers to subdivide and market Glen Park Terrace along the SF & SM Railway tracks. To attract potential buyers and accelerate sales of the subdivision’s lots, Baldwin & Howell constructed the Mission Park and Zoo, a zoo and small amusement park with a bowling alley and free hot air balloon rides in Glen Canyon. Morro Castle, a miniature castle and moat, also opened in 1898 in the canyon, and Glen Park continued to be a popular picnic spot for downtown residents (Smith 2007: 9, 19; Verplanck 2001).



Left: View of the picnic celebrating the opening of the Mission Park and Zoo, 1898. Courtesy of Smith, *San Francisco's Glen Park and Diamond Heights*. Right: View of Morro Castle, 1898. Courtesy of the San Francisco Public Library.

Despite these early attractions, sales of lots in Glen Park Terrace did not take off as the Crocker Estate had hoped. The subdivision provided minimal amenities with narrow, ungraded streets, no sewer lines, and no water service. Sanborn fire insurance maps from 1899 depict scattered residential development in the neighborhood with only a handful of houses on each block in the plan area, including only two buildings at Chenery Street and Diamond Street, the neighborhood's current commercial core. Constructed in the early 1890s, the early two-story Eastlake building at 701 Chenery Street still stands at this intersection; the former saloon's tank house and stables have been demolished (Verplanck 2001).



View south toward 107 Chenery Street, 2009.

Early 20th Century: Residential Development and Transportation Growth (1900s-1920s)

On April 18, 1906, San Francisco suffered a major earthquake and resultant fires that leveled much of the City. Soon after, the United States Army erected a refugee camp consisting of hundreds of temporary earthquake shacks in Glen Canyon. Many of the refugees found the setting idyllic and decided to stay, purchasing lots from the G. H. Umsden Realty Company (Umsden Realty), which had taken over marketing the tract for the Crocker Estate the previous year. Lots priced inexpensively at \$300 to \$550 also appealed to immigrant working-class residents, many of whom were Irish or German laborers displaced from the Mission District (Verplanck 2001).

In addition to affordable lots, Umsden Realty also provided small, wood-frame cottages with a gabled roof and bay windows for “only 10% and \$10 a month” (Smith 2007:29; Verplanck 2001). The plan area includes several examples of small cottages, including 131 and 139 Brompton Avenue erected in 1910. Other cottages built on speculation in the early 1900s were constructed in pairs or in rows of up to six buildings. These early residences were typically one-and-a-half stories with gable or hipped roofs and included a staircase if constructed on a hillside lot. Their façades also consistently featured either a bay window adjacent to the main entrance or flanking the entrance on either side. Elaborate Queen Anne homes were also constructed, such as the house at 141 Brompton Avenue, built in 1909 in the plan area (Verplanck 2001). Queen Anne style residences typically feature irregular plans, steeply-pitched gabled roofs, and highly animated façades with bay windows and towers, spindlework, partial- or full-width porches, and patterned shingle cladding to break up the wall surface (McAlester 2005:263-4).



Left: View of 141 Brompton Avenue, ca. 1909. Courtesy of the San Francisco Public Library. Right: View of 141 Brompton, 2009. The only major alterations to the residence appear to be the reconfiguration of the front staircase and the addition of the garage at the first story.

Residents and businesses streamed in, including A. F. Dissmeyer’s Enterprise Steam Beer Saloon, a noted business that operated at 702 Chenery Street from 1898 to 1920. Glen Park soon boasted of having the Mission Revival-style Glen Park Grammar School, constructed around 1910-1912; a public library at Bosworth Street and Brompton Avenue; a nickelodeon theater that opened in 1913 at 2780 Diamond

Street; and a market and bar on virtually every corner. Arlington Street, Bosworth Street, Chenery Street, and Diamond Street became the main arteries through the neighborhood. As mentioned earlier, the intersection at Chenery Street and Diamond Street became the neighborhood's commercial center (Smith 2007: 23, 43, 45, 59; Verplanck 2001).



Left: View of A. F. Dissmeyer's Enterprise Steam Beer Saloon at 702 Chenery Street, 1906. Right: View of the Glen Park School, 1910. Both courtesy of the San Francisco Public Library.

Many of these early 20th-century businesses were located in two-story, Classical revival buildings along the neighborhood's commercial corridors. Buildings of this era feature horizontal wood cladding, pronounced cornices with dentil molding or modillions, storefronts at the first story that have likely been extensively altered to keep up with changing styles over time, and canted or box bay windows at the second story. Excellent examples of this building type in the plan area are 601 Bosworth Street (1912) and 645 Bosworth Avenue (1911).



Left: 601 Bosworth Street, 2009. Right: 645 Bosworth Avenue, 2009.

Glen Park became increasingly diverse with the new influx of residents in the early twentieth century. In addition to Swedish dairy farmers and Irish and German laborers mentioned previously, immigrants from Norway, England, and Scotland settled in the neighborhood. These residents likely worked in local

industries such as the Honold Tannery and a cigar factory on Bosworth Street, a sheet metal works at the northwest corner of Mission Street and Richland Avenue, and the W. S. Ray Manufacturing Company, a manufacturer of stoves and ranges located on a parcel bound by Rousseau Street, Bosworth Street, Milton Street, and San Jose Avenue. Other residents found employment as “streetcar conductors, shipyard workers on the Central Waterfront, or in the industries of the South of Market” (Verplanck 2001; Sanborn Fire Insurance Maps 1913-1915).

Despite this growth, Glen Park did not benefit from municipal water service or sewers for several years, and many of its unpaved streets were still dusty in the summer and muddy in the winter (Smith 2007:25). These conditions prompted residents to form the Glen Park Improvement Club, one of several such neighborhood organizations in San Francisco. The organization worked to secure a common water supply by constructing a pipeline from a water tank on the hillside above Glen Park. Residents also annually contributed \$5 to fund a volunteer fire department, which operated at a firehouse erected at 2440 Diamond Street (no longer extant) (Smith 2007:23; Verplanck 2001).

As the 1910s drew to a close, transportation needs began to change across the nation, from foot traffic and trolleys to automobiles and buses. Consequently, a second period of frenzied building and growth occurred in Glen Park focused on improving urban access. The Public Works Department began this trend in 1922 when it commenced paving the block of Diamond Street between Bosworth Street and Chenery Street and continuing across the neighborhood’s streets (Verplanck 2001). This was followed by the construction of San Jose Avenue along the Southern Pacific Railroad’s (SPRR) Bernal Cut, a depressed right-of-way with a railroad accessible grade. Originally constructed by the San Francisco and San Jose Railroad in 1864 and bought by the SPRR, the Ocean View line conveyed goods from the orchards and factories in the South Bay to markets in downtown San Francisco until 1928 (Smith 2007: 46, 61). In 1929, the SPRR rerouted the line and removed the tracks. The new six-lane street opened on April 16, 1930, improving access between Glen Park and the City’s Mission District and other neighborhoods to the southwest. Concurrent upgrades included a new cement bridge, replacing the stone bridge at Bosworth Street, and the installment of new water and sewer mains under San Jose Avenue (Smith 2007:68-71).



View of cars whizzing across the newly completed San Jose Avenue, 1936. The southwest corner of the plan area at the intersection of Monterey Boulevard and Joost Avenue is in the background. Courtesy of the San Francisco Public Library.

The automobile did not completely supplant rail transportation, however, and the City's new Municipal Railway (Muni) acquired the SF & SM Railway's line and replaced it with Line #26 (the precursor to the 26-Valencia bus route) in 1920. This acquisition also resulted in improved safety measures and the removal of the 50-foot tall wood trestle, which allowed the Islais Creek gully to be filled in and used as developable land (Smith 2007:17; San Francisco Planning Department (SFPD) 2003b:4-6).

Residential development continued at a fast pace well into the 1920s, concurrent with improved transportation infrastructure. As Glen Park residents became more affluent, they constructed larger Craftsman homes on undeveloped lots alongside the older and smaller cottages; speculative builders often erected several similar houses in a row. These homes typically featured gabled roofs with exposed rafter tails and prominent brackets, wide eave overhangs, and double-hung windows with a multi-lite, upper sash (Verplanck 2001). The plan area contains a row of five Craftsman homes constructed between 1921 and 1922 along the south side of Chenery Street between Lippard Avenue and Brompton Avenue (763-791 Chenery Street).



View of Craftsman homes at 763-791 Chenery Street, 2009.

Following World War I, period style architecture also became in vogue, and inexpensive construction techniques allowed architects to replicate styles traditionally built with brick or stone by applying a thin brick or stone veneer to traditional wood-frame homes. These period styles spanned a wide historical spectrum, from Tudor and Colonial Revival to Spanish Eclectic and Mediterranean Revival. Dwellings designed in the latter two styles were constructed in great number throughout Glen Park and San Francisco in the 1920s and 1930s (Gelernter 1999:234; McAlester 2005:319). They often feature smooth or textured stucco cladding, clay tile-clad roofs, little or no eave overhangs, and arched openings and windows; the doors and windows also sometimes contain elaborate surrounds and wrought iron balconies (McAlester 2005:416). Several Spanish Eclectic commercial buildings were constructed along Glen Park's business corridors of Chenery Street and Diamond Street, such as the two-story commercial building in the plan area at 664-670 Chenery Street constructed in 1917. This building retains its shaped parapet, full-width clay tile-clad awning supported by large wood brackets, and distinctive wood sills with

tail cut ends. Numerous other residential homes were constructed in this style throughout the plan area, and by the 1930s, the neighborhood was largely built out (Verplanck 2001).



Left: 664-676 Chenery Street, 2009. Center: 683 Chenery Street, 2009. Right: 49 Wilder Street, 2009.

The Great Depression through World War II (1930s- mid-1940s)

With the onset of the Great Depression there was very little privately-funded development in Glen Park during most of the 1930s. In general, the Great Depression caused social and economic upheaval in San Francisco and throughout the nation. Between 1930 and 1933 more than 100,000 workers, almost a third of the workforce, lost their jobs in San Francisco, placing a great demand on the City; by 1934 one-fifth of California's population (1.25 million people) was unemployed and dependent on public relief (Rawls and Bean 2003:325). President Franklin Delano Roosevelt's New Deal programs aimed to use federal funds to employ workers to construct thousands of civic buildings, schools, airports, roads, bridges, murals, parks, playgrounds, and swimming pools. By establishing partnerships with the Civil Works Administration (CWA), the Works Progress Administration (WPA), and the Public Works Administration (PWA) and other organizations, cities and counties across the nation were able to upgrade existing or construct much needed new facilities and infrastructure. These organizations also sponsored work training programs, historical surveys, recreation activities, art projects, and scientific research (Works Progress Administration 1939). The breadth and scale of these programs created a lasting legacy of large-scale public work projects, including schools like the Glen Park Elementary School (1934) and neighborhood parks and recreation facilities like the Glen Park Recreation Center (1938).

Glen Park School

The PWA's loans and grants to San Francisco in 1933 provided the necessary funds to construct the Glen Park Elementary School in 1934 as well as George Washington High School, Marina Junior High School, Lawton Elementary School, and Visitacion Valley School. The WPA, established in 1935, funded public art installed at Mission High School, Roosevelt High School, and Washington High School along with the construction of new schools, such as High School of Commerce, Galileo High School underpass, Adams School Annex, and Visitacion Nursery School. Lastly, additional PWA grants in 1938 financed the last phase of construction for San Francisco's Golden Age of Schools: James Denman Junior High School, Lincoln High School, a new gymnasium and cafeteria at Horace Mann Junior High School, a new gymnasium at Washington High School, and new auditoriums for Marina Junior High School and Portola Junior High School (SFPD 2009:33-34).

Lewis P. Hobart and Bliss & Fairweather

San Francisco's Golden Age-era schools were designed by the most premier architects of the day, including John Reid, Jr., who oversaw their design and construction as the City Architect, as well as designing over twenty schools himself; Arthur Brown, Jr.; John Galen Howard; Albert Pissis; and Weeks and Day (SFPD 2009:8). (The San Francisco Planning Department's *Draft Historic Context Statement: Golden Age of School Construction, San Francisco, California* provides an extensive list of architects and firms who designed public schools.) This also holds true for the Glen Park Elementary School designed by master architects Lewis P. Hobart and Bliss & Fairweather.

Lewis P. Hobart (1873-1954) received his architecture degree from the University of California, Berkeley, and studied at the American Academy in Rome and the Ecole des Beaux Arts in Paris. After practicing for two years in New York, he moved to San Francisco where he designed such landmarks as Grace Cathedral (1910), the Academy of Sciences (1915-1931), and Rosecourt (1913) and Strawberry Hill (1910), two of several mansions in Hillsborough and Burlingame (Olmsted and Watkins 1968:329-330).

Walter Danforth Bliss (1873-1956) studied at the Massachusetts Institute of Technology (MIT) where he met his first business partner, William Baker Faville (1866-1946). Born in California and raised in upstate New York, Faville graduated from and taught at MIT until 1895, when both he and Bliss joined the New York-based firm McKim, Mead and White. In 1898, they left the firm and moved to San Francisco. Both prolific architects, Bliss and Faville designed a number of landmarks, including the St. Francis Hotel (1904), the Flood Mansion (1906), the Bank of California building (1908), and the Geary Theater (1910)(Olmsted and Watkins 1968:329-330; Alexander and Heig 2002:307). Their partnership lasted until 1925, after which Bliss formed a new partnership with J. Stewart Fairweather, and Faville opened his own firm.

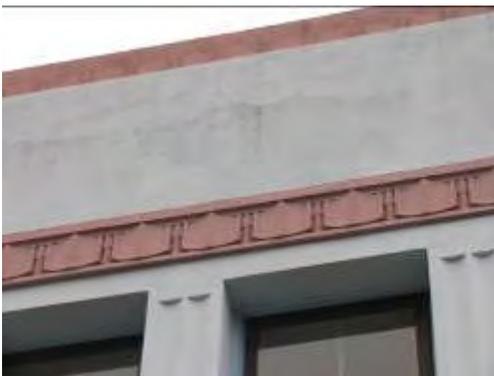
Many of Bliss and Fairweather's designs were recognized for their architectural excellence and were featured in *Architect & Engineer* on several occasions. For example, a 1933 article highlighted their designs for a post office building in Stockton, a proposed manufacturing plant in Oakland, and a country house in Saratoga, California (*Architect & Engineer* 1933: 16-26).

Featuring a similar design and terra cotta detailing as the Stockton post office, the Glen Park Elementary School stands as an excellent example of Art Deco, an architectural style that was blended with stripped Classicism and applied on many educational buildings throughout San Francisco in the 1920s and 1930s. Prominent examples of this style include the Francis Scott Key Elementary School, Lawton Elementary School, and Visitacion Valley Elementary School, among others. As previously mentioned, the latter two buildings were also PWA-funded projects (SFPD 2009:42-43).



Left: View of the Glen Park Elementary School's east elevation, no date. Right: View of the Glen Park Elementary School's façade and north elevation, no date. Both courtesy of the San Francisco Public Library.

An early 20th-century design movement that began in the mid-1920s, Art Deco-inspired designs and ornament, such as zigzags, chevrons, rays, stepped arches, and stylized floral or natural forms, were pervasively applied to architecture, interior design, furniture, textiles, and fashion. Art Deco-style buildings emphasized verticality via columns of windows with decorated spandrels and geometrical form via a series of setbacks, sharp edges, and flat roofs. Windows and doors often feature hard-edged, low-relief surrounds, and stylized stringcourses or beltcourses at the roof edge or parapet (Blumenson 1977:77; SFPD 2009: 42-3). Combined with stripped Classicism—a style that reduced Classical language to its simplest form via the simple moldings and slight projections and recessions that exposed the underlying geometry—architects employed Art Deco as an attempt to “modernize the traditional” (Gelernter 1999:248). The Glen Park Elementary School features a number of key characteristics of this style, including its flat roof, plan and massing that emphasizes its geometrical form, stylized Classical detailing such as the fluted pilasters and surrounds, smooth undecorated expanses of stucco, and stylized terra cotta panels with floral designs and griffins.



View of details on the Glen Park Elementary School, from left to right, the beltcourses at the roof edge, a stylized door surround, and a terra cotta panel featuring griffins flanking a tree, 2009.

Glen Park Recreation Center

Starting in the 1930s, San Francisco's Recreation Commission also partnered with the federal organizations in order to upgrade its facilities, to develop new programming, and to create a lasting legacy of neighborhood parks and recreation facilities throughout San Francisco. The Commission quickly used the federal funds it received from the WPA to employ local labor to expand its facilities. Between 1930 and 1932, the department employed an average of 600 men daily and constructed new recreation facilities designed by several prominent San Francisco architects, including Bernard Maybeck, Gardner Dailey, and William G. Merchant (Delehanty 1992: 403).

In 1933, architect William G. Merchant was put under contract as the consulting architect for the new construction program designed by Josephine Dow Randall, the superintendent of the city's playgrounds and the San Francisco Playground Commission's operations, to address the growing demand for park services (Delehanty 1992: 405). Initially the projects consisted of grading new playgrounds in the outer districts along with refurbishing the city's existing playgrounds and planting new trees. Diminishing funds slowed the planned expansion until the late 1930s after the Recreation Commission partnered with the WPA and by 1939, it had expanded from managing several dozen facilities to managing more than 200 with an annual attendance of 5.5 million people (WPA 1939). By the end of the 1930s, the San Francisco Recreation Department had succeeded in establishing playground and recreation facilities that catered to the entire social spectrum of the city. Recreation facilities were opened in almost every neighborhood of the city, and the number of children's playgrounds almost doubled (*San Francisco Chronicle* 1937).

San Francisco's new recreation facilities included numerous clubhouses, such as the Glen Park Recreation Center's clubhouse, that were often designed with large club rooms to flexibly accommodate a wide range of activities, such as club meetings, story telling, games, and handcraft projects, as well as theatrical and musical performances. Completed in 1938 at the southern tip of Glen Canyon Park between O'Shaughnessy Boulevard and Elk Street, the Glen Park Recreation Center included a clubhouse designed by Merchant to house a gymnasium, director's office, and a community theater; a playground; and tennis and volleyball courts (Healy 1939:63).

Born in Healdsburg, California in 1889, William G. Merchant trained in the offices of John Galen Howard and Bernard Maybeck and obtained his architectural license in 1918. Merchant is often remembered for his work on Bernard Maybeck's Palace of Fine Arts for the Panama Pacific International Exposition of 1915, and later the Temples of the East and the Pacific Building at the Golden Gate International Exposition on Treasure Island (GGIE) in 1939. In 1938 he designed the Pulgas Water Temple with WPA funds to symbolically mark the terminus of the Hetch Hetchy System. In San Francisco, he assisted George Kelham with the design of Medico-Dental Building in 1925 and designed the Acme Brewery Building in 1941, buildings at San Francisco State College, several PG&E substations, and the Sailor's Union of the Pacific in 1950. While several of these buildings are of lasting individual importance, it was arguably Merchant's three decades of work for the Recreation Department that was his main contribution to the City of San Francisco. During this time, Merchant designed fifteen Park and Recreation Buildings and worked on some twenty-eight playgrounds and parks between the 1930s and the 1960s (*San Francisco Chronicle* 1962).



View of the Glen Park Recreation Center's clubhouse, no date. Courtesy of the San Francisco Public Library.

Despite these large-scale public works projects, little development occurred in Glen Park through World War II. A row of period revival, single family homes was constructed along Bosworth Avenue and Arlington Street during the late 1930s. The creation of O'Shaughnessy Boulevard in 1940 stands as the only major enhancement to the neighborhood's infrastructure during that period. Prior to its construction, the neighborhood was accessible to the east, but still fairly isolated from the western central parts of San Francisco. Named after famed San Francisco engineer Michael O'Shaughnessy, the circuitous boulevard replaced rough paths that wound up into Glen Canyon. By connecting Glen Park with San Francisco's western neighborhoods, it became one of the area's most positive transportation enhancements (Smith 2007:72, 74, 86).



View of Glen Park, 1945. Bosworth Street runs diagonally across the photograph, and the Glen Park Elementary School is on the right. Courtesy of the San Francisco Public Library.

Postwar Development (mid-1940s to present)

After World War II, postwar enthusiasm for building and civic planning reached an all-time high, resulting in many changes in Glen Park and in San Francisco during the next few decades. The Federal

Housing Administration (FHA)-insured tract built in 1949 along Moffit Street, Sussex Street, and Farnum Street, north of the plan area, stands as Glen Park’s most noted example of residential construction after the war (Verplanck 2001).

Glen Park’s FHA tract contains “Junior Five” houses, a common standardized plan designed according to FHA guidelines and constructed in great numbers in San Francisco neighborhoods, including the Excelsior, the Sunset, and the Richmond districts (Verplanck 2001). Part of President Franklin Roosevelt’s New Deal, the National Housing Act of 1934 established a national public housing program and the Federal Housing Administration. The FHA aimed to insure low-interest, long-term mortgages, thereby stimulating affordable housing developed by the private sector, reviving the construction industry, and creating thousands of new jobs (Wright 1981:240-241). The FHA issued objective, written guidelines to establish baseline construction practices and to standardize its vision of the ideal home—single-family, detached structures in suburban environments. Its guidelines dictated such design aspects as minimum lot sizes, setbacks from the street, and architectural styles (Jackson 1985: 205-208). Its conservative design guidelines rejected modern designs with flat roofs in favor of more traditional Period styles such as Colonial, Tudor, and Mediterranean Revival; Cape Cod; and Spanish Eclectic (Wright 1981:251). San Francisco’s typical “Junior Five” house contains a garage at the first story, an entry vestibule at the first or second story, and a living room, a kitchen, two bedrooms, and a bathroom on the second story. The wood-frame homes typically feature stucco cladding and simple façades with restrained Moderne or Period Revival detailing, such as the Spanish Eclectic-style house at 37 Wilder Street constructed in 1938 and located in the plan area (Verplanck 2001).



37 Wilder Street, 2009.

In sharp contrast to these small homes with Revival style detailing, the plan area contains numerous Modern commercial and residential buildings erected in the 1950s and 1960s. They typically feature flat roofs, a wide overhang across the façade, minimal ornamentation, smooth stucco cladding, and metal-sash casement windows lacking surrounds or other detailing. Bay windows tend to be simple box bays with straight sides. Examples of this style in the plan area include residences at 183 Brompton Avenue (1963), 714 Chenery Street (1951), 38 Wilder Street (1954), and 45 Wilder Street (1961).



Left: 45 Wilder Street, 2009. Right: 38 Wilder Street, 2009.

Glen Park residents did not welcome all municipally planned developments, however, and joined forces in the 1950s and 1960s to prevent the construction of the Crosstown Freeway, which would have destroyed numerous homes and businesses and at least 180 mature trees in Glen Canyon Park (Bensinger 2007:5). Following a nationwide trend, spurred by the passage of the Interstate Highway Act in 1956, which provided federal funding for the construction of 41,000 miles of new highways across the country, the City unveiled its grand Freeway Plan in 1958. The City's plan included the Crosstown Freeway to link I-280 (completed in 1957 and crossing the plan area's southeast corner) with the Golden Gate Bridge. Running through the middle of Glen Park, the freeway would have demolished 120 residences and 13 businesses. In anticipation of the freeway, the City demolished some structures along the eastern side of Bosworth Street to widen it to four lanes in 1964. However, the neighborhood prevailed against the construction of the freeway, and their efforts sparked a citywide Freeway Revolt (Smith 2007:73, 82-84; SFPD 2003b:6; Jackson 1985:249).



Left: Photograph of Mrs. J. C. Baxter protesting the proposed Crosstown Freeway, 1958. Courtesy of the San Francisco Public Library. Right: A woman protesting the construction of the freeway, no date. Courtesy of the *Glen Park News*, Vol. 25, no. 4, p. 5.

The Glen Park BART Station

Just a few years later, Glen Park residents faced another round of proposed demolition in their commercial district to make way for a new transportation project: the Glen Park BART Station. However, the BART station did not encounter the same level of protest as the proposed Crosstown Freeway. In contrast to the freeway project that proposed to intersect the community, BART promised to reduce highway traffic, to link the city's southern neighborhoods to downtown San Francisco and the rest of the Bay Area, and to erect stations as civic show pieces designed by the area's leading architecture firms. With only a few stations placed in San Francisco's southern neighborhoods, advocates of the proposed BART station argued it would promote the Glen Park neighborhood, increase property values, and benefit local businesses. While not all of these promises were necessarily met, the Glen Park BART Station was hailed as an architectural masterpiece (*Architectural Record* 1974:114), and the station has had a lasting effect on transportation, parking, and planning in the neighborhood and the San Francisco Bay Area generally.

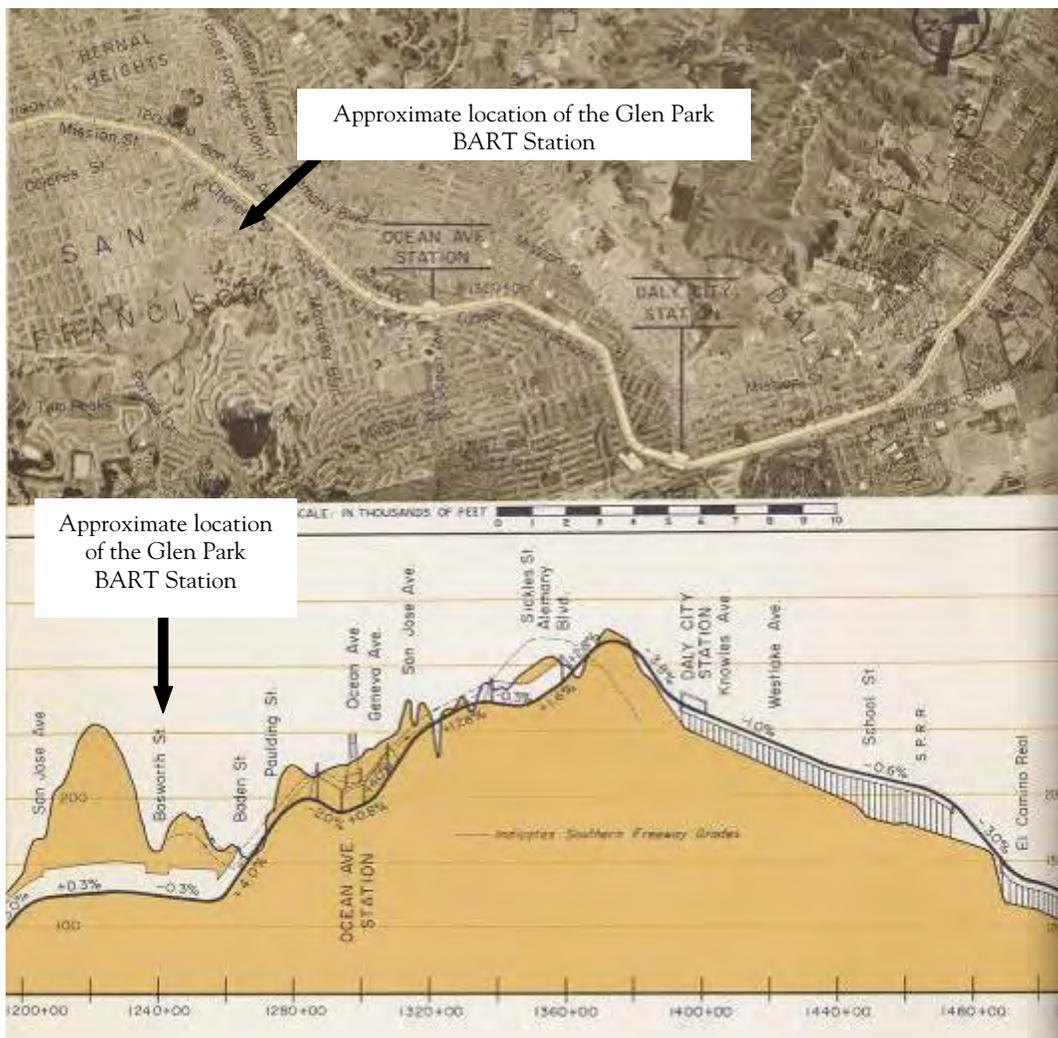
As noted previously, mass transit systems were the primary means of transportation for most urban dwellers in the late-19th and early-20th centuries. Modes of transportation were primarily rail-based, particularly in the form of surface street cars and electric- or steam-powered interurban trains, and the placement of lines and stations were actively used to promote new development in the City's outer areas to the west and south. Mass transit ridership dropped off during the Depression and continued to decline into the 1950s in favor of automobiles, except for an increase in ridership during World War II due to restrictions on driving and the rationing of gasoline and tires. With increased suburbanization and the rise of the automobiles by the 1950s, ridership of mass transit systems dropped off to the point that many urban systems ceased to operate, particularly those managed by private transportation companies. By the late 1950s, urban communities began to realize that automobiles were an unrealistic solution for all transportation needs and that mass transit should be publicly-funded because it benefited the wider public good (San Francisco Bay Area Rapid Transport Commission (SFBARTC) 1957:37).

After municipalities across the nation reached this conclusion, they sponsored a wave of mass transit studies and formed multi-county transit commissions starting in the late 1940s (SFBARTC 1957:31). The Bay Area Rapid Transit Commission was formed in 1951, starting the 20-year planning process for the BART system. A five-county district was formed in 1957; however, by the spring of 1962, San Mateo and Marin Counties withdrew from the district, leaving only Alameda County, Contra Costa County, and San Francisco County. In November of that year, voters passed a \$792 million General Obligation Bond. Full-scale design and engineering by Parsons, Brinckerhoff, Tudor and Bechtel (PBTB) started in 1963, and construction of the system began in 1966. The first service started with the completion of the East Bay lines on September 11, 1972, and the San Francisco stations, including the Glen Park BART Station, started service in November 1973. The completion of the BART system marked the nation's first new regional transit system constructed in more than fifty years and represented the first modern regional transit system planned after World War II (Lindsey 1975).

During the planning phase, the San Francisco BART Commission Board worked closely with local communities in an attempt to "accommodate their demands concerning route and station location and alignment of BART facilities within their communities" (Grefe and Smart 1975:135). Fifteen miles of the 71-mile system and 16 of the 34 stations were relocated at community insistence (Grefe and Smart 1975:135). However, based on McDonald & Smart, Inc.'s 1975 review of the BART planning process, the Glen Park BART Station was not called out as one of these stations and no organized opposition to

the station or other major controversies regarding the route through the neighborhood was identified (Grefe and Smart 1975).

In San Francisco, BART's southern route was determined by need to serve the city's southwestern residential areas and by a plan to extend the line eventually beyond Daly City. The route chosen between downtown and Daly City was a line from Market Street, to Mission Street, to Bernal Pass, and to the Southern Freeway (I-280) alignment (Grefe and Smart 1975: 114). Generally, station placement was guided by the desire to compete with automobiles by achieving an average speed of 45 mph and to place downtown stations in areas that allowed an easy walking distance to jobs, shopping, and cultural activities. BART was designed to be more than 60 percent faster than most American rapid transit systems at the time due to the decision to construct fewer stations, particularly in the outlying areas, which allowed BART to reach higher speeds between stations (Grefe and Smart 1975:179).



Aerial photograph and elevation graph showing proposed BART stations in San Francisco's southern neighborhoods. The Glen Park BART Station was not included at this time but was proposed for Bosworth Street, where it currently stands. Courtesy of Parsons, Brinckerhoff, Tudor and Bechtel, 1961.

The Glen Park Station was not included in the original 1950s designs for the system. By at least 1961, however, a Bosworth Street Station (now the Glen Park BART Station) was envisioned as a future station and provisions were made in determining the Peninsula Route to allow for such a station between the 22nd Street Station (now 24th Street Station) and the Ocean Avenue Station (now the Balboa Station) on the way to Daly City (PBTB 1961:30). While the Glen Park Station is one of the deepest stations in the system, its location was partially chosen due to land formations in the area, as indicated in the image above (PBTB 1961:31-32). The Glen Park BART station appears to have been added to the overall system design by at least 1963, and the architectural design for the station began in 1965 (Ernest Born Collection, Environmental Design Archives).

Several rounds of master plans and architectural guidelines were produced during the late 1950s and 1960s to unify station designs across the system. BART staff determined that an attractive and extremely modern system would provide the most competitive advantage over the automobile (Grefe and Smart 1975: 180). Stations design, therefore, needed to be functional and attractive, while employing modern styles and materials. The *Manual for Architectural Standards*, drafted in 1965 by the well-known, local architecture firm Wurster, Bernardi, & Emmons, provided basic design guidelines for all architectural efforts, “including site development, acoustics, color, advertising, concessions, station platforms and covers, etc. (Grefe and Smart 1975: 182-183).” With respect to the stations’ landscaping, the influential landscape architecture firm Lawrence Halprin & Associates, drafted the *Landscape Design Criteria and Standard Landscape Element*, also in 1965, which included a plant list and details for standard landscape elements with color and finish to suit each station or local conditions.

By the early 1960s, Donn Emmons, BART’s consulting architect, determined that each station should be individually designed by local architecture firms through an architecturally competitive process (Grefe and Smart 1975:183). This resulted in BART stations designed by leading Bay Area architectural firms that the architectural critics identified as the standard for future rapid transit station design (Lindsey 1972; Liskamm 1973; Architectural Record 1974). The American Institute of Architecture also awarded the entire BART system a Collaborative Achievement in Architecture Award in 1973 (*New York Times* 1973).

The Glen Park BART Station and power station was no exception. Ernest Born in partnership with the architecture firm Corlett & Spackman designed the buildings, and Douglas Baylis designed its landscaping. In a 1974 article, the *Architectural Record* recognized the Glen Park BART Station’s superb design, stating that it was “important and distinguished not only among BART’s own well-designed stations but among rapid stations anywhere” (*Architectural Record* 1974:113). The article continues, “Structure and architecture are one in this monumental concept, bold, strong, vigorous, and, in skillful and subtle ways, scaled to the human beings who use it. In its own way, for this different kind of transportation, this station does for rapid transit what the great train stations of the past did for railroading.” Designed to follow the 1965 *Guidelines* and to express a modern aesthetic, the architects of Glen Park BART station pulled from Modernist forms of the day, particularly the use of raw concrete associated with pioneering work of Le Corbusier and later Brutalism movement; the glass and steel butterfly roof; and the flowing of outdoor space into the interior popularized by Mies Van der Rohe (Gelernter 1999:273-292).



View south toward the Glen Park BART Station, early 1970s.
Courtesy of the Environmental Design Archives, University of
California, Berkeley.

Ernest Born studied architecture under John Galen Howard at the University of California, Berkeley, and then worked in Europe and New York. Returning to the Bay Area in the late 1930s, Born worked on exhibit buildings and exhibit designs for the GGIE. Born continued his architectural practice after World War II in San Francisco and became a professor of architecture at the University of California, Berkeley. During the 1960s, he was an ongoing consultant for BART and worked on designs for the Lake Merritt Station in Oakland as well as the Balboa and Glen Park stations in southern San Francisco. He traveled to Europe and Canada in preparation for designing the stations; a review of his trip photographs reveal that he was heavily influenced by transit station architecture in Montreal and Stockholm (Ernest Born Collection, Environmental Design Archives).

William Corlett was a Bay Area native who graduated from the University of California, Berkeley, and was second-generation architect. His father, also William Corlett, was a prominent architect during the early twentieth century and designed such notable landmarks as the bandstand at Lake Merritt, in Oakland. William Corlett and Wendell Spackman opened their partnership in 1952. The firm designed the 1960 Squaw Valley Winter Olympic facilities and postwar buildings at Berkeley High School. They also consulted for the San Francisco Unified School District and the U. S. Department of Defense. Corlett & Spackman worked with Born on both the Glen Park BART station and the Balboa Park BART station. Landscape architect Douglas Baylis started his career working with Thomas Church and was a notable member of the California School of Modernism in landscape architecture in his own right. In 1946 he established his own practice with his wife, Maggie, and the team designed Civic Center Plaza, Washington Square, and Portsmouth Square in San Francisco as well as the Monterey Freeway and the gardens of IBM Headquarters in San José, all in California (Baylis Collection, Environmental Design Archives).

While the design of the Glen Park BART Station and power station was a partnership between Born and Corlett & Spackman, a review of the “As Built” drawings, on file with the BART Archives, primarily credits Born with the design. Born was also responsible for the design of the interior marble mosaic, often called out as distinguishing feature of the station, and for designing the typography of the granite

cylinder in the circular plaza to the west of the station, as shown in the photographs below. Born also appears to have designed the major landscape features in the station's main entrance plaza, such as the placement of plazas, stairwells, and concrete walls.



Left: View south toward the Glen Park BART Station's marble mosaic, 1983. Right: View east toward Glen Park BART Station's circular plaza, showing the cylinder and landscaping, early 1970s. Both courtesy of the Environmental Design Archives, University of California, Berkeley.

Construction of the Glen Park BART Station was completed in 1970. To make way for the station, the Glen Park Branch Library was relocated from 2909 Diamond Street, just south of Bosworth, where it had stood for five years. Long-time Glen Park residents also remember a soda fountain, a restaurant, and other businesses, some located in buildings dating to the 1920s, that were demolished to make room for the station (Weise 2006:9; Smith 2007:30, 80). Like many BART stations, the Glen Park BART station was built at a diagonal to the existing street grid, which created a dramatic but also jarring visual impact on the surrounding area (*Architectural Forum* 1973:47). While the BART station design and location has had a lasting influence on the neighborhood, arguably the widening of Boswell Street in 1964 along with the Southern Freeway construction and its raised onramps to the east of the station had a more dramatic impact on the area (Smith 2007). The placement of the Glen Park BART station, just to the south of neighborhood's business district, centered at Diamond Street and Chenery Street, also worked to promote nearby business and supported the current development pattern in the neighborhood, rather than attempting to establish a new commercial core around the BART station, which occurred in other areas (*Architectural Forum* 1973:47; Smith 2007).

The Glen Park BART Station opened with the rest of the San Francisco system in the fall of 1973. Within two weeks the ridership of BART doubled, and by 1974 ridership was at 150,000 passengers per day (*Architectural Review* 1976:66). While BART aimed to provide an alternative to automobiles and to promote public transportation, the opening of the Glen Park BART Station, at the time three stops from the southern end of the San Francisco line, created a parking crunch, remembered as the Parking Crisis of '73. The small community was overrun with commuters (Zane 2000). Similar problems were encountered across the BART system, as system designers had only anticipated parking stalls for seven percent of estimated BART riders (Grefe and Smart 1975:188). Communities along the edges of the system began to voice concerns about the inadequate number of stalls provided by the system and over

parking of streets around stations was identified as one of few negative impacts from BART stations to surrounding communities (Turner 1977). The landscaped plaza, designed by Baylis, between the Glen Park BART Station and the associated power station to the north was eventually converted into a BART parking lot, but parking in the neighborhood continues to be problem.

In addition to these major transportation projects which provided greater accessibility to the neighborhood, Glen Park's demographics changed significantly in the mid-1960s and early 1970s due to the development of Diamond Heights on the hill above Glen Park, which provided hundreds of mixed- and low-income housing. The neighborhood had remained overwhelmingly comprised of longtime Irish- and German-American residents, but many minority groups moved to Glen Park to take advantage of affordable housing provided by the San Francisco Redevelopment Agency's new development. Despite initial tensions between the established community and new residents, this new housing development became successfully integrated into the neighborhood, and today Glen Park is a vibrant, diverse community with a diverse built and natural landscape (Verplanck 2001).

OVERVIEW OF PROPERTY TYPES

The Glen Park plan area surveyed by Carey & Co. predominantly contains two- to four-story residential, commercial, and mixed-use buildings, with the earliest structures dating to the 1890s. Commercial and mixed-use buildings are primarily located along the commercial corridor Diamond Street and along Chenery and Bosworth Streets near the intersection with Diamond Street. Residential buildings line adjacent streets such as Natick and Wilder Streets and Brompton Avenue. These buildings range in scale and style, as discussed below.

RESIDENTIAL BUILDINGS

Single-family Dwellings

Single-family residences in the plan area range in scale from single-story cottages to two- to three-story-over-garage residences. Nearly all have exterior staircases rising to the main entrance at the upper story and garages at the ground story.

The plan area's early wood-frame cottages are typically one-and-a-half stories with gable or hipped roofs and either a bay window adjacent to the main entrance or flanking the entrance on either side on the façade. Although extensively modified due to the replacement of its original cladding and materials, 175 Brompton Avenue, constructed in 1908 and pictured below, is notable for its lack of garage. Constructed in 1910, 173 Brompton Avenue was likely raised in order to insert the garage at the ground story, and the staircase was added to access the entrance.



Left: 173 Brompton Avenue, 2009. Right: 175 Brompton Avenue, 2009.

Elaborate Queen Anne homes were also constructed in the late 19th and early 20th centuries in the plan area. Queen Anne style residences typically feature irregular plans, steeply-pitched gabled roofs, and highly animated façades with bay windows and towers, spindlework, partial- or full-width porches, and patterned shingle cladding to break up the wall surface (McAlester 2005:263-4). They tend to be larger in scale than the smaller cottages in the Glen Park neighborhood. Many of these residences, such as those pictured below, have been extensively modified through the replacement of the original cladding and fenestration, the removal of original trim, and the addition of non-historic detailing.



Left: 615 Bosworth Street, 2009. Right: 18 Joost Avenue, 2009.

Early 20th-century single-family residences also feature Craftsman detailing. In the 1920s larger Craftsman homes were constructed on undeveloped lots alongside the older and smaller cottages in the Glen Park neighborhood; speculative builders often erected several similar houses in a row. These homes typically feature gabled roofs with exposed rafter tails and prominent brackets, wide eave overhangs, and double-hung windows with a multi-lite, upper sash (Verplanck 2001). The plan area contains a row of five Craftsman homes constructed between 1921 and 1922 along the south side of Chenery Street between Lippard Avenue and Brompton Avenue (763-791 Chenery Street).



763-791 Chenery Street, 2009.

Following World War I, period style architecture also became in vogue, and inexpensive construction techniques allowed architects to replicate styles traditionally built with brick or stone by applying a thin brick or stone veneer to traditional wood-frame homes. These period styles spanned a wide historical spectrum, from Tudor and Colonial Revival to Spanish Eclectic and Mediterranean Revival (Gelernter 1999:234; McAlester 2005:319). Dwellings designed in the latter two styles were constructed in great numbers throughout Glen Park in the 1920s and 1930s. They often feature smooth or textured stucco cladding, clay tile-clad roofs, little or no eave overhangs, and arched openings and windows; the doors and windows also sometimes contain elaborate surrounds and wrought iron balconies (McAlester 2005:416).



Left: 151 Brompton Avenue, 2009. Right: 37 Wilder Street, 2009.

In sharp contrast to these small homes with Revival style detailing, the plan area contains several Modern residential buildings erected in the 1950s and 1960s. They typically feature flat roofs, a wide overhang across the façade, minimal ornamentation, smooth stucco cladding, and metal-sash casement windows lacking surrounds or other detailing. Bay windows tend to be simple box bays with straight sides. Examples of this style in the plan area include the single-family residence at 45 Wilder Street (1961).



45 Wilder Street, 2009.

Flats

Flats consist of two- to four-story buildings, generally with one unit per floor and each with a separate entrance. Most are constructed with a soft story or raised basement with an elevated entry. Flats in the Glen Park plan area feature several architectural styles, including Classical Revival and Spanish Eclectic.



33 Joost Avenue, 2009.

Romeo Flats

The Romeo flat, a San Francisco-based building typology, was typically built after the 1906 earthquake and fires. Romeo flats are multi-unit, residential buildings with three bays lining the façade. An open or enclosed, central winding staircase located in the central bay divides the façade vertically. Balconies are located at each story of the central bay if it is open. When enclosed, windows are located at each landing. With stacks of narrow flats located in the outer bays, this building typology usually incorporates four or six apartments. Only one example of a Romeo Flat is known to exist in the plan area—the Classical Revival Romeo Flat building at 727 Chenery Street.



727 Chenery Street, 2009.

Apartment Buildings

Apartment buildings contain multiple living units that share a common entrance and circulation space within a single building. The apartment buildings in the Glen Park plan area are generally small-sale, two- to three-stories in height, and range in style from Spanish Eclectic to Modern.



Left: 21 Brompton Avenue, 2009; Right: 601 Chenery Street

COMMERCIAL BUILDINGS

Residential-over-Commercial

Many of the early 20th-century businesses in the Glen Park plan area were located in two-story, Classical Revival mixed-use buildings with commercial space at the ground story and residential units above. Buildings of this era typically feature horizontal wood cladding, pronounced cornices with dentil molding or modillions, storefronts at the first story that have likely been extensively altered to keep up with changing styles over time, and canted or box bay windows at the second story. If located on a corner lot, they often have a distinctive corner entrance on the first level and a projecting corner bay above. Excellent examples of this building type in the plan area are 601 Bosworth Street (1912) and 645 Bosworth Avenue (1911).



Left: 601 Bosworth Street, 2009. Right: 645 Bosworth Avenue, 2009.

Several Spanish Eclectic residential-over-commercial buildings were constructed along Glen Park's business corridors, such as the two-story commercial building in the plan area at 664-670 Chenery Street constructed in 1917. This building retains its shaped parapet, full-width clay tile-clad awning supported by large wood brackets, and distinctive wood sills with tail cut ends.



664-676 Chenery Street, 2009.

One- to Two-story Commercial

One- and two-story commercial buildings are less common than residential-over-commercial buildings in the Glen Park plan area. Most of these buildings have been extensively modified but commonly feature rectangular plans, flat roofs, and storefront windows and entrances on the facade.



Left: 44 Monterey Boulevard, 2009. Right: 605 Chenery Street, 2009.

INSTITUTIONAL BUILDINGS

Relatively few institutional buildings are located in the Glen Park plan area surveyed by Carey & Co. These include the Glen Park BART station and power station and the Glen Park Elementary School, which are both described below.

Glen Park BART Station and Power Station

Ernest Born in partnership with the architecture firm Corlett & Spackman designed the Glen Park BART station and power station, and Douglas Baylis designed its landscaping. These architects pulled from Modernist forms of the day, particularly the use of raw concrete associated with pioneering work of Le Corbusier and the later Brutalism movement; the glass and steel butterfly roof; and the flowing of outdoor space into the interior popularized by Mies van der Rohe (Gelernter 1999:273-292). A detailed description of both buildings is located in the “Description and Evaluation of Resources” section.



Left: View northeast on Diamond Street toward the Glen Park BART station, 2009. Right: View west toward the Glen Park BART power station, 2009.

Glen Park Elementary School

Constructed in 1934, the Glen Park Elementary School stands as an excellent example of a PWA-era Art Deco school building. An early 20th-century design movement that began in the mid-1920s, Art Deco-inspired designs and ornament, such as zigzags, chevrons, rays, stepped arches, and stylized floral or natural forms, were pervasively applied to architecture, interior design, furniture, textiles, and fashion. Art Deco-style buildings emphasized verticality via columns of windows with decorated spandrels and geometrical forms via a series of setbacks, sharp edges, and flat roofs. Windows and doors often feature hard-edged, low-relief surrounds, and stylized stringcourses or beltcourses at the roof edge or parapet (Blumenson 1977:77; SFPD 2009: 42-3). Combined with stripped Classicism—a style that reduced Classical language to its simplest form via the simple moldings and slight projections and recessions that exposed the underlying geometry—architects employed Art Deco as an attempt to “modernize the traditional” (Gelernter 1999:248). The school building exhibits a number of key characteristics of this style, including its flat roof, plan and massing that emphasizes its geometrical form, stylized Classical detailing such as the fluted pilasters and surrounds, smooth undecorated expanses of stucco, and stylized terra cotta panels with floral designs and griffins. A detailed description of both buildings is located in the “Description and Evaluation of Resources” section.



View east on Diamond Street toward the
Glen Park Elementary School, 2009.

DESCRIPTION AND EVALUATION OF SURVEYED PROPERTIES

Seven properties located on eight parcels were selected for project review, as shown in Appendix A-2. The following section contains a description and evaluation of each property for listing in the NRHP, in the CRHR, and as a San Francisco Landmark as well as an analysis of the 110 parcels surveyed by Carey & Co. for potential historic districts.

584 BOSWORTH STREET

Description

This two-story, single-family residence is rectangular in plan. The wood-frame building has textured stucco cladding on the façade, horizontal wood cladding on the elevations, and a flat roof with an asphalt shingle-clad parapet and no eave overhang. Notable features on the façade's first story include segmental-arched openings corresponding to an inset entry porch enclosed with a metal security gate and an inset single-car garage with a paneled roll-up door. The second story has a shallow box bay window capped by a pyramidal roof. It contains a tripartite window consisting of a wood-sash, single-lite window flanked by shaped mullions and wood-sash, four-lite casement windows. West of the bay window are similar casement windows.

Significance and Evaluation

Constructed in 1937, this single-family residential building was constructed well after development trends were established in the plan area and along Bosworth Avenue. This house is associated with a wave of similar Period Revival, stucco-clad residences constructed on Wilder Street and Arlington Street in the plan area. These single-family homes, often described as stucco-clad boxes, are fairly common in San Francisco's outer neighborhoods and were likely the precursor for the 1940s post-war development in Glen Park.

According to building permit records, H. Barker erected this residence in 1937, and he prepared the plans and specs for the house. San Francisco city directories list Ray Cappa, a store clerk, and his wife Mebla, at this address by the early 1940s. The Cappas lived at this address for almost twenty years. Constantenos and Mary Kontos owned and lived in the house during the 1960s. They sold the building in 1969 to William Swanson, an American Baptist Convention pastor, and his wife Maria P. Swanson. The Swansons owned the house until 1986, followed by Carolyn R. Riess in the 1990s.

This single-family home does not appear to be eligible for listing in the NRHP, in the CRHR, or as a City Landmark. Built in the late-1930s, it is associated with a period of expansion and development in the neighborhood that followed trends already established many decades earlier and therefore, does not appear to be significant under Criterion A/1. It does not appear to be associated with significant persons to be eligible under Criterion B/2. The building is one of several homes constructed in various Period Revival styles in the area during the late 1930s. While these homes more commonly feature Mediterranean Revival-style detailing, several buildings were designed with more French Eclectic-style detailing, such as this house and the house at 616 Arlington Street in the plan area. As these homes are fairly common, this building does not appear to be a significant or unique example of its type, period, or method of construction. Since it also does not appear to be the work of master or to possess high artistic value, it does not appear to be significant under Criterion C/3. Lastly, the building does not appear to possess the potential to yield information important to the prehistory or history of the local area, state, or the nation and therefore, does not appear to be eligible for the NRHP/CRHR under Criterion D/4.

This building has undergone few modifications and retains its integrity of location, design, workmanship, and materials. This building originally fronted a smaller two-lane road and was surrounded by residences, likely of a similar style and character. Now situated between a parking lot and new construction, this building has lost its integrity of setting, feeling, and association.

21 BROMPTON AVENUE

Description

This three-story apartment building is rectangular in plan. The wood-frame building has stucco cladding on the façade, horizontal wood siding on the elevations, and a flat roof with a parapet. The primary window type is wood-sash, one-over-one, double-hung. Notable features on the façade include a projecting cornice with dentils; a drip mold over the third-story windows; and an arched mold over the second-story windows. An exterior staircase with a shaped stucco-clad railing leads to a porch at the second story with arched openings and paired supports. Underneath the porch is a single-car garage with a wood roll-up door. There are few apparent alterations to the building.

Significance and Evaluation

This apartment building was constructed in 1922, after the initial wave of residential development in the Glen Park plan area and along Brompton Avenue. Building permits list V. Teslo as the architect, although archival research did not reveal any information on Mr. Teslo. He is not listed in city directories in the 1920s when the building was constructed. Antonio Draga, an Italian carpenter, purchased the lot from the Crocker Estates in August 1921 and commissioned the house the following year. Antonio Draga and his wife Annie Draga occupied the house with their five children until the late 1940s (U. S. Federal Census 1930:San Francisco County, District 88, Sheet 21B). Gulia (Julio) Domenichelli purchased the property from the Dragas in 1949, and members of the Domenichelli family are listed at this address until 1956. Alex and Fern Pappas purchased the house in 1957 and resided there until 1974. City directories list Alex Pappas as a carpenter for West Coast Industries and later an as employee of Alco Plastics. Several renters are listed at the address in the 1970s, and the Pappas sold the house to Thomas F. and Patricia A. Hayes in 1976. The Hayes currently own the building.

This building does not appear to be eligible for listing in the NRHP, in the CRHR, or as a City Landmark. Built in the mid-1920s, it is associated with a period of expansion and development in the neighborhood that followed trends already established many decades earlier and therefore, does not appear to be significant under Criterion A/1. It does not appear to be associated with significant persons to be eligible under Criterion B/2. While it retains a good level of integrity and historical detailing, the building does not appear to be a significant example of a Classical Revival-style residence. Since it also does not appear to be the work of master or to possess high artistic value, it does not appear to be significant under Criterion C/3. Lastly, the building does not appear to possess the potential to yield information important to the prehistory or history of the local area, state, or the nation and therefore, does not appear to be eligible for the NRHP/CRHR under Criterion D/4.

Although this building shows some wear, it has undergone few alterations and retains its original cladding, fenestration, and façade detailing and therefore retains its integrity of design, workmanship, materials, feeling and association. Since this building does not appear to have been moved and still stands within a residential area in Glen Park, it retains its integrity of location and setting.

23-25 BROMPTON AVENUE

Description

The two-story, apartment building (25 Brompton Avenue) facing Brompton Avenue is rectangular in plan. The wood-frame building has stucco cladding on the façade, horizontal wood siding on the north elevation, asbestos shingle cladding on the south elevation, and a flat roof with a shaped parapet. The primary window type is wood-sash, one-over-one, double-hung with some two-over-one windows on the south elevation. Notable features on the façade include a plain projecting cornice; two operable single-lite, wood-sash windows at the second story; and a central garage and an inset entry porch with glazed door and paneled walls at the first story. Alterations to the apartment building include the garage door, some windows, and the asbestos shingle cladding. East of the main building and behind a plywood fence stands a smaller two-story apartment building (23 Brompton Avenue) that is rectangular in plan. The structure has horizontal wood siding; a flat roof; and wood-sash, one-over-one, double-hung windows. A rear addition has a shed roof and thin wood bevel cladding.

Significance and Evaluation

Constructed in 1915, the building at 25 Brompton Street was originally a single-family home constructed during a period of ongoing expansion and development in the Glen Park area. Although almost a hundred years old, it was built several decades after the initial settlement of the area and at the end of the post-1906 earthquake residential construction boom. A construction date was not identified for 23 Brompton Street, but it is not shown on the 1913-1915 Sanborn Fire Insurance Maps (San Francisco, Vol. 9, Sheet 911). The original building permit could not be located at the San Francisco Department of Building Inspection. Based on its appearance, this vernacular, wood-frame building likely was constructed during the late 1910s or early 1920s.

The 1920 U. S. Federal Census lists the Lazzarino family on Brompton Avenue near Bostworth Street (U. S. Federal Census 1930:San Francisco County, District 322, Sheet 7B), and the 1922 California Voter Registration lists William Lazzarino at 25 Brompton Avenue. In the 1930 U. S. Federal Census, David Goldstein, his wife Beatrice, and their four children are listed at 25 Brompton Avenue (U. S. Federal Census 1930:San Francisco County, District 88, Sheet 21A). Beatrice Goldstein's mother and niece, Dolores and Rosedale Costello, are also listed at this address, and may have been residing in the rear building at 23 Brompton Avenue. Born in Hawai'i, David Goldstein is listed as a renter and worked as a laborer at a wholesale grocery store. By 1940, according to the California Voter Registration, the property appears to be shared by August G. Cook, a laundryman, and Richard A. Eaton, an engineer. During the early 1950s, San Francisco city directories list the building as occupied by Vincent J. Delbene, a men's clothing store employee, and his wife Betty Delbene. A string of renters followed in the late 1950s through the 1970s. In 1974 the Northern Counties Title Insurance Company sold the property to Thomas F. and Patricia A. Hayes, its current owners.

Neither of the buildings at 23-25 Brompton Avenue appear to be eligible for listing on the NRHP, on the CRHR, or as a City Landmarks. Since 25 Brompton Avenue was built in the mid-1910s, and 23 Brompton Avenue was likely built after 1915, the buildings are associated with a period of expansion and development in the neighborhood that followed trends already established many decades earlier and therefore, do not appear to be significant under Criterion A/1. They do not appear to be associated with significant persons to be eligible under Criterion B/2. The building at 25 Brompton Avenue is a fairly late example of a false front, vernacular, wood-frame building commonly constructed in Glen Park beginning around the turn of the century, while the building at 23 Brompton Avenue is a vernacular, wood-frame structure with no ornamentation or distinguishing features. Therefore, they do not appear to

be good examples of a type, period, or method of construction; to be the work of a master; or to possess high artistic value, and do not appear to be significant under Criterion C/3. Lastly, the buildings do not appear to possess the potential to yield information important to the prehistory or history of the local area, state, or the nation to be eligible for the NRHP/CRHR under Criterion D/4.

The residential building at 25 Brompton Avenue has seen some modifications over the years, primarily through the replacement of its cladding, the addition of a garage in the center of its fairly simple façade, and the deterioration and weathering of the window sills and sashes. Numerous windows have also been boarded up. Similarly, the building at 23 Brompton Avenue has had some window and door replacements. Its rear shed-roof addition is not original to or compatible with the front portion. Due to the simplistic design of these buildings, these alterations have greatly impacted their integrity of workmanship and materials. However, they generally appear to retain their integrity of design, feeling, and association. These buildings do not appear to have been moved and still stand in a residential neighborhood in Glen Park. Therefore they retain their integrity of location and setting.

2830-2842 DIAMOND STREET

Description

This two-story, residential-over-commercial building is rectangular in plan. The wood-frame building has stucco cladding on the façade, horizontal wood siding on the elevations, and a flat roof. The façade's first story contains three storefronts. The southern two storefronts contain three separate doors surmounted by transom windows and flanked by angled storefront windows, while the northern storefront features an arched opening flanked by storefront windows; these openings contain stone veneer surrounds or lintels with keystone, respectively. The second-story contains two canted bay windows on the outer bays and paired windows in the center two bays. The windows are wood-sash, double-hung with either four lites or three lites in the upper sash. The south elevation contains metal-sash casement windows, while the west (rear) elevation has a rear one-story attached garage with metal roll-up door. Alterations to the building include the storefronts and select window replacements.

Significance and Evaluation

Constructed in 1925, this residential-over-commercial building currently stands near Glen Park's commercial core that is centered around Diamond Street and Chenery Street. Glen Park's commercial area was established by the late 19th century, and new businesses continued to open during the 1910s and 1920s. This 1920s building is associated with the continued development and expansion of the commercial area as the population grew and transportation infrastructure was improved.

Owner S. Scatena erected the building, and the Mission Building Company, located at 612 Bosworth Street, constructed it. Archival research revealed little information on Mr. Scatena. In 1924, Slyvesta Scatena, a blacksmith, and his wife Faustina resided at 180 Lippard Avenue in the Glen Park neighborhood, although they are not listed in subsequent years. It appears that the upper residential units were occupied by renters throughout the building's history. The 1925 California Voter Registration lists James E. Shean, a pressman; Edward J. Warren, a chauffeur; and Ellen M. Anderson, a housewife; as residing at 2836 Diamond Street. Four separate renters are listed at 2836 Diamond Street in the 1930 U. S. Federal Census. Eddie B. Clark, a clerk, his wife May, and their two daughters lived in Apartment 1. James Shean, who owned a service station by 1930, continued to reside in the building, along with his wife, Mary Shean, in Apartment 2. Lewis Whitaker, along with his wife, Edna, and their daughter, are listed in Apartment 3. Whitaker operated a cleaning business, possibly in one of the commercial units below. Benjamin H. Dodge, a Swiss-born restaurant worker, and his wife, Della, lived in Apartment 4.

Pablo Feliz, a dry goods merchant, is also listed in the 1930 Census as a renter of 2838 Diamond Street, the building's corner commercial unit (U. S. Federal Census 1930:San Francisco County, District 88, Sheet 21B). By the early 1940s William Guffey, a guard, and Mario Roselli, a salesman, are listed in the San Francisco city directories at this address. Both remain in the building for more than two decades and are no longer listed by 1968. A series of other renters are listed for the other two units.

By the early 1950s, Van's Barber & Beauty Shop occupied 2830 Diamond Street, Kerr's Toggery Men's Furnishings occupied 2834 Diamond Street, and the Glen Park Cleaners occupied 2842 Diamond Street, possibly originating as Whitaker's business. Lucas' Hair Designing opened at 2834 Diamond Street in 1959, while the other businesses remained until the late 1960s. In 1968, Frank and Jewell Tait, who are listed in the 1930 U. S. Federal Census nearby on Chenery Street, sold the building to Thomas F. and Patricia A. Hayes, the building's current owners (U. S. Federal Census 1930:San Francisco County, District 90, Sheet 11b).

This building does not appear to be eligible for listing on the NRHP, on the CRHR, or as a City Landmark. Built in the mid-1920s, it is associated with a period of expansion and development in the neighborhood that followed trends already established many decades earlier and therefore, does not appear to be significant under Criterion A/1. It does not appear to be associated with significant persons to be eligible under Criterion B/2. The building is a fairly common, mixed-use, two-story building that appears to be a blend of early 20th Century revival styles with primarily Classical Revival detailing. The building does not appear to be a good example of its type, period, or method of construction; to be the work of a master; or to possess high artistic value and therefore, does not appear to be significant under Criterion C/3. Lastly, the building does not appear to possess the potential to yield information important to the prehistory or history of the local area, state, or the nation and therefore, to be eligible for the NRHP/CRHR under Criterion D/4.

Alterations to this building are primarily limited to the northern storefront at the first story and appear to be reversible. It retains its detailing at the second story and the fenestration in the two southern storefronts. Therefore, it appears to retain its integrity of design, workmanship, materials, feeling, and association. Since it has not been moved and is still located along Glen Park's commercial corridor, it retains its integrity of location and setting.

2852-2862 DIAMOND STREET

Description

This two-story, residential-over-commercial building is rectangular in plan. The wood-frame building has stucco cladding on the façade, horizontal wood siding on the elevations, and a flat roof with a shaped parapet. The façade's first story contains two storefronts with tiled-clad bulkheads, angled metal-sash storefront windows, a glazed wood door, and an arched transom window. Its second story contains two identical canted bay windows on either side of a central wood-sash, four-lite window and a shield and garland motif set in a raised panel. A plain projecting cornice caps the façade. Wood-sash, double-hung windows with either five or three lites in the upper sash are located throughout the building.

Significance and Evaluation

Constructed in 1925, this residential-over-commercial building currently stands at the southern edge of Glen Park's commercial core that is centered on Diamond Street and Chenery Street, one block to its north. Glen Park's commercial area was established by the late 19th century, and new businesses continued to open during the 1910s and 1920s. This 1920s building is associated with the continued

development and expansion of the commercial area as the population grew and transportation infrastructure was improved.

Christopher J. Kernan was the architect according to building permit records. The 1924 city directory lists Christopher Kernan as a carpenter residing at 645 Congo Street with his wife Letha Kernan. Milford E. Page, his wife Adah, and their daughter are listed at 2858 Diamond Street in the 1930 U. S. Federal Census. Milford Page is also listed as the building's owner and as operator of a hardware shop, likely in a commercial unit below. Roy Lanigan, a roofer, and his wife and daughter, rented the other apartment at 2856 Diamond Street (U. S. Federal Census 1930: San Francisco County, District 88, Sheet 21B). According to the 1938 California Voter Registration, Ms. Adah Bickley, a secretary, lived in the building by the late 1930s. Page continued to own the building until 1969, but his family is no longer listed in the San Francisco city directories at this address by the early 1950s. The Padilla family is listed at 2858 Diamond Street during the 1950s and 1960s. Several renters lived in the other unit, 2856 Diamond Street, in the 1950 and 1960s, including Nora G. Riordan, Kaye O'Grady, and Kelly Lee. During the 1950s, the Glen Park Barber Shop occupied 2852 Diamond Street and Derian Jewelers occupied the other storefront at 2860 Diamond Street. The barber shop remained until 1970, when a sandwich shop opened in the space. An auto supply store replaced the jewelers by the 1960s. In 1969, Page sold the building to Thomas F. and Patricia A. Hayes, its current owners.

This building does not appear to be eligible for listing on the NRHP, on the CRHR, or as a City Landmark. Built in the mid-1920s, it is associated with a period of expansion and development in the neighborhood that followed trends already established many decades earlier and therefore, does not appear to be significant under Criterion A/1. It does not appear to be associated with significant persons to be eligible under Criterion B/2. While the building retains much of its historical detailing, it is a fairly common, mixed-use, two-story building that appears to be a blend of early 20th-century revival styles. The building does not appear to be a good example of its type, period, or method of construction; to be the work of a master; or to possess high artistic value and therefore, does not appear to be significant under Criterion C/3. Lastly, the building does not appear to possess the potential to yield information important to the prehistory or history of the local area, state, or the nation and therefore, to be eligible for the NRHP/CRHR under Criterion D/4.

This building has undergone little alteration and appears to retain its original cladding, fenestration, and detailing on the façade and, therefore, its integrity of design, workmanship, materials, feeling, and association. It has not been moved and retains its integrity of location. Due to the demolition of the adjacent corner building to its south and the placement of a large billboard in its place, its integrity of setting has been somewhat compromised.

GLEN PARK BART STATION AND POWER STATION

Description

BART Station

The Glen Park BART Station is one of eight Bay Area Rapid Transit stations in San Francisco. The two-level, reinforced concrete station is reminiscent of the Brutalist style and stands on its own roughly triangular parcel along the edge of the Glen Park neighborhood commercial district. The parcel is bounded by Bosworth Street to the north, Diamond Street to the west, an onramp to I-280 and Monterey Boulevard to the southeast. The parcel slopes upward from the northeast to the southwest with the building oriented northeast to southwest. The station is setback from the street with a larger, lower

entrance plaza to the north and smaller upper plaza to the south connected by stairs and sidewalks along Diamond Street. Due to the parcel's fairly steep slope, the building appears to emerge from the concrete plaza to the south with the full height of the structure expressed aboveground to the north.

The BART station is rectangular in plan with a metal and glass butterfly roof. A small rectangular addition with a flat metal and glass roof projects from its northeast elevation. The butterfly roof consists of a metal frame constructed from BART train rails. The butterfly roof rises from a low-pitched gabled concrete roof with overhanging eaves and thick concrete beams that extend beyond the eaves. Rectangular openings puncture the overhanging eaves.

The station is accessed via the main plaza to the west. The main entrance to the station is a row of turnstiles in the northeast elevation that access the aboveground mezzanine entrance hall and are sheltered by a channel plastic, metal frame awning. Double, metal, open grille gates roll in front of the turnstiles to secure the station after hours. A metal and glass, rectangular-in-plan information station, manned with a station attendant, stands to the north of the entrance. Metal-sash storefront windows flank the entrance. A row of metal sash windows with tinted channel plastic glazing run above the entrance and lower windows. Together they penetrate almost the full height of the aboveground level. Metal bars protect the lower glass windows. A row of three similar glass and plastic glazed, metal-sash windows punctures the southeast elevation. A single emergency exit in the southeast elevation is the only access to the building. There are no openings in the southwest and northeast elevations.

The larger northern plaza, which provides access to the station, is roughly triangular in plan and is separated from the sidewalks along Diamond Street and Bosworth Street and the smaller southern plaza by concrete walls. Entrances to the primarily flat plaza consist of several openings allowing for pedestrian access and stairwells with brick steps and metal railings depending upon the level of the surrounding streets. The plaza paving is brick with strips of textured concrete. Landscaping in the plaza consists of rows of trees, raised rectangular concrete planters with shrubs, and low concrete slab benches. A smaller, raised, circular plaza is adjacent to the main plaza to the west and sits at the corner of Diamond Street and Bosworth Street. The circular plaza is defined by a sloped, cobblestone wall punctured with trees and accessed by three curved brick steps. The circular plaza features brick pavers in a radial pattern with a granite cylinder hand-carved with "Glen Park Station 1972" that stands in the center of the plaza. The cardinal directions are carved on top of the cylinder.

Ticket machines are installed in an exterior concrete wall that intersects the station to the south of the main entrance and defines that edge of the plaza. A small rectangular-in-plan, wood-frame building with an asphalt-shingled, hipped roof and vertical wood board cladding houses a small flower shop in the main plaza. A tall metal light pole with three lights shielded by a metal grill stands in the main plaza. A similar light pole is found in the smaller plaza to the south.

The smaller, southern plaza wraps around the southeastern end of the station and joins the sidewalk along Diamond Street. The southwest edge of the upper plaza is defined by a low, rough stone bench. Landscaping includes trees, rectangular planters with shrubs, and low concrete benches along the edge of the station. A concrete vent to the station stands at the southern edge of the plaza. The wide sidewalk along Diamond Street is textured concrete broken up by smooth concrete bands with brick steps providing access between levels.

The southeast side of the building is overgrown with trees, shrubs, and weeds with a chain link fence defining the edge of the parcel to the southeast and a stepped slope to the south. A flight of concrete stairs accesses an emergency exit, which appears to be the only alternative access to the station.

Two escalators and a concrete staircase with metal railings provide access from the aboveground mezzanine level of the station to the train platforms below. The staircase and the escalator conveying people from the underground platform to the mezzanine are enclosed in a short concrete wall similar to those in the exterior plazas. The floor paving is brick and continues from the outside plaza. The interior walls are primarily exposed, rusticated concrete. The use of similar materials on the exterior and interior and the natural light from the butterfly roof and large openings encourage a melding of interior and exterior space on the mezzanine level.

The southern wall features a marble mosaic designed by Ernest Born. It consists of 80 separate pieces of marble fabricated in Carrara, Italy, and reassembled onsite. Three entrances interrupt the marble wall and provide access to bathrooms, a storage room, and a hallway leading to the train platform elevator. The north end of the building steps down around the down escalator well with metal railings located on either side of escalator. Circular concrete planters stand on loose stones in two rectangular mezzanines located below the railing that flank the escalator to the train platform level below. Bicycle racks and wood benches stand along the southeastern wall. Three rows of metal downlights running the length of the station and a row of metal pendent lamps hanging along the center of the station provide extra light to the upper level.

The belowground train platform consists of a 700-foot long rectangular central platform with tracks on either side. The southern portion is more than double the height of the northern portion. Four segmental-arched beams support the mezzanine above. A row of rectangular, single-lite, metal-sash windows secured with bars penetrates the southeastern wall near the ceiling. The northern half of the platform level, where the station extends underground, is a single level with a flat roof. The white marble paving is interrupted with alternating black and gray granite strips of marble throughout the length of the platform. Granite veneer columns stand in the north half and lead to concrete beams painted with alternating bands of primary colors designed in series to avoid visual repetition. Montana slate hangs from the retaining walls along tracks and was designed to hide water seepage.

BART Power Station

An associated BART power station, also completed in 1970, stands on a parcel spanning Arlington Street and Wilder Street, roughly a block to the north of the Glen Park BART Station. This rectangular-in-plan, reinforced concrete, low-pitched gabled roof building maintains the same northeast to southwest orientation as the BART station, placing it at an angle to the surrounding street grid. Similar in style to the Glen Park BART station, this power station features wide overhanging eaves with extended square concrete beams. A rectangular-in-plan, central vent with a gable roof straddles the gable roof peak. The power station's concrete walls do not feature the same rustication as the BART station. The main entrance is located on the northeastern elevation off Wilder Street and is below the existing street elevation. Small rectangular windows with metal grilles puncture the northwest and southeast elevations. There are no openings in the southwest elevation. The power station is surrounded by fences with a concrete plaza similar to the BART station's paving along Diamond Street that wraps around it to the north. As the plaza and the building stand below Wilder Street, the edge of the plaza is defined by concrete retaining walls and concrete stairs with a metal railing providing access from the street to the power station. The stairs are integrated in a concrete wall which separates the plaza from a dirt covered parking lot to the east.

Significance and Evaluation

A detailed history of the BART system and the construction of the Glen Park BART Station and power station is located in the cultural context.

The station appears to be eligible for the CRHR under Criteria 3 for possessing high artistic value and for embodying the distinctive characteristics of a period. It does not yet appear to be eligible for the NRHP as it does not appear to meet the higher threshold of Criterion Consideration G for buildings that are less than 50 years old. While the building is not yet 45 years old, its distinctive and bold expressions of modernist forms, which were immediately recognized by architectural critics upon its completion in 1970, and its treatment of materials enable the building to express its historic significance for listing in the CRHR. Since the BART station does not appear to be eligible for the NRHP under Criterion Consideration G, it does not appear to be eligible for listing as a City Landmark, which uses the same criteria and presumably the same threshold of significance as the NRHP for recently constructed buildings.

The Glen Park BART Station appears to possess high artist value. The station was hailed by *Architectural Record* as the most architecturally inspiring and impressive station in the system and was recognized by other architectural magazines of note in the 1970s. BART-architect Robin Chiang also called out the high quality of design and implementation of the station (SFPD 2003b:65-67). It is particularly the use and interplay of materials, including the marble mosaic installed on the south wall, the use of BART rails as the frame for the distinctive butterfly roof, the interplay of marble paving on the train platforms, the painted bands on the concrete beams above the north platform area that add variation to the repetitive ceiling forms, and the use of rusticated concrete, that distinguishes this station from the others. The use of similar materials in the outside plazas and the mezzanine level also skillfully blend interior and exterior spaces, adding to appearance of the building erupting from the ground and hence the BART tunnel below. Chiang identified this aspect of Born's design as part of building's poetry (SFPD 2003b:65-67). Furthermore, the American Institute of Architects (AIA) awarded the system a Collaborative Achievement in Architecture Award in 1973, and the stations were seen as setting the standard for future mass transit stations.

The Glen Park BART Station also expresses its period of construction. The goal of BART planners was to design a modern and technically advanced system that would lure drivers out of the cars. While the system did not meet all of its goals, even critics stated that the stations were modern and inspiring. To ensure that the stations met the overall design goals, BART hired influential modern architects, including the well-known, local architecture firm Wurster, Bernardi, & Emmons to provide basic design guidelines and influential landscape architecture firm Lawrence Halprin & Associates to draft landscape guidelines. Utilizing these guidelines, the building employs the language and materials of the period, particularly the use of raw concrete associated with the pioneering work of Le Corbusier and later the Brutalism movement; the glass and steel butterfly roof; and the flowing of outdoor space into interior space popularized by Ludwig Mies van der Rohe.

The Glen Park BART Station does not appear to be eligible under Criterion 1 as it, at least individually, does not appear to have substantially altered the development patterns of the neighborhood. Since it does not appear to be associated with significant persons, it does not appear to be significant under Criterion 2. Lastly, it does not appear to possess the potential to yield information important to the prehistory or history of the local area, state, or the nation and therefore, does not appear to be eligible for the CRHR under Criterion 4.

While the BART power station was designed by the same team and employs some similar design forms, it does not appear to possess the same architectural merit as the Glen Park BART Station. Therefore, the power station does not appear to be individually-eligible for the CRHR, for the NRHP, or as a City Landmark as a structure less than 45 years old.

Both the Glen Park BART Station and the power station are likely contributors to a BART system district. While the determination of a BART system district was outside the scope of this survey, the historic research conducted for this report suggests that the BART system would likely be eligible under Criterion A/1, due its substantial influence in the development of the San Francisco Bay Area, and under Criterion C/3, for its association with many influential architects and engineers, its high artistic value, and for its engineering, particularly related to the tunnels and stations in downtown San Francisco.

The BART station possesses a high level of integrity. A review of photographs taken during and immediately after the station's construction, combined with a review of "As Built" drawings, reveals that few modifications have been made to the building or to the surrounding landscaping. Interior modifications appear to be fairly minor and include the switching of the up and down escalator positions, the removal of the original aluminum light shields, and the replacement of some windows. Character-defining features appear to be intact, such as the exterior plazas, particularly the smaller circular courtyard with central stone cylinder; the interplay of original building materials, including the BART rails for the roof structure, the rusticated concrete, the marble mosaic, the slate cladding, and the painted concrete construction material; and the roof form. Therefore, the building retains its integrity of location, design, materials, workmanship, association, and feeling. While ongoing development has occurred in the surrounding Glen Park neighborhood, the building appears to retain its integrity of setting.

The BART power station appears to retain its integrity of location, design, workmanship, materials, and association. The landscaped plaza shown on the 1970 "As Built" drawings to the south of the station, which presumably would have connected it visually with the Glen Park BART station, now contains a parking lot. The removal of the plaza and the associated landscaping impacts the setting, feeling, and to some extent, the design of the power station.

GLEN PARK ELEMENTARY SCHOOL

Description

The Glen Park Elementary School stands on a large parcel bound by Lippard Avenue to the west, Bosworth Street to the north, Brompton Avenue to the east, and smaller parcels with residences lining Joost Avenue to the south. The building stands above the surrounding street grade due to the parcel's topography, which generally slopes downward towards the north and south.

The monumental school building is set back from the sidewalk on three sides by landscaping and reinforced concrete retaining walls that vary in height depending on the topography. The retaining walls on the north and west sides also contain sections of fluting or decorative terra cotta panels similar to those found on the school building. Concrete staircases of varying height rise from the sidewalk to the school's entrances on the façade or to enclose the playgrounds on the east and north elevations. A concrete spiral pedestrian ramp with a metal railing spans Bosworth Street and connects with a concrete switchback ramp at the school's northern boundary.

The school's grounds consist of three playgrounds enclosed by another set of concrete retaining walls that support chain link fences. The largest playground spans almost two-thirds the length of the building along its east elevation; at the playground's northern boundary, a staircase descends to a smaller playground partially bordered on its southern and western edges by a chain link fence. Located south of the building, the smallest playground is completely enclosed by concrete walls and chain link fencing.

The two-story-plus-daylight-basement school building has a rectangular, central block plan with additions on either side that are lower in height. Constructed of reinforced concrete, the building has a flat roof with a parapet. It features stylized beltcourses above the second-story windows of the central massing and of the northern auditorium.

The façade facing Lippard Avenue has a centrally-located entrance consisting of copper, one-panel double doors with a lite in the upper portion. An eight-lite transom window surmounts the entrance, which also features a wide, decorative terra cotta surround with a circular motif in the shaped entablature. Two metal-sash, three-lite windows with the middle lite forming an awning window (the primary window type) puncture the second-story wall above the entrance. Two-story fluted pilasters flank this central bay. Spanning the façade north and south of the entrance are three sets of five rank, primary type windows. A spandrel with a fluted panel separates the windows at each story. Narrow fluted pilasters separate each rank, while wider pilasters flank each set of windows. Two-lite windows with the bottom lite forming an awning window are located between each set of windows.

Secondary entrances are also located at the north and south ends of the façade's central massing. The southern entrance's copper double doors have been replaced with a glazed door and sidelite, but it retains a transom window and surround identical to those at the main entrance. A concrete ramp with a metal handrail leads to this entrance. The northern entrance consists of copper, single-panel double doors with a simpler surround and no transom window. Instead, the window directly above it features the same elaborate terra cotta surround with the circular motif as the main entrance.

The west elevation facing Brompton Avenue contains similar fenestration as the façade. Its central entrance features a more elaborate terra cotta surround with fluted pilasters, an entablature, and panels with a stylized floral motif. Additional entrances located on the north and south end consist of copper, one-panel double doors surmounted by a four-lite transom window. A decorative terra cotta surround extends upward to envelope a primary type window above it. A concrete straight, double staircase with a closed rail rises in front of the main entrance to a concrete platform running across the length of the façade and providing access to the side entrances.

The auditorium addition projecting from the north elevation features five tall, 15-lite windows on its northern elevation and three similar windows on its east and west elevations. Paired fluted pilasters separate each window, and a spandrel with a decorative terra cotta panel spans beneath them. Below each window is a pair of wood-sash, two-over-two windows at the basement level; instead of paired windows, two doors are located in the north elevation's second-to-west bay, and copper, paneled double doors are located on the east elevation.

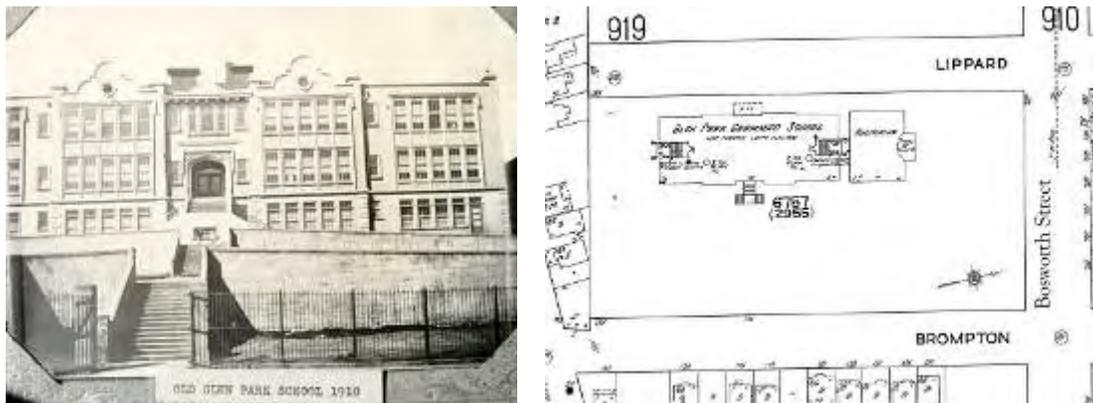
A one-story addition containing kindergarten classrooms projects from the south elevation; it features a central entrance consisting of copper, one-panel double doors underneath an eight-lite transom window. A concrete staircase and metal railing descends from the entrance to the adjacent playground, while two

identical canted bay windows flank the entrance. Three primary type windows separated by narrow stylized, fluted pilasters are located on both its east and west elevations.

Significance and Evaluation

Old Glen Park Grammar School

An influx of new residents who relocated to Glen Park following the 1906 earthquake and fire resulted in the need for a new school to provide a public education to its growing student body. Consequently, the City constructed the Glen Park Grammar School around 1910-1912 on the large parcel that the current elementary school building occupies (Smith 2007:99). The imposing three-story structure faced Lippard Avenue and featured distinctive shaped parapets characteristic of Mission Revival-style buildings, a detached auditorium connected to the main building via a one-story passageway, and a series of retaining walls defining the boundary of its grounds. Like all grammar schools in the City until the 1920s, it served students from first to eighth grade. Students then graduated to a four-year high school for the remainder of their education (SFPD 2009:30).



Left: View of the Glen Park Grammar School, 1910. Courtesy of the San Francisco Public Library. Right: Plan of the Glen Park Grammar School, 1913-1915. Courtesy of Sanborn Fire Insurance Map, "San Francisco, California," 1913-1915, Sheet 911.

Golden Age of Schools in San Francisco

The current Glen Park Elementary School replaced the previous structure on the parcel in 1934 during a period of rapid construction of public schools throughout San Francisco between 1919 and 1938, known as the Golden Age of school construction. Schools constructed during this period received national acclaim for their design, quality, and sheer number erected as well as for the City's attempt to "reform the pedagogical, programmatic, and architectural aspects of its schools" (SFPD 2009:7-8).

The concerted effort to construct schools in San Francisco following the 1906 earthquake and fires, which destroyed 29 of 74 schools, proved to be inadequate and prompted Charles Wesley Reed, a member of the Board of Supervisors, to declare the City's school system the worst in the country in 1911 (SFPD 2009:24-5). This was followed by several years later by an investigation of San Francisco's public schools, which was conducted by Dr. Philander P. Claxton, the United States Commissioner of Education. He published a critical review in *Transactions of the Commonwealth Club* in 1917 that denounced the Superintendent of School's leadership, the Board of Education's administrative

organization, and the lack of adequate school facilities in San Francisco, among other things (SFPD 2009:28-29).

These critical reports led to a call for reforms in the school system consisting of (1) appointing rather than electing the Board of Education and the Superintendent of Schools; (2) constructing new schools with a stronger emphasis placed on outdoor spaces; and (3) implementing new pedagogies and offering vocational curriculum, among others. In 1918, Amendment 37, a ballot referendum calling for an appointed superintendent and school board, passed, thereby allowing the first item of reform to be achieved (SFPD 2009:28-29).

In 1923, the newly appointed Superintendent of Schools, Dr. Joseph Marr Gwinn, began implementing some of the other reforms, including changes to pedagogies and curriculum, while several bond measures provided the necessary funds to design and to construct new schools, including a 1917 bond supported by Mayor James Rolph that raised \$3.5 million and a 1922-1923 bond measure that raised \$12 million. These school bond measures allowed new schools to be constructed at a rapid rate according to a long-range plan outlining the demand for new facilities through 1935 (SFPD 2009:7-8, 29-30).

New Deal/Public Works Projects

Despite this expansive vision, the rapid construction of schools in the 1920s slowed around 1930 due to the Great Depression, which caused social and economic upheaval in San Francisco and throughout the nation. Between 1930 and 1933 more than 100,000 workers, almost a third of the workforce, lost their jobs in San Francisco, placing a great demand on the City; by 1934 one-fifth of California's population, or 1.25 million people, were unemployed and dependent on public relief (Rawls and Bean 2003:325).

Funds to build San Francisco's new schools were finally made available until 1933 as part of President Franklin Delano Roosevelt's New Deal for America. Following his inauguration in 1933, Roosevelt established various programs as part of the New Deal to restore the country's confidence and to provide relief by using federal funds to employ people to construct thousands of public service projects throughout the country. These projects spanned a vast array of types of buildings and infrastructure, including civic buildings, schools, airports, roads, bridges, murals, parks, playgrounds, and swimming pools. By establishing partnerships with the Civil Works Administration (CWA), the Works Progress Administration (WPA), and the Public Works Administration (PWA) and other agencies, cities and counties across the nation were able to upgrade existing facilities and infrastructure or to construct much needed new ones. These organizations also sponsored work training programs, surveys of historic buildings, recreation activities, art projects, and scientific research (Works Progress Administration 1939).

The breadth and scale of New Deal programs created a lasting legacy of large-scale public work projects in San Francisco, including schools. The PWA's loans and grants to San Francisco in 1933 provided the necessary funds to construct the Glen Park Elementary School in 1934 as well as George Washington High School, Marina Junior High School, Lawton Elementary School, and Visitacion Valley School. The WPA also funded public art installed at Mission High School, Roosevelt High School, and Washington High School as well as the construction of new schools, such as High School of Commerce, Galileo High School underpass, Adams School Annex, and Visitacion Nursery School. Additional PWA grants in 1938 financed the last phase of construction for San Francisco's Golden Age of Schools: James Denman Junior High School, Lincoln High School, a new gymnasium and cafeteria at Horace Mann Junior High School, a new gymnasium at Washington High School, and new auditoriums for Marina Junior High School and Portola Junior High School (SFPD 2009:33-34).

Lewis P. Hobart and Bliss & Fairweather

San Francisco's Golden Age-era schools were designed by the most premier architects of the day, including John Reid, Jr., who oversaw their design and construction as the City Architect. He also designed over twenty schools himself. Arthur Brown, Jr., John Galen Howard, Albert Pissis, and Weeks and Day also designed San Francisco schools during this era (SFPD 2009:8). (The San Francisco Planning Department's *Draft Historic Context Statement: Golden Age of School Construction, San Francisco, California* provides an extensive list of architects and firms who designed public schools.) Master architects Lewis P. Hobart and Bliss & Fairweather designed Glen Park Elementary School.

Lewis P. Hobart (1873-1954) received his architecture degree from the University of California, Berkeley, and studied at the American Academy in Rome and the Ecole des Beaux-Arts in Paris. After practicing for two years in New York, he moved to San Francisco where he designed such landmarks as Grace Cathedral (1910), the Academy of Sciences (1915-1931), and Rosecourt (1913) and Strawberry Hill (1910), two of several mansions in Hillsborough and Burlingame (Olmsted and Watkins 1968:329-330).

Walter Danforth Bliss (1873-1956) studied at the Massachusetts Institute of Technology (MIT) where he met his first partner William Baker Faville (1866-1946). Born in California and raised in upstate New York, Faville graduated from and taught at MIT until 1895 when both he and Bliss joined the New York-based firm McKim, Mead and White. In 1898, they left the firm and moved to San Francisco. Both prolific architects, Bliss and Faville designed a number of landmarks, including the St. Francis Hotel (1904), the Flood Mansion (1906), the Bank of California building (1908), and the Geary Theater (1910)(Olmsted and Watkins 1968:329-330; Alexander and Heig 2002:307). Their partnership lasted until 1925, after which Bliss formed a new partnership with J. Stewart Fairweather and Faville opened his own firm.

Many of Bliss and Fairweather's designs were recognized for their architectural excellence and were featured in *Architect & Engineer* on several occasions. For example, a 1933 article highlighted their designs for a post office building in Stockton, a proposed manufacturing plant in Oakland, and a country house in Saratoga, California (*Architect & Engineer* 1933: 16-26).

Featuring a similar design and terra cotta detailing as the Stockton post office, the Glen Park Elementary School stands as an excellent example of Art Deco, an architectural style that was blended with stripped Classicism and applied on many educational buildings throughout San Francisco in the 1920s and 1930s. Prominent examples of this style include the Francis Scott Key Elementary School, Lawton Elementary School, and Visitacion Valley Elementary School. As previously mentioned, the latter two buildings were also PWA-funded projects (SFPD 2009:42-43).



Left: View of the Glen Park Elementary School's east elevation, no date. Right: View of the Glen Park Elementary School's façade and north elevation, no date. Both courtesy of the San Francisco Public Library.

An early 20th-century design movement that began in the mid-1920s, Art Deco-inspired designs and ornament, such as zigzags, chevrons, rays, stepped arches, and stylized floral or natural forms, were pervasively applied to architecture, interior design, furniture, textiles, and fashion. Art Deco-style buildings emphasize verticality via columns of windows with decorated spandrels, and geometrical form via a series of setbacks, sharp edges, and flat roofs. Windows and doors often feature hard-edged, low-relief surrounds, and stylized stringcourses or beltcourses at the roof edge or parapet (Blumenson 1977:77; SFPD 2009: 42-3). Combined with stripped Classicism—a style that reduced Classical language to its simplest form via the simple moldings and slight projections and recessions that expose the underlying geometry—architects employed Art Deco as an attempt to “modernize the traditional” (Gelernter 1999:248). The Glen Park Elementary School features a number of key characteristics of this style. Its flat roof, plan, and massing emphasizes its geometrical form. The building also features stylized Classical detailing such as the fluted pilasters and surrounds, smooth undecorated expanses of stucco, and stylized terra cotta panels with floral designs and griffins.



View of details on the Glen Park Elementary School, from left to right, the beltcourses at the roof edge, a stylized door surround, and a terra cotta panel featuring griffins flanking a tree, 2009.

The school building appears to have been constructed in three phases and completed in 1934. J. L. McLaughlin constructed the central massing first (PWA Project Number 7942.04), followed by Leo Epp, who constructed the north wing containing the auditorium (PWA Project Number 7942.12) and DeLuca and Sons, who constructed the one-story south wing containing the kindergarten (PWA Project Number 1578.1) (California's Living New Deal Project 2007).

Subsequent Alterations

Glen Park Elementary School retains a high degree of integrity, having undergone relatively few alterations since its construction in 1934. These alterations include the addition of chain link fences placed on the concrete retaining walls five years after it was completed. In 1965, the concrete pedestrian ramp was constructed over Bosworth Street, after the City widened the avenue to four lanes in 1964; however, only small sections of the concrete retaining wall were removed at the parcel's northern boundary. Around 1986, the City constructed several upgrades to make the building ADA accessible. They included new accessible entrances, drinking fountains, bathrooms, and handrails. The most substantial exterior alteration to the building was confined to the construction of a new ramp and entrance on the east elevation at the northern playground. Windows throughout the building have been replaced, although a review of blueprints and drawings on file at the San Francisco Unified School District (SFUSD) did not uncover the precise date this occurred. Historic photographs, such as the one below, indicate that the school originally had wood-sash, multi-lite awning and hopper windows. While the location of the windows has not changed, the windows have been replaced with metal-sash windows; currently only the middle lite forms an awning window (SFUSD drawings and blueprints).



Left: View of the school's façade, no date. Courtesy of the San Francisco Public Library.
Right: View of the school's façade showing the replacement windows, 2009.

The Glen Park Elementary School appears to be eligible for the NRHP/CRHR under Criterion A/1 for its association with the Golden Age of school construction in San Francisco, which the San Francisco Planning Department has identified as "significant to local and national patterns of history as it represents San Francisco's heyday of school construction, when San Francisco's ideological, pedagogical, political, and architectural shifts of the 1920s and [19]30s incited major reform of the San Francisco public school system. San Francisco received national acclaim and attention for both the quality of the schools and their impressive record in constructing 60 new public school buildings over a brief period of time" (SFPD 2009:9). Additionally, it appears to be eligible under this criterion for its association with

San Francisco's response to the Great Depression and its partnership with the PWA to continue to construct high-quality modern schools and to meet the demand of its growing student population, while creating new jobs and speeding the economic recovery of the City during a period of deep economic turmoil and scarcity of public funding for new infrastructure.

The building also appears to be eligible for the NRHP/CRHR under Criterion C/3, because it embodies the distinctive characteristics of an Art Deco-style building. This style was viewed as appropriate for 1920s and 1930s-era schools in California and is a good example of this type of architecture in San Francisco. Collaboratively designed by Lewis P. Hobart and Bliss and Fairweather, the Glen Park Elementary School embodies the character-defining features of an Art Deco building—a plan and massing that emphasizes its geometric form; stylized detailing in the form of fluted pilasters, terra cotta panels, and beltcourses; and ranked windows that emphasize its verticality—and fulfilled the City's vision of construction modern school buildings during the Golden Age of Schools (1918 to 1939).

The building does not appear to be eligible under Criterion B/2, since archival research uncovered no association between the school and any persons significant to local, state, or national history. It also does not appear to possess the potential to yield information important to the prehistory or history of the local area, state, or the nation and therefore does not appear to be eligible for the NRHP/CRHR under Criterion D/4.

As stated previously, the Glen Park Elementary School retains a high level of integrity. It retains its integrity of location, since it has not been moved, and its integrity of setting, as it is still surrounded by small-scale residential buildings characteristic of the Glen Park neighborhood. Overall, it retains its integrity of design, workmanship, and materials. Alterations to the building's exterior have been limited to the replacement of its windows, the addition of chain link fencing on the some of its concrete retaining walls, and the addition of the concrete ramp on its east elevation and the pedestrian ramp crossing Bosworth Street at its north elevation. Despite these minimal alterations, it retains its plan and massing, concrete construction materials, flat roof, fenestration, its school grounds consisting of three playgrounds, and the network of concrete retaining walls defining its boundary from the street. Lastly, it retains its integrity of feeling and association as a PWA-funded school during San Francisco's Golden Age of school construction.

Since the building appears to be eligible for the NRHP under Criteria A and C, the building appears to be eligible for listing as a San Francisco City Landmark.

HISTORIC DISTRICT ANALYSIS

No local, state, or national register-eligible historic districts were identified within the 110 parcels surveyed by Carey & Co. A historic district is defined as possessing a "significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development" (National Park Service 1997a:3). The parcels surveyed contain a mix of predominantly residential and commercial buildings that were constructed between 1890 and 1970.

In order to identify potential districts, buildings in the survey area were mapped by year built and type (commercial, single-family residential, multi-family residential, and mixed use). Based on this analysis, four areas were examined that appeared to have a concentration of buildings with similar characteristics and construction dates to qualify as a district:

- Area 1: 1890s-1920s commercial buildings that comprise the commercial core at Diamond Street and Chenery Street;
- Area 2: the 1920s residences grouped near the corner of Lippard Street and Chenery Street;
- Area 3: the early 20th-century residences on Brompton Avenue south of Bosworth Street and along Joost Street between Brompton Street and Lippard Street;
- Area 4: a row of late 1930s single-family homes on Arlington Street.

Photographs, field notes, and descriptions were then reviewed for these four areas to determine if they possess significant linkage or continuity to meet the criteria of a district. In general, these areas contain a range of architectural styles and massing interspersed with newer development and buildings with a low threshold of integrity and, therefore, do not appear to qualify as districts. Beyond their general period of development and physical proximity, these areas do not appear to possess a significant concentration of styles and represent common early 20th-century development trends seen across San Francisco's outer neighborhoods. For example, Area 2 contains a collection of 1920s single-family homes, duplexes, and apartment buildings that range in style from Craftsman bungalows (with garage additions) on Chenery Street to Spanish Eclectic. This area represents a range of development and styles seen on many of San Francisco's residential streets developed in the early 20th century. Area 3 also shows a range of styles and types including smaller-in-scale Folk Victorians, larger Classical Revival apartment buildings, and Spanish Eclectic single-family homes and duplexes. Many of the older homes have garage additions, stucco cladding that replaced their original wood horizontal cladding, and a lack of their original ornamentation. The row of homes on Arlington Street in Area 4 represents the remains of a larger development trend and does not appear to possess significant concentration or integrity to constitute a district. In regard to the Glen Park's commercial core, Area 1, this area was developed over several decades and appears to represent the incremental growth of the business area from the late 19th century to the early 20th century rather than a significant concentration of buildings united by a planned design or development.

IMPACTS ANALYSIS

The following section provides an impact analysis that the proposed project will have on the Glen Park BART Station, the Glen Park Elementary School, and potential historical resources. The project description is located in Appendix B.

GLEN PARK BART STATION

Proposed Planning Code Amendments

Glen Park Neighborhood Commercial Transit District: The new Glen Park Neighborhood Commercial Transit (Glen Park NCT) zoning districts, which would incorporate parcels along Diamond Street currently zoned NC-2, as well as a lot on Kern Avenue (currently zoned Residential - One Family [RH-1]), would not have a direct impact on the Glen Park BART Station. Although the greater densities and increased height allowable under the proposed NCT rezoning and 5-foot height bonus could indirectly create greater development pressures on historical resources than under current land use controls, any increased development incentive would be incremental and insubstantial. Four of the five historical resources within the area to be rezoned are one or two stories tall and one of them is two-and-a-half stories tall. Therefore, an incentive already exists for property owners to alter or demolish these

structures to take advantage of the existing 40-foot height limit within the existing NC district. As such, the 5-foot height would not negatively affect the character of the neighborhood and is not anticipated to alter the BART station's setting.

That said, the Glen Park BART Station is currently surrounded by commercial, residential, and mixed-use development to the west and north where the proposed rezoning would occur, and it would still maintain the general character of its current setting. Therefore, the proposed rezoning should not be considered significant, because it would not materially impair, in an adverse manner, those physical characteristics of the Glen Park BART Station that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Revisions to Height and Bulk Controls: The proposed modification of height and bulk controls would foster the development of taller buildings up to 45 feet in height in Glen Park NCT districts near the Glen Park BART Station. However, such new developments would not bring significant changes to the station's setting, because the buildings would not be significantly taller or larger in scale than the current structures.

Therefore, new construction would generally be in keeping with the current scale of surrounding buildings, and the proposed height increase to buildings surrounding the Glen Park BART Station would not materially impair, in an adverse manner, those physical characteristics of the historical resource that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Anticipated Buildout Under the Proposed Glen Park NCT and Infill Sites

Northwest Corner of Diamond and Bosworth Street: The proposed Diamond/Bosworth infill development site, which includes five privately owned parcels and one publicly owned parcel on both sides of Kern Street, between Diamond Street, Bosworth Street, and Brompton Avenue (Assessor's Block 6744: Lots 013, 025, 027, 030, 031, and 032), would change the setting of the Glen Park BART Station. It would result in the demolition of three existing residential properties (21 and 23-25 Brompton Avenue) and two mixed-use buildings (2830-2842 and 2852-2862 Diamond Street) and the construction of three-story residential-only and mixed-use (ground-floor commercial and upper-floor residential) buildings. These buildings would consist of two mixed-use buildings facing onto Diamond Street and residential-only buildings fronting onto Brompton Avenue.

However, the new buildings on the infill development site would not be significantly taller or larger in scale than the current structures. The station is already surrounded by commercial, residential, and mixed-use buildings, so it would maintain the general character of its current setting. Therefore, the proposed infill development would not materially impair, in an adverse manner, those physical characteristics of the Glen Park BART Station that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

BART Parking Lot: An additional infill site is proposed at the Glen Park BART Station parking lot (Assessor's Block 6745; Lots 042, 048, 053, 057, 066, 067, 068, and 069), located on the north side of Bosworth Street and Arlington Street, south of Wilder Street, east of Diamond Street, and west of Natick Street. This site currently contains a surface parking lot and a single-story building housing a BART transformer and ventilation system. Build out of the BART parking lot would include a mixed

use, three- to six-story building with 45 to 90 residential units at a maximum height of 65 feet. This development would alter the setting of the Glen Park BART Station.

However, the station is currently surrounded by commercial, residential, and mixed-use development to the west and north, and it would maintain the general character of its current setting if additional buildings were constructed to its north. Therefore, the proposed infill development sites should not be considered significant, because it would not materially impair, in an adverse manner, those physical characteristics of the Glen Park BART Station that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Proposed Transportation Improvements

Pedestrian Access

The proposed project includes changes to the Glen Park BART Station in order to enhance pedestrian access by improving the connectivity between the station and the J Church Muni stop on San Jose Avenue. This includes two options: 1) rebuilding the existing pedestrian bridge from the J Church stop to include an accessible ramp at the J Church platform and constructing an elevator between Diamond Street and the BART Station plaza or 2) constructing a new pedestrian ramp between the J Church platform and the BART Station, which would cross the J Church Muni tracks, westbound San Jose Avenue, and the I-280 southbound on-ramp at grade. The latter would provide access to a new BART concourse-level entry at the station's south elevation or the existing BART entry plaza.

Option 1: The first option to rebuild the existing pedestrian bridge and to construct an elevator between Diamond Street and the BART station plaza would alter the BART station.

Rebuilding the existing pedestrian bridge would not directly impact the station or have a significant impact on its setting. The proposed pedestrian bridge would be replacing an existing structure, which is not readily visible from the station due to a row of trees lining the southwest corner of the parcel containing the station. Therefore it would have *no impact* on the BART station.

However, the elevator would be located at the station's north elevation just south of the existing BART ticket machines. Detailed drawings have not been prepared for the proposed elevator, so it is not known if its design or scale would be compatible with the design of the BART station. In order to provide a cautious disclosure of impacts on the BART station, this analysis assumes it would be a potentially significant impact, because it could materially impair, in an adverse manner, those physical characteristics of the station that justify the BART station's eligibility for inclusion in the CRHR.

This potentially significant impact of the proposed elevator would be reduced to a less-than-significant level through incorporation of Mitigation Measure 1, which requires compliance with *Secretary of the Interior's Standards for Treatment of Historic Properties*. The impact to the Glen Park BART station would therefore be *less than significant*.

Inadvertent damage to the Glen Park BART station could occur during the construction of the elevator due to heavy machinery use, vibration, and other construction activity, which would be considered a significant impact.

To address potential impacts associated with the improvements to the Glen Park BART station, the project sponsor would be required to implement Mitigation Measures 2 through 4, which require

preparation of a Historical Resources Protection Plan involving construction controls for activity at the Glen Park BART station; documentation of the building before commencement of alteration or construction, a structural protection plan, and monitoring during construction; and repair of any damage to preserve character-defining features. With incorporation of these mitigation measures, impacts to the character-defining features of the station would be mitigated to a *less-than-significant* level.

Option 2: The second option to construct a new pedestrian ramp between the J Church platform and the BART station would be located at the station's south, or rear, elevation. Detailed drawings have not been prepared for the proposed pedestrian ramp, so it is not known if its design or scale would be compatible with the design of the BART station. In order to provide a cautious disclosure of impacts on the BART station, this analysis assumes it would be a potentially significant impact, because it could materially impair, in an adverse manner, those physical characteristics of the station that justify the BART station's eligibility for inclusion in the CRHR.

This potentially significant impact of the proposed pedestrian ramp would be reduced to a less-than-significant level through incorporation of Mitigation Measure 1, which requires compliance with Secretary of the Interior's standards for treatment of historic properties. The impact to the Glen Park BART station would therefore be *less than significant*.

Transit Improvements

In order to enhance transit connections between MUNI bus service and the Glen Park BART Station, two options were selected for management of transit at the Glen Park BART station.

The first option, "Primary BART Station Bus Loop Option," would consist of the construction of a bus loop around the Glen Park BART Station with a new concourse-level entry to the station at its south elevation. The concourse-level entry would include a walk-through bridge through the station and over the down escalator that would provide access to the current BART entry plaza at the north elevation. Detailed drawings have not been prepared for the design of the walk-through bridge and the new concourse-level entry on the south elevation. PBS&J stated that the bridge would most likely be accessed through existing window openings of the station. On the north elevation, the bridge would extend over the staircase descending from Bosworth Street, which would require the staircase to be modified so that the bridge would connect at the plaza level (PBS&J 2009a).

The second option, "BART Station No Bus Loop Variant," would relocate the inbound 23-Monterey stop from Diamond Street to Bosworth Street and consolidate two existing private vehicle drop-off areas on Bosworth Street and on Diamond Street.

Option 1: The first option ("Primary BART Station Bus Loop Option") to construct the concourse level-entry at the Glen Park BART station's south elevation and the walk-through bridge through the station to the north-end plaza to reconfigure the staircase at the north plaza would alter the station's character-defining features, including its interior space and the exterior plazas. The proposed project could significantly impact the design and character of the interior space, including, but not limited to the relationship of the roof form, the interior tile mosaic, and the fenestration. Detailed drawings have not been prepared for the proposed project. In order to provide a cautious disclosure of impacts on the BART station, this analysis assumes it would be a significant impact, because it would materially impair, in an adverse manner, those physical characteristics of the station that justify the BART station's eligibility for inclusion in the CRHR.

The potentially significant impact resulting from the construction of the of concourse-level entry, the walk-through bridge, and the redesign of the exterior plaza at the Glen Park BART Station would be reduced to a less-than-significant level through incorporation of Mitigation Measure 1, which requires compliance with Secretary of the Interior's standards for treatment of historic properties. The impact to the Glen Park BART station would therefore be **less than significant**.

Inadvertent damage to the Glen Park BART station could occur during the construction of the concourse level-entry and the walk-through bridge due to heavy machinery use, vibration, and other construction activity, which would be considered a significant impact.

To address potential impacts associated with the improvements to the Glen Park BART station, the project sponsor would be required to implement Mitigation Measures 2 through 4, which require preparation of a Historical Resources Protection Plan involving construction controls for activity at the Glen Park BART station; documentation of the building before commencement of alteration or construction, a structural protection plan, and monitoring during construction; and repair of any damage to preserve character-defining features. With incorporation of these mitigation measures, impacts to the character-defining features of the station would be mitigated to a **less-than-significant** level.

Option 2: The second option to consolidate existing private vehicle drop-off areas on Bosworth Street and on Diamond Street would be a minor alteration. It would not directly impact the BART station and would have a minor impact on its exterior plazas. It would not materially impair, in an adverse manner, those physical characteristics of the Glen Park BART Station that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered **less than significant**.

Open Space

The areas identified in the *2010 Community Plan* for future open space improvements do not contain historical structures. Future open space improvements would be subject to *2010 Community Plan* and General Plan objectives and policies emphasizing the preservation of landmarks and other buildings of historic value as an important contributor to neighborhood identity. In addition, any future proposals would require project-level evaluation for potential effects on historical resources. Therefore, future open space improvements would result in less-than-significant impacts on historical resources.

GLEN PARK ELEMENTARY SCHOOL

Proposed Planning Code Amendments

Glen Park Neighborhood Commercial Transit District: The new Glen Park NCT zoning districts would not have a direct impact on the Glen Park Elementary School. While greater densities and increased height allowable under the proposed NCT rezoning and 5-foot height bonus could indirectly create greater development pressures on historical resources than under current land use controls; any increased development incentive would be incremental and insubstantial and would therefore not alter the school's setting. The new Glen Park NCT zoning districts do not abut the Glen Park Elementary School except for one zone on the east side of Brompton Avenue across from its southeast corner, and the school building would still predominantly be surrounded by existing residential structures that would buffer it from changes in use. Therefore, the proposed rezoning should not be considered significant, because it would not materially impair, in an adverse manner, those physical characteristics of the Glen

Park Elementary School that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Revisions to Height and Bulk Controls: The proposed modification of height and bulk controls would foster the development of taller buildings up to 45 feet in height in the Glen Park NCT district near the Glen Park Elementary School. However, such new developments would not bring significant changes to the school's setting, because the building would not be significantly taller or larger in scale than the current structures. The portions of the BART property that would be given the proposed increased height limits to 65 feet stand approximately 450 feet northeast of the school's westernmost extent and would not impact the school's setting. Therefore, the proposed height and bulk increases to buildings surrounding the Glen Park Elementary School should not be considered significant, because they would not materially impair, in an adverse manner, those physical characteristics of the historical resource that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Anticipated Buildout Under the Proposed Glen Park NCT and Infill Sites

Northwest Corner of Diamond and Bosworth Street: The proposed Diamond/Bosworth infill development site would change the setting of the Glen Park Elementary School. It would result in the demolition of three existing residential properties (21 and 23-25 Brompton Avenue) and two mixed-use buildings (2830-2842 and 2852-2862 Diamond Street) and the construction of three-story residential-only and mixed-use (ground-floor commercial and upper-floor residential) buildings. These buildings would consist of two mixed-use buildings facing onto Diamond Street and residential-only buildings fronting onto Brompton Avenue. While this new development would alter the school's setting, its setting has already been altered by new construction and alterations to existing buildings since it was built in 1934, most significantly by the widening of Bosworth Street in 1964. In addition, the new buildings on the infill development site would not be significantly taller or larger in scale than the current two- to three-story structures. Therefore, the Diamond/Bosworth infill development site should not be considered significant, because it would not materially impair, in an adverse manner, those physical characteristics of the historical resource that justify its eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

BART Parking Lot: The Glen Park Elementary School stands approximately 450 feet beyond the westernmost extent of the proposed infill site at the BART parking lot on the north side of Bosworth Street and Arlington Street (east of Diamond Street and the NC-2 district on Diamond Street) extending northward to Wilder Street. Given this distance, new construction at this site would have no impact on the Glen Park Elementary School. It would therefore have *no impact*.

Proposed Transportation Improvements

Pedestrian Access: The Glen Park Elementary School stands approximately 325 feet beyond the westernmost extent of the Glen Park BART Station. Given this distance, the proposed modifications to the Glen Park BART Station in order to improve pedestrian access between the station and the J Church Muni stop on San Jose Avenue would have *no impact* on the Glen Park Elementary School.

Transit Improvements: The Glen Park Elementary School stands approximately 325 feet beyond the westernmost extent of the Glen Park BART Station. Given this distance, the proposed modifications to

the Glen Park BART Station for the management of transit would have **no impact** on the Glen Park Elementary School.

Open Space

The areas identified in the *2010 Community Plan* for future open space improvements do not contain historical structures. Future open space improvements would be subject to *2010 Community Plan* and General Plan objectives and policies emphasizing the preservation of landmarks and other buildings of historic value as an important contributor to neighborhood identity. In addition, any future proposals would require project-level evaluation for potential effects on historical resources. Therefore, future open space improvements would result in less-than-significant impacts on historical resources.

21 BROMPTON AVENUE, 23-25 BROMPTON AVENUE, 2830-2842 DIAMOND STREET, AND 2852-2862 DIAMOND STREET

Anticipated Buildout Under the Proposed Glen Park NCT and Infill Sites

The proposed Diamond/Bosworth infill development site includes six parcels on both sides of Kern Street, between Diamond Street, Bosworth Street, and Brompton Avenue (Assessor's Block 6744: Lots 013, 025, 027, 030, 031, and 032). It would result in the demolition of three existing residential properties (21 and 23-25 Brompton Avenue) and two mixed-use buildings (2830-2842 and 2852-2862 Diamond Street) and the construction of three-story residential-only and mixed-use (ground-floor commercial and upper-floor residential) buildings. These buildings would consist of two mixed-use buildings facing onto Diamond Street and residential-only buildings fronting onto Brompton Avenue.

However, these buildings were determined to be not eligible for the NRHP or the CRHR and are not considered to be historical resources. For a complete evaluation, see the DPR 523 forms in Appendix C. Since these five buildings are not historical resources, the proposed project will have **no impact** on them.

POTENTIAL HISTORICAL RESOURCES

None of the buildings on the 110 parcels in the plan area surveyed by Carey & Co. has been previously listed as a California Point of Historical Interest, as a California Historical Landmark, in the CRHR, or in the NRHP. They also have not been listed as a San Francisco Structure of Merit or Landmark, or as a contributing building to a historic or conservation district in the City. Of these 110 parcels, Carey & Co. evaluated buildings on eight parcels for listing in the NRHP and the CRHR or as local landmarks (see Appendix A-1 for a map of these buildings).

Additionally, the San Francisco Planning Department evaluated 29 buildings built before 1960 that are located within the NC zoning of the Area Plan. It determined that the following five buildings appear to be eligible for listing in the CRHR:

- 601 Bosworth Street
- 657 Chenery Street
- 683 Chenery Street
- 701-703 Chenery Street

- 2784-2786 Chenery Street

The Planning Department determined that these buildings appear to be eligible “per criterion 3, as being significant for their architectural qualities” and that 657 Chenery Street additionally “appears eligible under criteria 1 for association with the earliest development period of Glen Park, as the oldest extant building in Glen Park.” The Planning Department’s “Glen Park Area Plan HRE: West of Lippard and NCT” contains DPR 523 forms for the five properties that appear to be eligible for the CRHR in Appendix B.1 and DPR 523 forms for the remaining 24 properties in Appendix B.2 (SFPD 2010).

The remaining buildings not evaluated by Carey & Co. or the San Francisco Planning Department that are over 45 years old are treated as potential historical resources for the purpose of this analysis, pending further project-level study and review to determine if they are historical resources for the purposes of CEQA. This would be done in accordance with the *City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources*.

Proposed Planning Code Amendments

Revisions to Height and Bulk Controls Although the greater densities and increased height allowable under the proposed NCT rezoning and 5-foot height bonus could indirectly create greater development pressures on historical resources than under current land use controls, any increased development incentive would be incremental and insubstantial. Four of the five historical resources within the area to be rezoned are one or two stories tall and one of them is two-and-a-half stories tall. Therefore, an incentive already exists for property owners to alter or demolish these structures to take advantage of the existing 40-foot height limit within an existing NC district. Since the additional 5-foot height increase would not create a substantially greater incentive for demolition or material adverse alterations that could result in the loss of historic significance, the impact of proposed planning code amendments would be considered *less than significant*.

Any future proposals for alteration or demolition of historical resources would require project-level evaluation in accordance with the *City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources*. The evaluation would determine whether such proposals would cause a "substantial adverse change" to a historical resource. Should the planning department determine, upon further project-level study, that the alteration or demolition would cause a substantial adverse change to the resource, this would be considered a significant adverse impact under CEQA. Therefore, such an action would require project-level review in an EIR, and such an EIR would have to identify feasible mitigation measures and consider retention and reuse of the resource as an alternative to the project.

Anticipated Buildout Under the Proposed Glen Park NCT and Infill Sites

Northwest Corner of Diamond and Bosworth Street: The proposed Diamond/Bosworth infill development site would alter the setting of potential historical resources in the Glen Park plan area. However, the new buildings on the infill development site would not be significantly taller or larger in scale than the current structures. Therefore, the Diamond/Bosworth infill development site should not be considered significant, because it would not materially impair, in an adverse manner, those physical characteristics of potential historical resources that justify their eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

BART Parking Lot: The Glen Park BART Station parking lot infill development site would alter the setting of potential historical resources in the Glen Park plan area. However, the development site is currently surrounded by commercial, residential, and mixed-use development, and the general character, scale, and setting of the existing adjacent buildings would be maintained. Therefore, the proposed Glen Park BART Station parking lot infill development site should not be considered significant, because it would not materially impair, in an adverse manner, those physical characteristics of potential historical resources that justify their eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Proposed Transportation Improvements

Pedestrian Access: Regardless of which option is selected to improve pedestrian access at the BART Station (as described above), they would only directly impact the BART station. The proposed improvements would either replace an existing structure or are small in scale, such as the elevator. They would not have a significant visual impact on adjacent structures along the west side of Diamond Street and the north side of Bosworth Street. Therefore, the proposed improvements should not be considered significant, because they would not materially impair, in an adverse manner, those physical characteristics of potential historical resources that justify their eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Transit Improvements: Regardless of which option is selected to improve the management of transit at the Glen Park BART station (as described above), they would only directly impact the BART station. The proposed improvements, such as the new concourse-level entry and the walk-through bridge, are located predominately in the interior and at rear of the station. They would not have a significant visual impact on adjacent structures along the west side of Diamond Street and the north side of Bosworth Street. Therefore, the proposed transit improvements should not be considered significant, because they would not materially impair, in an adverse manner, those physical characteristics of potential historical resources that justify their eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

Proposed Greenway Improvements

The proposed linear greenway and the daylighting of Islais Creek would impact the setting of potential historical resources. However, these improvements, which would consist of alterations to the existing hardscape, the planting of new trees and vegetation, the creation of a stormwater wetland, and the potential demolition of a house on Lippard Avenue that sits on top of a utility easement, among other improvements, are minor in scale. Therefore, the proposed greenway and the daylighting of Islais Creek would not materially impair, in an adverse manner, those physical characteristics of historical resources that justify their eligibility for inclusion in the CRHR. The impact would therefore be considered *less than significant*.

MITIGATION MEASURES

Mitigation Measure 1. Comply with Secretary of the Interior's Standards for the Treatment of Historic Properties

Compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* would reduce potential impacts associated with the alteration or modification of the Glen Park BART Station

to a less-than-significant level. (In accordance with CEQA Section 15064.5(b)(3), a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* is generally considered to have impacts of a less-than-significant level.)

The project sponsor will prepare materials describing and depicting the project, including but not limited to plans, drawings, and photographs of existing conditions*. Prepared materials will be submitted to the San Francisco Planning Department. The Planning Department will review the project for compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

If a project is determined to be inconsistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, the project sponsor will pursue and implement a redesign of the project to the extent feasible, consistent with the goals and objectives of the project, such that consistency with the standards is achieved.

*Existing condition photographs will be treated as documentary photographs meeting the digital photography standards contained in the "Draft of a New Proposed National Register Photographic Imaging Policy (Comments due by March 18, 2009)" as follows:

- Camera: At least 6 megapixel digital SLR camera
- Image Format: 1. First generation Tag Image File Format (TIFF) or RAW. Or 2. Joint Photographic Experts Group (JPEG) or RAW converted to TIFF. JPEG must not have been altered in any way prior to conversion.
- Capturing the Image: Minimum 6 megapixel (2000x3000 pixel image) at 300DPI
- Printer Inks: Manufacturer recommended ink for photograph printing. (Some examples: Epson Ultrachrome K3; Kodak No. 10 Pigmented Inks); HP Viverra Pigment Inks and Viverra 95 Dye-based inks; Epson Claria "Hi-Definition Inks"; and Epson Durabrite Ultra Pigmented Inks.)
- Printer Paper: Manufacturer recommended paper for photograph prints. (Some examples: Epson Premium Glossy Paper; Kodak Ultra Photo Premium; HP Professional Satin Photo Paper; Matte Epson Ultra Premium Photo Paper; HP Premium Plus Photo Paper.)
- Disk Media: CD-R with patented Phthalocyanine dye and 24 Karat gold reflective layer. (Some examples: Delkin's Archival Gold™ (also referred to as eFilm® Archival Gold); MAM-A Gold™ (also know as Gold-On-Gold™); Verbatim UltraLife™ Gold Archival Grade CD and DVD-R.
- Disk Labeling: Recommended: Direct printing on disk with inkjet or laser printers. Acceptable: Hand written with CD/DVD safe markers. Ammonia or solvent based markers are not acceptable.

Mitigation Measure 2. Prepare and Implement a Historical Resources Protection Plan

To protect the Glen Park BART Station from direct or indirect impacts during construction activities (i.e., due to damage from operation of construction equipment, vibration, staging, and material storage),

the project sponsor shall, prior to any construction activities, including any ground-disturbing work, prepare a plan establishing procedures to protect these resources.

The project sponsor shall ensure that the contractor follows this plan while working near these resources.

The plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualifications Standards. At a minimum, the plan shall include:

- a requirement for the placement of perimeter fencing and/or signs around the historical resource to identify it as a sensitive resource;
- guidelines for operation of construction equipment adjacent to the historical resource;
- guidelines for storage of construction materials away from the resource;
- requirements for monitoring and documenting compliance with the plan; and
- education/training of construction workers about the significance of the historical resource around which they would be working.

Mitigation Measure 3. Prepare Preconstruction Documentation and Conduct Monitor Disturbance of Historic Resources

Prior to construction, a historic preservation architect and a structural engineer shall undertake an existing condition study of the Glen Park BART station. The purpose of the study would be to establish the baseline condition of the building and plazas prior to construction. The documentation shall take the form of written descriptions and visual illustrations, including those physical characteristics of the resource that convey its historic significance and that justify its inclusion on, or eligibility for inclusion on, the CRHR. The documentation shall be reviewed and approved by the San Francisco Planning Department.

The structural engineer shall make periodic site visits to monitor the condition of the resource, including monitoring of any instruments such as crack gauges. The structural engineer shall consult with the historic preservation architect, especially if any problems with character-defining features of the historic resource are discovered. If in the opinion of the structural engineer, in consultation with the historic preservation architect, substantial adverse impacts to the historic resource related to construction activities are found during construction, the monitoring team shall so inform the project sponsor or sponsor's designated representative responsible for construction activities. The project sponsor shall adhere to the monitoring team's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger the historic resource. The monitoring team shall prepare site visit reports.

Mitigation Measure 4. Comply with the Secretary of the Interior's Standards for the Repair of Historic Properties and Preserve the Character-Defining Features of Historic Properties

Upon completion of construction activities at the Glen Park BART Station, a qualified architectural historian shall document (e.g., with photographs and other appropriate means) the level of success in meeting the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and in preserving the character-defining features of the identified historic resource.

The project sponsor shall ensure repairs occur if any damage has occurred to the Glen Park BART Station during construction. Repair work shall occur in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and shall restore the character-defining features in a manner that does not affect the eligibility of the historic property for the CRHR.

RECOMMENDATIONS FOR FUTURE STUDY

Carey & Co. recommends that further work be conducted to pursue formal designation of the Glen Park BART Station and the Glen Park Elementary School, which were determined to be eligible for listing in the NRHP and the CRHR and as local landmarks.

Additionally, the firm recommends that additional research be conducted on the entire BART system to determine if a National, state or local historic district is present. The Glen Park BART station would be a contributing resource if the district was determined to exist.

BIBLIOGRAPHY

Alexander, James Beach and James Lee Heig

2002 *San Francisco: Building the Dream City*. Scottwall Associates, San Francisco.

Architect & Engineer

1928 "The Mangrum and Otter Building, San Francisco." *Architect & Engineer*, Vol. 93, no. 3, pp. 48-50.

1933 "Federal Building, Factory, and Country Home Designed by Bliss & Fairweather, Architects." *Architect & Engineer*, Vol. 115, no. 3, pp. 16-26.

Architectural Record

1974 "Two BART Station." *Architectural Record*, November 1974, pp. 113-120.

Architectural Review

1976a "BART Stations." *Architectural Review*, February 1976, pp. 125.

1976b "BART Unveiled." *Architectural Review*, February 1976, pp. 66-67.

Bard, J. C., G. S. Breschini, C. I. Busby, R. R. Cartier, T. Haverast, W. R. Hildebrandt, T. F. King, R. Milliken, W. Roop, and W. J. Wallace.

1986 Part II: Comments on Elasser's "Prehistory of the Santa Clara Valley Region." *Coyote Press Archives of California Prehistory No. 7*, pp. 77-98. Salinas, California.

Beardsley, R.K.

1954a "Temporal and Areal Relationships in Central California Archaeology, Part I." *Reports of the University of California Press No. 24*. Berkeley, California.

1954b "Temporal and Areal Relationships in Central California Archaeology, Part II." *Reports of the University of California Press No. 25*. Berkeley, California.

Bennyhoff, J. A. and R. E. Hughes

1987 *Shell Bead and Ornament Exchange Between California and the Great Basin*. Anthropological Papers of the American Museum of Natural History, Vol. 64, Pt. 2. American Museum of Natural History, New York.

Bensinger, Gail

2007 "Led by the Gum Tree Girls 40 Years Ago, Glen Park Won War Against Freeway." *Glen Park News*, Vol. 25, no. 4, p. 5. <http://www.glenparkassociation.org/news/GPNews-2007-Winter.pdf> (accessed July 6, 2009).

Blumenson, John J. G.

1977 *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945*. American Association for State and Local History, Nashville, Tennessee.

Butler, George D.

1947 *Recreation Areas, Their Design and Equipment*. A. S. Barnes and Company, New York.

California's Living New Deal Project

2007 "Glen Park Elementary School." <http://livingnewdeal.berkeley.edu/map/view.php?l=61>
(accessed July 6, 2009).

California Voter Registrations, 1900-1968. <http://www.ancestry.com> (accessed July 7, 2009).

Chartkoff, J. L., and K. K. Chartkoff

1984 *The Archaeology of California*. Stanford University Press, Stanford, California.

Corbett, Michael R. and Charles Page Hall & Associates, Inc.

1979 *Splendid Survivors: San Francisco's Downtown Architectural Heritage*. California Living Books, San Francisco, California.

Delehanty, Randolph

1992 *San Francisco Parks and Playgrounds, 1839 to 1990: The History of a Public Good in One North American City*. Harvard University, Cambridge.

Elasser, A. B.

1986 "Part I: Review of the Prehistory of the Santa Clara Valley Region, California." *Coyote Press Archives of California Prehistory No. 7*, pp. 1-76. Salinas, California.

Fitzpatrick, R. T.

1993 "Archaic Milling Cultures of the Southern San Francisco Bay Region." *Coyote Press Archives in California Prehistory No. 35*, pp. 1-163. Salinas, California.

Gelernter, Mark

1999 *A History of American Architecture: Buildings in Their Cultural and Technological Context*. University of New England Press, Hanover, New Hampshire.

Grefe, Richard and Richard Smart

1975 *A History of the Key Decisions in the Development of the Bay Area Rapid Transit*. McDonald & Smart, Inc., San Francisco, California.

Healy, Clyde E.

1939 *San Francisco Improved*. Work Projects Administration, San Francisco, California.

Hegler, R. and M. J. Moratto

1973 *A Deeply Buried Aboriginal Skeleton from the U.S. Army Presidio, San Francisco, California*. Robert E. Schenck Memorial Archives of California Archaeology No. 38, San Francisco, California.

Henn, W. G. and R. E. Schenck

1970 *An Archaeological Analysis of Skeletal Material Excavated from the Civic Center of Bart*. Robert E. Schenck Memorial Archives of California Archaeology No. 11, San Francisco, California.

Hoover, Mildred B., Hero E. Rensch, Ethel G. Rensch, and William N. Abeloe

1990 *Historic Spots in California*. 4th ed. Revised by Douglas E. Kyle. Stanford University Press, Stanford, California.

Hylkema, M. G.

2007 *Santa Clara Valley Prehistory: Archaeological Investigations at CA-SCL-690 the Tamien Station Site, San Jose, California*. Center for Archaeological Research at Davis Publication No. 15, Davis, California.

Jackson, J. B.

1985 *Crabgrass Frontier: The Suburbanization of the United States*. Oxford University Press, New York.

Jones and Stokes

2007 *Archaeological Survey Report Bayview Traffic Improvements Project, Caltrans District 4, San Francisco County, California*. Report on file at Northwestern Information Center, Rhonert Park, California.

Lawrence Halprin & Associates

1965 *Landscape Design Criteria and Standard Landscape Elements*. Parsons, Brinckerhoff, Tudor and Bechtel, Engineers, San Francisco, California.

Leighninger, Robert D., Jr.

2007 *Long Range Public Investment: The Forgotten Legacy of the New Deal*. The University of South Carolina Press, Columbia, South Carolina.

Lillard, J. B., R. F. Heizer, and F. Fenenga

1939 *An Introduction to the Archeology of Central California*. Sacramento Junior College, Department of Anthropology Bulletin 2. Sacramento, California.

Lindsey, Robert

1972 "A Rapid Transit System of the Future Will Serve California Now." *New York Times*, 13 August 1972.

1975 "Mass Transit, Little Mass" *New York Times*, 19 October 1975.

Liskamm, William H.

1973 "BART." *Architectural Forum*, April 1973, p. 44

McAlester, Virginia and Lee

1986 *A Field Guide to American Houses*. Alfred A. Knopf, New York.

Milliken, R.

1983 "Spatial Organization of Human Population on Central California's San Francisco Peninsula at Spanish Arrival." M.A. Thesis on file at San Francisco State University, San Francisco, California.

Moratto, M. J.

1984 *California Archaeology*. Stanford University Press, Stanford, California. 2004 reprint.

Nelson, N. C

1909 *Shellmounds of the San Francisco Bay Region*. University of California Publications in American Archaeology and Ethnology Vol.7, No. 4, pp. 310-357.

Newspaper Indexes, 1904-1980. San Francisco Public Library.

New York Times

1973 "A.I.A. Awards." *New York Times*, 25 March 1973.

Olmsted, Roger and T. H. Watkins [with the Junior League of San Francisco]

1968 *Here Today: San Francisco's Architectural Heritage*. Chronicle Books, San Francisco, California.

PBS&J

2009a Email from Gui Shearin, PBS&J, to Erica Schultz, Carey & Co. 17 November 2009.

2009b *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study*. Prepared on behalf of the City and County of San Francisco, Municipal Transportation Agency.

Parsons, Brinckerhoff, Tudor and Bechtel (PBTB)

1961 *Engineering Report to the San Francisco Bay Area Rapid Transit District*. Parsons, Brinckerhoff, Tudor and Bechtel, San Francisco, California.

Pastron, A. G., R. D. Ambro, and E. Wick

2008 "Archaeological Resource Appendix to Bayview Waterfront Plan EIR." Document submitted to the San Francisco Planning Department, San Francisco, California.

Perles, Anthony

1981 *The People's Railway: The History of the Municipal Railway of San Francisco*. Interurban Press, Glendale, California.

Rawls, James J. and Walton Bean

1998 *California: An Interpretive History*, 7th ed. McGraw-Hill, New York.

Rose, Evelyn

2007 "Explosive Revelation: Glen Canyon Ties to the Nobel Prize." *Glen Park News*, Vol. 25, no. 4, pp. 12-13. <http://www.glenparkassociation.org/news/GPNNews-2007-Winter.pdf> (accessed July 6, 2009).

Rosenthal, J. and J. Meyer

2004 *Landscape Evolution and the Archaeological Record: A Geoarchaeological Study of the Southern Santa Clara Valley and Surrounding Region*. Center for Archaeological Research at Davis Publication No. 14, Davis, California.

Sales Ledgers, 1914-2005. Office of the Assessor-Recorder, City and County of San Francisco, California.

Sanborn Fire Insurance Maps, "San Francisco, California," 1899-1900, 1913-1915, 1950.

San Francisco Bay Area Rapid Transport Commission (SFBARTC)
1957 *Report to the Legislature of the State of California*. SFBARTC, San Francisco, California.

San Francisco Biographical Files, History Center, San Francisco Public Library.

San Francisco City Directories, 1915-2008.

San Francisco Chronicle.

1937 "Tobin Reveals City Progress in Recreation" *San Francisco Chronicle*, February 2, 1937.

1962 "Service for Merchant Wednesday" *San Francisco Chronicle*, February 26, 1962.

San Francisco Department of Building Inspection.

Building permit records, 584 Bosworth Street, 21 Brompton Avenue, 2830-2842 Diamond Street, 2852-2862 Diamond Street.

San Francisco Historical Photograph Collection, History Center, San Francisco Public Library.

San Francisco Landmarks Preservation Advisory Board (LPAB) and San Francisco Planning Department (SFPD)

1990 "Context Statement and Architectural/Historical Survey of Unreinforced Masonry Building (UMB Construction) in San Francisco from 1850-1940." San Francisco, California.

San Francisco Planning Department (SFPD)

2003a "Glen Park Community Plan Summary."

2003b "Glen Park Community Planning Workshops: Existing Conditions Memorandum."

2003c "Historic and Conservation Districts in San Francisco." Preservation Bulletin No. 10.
<http://www.sfgov.org/site/uploadedfiles/planning/preservation/PresBulletin10DISTRICTS.pdf> (accessed July 3, 2009).

2008 "Landmark and Historic Designation Procedures." Preservation Bulletin No. 5.
http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/presBulletin05landdesproc.pdf (accessed July 3, 2009).

2009 "Draft Historic Context Statement: Golden Age of School Construction, San Francisco, California."

2010 "Glen Park Area Plan HRE: West of Lippard and NCT."

San Francisco Public Library

2008 *Glen Park Branch Library History*
<http://sfpl.org/librarylocations/branches/glenparkhistory.htm> (accessed July 2, 2009).

Silver, Mae

n.d. "Glen Park: SF's 'Little Switzerland'" *FoundSF*, San Francisco.

- http://foundsf.org/index.php?title=Glen_Park:_SF%27s_%27Little_Switzerland%27 (accessed July 1, 2009).
- Smith, Emma Bland
2007 *San Francisco's Glen Park and Diamond Heights*. Arcadia Publishing, Charleston, South Carolina.
- State of California, Department of Parks and Recreation, Office of Historic Preservation (OHP)
n. d. *California Register of Historical Resources: The Listing Process*. Technical Assistance Series 5. Sacramento, California.
- 2001 *California Register and National Register: A Comparison*. Technical Assistance Series 6. Sacramento, California.
- 2004 *User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory*. Technical Assistance Bulletin 8. Sacramento, California.
- Turner, Wallace
1972 "San Francisco Transit System Opens." *New York Times*, 12 September 1972.
- U. S. Department of the Interior, National Park Service (NPS)
1997a *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15. Government Printing Office, Washington, DC.
- 1997b *How to Complete the National Register Registration Form*, National Register Bulletin 16A. Government Printing Office, Washington, DC.
- U.S. Federal Census, 1880-1930. <http://www.ancestry.com> (accessed June 16, 2009).
- Verplanck, Christopher
2001 "Glen Park—The Architecture and Social History." *San Francisco Apartment Magazine*, San Francisco. <http://www.sfaa.org/0112verplanck.html> (accessed July 1, 2009).
- Waldstein, Bonnie
2008 "Imagining Mr. Chenery..." *Glen Park News*, Vol. 26, no. 1, p. 9.
<http://www.glenparkassociation.org/news/GPNews-2008-Spring.pdf> (accessed July 8, 2009).
- Wallace, W. J.
1978 "Post-Pleistocene Archeology, 9000 to 2000 B.C." In *California*, edited by R.F. Heizer, pp. 25-36. Handbook of North American Indians, Vol. 8, W.C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.
- Webber, Melvin M.
1976 "San Francisco Area Rapid Transit – A 'Disappointing' Model. *New York Times*, 13 November 1976.
- Weise, Elizabeth
2006 "Glen Park History – Through the Eyes of One Family." *Glen Park News*, Vol. 24, no. 3, pp. 1, 9.
<http://www.glenparkassociation.org/news/GPNews-2006-Fall.pdf> (accessed July 6, 2009).

Wiberg, R. S.

1988 "The Santa Rita Village Mortuary Complex (CA-ALA-413): Evidence and Implications of a Meganos Intrusion." *Coyote Press Archives of California Prehistory No. 18*, pp. 1-99. Salinas, California.

Wilson, G. B.

"The Coyote Hills Area, Alameda County, California: A Settlement Pattern and Artifact Distribution Study." *Coyote Press Archives of California Prehistory No. 46*, pp. 1-111. Salinas, California.

Works Progress Administration (WPA)

1939 *Northern California's Three Years of Achievement under the Works Progress Administration, 1935-1938*. Works Progress Administration, San Francisco, California.

Wright, Gwendolyn

1981 *Building the Dream: A Social History of Housing in America*. MIT Press, Cambridge, Massachusetts.

Appendix A-1

Map of Surveyed Parcels in the Plan Area

Historic Resources Evaluation
Glen Park Community Plan
San Francisco, California

Carey & Co., Inc.



-  Draft Glen Park Community Plan Area
-  Parcels Surveyed And Not Evaluated by Carey & Co.
-  Parcels Surveyed And Evaluated by Carey & Co.
-  Parcels Surveyed by San Francisco Planning Department

Appendix A-2

Map of Parcels Selected for Intensive Survey in the Plan Area

Historic Resources Evaluation
Glen Park Community Plan
San Francisco, California

Carey & Co., Inc.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: January 12, 2011
TO: Tim Frye, Acting Preservation Coordinator
FROM: N. Moses Corrette *NS*
RE: Glen Park Area Plan HRE: West of Lippard and NCT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

INTRODUCTION

This HRE is designed to be a companion document to: Carey & Co., Glen Park HRE, Revised Historic District Analysis December 21, 2010. Together both documents will address the historic issues within the Glen Park Area Plan. This HRE seeks to accomplish three outstanding tasks not assigned to Carey & Co., namely to:

1. Identify any California Register eligible potential historic district or individually significant building among the 51 buildings within the Area Plan west of Lippard (built before 1960), and if so, would the plan have an impact on them?
2. Within the blocks west of Lippard, are there any individual buildings that appear to be California Register eligible historic resources? If so, would the Plan have an impact?
3. Identify any potential individually significant California Register eligible buildings within the Neighborhood-Commercial zoning districts within the entirety of the Area Plan.¹ If so, what are the potential impacts of the Plan on them?

No research was conducted for this HRE to determine if any site contains a likely resource of National or California register criteria D/4 for information potential. Survey work west of Lippard Avenue was conducted by Planning Department staff, N. Moses Corrette, who meets the Secretary of the Interior's Professional Qualification Standards for Architectural History. Fieldwork was conducted in July 2009, and 51 final DPR 523A forms were completed in February 2010, and can be found in Appendix A.

Properties within the NC zoning district were documented on DPR 523 forms by Carey & Co, and are reproduced in Appendix B.

POTENTIAL HISTORIC DISTRICT ANALYSIS

No local, state, or national register-eligible historic districts were identified within the 51 parcels surveyed by the San Francisco Planning Department. A historic district is defined as possessing a "significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development" (National Park Service 1997a:3). The parcels surveyed contain residential buildings that were constructed between c.1890 and 2000.

¹ The potential for historic districts was analyzed by Carey & Co., and a repeat effort is not needed.

In order to identify potential districts², buildings in the survey area west of Lippard were examined by year built and type (commercial, single-family residential, multi-family residential and mixed use). Based on this analysis, two areas were identified by the Planning Department that appeared to have a concentration of buildings with similar characteristics and construction dates:

- Area 5: A row of single-family dwellings on Chenery St between Burnside and Elk Streets built in 1929 and 1938. See map in appendix A.1.
- Area 6: A row of single-family dwellings on the south side of Paradise Avenue built between 1930 and 1950. See map in appendix A.2

Reference to the Glen Park Context Statement³, photographs, field notes, and descriptions were then reviewed for these additional two areas to determine if they possess significant linkage or continuity to meet the California Register criteria of a district. In general, these areas contain a limited range of architectural styles and massing and each appear to be the result of a single developer working over a period of years, and generally maintain a good degree of integrity. Beyond their general period of development and physical proximity, these areas do not appear to possess a significant concentration of styles and represent common early 20th-century development trends seen across San Francisco's outer neighborhoods. In conclusion, these two additional areas do not appear to possess enough significance or for designation as a local, state, or national register-eligible historic district, as discussed below.

Area 5: (Appendix A.1) A row of twelve single-story single-family dwellings on Chenery Street between Burnside Avenue and Elk Street with exposed rear elevations of two stories fronting on Paradise Avenue. Of the twelve, eight were built in 1929, and four were built in 1938. The architectural styles represented include Tudor Revival, Colonial Revival and Mediterranean Eclectic. These late-1930s homes are similar to thousands of other stucco-clad, wood-frame residences constructed in San Francisco in the 1920s and 1930s.

This area represents a range of development and styles seen on many of San Francisco's residential streets developed in the early 20th century. As such, they do not collectively appear to be notable examples of a type, period, or method of construction or to be the work of master architects or prominent developers per CR criterion 3. Similarly, they area associated with a period of expansion and development in the Glen Park neighborhood that followed trends already established many decades earlier and therefore, do not have association with a significant event or trend in history per CA register criterion 1. No association with significant persons per California Register Criterion 2 has been discovered to date. Therefore, Area 5 does not appear to possess enough significance to be considered a historic district.

Plan impact analysis within Area 5: No impacts identified.

² Carey & Co. identified potential districts east of Lippard within the Plan area, identified in their HRE as Areas 1 thru 4. This document continues that naming convention.

³ The Glen Park Context Statement is available within the Carey & Co HRE.

Area 6: (Appendix A.2) A row of fourteen two story single-family dwellings on Paradise Avenue, with one building on the corner with frontage on Burnside Avenue. Of the fourteen, two were built in 1930; five in 1931; one in 1937; six in 1938 and one in 1950. The styles represented are primarily Mediterranean Eclectic; however Colonial revival and Streamline Moderne are also present. These late-1930s homes are similar to thousands of other stucco-clad, wood-frame residences constructed in San Francisco in the 1920s and 1930s.

This area represents a range of development and styles seen on many of San Francisco's residential streets developed in the early 20th century. As such, they do not collectively appear to be notable examples of a type, period, or method of construction or to be the work of master architects or prominent developers per CR criterion 3. Similarly, they are associated with a period of expansion and development in the Glen Park neighborhood that followed trends already established many decades earlier and therefore, do not have association with a significant event or trend in history per CA register criterion 1. No association with significant persons per California Register Criterion 2 has been discovered to date. Therefore, Area 6 does not appear to possess enough significance to be considered a historic district.

Plan impact analysis within Area 6: No impacts identified.

INDIVIDUALLY SIGNIFICANT BUILDINGS WEST OF LIPPARD ST

Based on information from the Context Statement⁴, and a visual analysis of the 51 buildings built before 1960 west of Lippard St within the Plan area, only two seem to have greater significance. They are 831 Chenery Street and 813 Chenery Street. **(Appendix A.3)** Both buildings appear eligible for individual listing in the California Register per criterion 3, as being significant for their architectural qualities and 831 Chenery furthermore appears eligible under criteria 1 for associations with the earliest development period of Glen Park. Neither building has known associations with persons that may be significant per California Register criterion 2.

- 813 Chenery Street is a two-story, two unit residential flats building built in 1907.
- 831 Chenery is a small single-family dwelling built before 1906.

Plan impact analysis to individually significant buildings west of Lippard: No impacts identified.

DPR 523A forms for other buildings west of Lippard that do not appear to have historic or architectural significance are found in **Appendix A.4**.

INDIVIDUALLY SIGNIFICANT BUILDINGS WITHIN NC ZONING DISTRICTS

Based on information from the Context Statement, and a visual analysis of the 29 buildings built before 1960 within the NC zoning of the Area Plan, only five seem to have greater architectural

⁴ See Carey & Co. HRE

and/or historic significance. All buildings appear eligible for individual listing in the California Register per criterion 3, as being significant for their architectural qualities and 657 Chenery furthermore appears eligible under criteria 1 for association with the earliest development period of Glen Park, as the oldest extant building in Glen Park. None of the buildings have known associations with persons that may be significant per California Register criterion 2. **Appendix B.1** includes properties of potential individual significance within the NC zoning districts. They are:

- 601 Bosworth Street, a two story mixed-use building built in 1912.
- 657 Chenery Street, a single story residential building built in 1872.
- 683 Chenery Street, a single story with mezzanine commercial building built in 1929.
- 701-703 Chenery Street, a two story mixed-use building built in 1904.
- 2784-2786 Diamond street, a 2 ½ story mixed-use building built in 1916.

Plan impact analysis to individually significant properties: The Glen Park Area Plan proposes to raise the height limit within the NC zoning districts to either 45' or 55'. The above listed buildings are all below the existing 40' height limit to varying degrees, as well as below the proposed heights. While many of the buildings are lower than the existing height limits, the fractional proposed increase of allowable height itself would not pose a significant increase in the development potential and therefore is not an adverse effect on the above-listed historic resources.

Other properties within the NC zoning districts that do not appear to have individual significance are found in **Appendix B.2**.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: January 12, 2011
TO: Tim Frye, Acting Preservation Coordinator
FROM: N. Moses Corrette *NS*
RE: Glen Park Area Plan HRE: West of Lippard and NCT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

INTRODUCTION

This HRE is designed to be a companion document to: Carey & Co., Glen Park HRE, Revised Historic District Analysis December 21, 2010. Together both documents will address the historic issues within the Glen Park Area Plan. This HRE seeks to accomplish three outstanding tasks not assigned to Carey & Co., namely to:

1. Identify any California Register eligible potential historic district or individually significant building among the 51 buildings within the Area Plan west of Lippard (built before 1960), and if so, would the plan have an impact on them?
2. Within the blocks west of Lippard, are there any individual buildings that appear to be California Register eligible historic resources? If so, would the Plan have an impact?
3. Identify any potential individually significant California Register eligible buildings within the Neighborhood-Commercial zoning districts within the entirety of the Area Plan.¹ If so, what are the potential impacts of the Plan on them?

No research was conducted for this HRE to determine if any site contains a likely resource of National or California register criteria D/4 for information potential. Survey work west of Lippard Avenue was conducted by Planning Department staff, N. Moses Corrette, who meets the Secretary of the Interior's Professional Qualification Standards for Architectural History. Fieldwork was conducted in July 2009, and 51 final DPR 523A forms were completed in February 2010, and can be found in Appendix A.

Properties within the NC zoning district were documented on DPR 523 forms by Carey & Co, and are reproduced in Appendix B.

POTENTIAL HISTORIC DISTRICT ANALYSIS

No local, state, or national register-eligible historic districts were identified within the 51 parcels surveyed by the San Francisco Planning Department. A historic district is defined as possessing a "significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development" (National Park Service 1997a:3). The parcels surveyed contain residential buildings that were constructed between c.1890 and 2000.

¹ The potential for historic districts was analyzed by Carey & Co., and a repeat effort is not needed.

In order to identify potential districts², buildings in the survey area west of Lippard were examined by year built and type (commercial, single-family residential, multi-family residential and mixed use). Based on this analysis, two areas were identified by the Planning Department that appeared to have a concentration of buildings with similar characteristics and construction dates:

- Area 5: A row of single-family dwellings on Chenery St between Burnside and Elk Streets built in 1929 and 1938. See map in appendix A.1.
- Area 6: A row of single-family dwellings on the south side of Paradise Avenue built between 1930 and 1950. See map in appendix A.2

Reference to the Glen Park Context Statement³, photographs, field notes, and descriptions were then reviewed for these additional two areas to determine if they possess significant linkage or continuity to meet the California Register criteria of a district. In general, these areas contain a limited range of architectural styles and massing and each appear to be the result of a single developer working over a period of years, and generally maintain a good degree of integrity. Beyond their general period of development and physical proximity, these areas do not appear to possess a significant concentration of styles and represent common early 20th-century development trends seen across San Francisco's outer neighborhoods. In conclusion, these two additional areas do not appear to possess enough significance or for designation as a local, state, or national register-eligible historic district, as discussed below.

Area 5: (Appendix A.1) A row of twelve single-story single-family dwellings on Chenery Street between Burnside Avenue and Elk Street with exposed rear elevations of two stories fronting on Paradise Avenue. Of the twelve, eight were built in 1929, and four were built in 1938. The architectural styles represented include Tudor Revival, Colonial Revival and Mediterranean Eclectic. These late-1930s homes are similar to thousands of other stucco-clad, wood-frame residences constructed in San Francisco in the 1920s and 1930s.

This area represents a range of development and styles seen on many of San Francisco's residential streets developed in the early 20th century. As such, they do not collectively appear to be notable examples of a type, period, or method of construction or to be the work of master architects or prominent developers per CR criterion 3. Similarly, they area associated with a period of expansion and development in the Glen Park neighborhood that followed trends already established many decades earlier and therefore, do not have association with a significant event or trend in history per CA register criterion 1. No association with significant persons per California Register Criterion 2 has been discovered to date. Therefore, Area 5 does not appear to possess enough significance to be considered a historic district.

Plan impact analysis within Area 5: No impacts identified.

² Carey & Co. identified potential districts east of Lippard within the Plan area, identified in their HRE as Areas 1 thru 4. This document continues that naming convention.

³ The Glen Park Context Statement is available within the Carey & Co HRE.

Area 6: (Appendix A.2) A row of fourteen two story single-family dwellings on Paradise Avenue, with one building on the corner with frontage on Burnside Avenue. Of the fourteen, two were built in 1930; five in 1931; one in 1937; six in 1938 and one in 1950. The styles represented are primarily Mediterranean Eclectic; however Colonial revival and Streamline Moderne are also present. These late-1930s homes are similar to thousands of other stucco-clad, wood-frame residences constructed in San Francisco in the 1920s and 1930s.

This area represents a range of development and styles seen on many of San Francisco's residential streets developed in the early 20th century. As such, they do not collectively appear to be notable examples of a type, period, or method of construction or to be the work of master architects or prominent developers per CR criterion 3. Similarly, they are associated with a period of expansion and development in the Glen Park neighborhood that followed trends already established many decades earlier and therefore, do not have association with a significant event or trend in history per CA register criterion 1. No association with significant persons per California Register Criterion 2 has been discovered to date. Therefore, Area 6 does not appear to possess enough significance to be considered a historic district.

Plan impact analysis within Area 6: No impacts identified.

INDIVIDUALLY SIGNIFICANT BUILDINGS WEST OF LIPPARD ST

Based on information from the Context Statement⁴, and a visual analysis of the 51 buildings built before 1960 west of Lippard St within the Plan area, only two seem to have greater significance. They are 831 Chenery Street and 813 Chenery Street. **(Appendix A.3)** Both buildings appear eligible for individual listing in the California Register per criterion 3, as being significant for their architectural qualities and 831 Chenery furthermore appears eligible under criteria 1 for associations with the earliest development period of Glen Park. Neither building has known associations with persons that may be significant per California Register criterion 2.

- 813 Chenery Street is a two-story, two unit residential flats building built in 1907.
- 831 Chenery is a small single-family dwelling built before 1906.

Plan impact analysis to individually significant buildings west of Lippard: No impacts identified.

DPR 523A forms for other buildings west of Lippard that do not appear to have historic or architectural significance are found in **Appendix A.4**.

INDIVIDUALLY SIGNIFICANT BUILDINGS WITHIN NC ZONING DISTRICTS

Based on information from the Context Statement, and a visual analysis of the 29 buildings built before 1960 within the NC zoning of the Area Plan, only five seem to have greater architectural

⁴ See Carey & Co. HRE

and/or historic significance. All buildings appear eligible for individual listing in the California Register per criterion 3, as being significant for their architectural qualities and 657 Chenery furthermore appears eligible under criteria 1 for association with the earliest development period of Glen Park, as the oldest extant building in Glen Park. None of the buildings have known associations with persons that may be significant per California Register criterion 2. **Appendix B.1** includes properties of potential individual significance within the NC zoning districts. They are:

- 601 Bosworth Street, a two story mixed-use building built in 1912.
- 657 Chenery Street, a single story residential building built in 1872.
- 683 Chenery Street, a single story with mezzanine commercial building built in 1929.
- 701-703 Chenery Street, a two story mixed-use building built in 1904.
- 2784-2786 Diamond street, a 2 ½ story mixed-use building built in 1916.

Plan impact analysis to individually significant properties: The Glen Park Area Plan proposes to raise the height limit within the NC zoning districts to either 45' or 55'. The above listed buildings are all below the existing 40' height limit to varying degrees, as well as below the proposed heights. While many of the buildings are lower than the existing height limits, the fractional proposed increase of allowable height itself would not pose a significant increase in the development potential and therefore is not an adverse effect on the above-listed historic resources.

Other properties within the NC zoning districts that do not appear to have individual significance are found in **Appendix B.2**.



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

Project Address: **Various – Glen Park Plan Area**
Block/Lot: **Various**
Case No.: **2005.1004E**
Date of Review: **March 24, 2011**
Planning Dept. Reviewer: **Tim Frye**
(415) 575-6822 | tim.frye@sfgov.org

PROPOSED PROJECT Demolition Alteration Addition

PROJECT DESCRIPTION

The proposed Glen Park Community Plan includes the following components for the Glen Park area:

- Transportation improvement measures;
- Infill development on parcels located on the northwest corner of Diamond and Bosworth Streets with up to 47 residential units and up to 8,582 gross square feet of commercial space;
- Infill development of the BART parking lot on Bosworth Street with up to 92 residential units and up to 14,913 gsf of commercial space; and
- Enhancement of community character, including streetscape improvements and formal greenway connections.

The plan area includes 159 parcels that have structures that are over 45 years old, as well as 2 parcels containing the Glen Park BART Station and the power station (constructed in 1970), for a total of 161 parcels.

Two Historic Resource Evaluations (HREs) were submitted to the Department in order to provide evaluations of all 161 parcels. Of the 161 total parcels, Carey & Co. surveyed the 110 parcels east of Lippard Avenue, while the Department completed surveyed the 51 parcels west of Lippard Avenue.¹

PRE-EXISTING HISTORIC RATING / SURVEY

As noted above, the plan area contains 159 buildings that were constructed more than 45 years ago, and two buildings of architectural note that were constructed within the last 45 years. Although none of the surveyed buildings were included on any historic surveys and none are included on the National or the California Registers, their recorded dates of construction makes them “Category B” building for the purposes of CEQA review by the Planning Department.²

¹ The two reports that form the basis of this Historic Resources Evaluation Response are included in the docket for Case No.2005.1004E. The Carey & Co. Report is titled, “Historic Resources Evaluation: Draft Glen Park Community Plan, San Francisco, CA, December 21, 2010.” The Planning Department memo, by N. Moses Corrette, is titled “Glen Park Area Plan HRE: West of Lippard and NCT,” dated January 12, 2011.

² Please see “Preservation Bulletin #16,” available online at: http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/PresBulletin16CEQA10_8_04.PDF (November 2, 2007)

HISTORIC DISTRICT / NEIGHBORHOOD CONTEXT

The plan area includes Glen Park's commercial district, the BART station area, nearby residential streets, and public open spaces. The Plan area contains buildings spanning the history of the neighborhood from the 1890's to the present and a wide range of styles, including Craftsman, Art Deco, and Spanish Eclectic, among others.

No historic district, for the purposes of CEQA, was identified within the plan area.

- 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:

Notes: Below is an evaluation of the surveyed buildings that were found to be eligible for the California Register. Of the 161 lots surveyed, nine buildings appear eligible for the California Register under Criteria 1 or 3.³ No building surveyed appears to be significant under Criteria 2 (association with the lives of persons important in our local, regional, or national past), and the submitted HRE's did not evaluate the potential for archaeological significance, which is covered under Criterion 4.

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;

The following four buildings appear to be eligible for the California Register under Criterion 1:

- 657 Chenery Street
- 813 Chenery Street
- 831 Chenery Street
- The Glen Park School

657 Chenery Street appears to have been constructed in 1872, and is one of the oldest surviving structures in the neighborhood. Located within the neighborhood commercial district, 657 Chenery

³ Criterion 1 is an association with events that have made a significant contribution to the broad pattern of local or regional history, while Criterion 3 suggests a building or site embodies the distinctive characteristics of a type, region, or method of construction, or represents the work of a master.

Street is a one-story, single-family residence set back deep on the lot. The wood frame building has a gable roof and is clad in wood shingles. Please see Appendix B.1 of the submitted HRE prepared by the Planning Department for the DPRA form associated with the existing structure at 657 Chenery Street.

813-17 Chenery Street was constructed in 1907, and is a two-story, two-bay, wood frame residential building clad in shiplap siding. The property is associated with the early development of the Glen Park neighborhood. Notable features are the projecting bay window and the entry porch. Please see Appendix A.3 of the submitted HRE prepared by the Planning Department for the DPRA form associated with 813-17 Chenery Street for a full description of the property.

831 Chenery Street is a small, single-family dwelling constructed circa 1900, and appears to be one of the earliest residential structures in the neighborhood. Please see Appendix A.3 of the submitted HRE prepared by the Planning Department for the DPRA form associated with 831 Chenery for a full description of the property.

The Glen Park School was constructed in 1934, and is associated with San Francisco's "Golden Age of Schools." The two-story-plus-daylight-basement school building is rectangular in plan with two additions that flank the central core. The building is constructed of reinforced concrete, and has a flat roof with a parapet. As noted in the DPR form included in the Cary & Company HRE, "the Glen Park Elementary School retains a high level of integrity," including its location, setting, design, workmanship, and materials.

Criterion 2: It is associated with the lives of persons important in our local, regional, or national past;

It does not appear that any of the evaluated structures is eligible for listing on the California Register under Criterion 2.

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;

The following nine buildings appear to be eligible for the California Register under Criterion 3:

- 813-17 Chenery Street
- 831 Chenery Street
- 601 Bosworth Street
- 657 Chenery Street
- 683 Chenery Street
- 701-703 Chenery Street
- 2784-2786 Diamond Street
- The Glen Park BART Station
- The Glen Park School

813-17 Chenery Street, 831 Chenery Street, and 657 Chenery Street are all referenced above for their eligibility under Criterion 1, and are referenced in the appendices of the Planning Department's HRE.

601 Bosworth Street is a two-story, mixed-use building constructed in 1912, and described in Appendix B.1 of the Department's HRE. Alterations to the existing structure include the storefront's bulkhead, windows in the storefront, and the storefront entrance.

683 Chenery Street (constructed in 1929) is a two-story commercial building ornamented in a Spanish Eclectic revival style. Exterior alterations appear limited to the doors and the tile bulkhead. The building is also included in Appendix B.1 of the Department's submitted HRE.

701-703 Chenery Street, with a recorded date of construction in 1904, is a two-story building detailed in the Eastlake architectural style. Alterations to the exterior include the storefront windows, cladding, and the rear staircase. The DPR form for this building was prepared by Carey & Company, and is reproduced in Appendix B.1 of the Department's submitted HRE.

2784-2786 Diamond Street has a recorded date of construction of 1916. The building is a two-and-a-half story building with a ground floor commercial space and residential units on the upper story. The wood frame building has a gable roof and is clad in stucco. Alterations to the window include the windows. The building's DPR form is included in Appendix B.1 of the Department's HRE.

The Glen Park BART Station, which was constructed in 1970, is one of eight Bay Area Rapid Transit stations in San Francisco. The station is rectangular in plan with a metal and glass butterfly roof. A small rectangular addition with a flat metal and glass roof projects from its northeast elevation. The butterfly roof rises from a low-pitched gabled concrete roof with overhanging eaves and thick concrete beams that extend beyond the eaves. The structure was designed by Ernest Born in partnership with Corlett & Spackman, with Douglas Baylis as the landscape designer. As noted in the DPR form prepared by Carey & Company, and included in their submitted HRE, the BART Station is eligible for Criterion 3 for possessing high artistic value and for embodying the distinctive characteristics of a period, and it possesses a high degree of integrity, including its location, design, workmanship, materials, and association.

The Glen Park School, constructed in 1934 (and also eligible under Criterion 1), is eligible for the California Register under Criterion 3 because it embodies the distinctive characteristics of an Art Deco-style building. As noted above and in the submitted Carey & Company HRE, the building retains a high level of integrity.

Criterion 4: It yields, or may be likely to yield, information important in prehistory or history;

Evaluations for eligibility under Criterion 4 were not included in the submitted HRE reports.

-
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
Association: Retains Lacks
Design: Retains Lacks
Workmanship: Retains Lacks

Setting: Retains Lacks
Feeling: Retains Lacks
Materials: Retains Lacks

Each of the nine buildings that were determined to be individually eligible for the California Register was evaluated for their significance, and for their integrity. In each case, the buildings retained sufficient integrity to convey their historic significance.

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 would 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*)

The proposed amendments to the Planning Code, which include creating a Glen Park Neighborhood Commercial Transit District, as well as amending the existing height and bulk controls to allow new height of up to 45', would not result in a significant impact to the Glen Park BART Station or to the Glen Park School. In addition, any potential future rezoning of the BART Parking Lot site to a height limit of up to 65' would not result in a direct impact, or impact the setting of nearby historic resources such as the Glen Park Station.

Although the greater densities and increased height allowable under the proposed NCT rezoning and 5-foot height bonus could indirectly create greater development pressures on historical resources than under current land use controls, and increased development incentive would be incremental and insubstantial. Four of the five identified resources within the proposed NCT zoning district (601 Bosworth Street, 657 Chenery Street, 683 Chenery Street, 701-703 Chenery Street, and 2784-2786 Diamond Street) within the area to be rezoned are one or two stories tall and one is two-and-a-half stories tall. Therefore, an incentive already exists for property owners to alter or demolish these structures to take advantage of the existing 40-foot height limit within an existing NC district. The Department believes that the additional 5-foot height increase would not create a substantially greater demolition incentive because it generally would not allow for the construction of any additional floors.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Historic Resource Evaluation Response

MEA Planner: Lisa Gibson
Project: Glen Park Area Plan
Case No.: 2005.1004E
Date of Review: August 15, 2011
Planning Dept. Reviewer: Moses Corrette
 (415) 558-6295 | moses.corrette@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
 Information:
415.558.6377

PROPOSED PROJECT Area Plan Refinements

PROJECT DESCRIPTION

This evaluation supplements the March 24, 2011 HRER for the Glen Park Area Plan, and evaluates several refinements that have been made to the plan since that time. This evaluation also clarifies the eligibility of the Glen Park BART Station as a potential San Francisco Landmark.

Refinements to the Glen Park Area Plan include:

- A. Change the zoning at Assessor Parcel Number 6727/023A, (3121 Castro Street) from RH-2 (Residential, House, Two-Family) to Glen Park Neighborhood Commercial Transit (NCT).
- B. Change the zoning at Assessor Parcel Number 6746/027, (605 Chenery Street) from RH-2 (Residential, House, Two-Family) to Glen Park Neighborhood Commercial Transit (NCT).
- C. Change the zoning of the following Assessor Parcel Numbers 6756/002, 6756/003, 6756/004, 6756/005, 6756/006, 6756/007, and 6756/008, (2928-2958 Diamond Street) from RH-3 (Residential, House, Three-Family) to Glen Park Neighborhood Commercial Transit (NCT).
- D. Reduce the height limit in the NCT Zoning District north of Kern and Wilder Streets from 40 Feet to 30 Feet with a 5-Foot ground floor height bonus.

The following is an analysis of each of the refinements indicated above.

A. CHANGE THE ZONING AT ASSESSOR PARCEL NUMBER 6727/023A, (3121 CASTRO STREET) FROM RH-2 (RESIDENTIAL, HOUSE, TWO-FAMILY) TO GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT (NCT).

This parcel is not part of the Glen Park Area Plan, and was not studied by Carey & Co report *Glen Park Historic Resource Evaluation Area Plan Survey* (2010). However, the department prepared a DPR 523A form for this property (see attachment). The property was developed in 1931. The property is not included on any historic surveys and it is not listed on the National or California Registers. 3121-3125 Castro Street is considered a "Category B" (Properties Requiring Further Consultation and Review) building for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures because it is older than fifty years of age.

The subject property is located on the northeast corner of Chenery and Castro Streets, within an RH-2 (Residential, House, Two-Family) Zoning District and 40-Foot Height and Bulk District in the Glen Park neighborhood. The mixed-use, residential-over-commercial building, constructed in 1931, appears to have been constructed as part of a wave of residential development in the area.

While Carey & Co. conducted the *Glen Park Historic Resource Evaluation Area Plan Survey* (2010) in this neighborhood, it did not find any historic districts in the immediate blocks surrounding the subject property. The buildings constructed on adjacent block-faces are of mixed architectural character, and includes mixed-use, residential-over-commercial buildings, single-family and single-story commercial buildings built throughout the twentieth century.

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: N/A

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.

There are no known events that have specifically occurred within the building that could qualify this site for inclusion in the California Register under Criterion 1. The mixed-use building, built on vacant land in 1931, has a modest Mediterranean revival architectural style. Several similar commercial buildings are found generally along many neighborhood commercial streets throughout San Francisco. These property type identifications do not constitute a significant association to the development patterns in our local, state or national history to qualify an individual property for the California Register.

Criterion 2: It is associated with the lives of persons important in our local, regional or national past.

The property is associated with the first known owner: Axel R. Larsen, from at least 1935 to 1948. City Directories identify Larsen as a resident of 24th Street in nearby Noe Valley, but do not list an occupation. The building was owned by Morris and Mrs. M.S. Gold from at least 1956 to 1972.

Residential occupants of the building are unknown. Built as a single-family over two commercial spaces, a second dwelling was in place between 1949 and 1957. A cancelled permit from 1956 states the previous use as a social hall; however, there is no further information available to identify the nature of this hall.

Known commercial tenants include the following: From at least 1957 to 1960, the building was occupied by a dry cleaning business. The property was vacant between 1961 and at least 1964. By 1985, it housed a plumbing repair shop. Bakeries have occupied the storefronts since 1980. The Destination Baking Company, has occupied the storefronts since about 2000.

None of the identified persons appears to have been important in local, state or national history that could qualify this property for the California Register.

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.

The designer of the subject property is unknown. No original building permit was located at the Department of Building Inspection under either the Castro Street or Chenery Street addresses. The simplicity of the building, lack of an architectural style, or distinctive characteristics of a type, region or method of construction indicates that it does not meet this registration criterion.

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 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 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.

There is no historic resource present. The proposed rezoning will not have an effect on historic resources.

B. CHANGE THE ZONING AT ASSESSOR PARCEL NUMBER 6746/027, (605 CHENERY STREET) FROM RH-2 (RESIDENTIAL, HOUSE, TWO-FAMILY) TO GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT (NCT).

The Carey & Co. *Glen Park Historic Resource Evaluation (HRE) Area Plan Survey* (2010) concluded that this building is not a historic resource. The Department concurs with this finding. As such, the proposed rezoning will not have an effect on historic resources.

C. CHANGE THE ZONING OF THE FOLLOWING ASSESSOR PARCEL NUMBERS 6756/002, 6756/003, 6756/004, 6756/005, 6756/006, 6756/007, AND 6756/008, (2928-2958 DIAMOND STREET) FROM RH-3 (RESIDENTIAL, HOUSE, THREE-FAMILY) TO GLEN PARK NEIGHBORHOOD COMMERCIAL TRANSIT (NCT).

This row of buildings was built in 1978 and do not meet the minimum age requirements (50 years) for listing in the National or California Registers. As such, these buildings are considered "Category C" buildings for the purposes of CEQA, and will not be evaluated as historical resources by the Planning Department.

D. REDUCE THE HEIGHT LIMIT IN THE NCT ZONING DISTRICT NORTH OF KERN AND WILDER STREETS FROM 40-FEET TO 30-FEET WITH A 5-FOOT GROUND FLOOR HEIGHT BONUS.

The March 24, 2011 Historic Resource Evaluation Response (HRER) evaluated the NCT district with a 40/45-Foot height limit and concluded that would not cause a substantial adverse change in the significance of any of the resources such that the significance of the resources would be materially impaired. The proposed height reduction from 40 to 30 feet would therefore not cause a substantial adverse change in the significance of the resources such that the significance of the resource would be materially impaired.

CLARIFICATION OF ELIGIBILITY OF GLEN PARK BART STATION AS A POTENTIAL SAN FRANCISCO LANDMARK

In regards to the eligibility of Glen Park BART Station, both the consultant's HRE and the Department's HRER conclude that the building is not eligible for listing on the National Register because it is not yet 50 years old, and does not meet the exceptional significance threshold of Consideration G. However, both the consultant and the Department agree that Glen Park BART Station is eligible for listing on the California Register.

It is important to note that in the consultant's report (pp. 3 & 52), it states that Glen Park BART station "does not appear to be eligible for listing as a City Landmark, which uses the same criteria and presumably the same threshold of significance as the NRHP (National Register) for recently constructed buildings." While the Historic Preservation Commission has adopted the National Register Criteria in their review and consideration of City Landmarks, there is no adopted policy to limit and/or restrict landmark designation to buildings that are more than 50 years old. In other words, the Planning Department does not agree with the consultant's statement regarding the building eligibility as a City Landmark.

SENIOR PRESERVATION PLANNER REVIEW

Signature: 
Tina Tam, Senior Preservation Planner

Date: 8/16/2011

cc: Linda Avery, *Recording Secretary*, Historic Preservation Commission
Virnaliza Byrd / Historic Resource Impact Review File

Attachments: DPR 523A Form for 3121 Castro Street

I:\Cases\2005\2005.1004\2005.1004E HRER Final.doc

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

Primary # _____
HRI # _____
Trinomial _____
CHR Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 Resource name(s) or number 3121-3125 Castro Street

P1. Other Identifier: 598 Chenery St.

*P2. Location: Not for Publication Unrestricted

*a. County San Francisco

*b. USGS 7.5' Quad San Francisco North, Calif. Date: 1995

*c. Address 3121-3125 Castro St.

City San Francisco

Zip 94131

*e. Other Locational Data: Assessor's Parcel Number Block: 6727 Lot: 023A

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.) 3121-3125 Castro Street is a two-story, wood-frame, stucco-clad, residential-over-commercial mixed-use building at the corner of Chenery and Castro Streets in the Glen Park neighborhood of San Francisco. Built in 1931, the building displays elements of a Mediterranean eclectic style in both the storefront and the residential level. At the Chenery Street elevation, the building contains two symmetrical commercial storefronts, now combined into a single space on the ground floor. The storefronts display a green and black glazed tile base with plate-glass storefronts set in a bronze frame, and four-light wooden transoms set within shaped openings, divided by turned wooden muntins. At the second floor, a red tile-clad parapet surmounts a 5-faceted bow window with replacement aluminum casement sash and fixed aluminum transoms. The lot slopes upward from Chenery Street.

On the Castro Street elevation, the commercial storefront wraps the corner with the tile-clad base, plate-glass window, and divided-light transom set within a shaped opening. Two aluminum sliding sashes set within square openings are located at the northern side of the ground floor. From the mid-point of the building, a brick-clad inset stair provides access to the upper floor residential space. There is a wrought iron railing, and a slightly projecting bay window within the stairway. At the top of the stairs, a wooden door is sheltered by a small portico supported on twisted Rococo-stylized stucco columns. The red tile-clad parapet wraps to the Castro Street elevation. At the rear of the lot is a single car garage with a modern aluminum roll-up door.

The roof is flat. This building appears to be in good condition. Visible alterations include aluminum replacement sash and the construction of the garage at the rear.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property; HP6. 1-3 story commercial building

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5a.



P5b. Photo: (view and date)
Looking north from Chenery St.

*P6. Date Constructed/Age and Sources: historic
1931 Assessor

*P7. Owner and Address:
KRACKELER FAMILY TRUST
% ANGIE CHIA-YING LI KRACKE
P O BOX 4043
LOS ALTOS CA 94024

*P8. Recorded by:
Planning Department
City of San Francisco
1660 Mission Street
San Francisco, CA 94103

*P9. Date Recorded:
8/8/11

*P10. Survey Type:
Individual Resource

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

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

