



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: June 10, 2010
HEARING DATE: June 16, 2010
TO: Historic Preservation Commission
FROM: Pilar LaValley, Preservation Technical Specialist
REVIEWED BY: Tim Frye, Acting Preservation Coordinator
RE: Request for Review per Eastern Neighborhoods Interim Permit Review Procedures for Historic Resources
Case No. 2000.0681E
801 Brannan Street / 1 Henry Adams Street
3783/001 and 3911/001

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

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

PROPERTY DESCRIPTION

801 BRANNAN STREET, is the block bounded by Brannan, 7th, and 8th streets and Brannan Alley, in Assessor's Block 3783, Lot 001. The parcel is zoned UMU (Urban Mixed Use) District, is in a 68-X Height and Bulk District, and is within the Showplace Square/Potrero Hill Area Plan. The 801 Brannan Street site contains a surface parking lot and three interconnected buildings housing the Concourse Exhibit Hall: two heavy-timber frame, former freight depot sheds constructed in 1909 connected by a two-story steel-frame and glass structure constructed in 1980.

1 HENRY ADAMS STREET, is the block bounded by Henry Adams, Division, Alameda, and Rhode Island streets. The parcel is zoned UMU (Urban Mixed Use) District, is in a 68-X Height and Bulk District, and is within the Showplace Square/Potrero Hill Area Plan. The 1 Henry Adams Street project site contains two surface parking lots and three existing buildings: 3 and 5 Henry Adams Street, a one-story metal shed structure constructed in 1970, 55 Division Street, a two-story reinforced concrete building constructed in 1944, and 40 Rhode Island Street, a one-story, reinforced concrete building constructed in 1937.

PROJECT DESCRIPTION

On both project sites, the existing buildings and surface parking would be demolished and new mixed-use buildings would be constructed. The new construction would be approximately 68' in height and would consist of residential over commercial and parking. Massing studies for the proposed new construction have been developed by David Baker + Partners, dated January 28, 2010.

INTERIM PERMIT REVIEW PROCEDURES

The project is subject to the Eastern Neighborhoods Area Plan Interim Permit Review Procedures for Historic Resources in effect until the Historic Preservation Commission adopts the Historic Resource Survey. Under these procedures, there are two types or levels of review.

- The first is for projects that require California Environmental Quality Act (CEQA) review for properties constructed prior to 1963 that propose demolition or major alteration within the

Plan Area. These projects are forwarded in the Commission packets to the Historic Preservation Commissioners for comment with information about the proposed project and a copy of the Environmental Evaluation application. No public hearing is required for this type of project.

- The second type is for proposed new construction within the entire areas covered by the Area Plan that is over 55 feet or 10 feet taller than adjacent buildings, built before 1963. These projects will be forwarded to the Historic Preservation Commission for review and comment during a regularly scheduled hearing with any comments being forwarded to the Planning Department to be incorporated into the project's final environmental evaluation document.

The proposed project qualifies as both a type one and type two project because it is demolition of pre-1963 buildings and the new construction that is over 55 feet in height.

SURVEY

The subject property is located within the area documented in the Showplace Square Survey, conducted by Kelley & VerPlank Historical Resources Consulting (KVP), which has not been adopted by the Historic Preservation Commission. Although the survey has not been completed, initial results do not identify any of the buildings on either project site as individually eligible for listing in the National, California, or local registers, or as contributing resources to potential historic districts. The survey did identify a potential historic district of heavy-timber and steel-frame brick buildings, which would include buildings on the opposite sides of the street (west and south) from the 1 Henry Adams Street project side. The Department preliminarily concurs with these survey findings.

ENVIRONMENTAL REVIEW STATUS

The Planning Department is in the process of reviewing the Environmental Evaluation application for the proposed projects. Historic Resource Evaluation Reports (HRERs), prepared by Architectural Resources Group, have been submitted for review, finding that neither project site appears to contain historical resources. The Department preliminarily concurs with these findings.

The HRERs do not address surrounding properties and the potential for the proposed projects to result in impacts to off-site historical resources. Review of the draft Showplace Square Survey and Parcel Information Database indicates that there are several designated or potential historical resources, including a potential historic district, in the area surrounding the proposed project sites. The proposed new construction is depicted in massing studies only, which allow for a general assessment of the compatibility of massing and scale but do not provide adequate information to analyze compatibility of the proposed design with the character and context of off-site historical resources.

The Department preliminarily finds that the massing and scale of the proposed new construction is generally compatible with the mixed character of heights and large, former industrial/commercial buildings in the surrounding area.

While the proposed projects would not directly affect the physical integrity of designated or potential historical resource, they have the potential to have an indirect impact on these resources as they may alter their immediate surroundings such that their significance would be materially impaired. To mitigate this potential indirect impact, the following mitigation measure is proposed:

Mitigation Measure

Detailed building envelope designs shall be submitted for further review by Department preservation staff prior to issuance of any building permit or scheduling of any hearing regarding project entitlements. The proposed designs will be reviewed for conformance with the Planning Department's *Industrial Area Design Guidelines* and with the *Secretary's Standards* for compatibility with the character and context of surrounding historic, former industrial buildings. Without imitating the features of the historic buildings (or contemporary buildings in the area), the designs should:

- use similar or complimentary materials,
- repeat and/or respect the heights of floors and rhythms and depths of bays,
- use compatible window/door types and sizes/shapes of openings,
- use compatible roof shapes,
- respect relationship of solids to voids and generally solid massing at street-facing façades, and
- reference character-defining features of the surrounding historical resources.

Character-defining features of the surrounding historical resources include:

- heavy-timber or steel-framing, exterior brick construction – typically American common bond, or reinforced concrete construction
- granite or molded brick water tables
- heights ranging from one to seven stories
- grid-like arrangement of punched window openings with either flat lintels or segmental arched headers
- a classic tripartite façade arrangement consisting of base, shaft, and capital
- flat or gable roofs
- wood double-hung or steel casement windows
- corbelled brick or concrete or terra cotta ornament – including door and window surrounds, stringcourses, quoins, window arches, friezes, and cornices.

ACTION

The Department is requesting the comments of the Historic Preservation Commission as part of the Department's preparation of documentation pursuant to the CEQA, and prior to public notification of the proposed project. Pursuant to the Eastern Neighborhoods Interim Permit Review Procedures, which are intended as a precautionary measure against the loss of potential historical resources in the interim period between Plan adoption and Survey completion, the Department seeks comments on the following aspects of the proposed project:

- Whether the level of historical resource evaluation and analysis of potential impacts pursuant to the CEQA appears appropriate.

- Whether the proposed project poses a potential significant impact to historical resources. If so, what revisions would be recommended to reduce such potential impacts?

ATTACHMENTS

Sanborn Map

Aerial Photographs

Project Sponsor Environmental Evaluation Application

Project Sponsor Plans and photographs

PL: G:\DOCUMENTS\801 Brannan 1 Henry Adams\EN procedures\IR_C Memo.doc



SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Draft Motion

HEARING DATE: June 16, 2010

Date: June 10, 2010
Case No.: 2000.0618E
Project Address: 801 Brannan Street / 1 Henry Adams Street
Zoning: UMU (Urban Mixed Use) District
68-X Height and Bulk District
Block/Lot: 3783/001 and 3911/001
Project Sponsor: Sean Murphy
Bay West Showplace Group
San Francisco Design Center
2 Henry Adams Street, Suite #450
San Francisco, CA 94103
Staff Contact: Pilar LaValley – (415) 575-9084
pilar.lavalley@sfgov.org
Reviewed By: Tim Frye, Acting Preservation Coordinator

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ADOPTING FINDINGS RELATED TO THE INTERIM PROCEDURES FOR PERMIT REVIEW IN THE EASTERN NEIGHBORHOODS PLAN AREA FOR THE PROPOSED DEMOLITION OF EXISTING BUILDINGS ON THE TWO PROJECT SITES AND CONSTRUCTION OF NEW APPROXIMATELY SIX-STORY, 68'-0" TALL, BUILDINGS FOR RESIDENTIAL OVER COMMERCIAL AND PARKING AT 801 BRANNAN STREET (ASSESSOR'S BLOCK 3783, LOT 001) AND 1 HENRY ADAMS STREET (ASSESSOR'S BLOCK 3911, LOT 001), LOCATED WITHIN UMU (URBAN MIXED USE) DISTRICT AND A 68-X HEIGHT AND BULK DISTRICT.

PREAMBLE

1. On August 7, 2008, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Eastern Neighborhoods Rezoning and Area Plans (Case No. 2004.0160E). The FEIR analyzed amendments to the Planning Code and Zoning Maps and to the Eastern Neighborhoods, an element of the San Francisco General Plan. The FEIR analysis was based upon an assumed development and activity that were anticipated to occur under the Eastern Neighborhoods Rezoning and Area Plans.
2. The FEIR provided Interim Permit Review Procedures for Historic Resources that would be in effect until the Historic Preservation Commission (HPC) adopts the Historic Resource Survey. These procedures were developed to provide additional protection for potential historic resources within the Plan Area while the historic resources survey is being completed. Once the historic resources survey is endorsed and the Plan is amended to incorporate the results of the survey, these policies would expire and the Preservation Policies in the Area Plan would become effective.

There are two types of review per the Interim Procedures. The first type is for projects that propose demolition or major alteration to a property constructed prior to 1963 within the Plan Area. These projects shall be forwarded in the Commission packets to the Historic Preservation Commission for comment with information about the proposed project and a copy of the Environmental Evaluation application. The HPC members may forward comments directly to the Environmental Review Officer and Preservation Coordinator. No public hearing is required.

The second type of review is for projects that propose new construction within the Plan Area over 55 feet, or 10 feet taller than adjacent buildings, built before 1963. These projects shall be forwarded to the HPC for review and comment during a regularly scheduled hearing. After such hearing, the HPC's comment will be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

3. On June 19, 2000, pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Planning Department ("Department") received an Environmental Evaluation Application form for the Project, in order that it might conduct an initial evaluation to determine whether the Project might have a significant impact on the environment.
4. On June 16, 2010, the Department presented the proposed project to the Historic Preservation Commission. The Commission's comments would be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

COMMENTS

Having reviewed the materials identified in the recitals above, and having heard all testimony and arguments, this Commission has provided the following comments regarding the proposed project:

- 1.
- 2.
- 3.
- 4.

I hereby certify that the foregoing Motion was ADOPTED by the Historic Preservation Commission at its regularly scheduled meeting on June 16, 2010.

Linda D. Avery
Commission Secretary

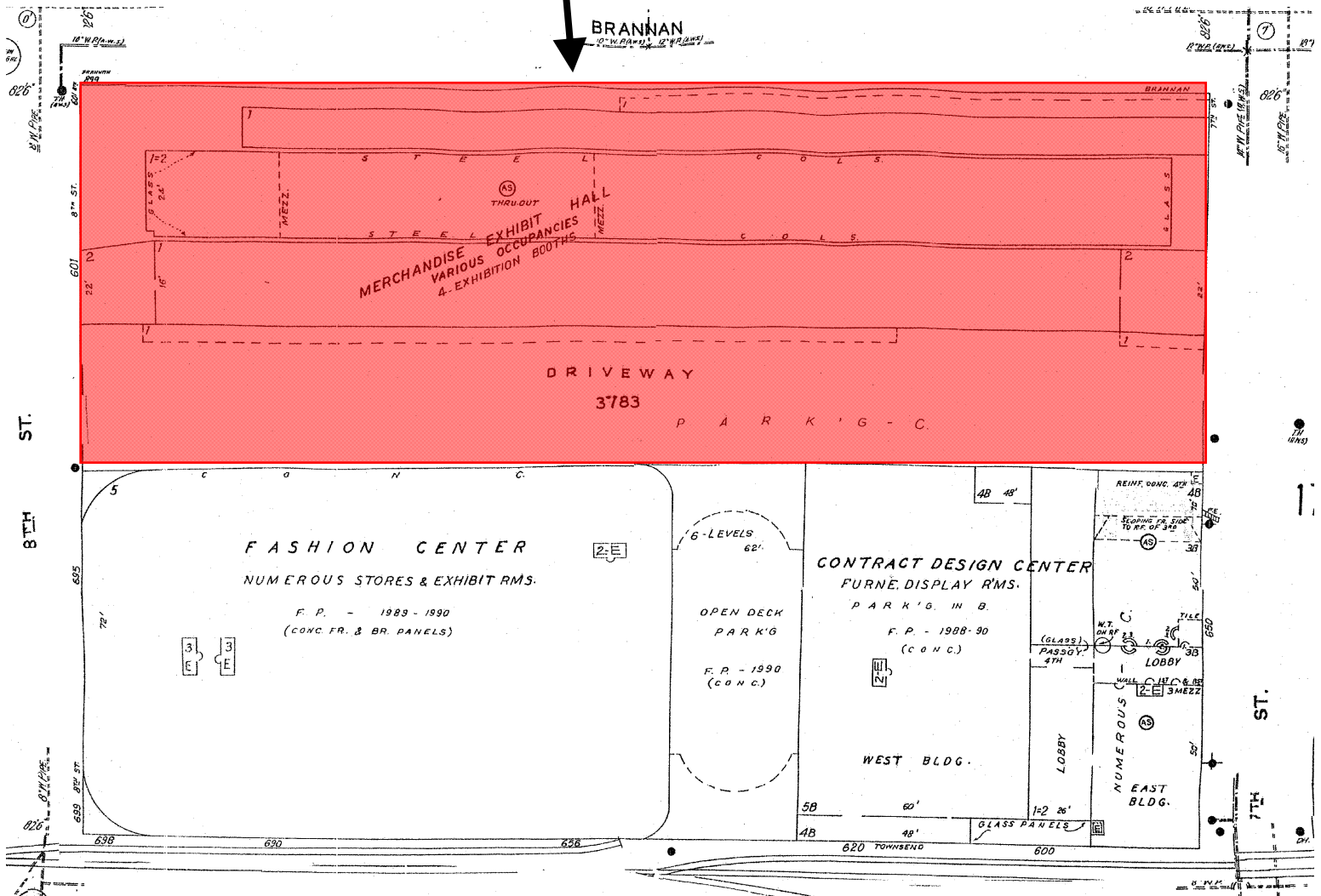
PRESENT:

ABSENT:

ADOPTED: June 16, 2010

Sanborn Map*

801 Brannan Street Project Site



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

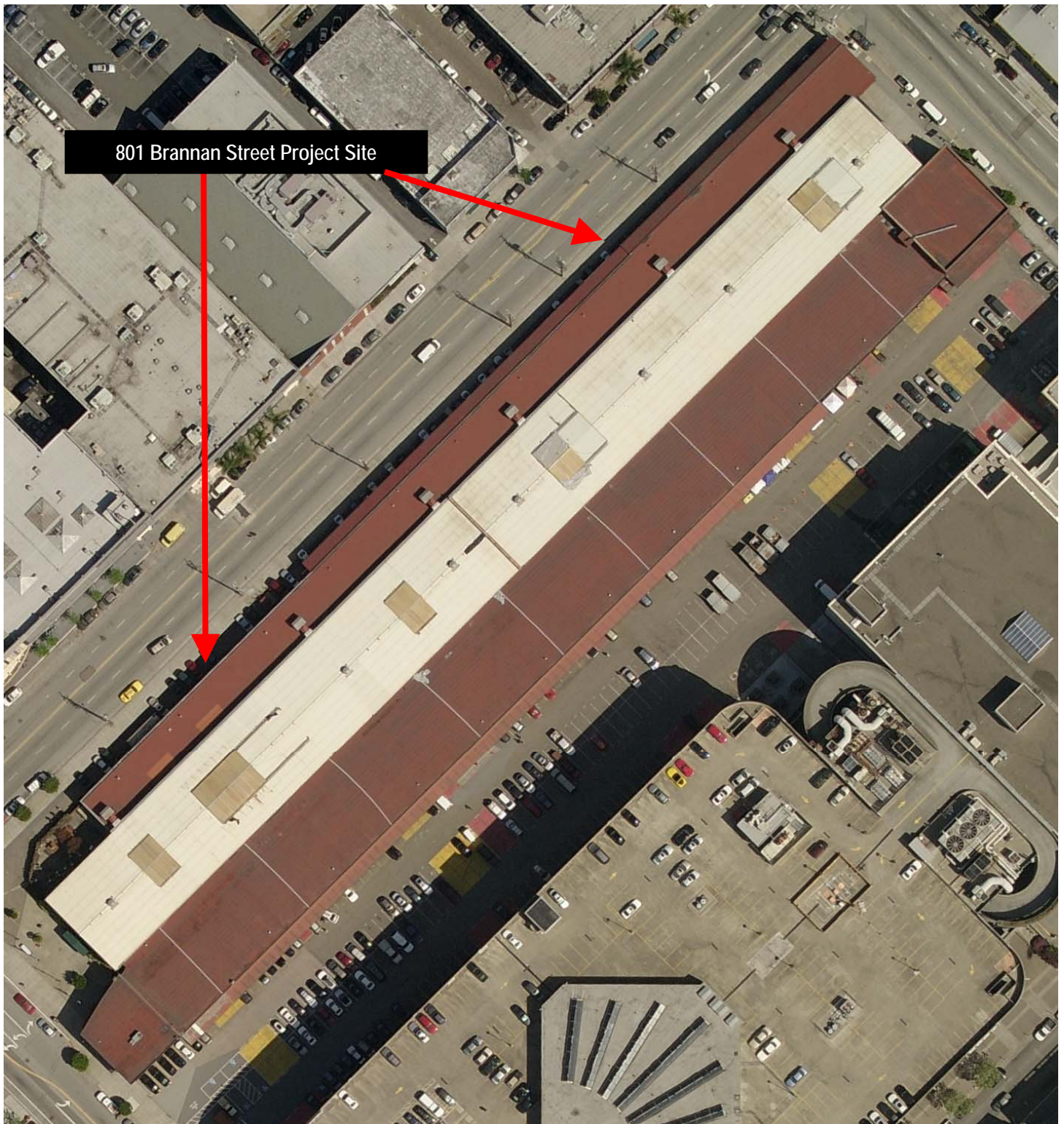


EN Review and Comment

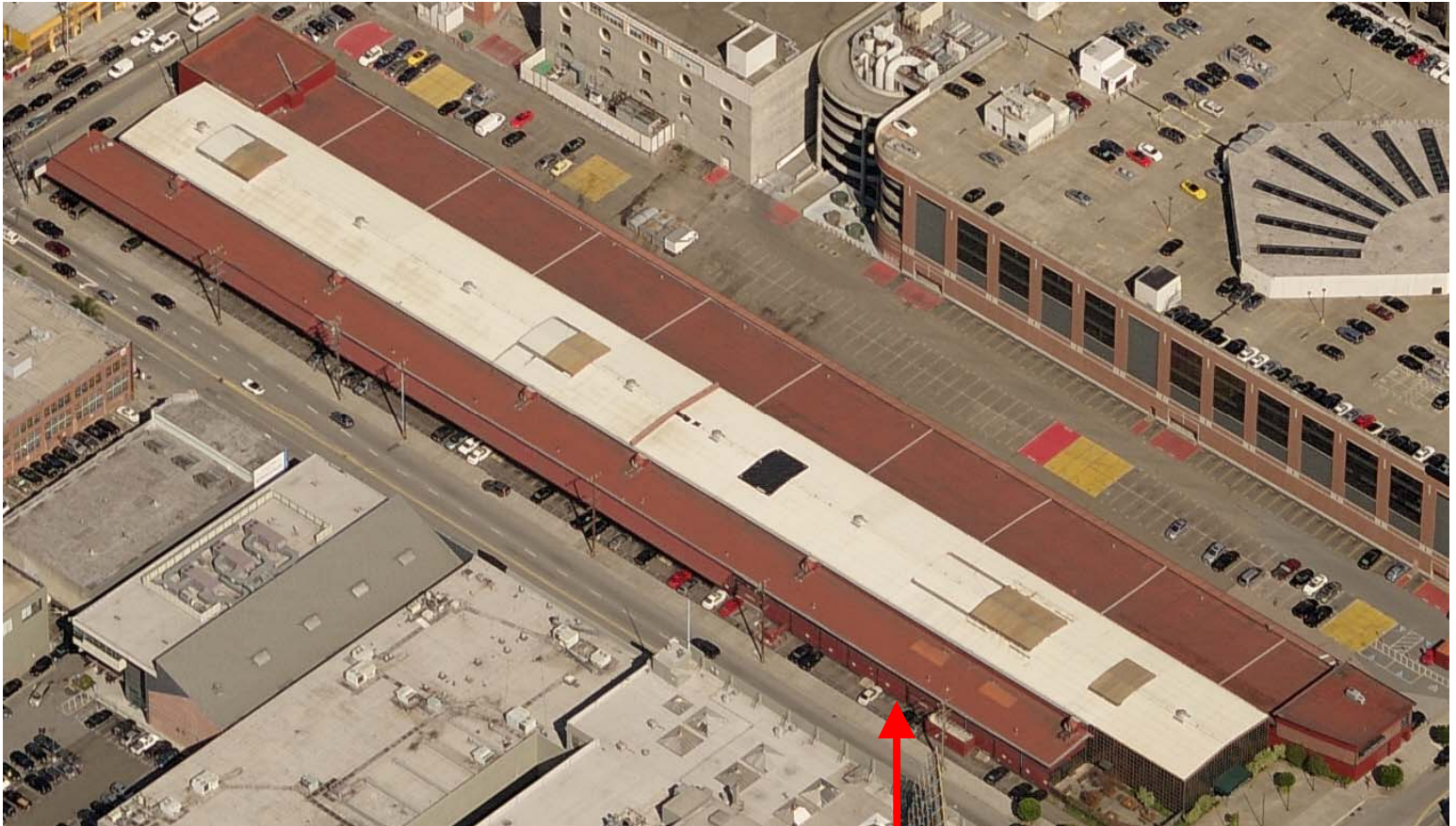
2000.0618E

801 Brannan Street / 1 Henry Adams Street

Aerial Photo



Aerial Photo



801 Brannan Street Project Site

EN Review and Comment

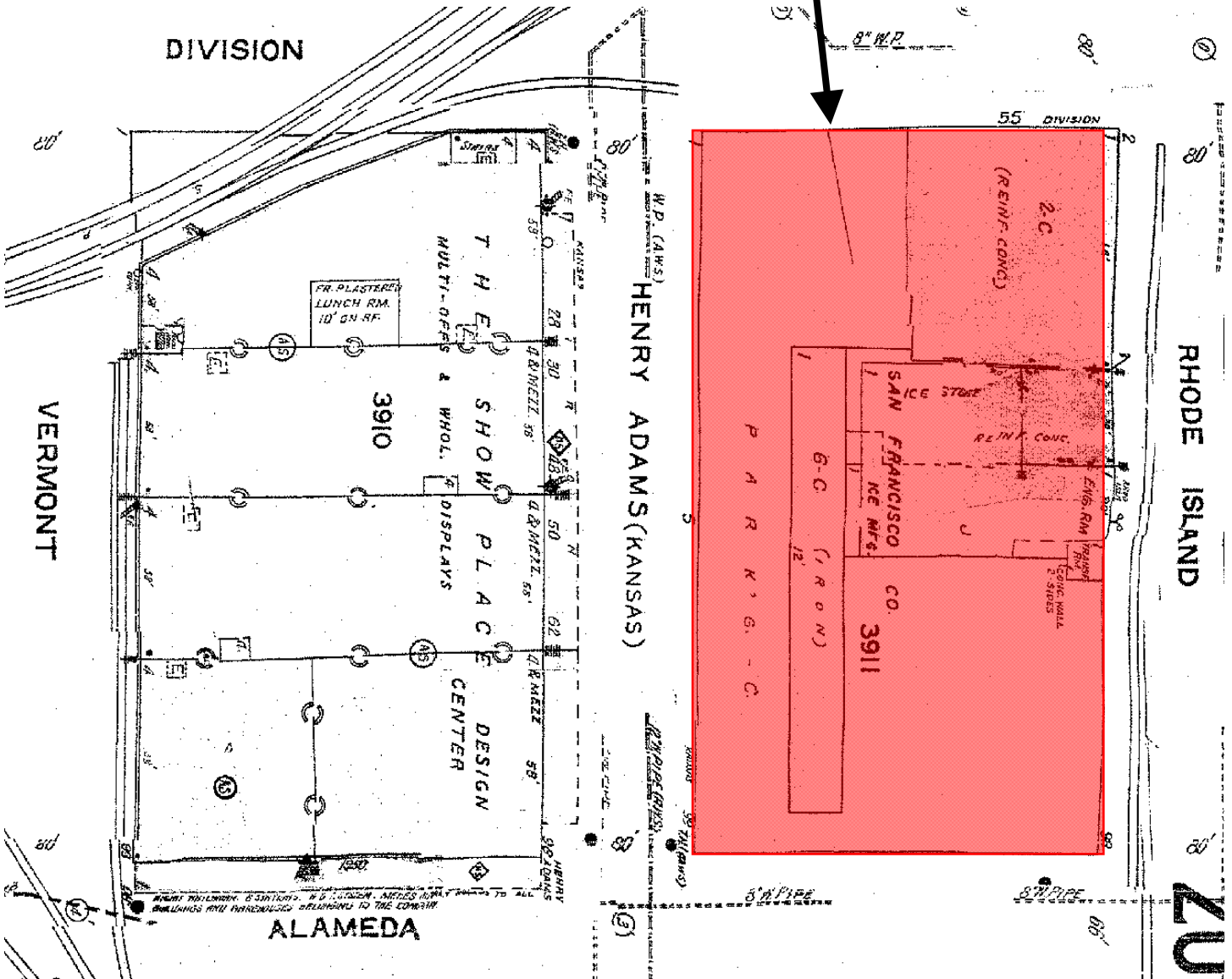
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801 Brannan Street / 1 Henry Adams Street



Sanborn Map*

1 Henry Adams Street Project Site



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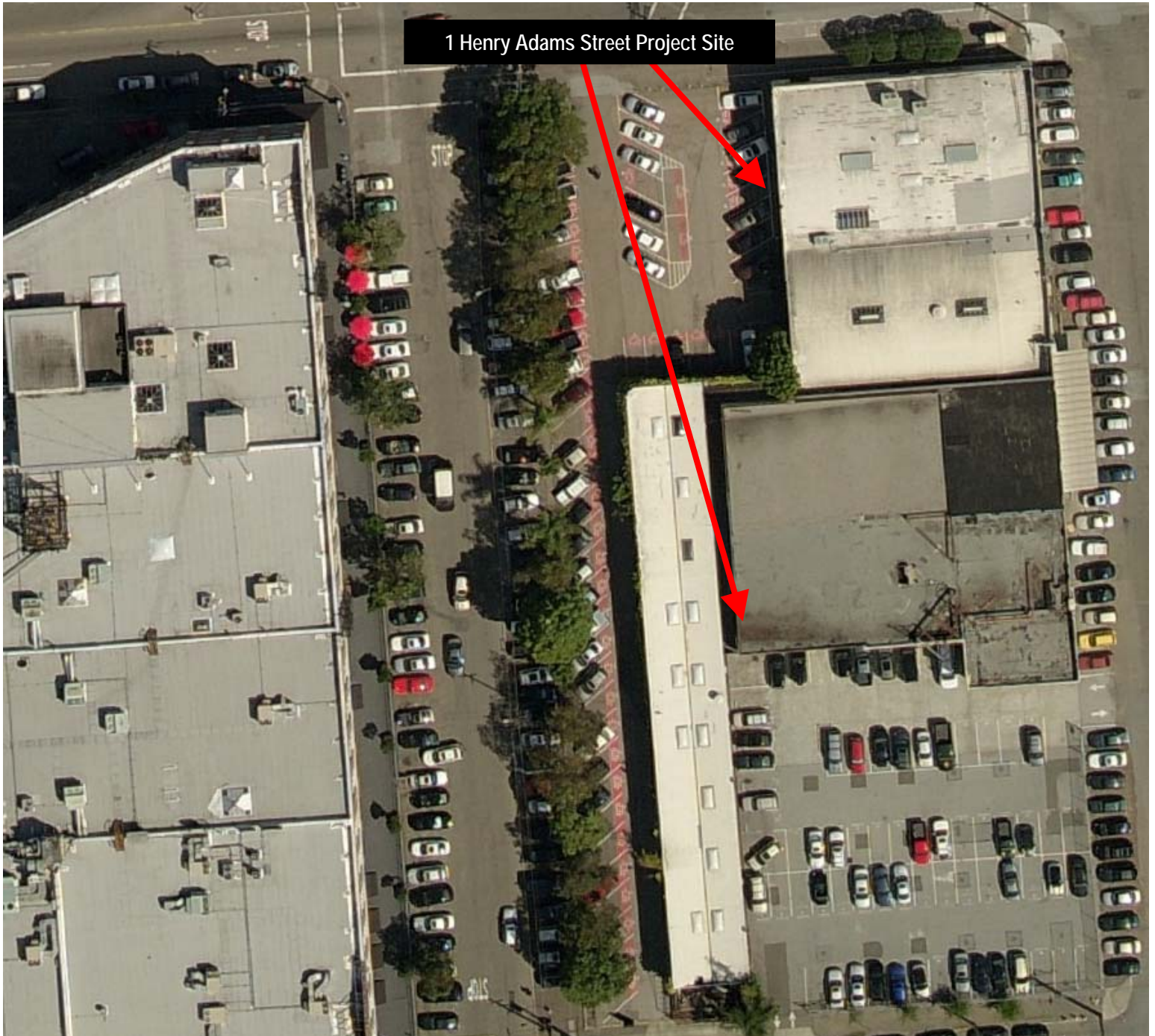


EN Review and Comment

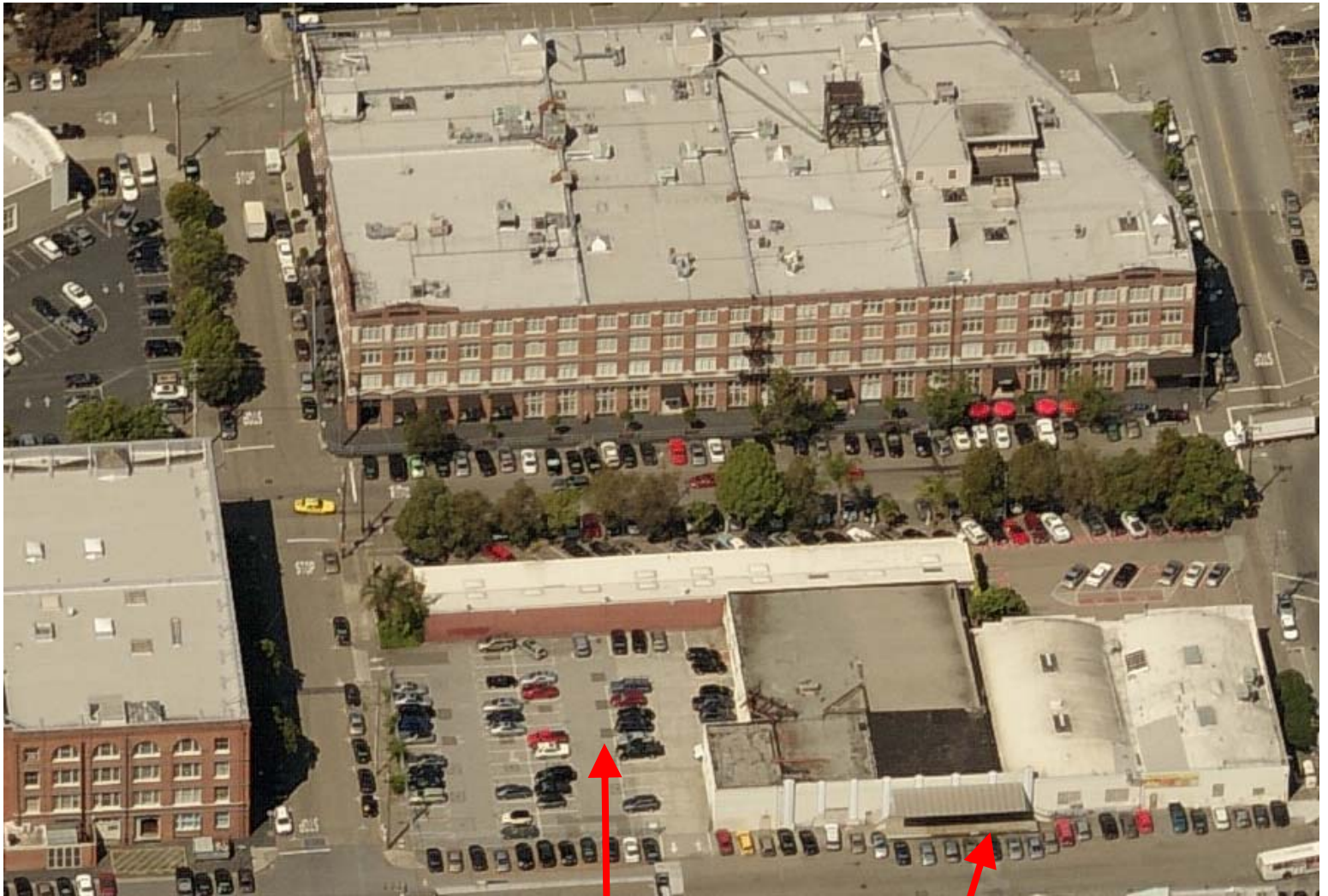
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801 Brannan Street / 1 Henry Adams Street

Aerial Photo



Aerial Photo



1 Henry Adams Street Project Site



EN Review and Comment
2000.0618E
801 Brannan Street / 1 Henry Adams Street



SAN FRANCISCO PLANNING DEPARTMENT

Date received: _____

Environmental Evaluation Application

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects. In San Francisco, environmental review under CEQA is administered by the Major Environmental Analysis (MEA) division of the Planning Department. The environmental review process begins with the submittal of a completed Environmental Evaluation (EE) Application to the Planning Department. Only the current EE Application form will be accepted. No appointment is required but staff is available to meet with applicants upon request.

The EE Application will not be processed unless it is completely filled out and the appropriate fees are paid in full. Checks should be made payable to the San Francisco Planning Department. See the current *Schedule of Application Fees* and contact the staff person listed below for verification of the appropriate fees. Fees are generally non-refundable. Documents in italics are available online at sfgov.org/planning.

The EE Application is comprised of four parts. Part 1 is a checklist to ensure that the EE Application is complete; Part 2 requests basic information about the site and the project; Part 3 is a series of questions to help determine if additional information is needed for the EE Application; and Part 4 is a project summary table.

The complete EE Application should be submitted to the Planning Department staff as follows: For projects greater than 10,000 square feet in size and where Part 3 Questions #3, #8, #10, or #11 are answered in the affirmative, or for projects that require mitigation measures, please send the application materials to the attention of Ms. Fordham or Ms. Pereira. For all other projects, please send the application materials to the attention of Mr. Bollinger.

Brett Bollinger
1650 Mission Street, Suite 400
San Francisco, CA 94103
(415) 575-9024, brett.bollinger@sfgov.org

Chelsea Fordham, or Monica Pereira
1650 Mission Street, Suite 400
San Francisco, CA 94103
(415) 575-9071, chelsea.fordham@sfgov.org
(415) 575-9107, monica.pereira@sfgov.org

PART 1 – EE APPLICATION CHECKLIST	Provided	Not Applicable
Two copies of this application with all blanks filled in	<input checked="" type="checkbox"/>	
Two sets of project drawings (see "Additional Information" at the end of page 4,)	<input checked="" type="checkbox"/>	
Photos of the project site and its immediate vicinity, with viewpoints labeled	<input checked="" type="checkbox"/>	
Fee	<input type="checkbox"/>	
<i>Supplemental Information Form for Historical Resource Evaluation</i> and/or Historic Resource Evaluation Report, as indicated in Part 3 Questions 1 and 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Geotechnical Report, as indicated in Part 3 Questions 3a and 3b	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tree Disclosure Statement</i> , as indicated in Part 3 Question 4	<input type="checkbox"/>	<input type="checkbox"/>
Phase I Environmental Site Assessment, as indicated in Part 3 Question 8	<input type="checkbox"/>	<input type="checkbox"/>
Additional studies (list)	<input type="checkbox"/>	<input type="checkbox"/>

Applicant's Affidavit. I certify the accuracy of the following declarations:

- The undersigned is the owner or authorized agent of the owner(s) of this property.
- The information presented is true and correct to the best of my knowledge.
- I understand that other applications and information may be required.

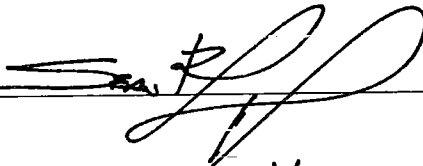
(For Staff Use Only) Case No. _____

Address: _____

v.11.17.2009

Block/Lot: _____

Signed (owner or agent):



Date:

06.03.2010

* ORIGINAL EE SUBMITTED ON 06.16.2000

ALL FEES WERE PAID WITH THE ORIGINAL SUBMISSION.

PART 2 – PROJECT INFORMATION**Owner/Agent Information**

Property Owner	<u>Bay West Showplace Group</u>	Telephone No.	<u>415-602-8128</u>
Address	<u>2 Henry Adams St #450</u>	Fax. No.	<u>(415) 332-6104</u>
	<u>San Francisco, CA 94103</u>	Email	<u>sean@achilldevelopment.com</u>
Project Contact	<u>Sean Murphy</u>	Telephone No.	<u>same as above</u>
Company	<u>same as above</u>	Fax No.	<u>same as above</u>
Address	<u>same as above</u>	Email	<u>same as above</u>

Site Information

Site Address(es):	<u>801 Brannan Street + 1 Henry Adams Street (55 Division, 40 Rhode Island and 3/5 Henry Adams)</u>		
	<u>801B - Brannan, 7th and 8th Streets</u>		
Nearest Cross Street(s)	<u>1HA - Rhode Island St., Division and Alameda St</u>		
Block(s)/Lot(s)	<u>801B - 3783/001</u>	Zoning District(s)	<u>UMU</u>
	<u>1HA - 3911/001</u>		
Site Square Footage	<u>801B - 226,875sf</u>		
	<u>1HA - 72,000sf</u>		
	<u>Total Both Sites: 298,875sf</u>		
	<u>Height/Bulk District 68'</u>		
	<u>801B: 137,200 sf of trade-show exhibit space, 390 surface parking spaces</u>		
	<u>1HA: 29,164sf of retail/office/warehouse, 71 surface parking spaces</u>		
Present or previous site use			
Community Plan Area (if any)	<u>Showplace Square</u>		

Project Description - please check all that apply

<input type="checkbox"/> Addition	<input checked="" type="checkbox"/> Change of use	<input type="checkbox"/> Zoning change	<input checked="" type="checkbox"/> New construction
<input type="checkbox"/> Alteration	<input checked="" type="checkbox"/> Demolition	<input type="checkbox"/> Lot split/subdivision or lot line adjustment	
<input type="checkbox"/> Other (describe)	Estimated Cost		<u>\$98,800,000</u>

Describe proposed use Residential with ground-floor retail in five buildings on two sites.

Narrative project description. Please summarize and describe the purpose of the project.

Please see attached description.

PART 3 – ADDITIONAL PROJECT INFORMATION		Yes	No
1. Would the project involve a major alteration of a structure constructed 50 or more years ago or a structure in an historic district? If yes, submit a <i>Supplemental Information Form for Historical Resource Evaluation</i> . Instructions on how to fill out the form are outlined in the <i>San Francisco Preservation Bulletin No. 16</i> (see pages 28-34 in Appendix B).		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project involve demolition of a structure constructed 50 or more years ago or a structure located in an historic district? If yes, a Historic Resource Evaluation Report (HRER)* will be required. The scope of the HRER will be determined in consultation with the Department's Preservation Coordinator.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3a. Would the project result in excavation or soil disturbance/modification greater than 10 feet below grade? If yes, how many feet below grade would be excavated? <u>11 feet</u> What type of foundation would be used (if known)? <u>Pile construction with a partial subterranean garage</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3b. Is the project site located in an area of potential geotechnical hazard as identified in the San Francisco General Plan or on a steep slope or would the project be located on a site with an average slope of 20% or more? If yes to either Question 3a or 3b, please submit a Geotechnical Report.*		<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Would the project involve expansion of an existing building envelope, or new construction, or grading, or new curb cuts, or demolition? If yes, please submit a <i>Tree Disclosure Statement</i> .		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Would the project result in ground disturbance of 5,000 gross square feet or more?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Would the project result in any construction over 40 feet in height? If yes, apply for a Section 295 (Proposition K) Shadow Study. This application is available on the Planning Department's website and should be submitted at the Planning Information Center, 1660 Mission Street, First Floor.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Would the project result in a construction of a structure 80 feet or higher? If yes, an initial review by a wind expert, including a recommendation as to whether a wind analysis* is needed, may be required, as determined by Department staff.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Would the project involve work on a site with an existing or former gas station, auto repair, dry cleaners, or heavy manufacturing use, or a site with underground storage tanks? If yes, please submit a Phase I Environmental Site Assessment (ESA).* A Phase II ESA (for example, soil testing) may be required, as determined by Department staff.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Would the project require any variances, special authorizations, or changes to the Planning Code or Zoning Maps? If yes, please describe. Project will require Section 329 Large Project Authorization in Eastern Neighborhoods Mixed Use Districts.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Is the project related to a larger project, series of projects, or program? If yes, please describe.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Is the project in Eastern Neighborhoods or Market & Octavia Community Plan Area? If yes, and the project would be over 55 feet tall or 10 feet taller than an adjacent building built before 1963, please submit an elevation or renderings showing the project with the adjacent buildings.		<input checked="" type="checkbox"/>	<input type="checkbox"/>

* Report or study to be prepared by a qualified consultant who is contracted directly by the project sponsor.

PART 4 – PROJECT SUMMARY TABLE

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

Gross Square Footage (GSF)	Existing Uses	Existing Uses to be Retained	Net New Construction and/or Addition	Project Totals
Residential	0	0	713,876	713,876
Retail	8,549	0	41,538	50,087
Office	1,615	0	0	0
Industrial	0	0	0	0
Parking	approx 130,050	130,050	15,454	145,504
Other (specify use)	Exhibition Hall* 137,200	0	239,677 (circulation)	239,677
Total GSF	296,414	130,050	1,010,545	1,149,134

Dwelling units	0	0	819	819
Hotel rooms	0	0	0	0
Parking spaces	461	461	337	798
Loading spaces	8 (loading dock)	8	1	9
Number of buildings	4	0	1	5
Height of building(s)	33	0	68	68
Number of stories	1	0	6	6

Please describe any additional project features that are not included in this table:

Additional Information: Project drawings in 11x17 format should include existing and proposed site plans, floor plans, elevations, and sections, as well as all applicable dimensions and calculations for existing and proposed floor area and height. The plans should clearly show existing and proposed off-street parking and loading spaces; driveways and trash loading areas; vehicular and pedestrian access to the site, including access to off-street parking and parking configuration; and bus stops and curbside loading zones within 150 feet of the site. A **transportation study** may be required, depending on existing traffic conditions in the project area and the potential traffic generation of the proposed project, as determined by the Department's transportation planners. **Neighborhood notification** may also be required as part of the environmental review processes.

**PROJECT DESCRIPTION
FOR
801 BRANNAN STREET AND ONE HENRY ADAMS STREET**

PROPOSED PROJECT

The proposed project is comprised of three components: (1) a residential development with ground floor retail located within two new buildings to be constructed on a portion of the parcel located at 801 Brannan Street, between 7th and 8th Streets (the “801 Brannan Development”), (2) a residential development with ground floor retail located within two new buildings to be constructed at Henry Adams Street, which is the entire block bounded by Division, Rhode Island, Alameda and Henry Adams Street; and (3) a below market residential development located in a new building to be constructed on the easternmost portion of the 801 Brannan Street parcel (the “BMR Parcel”). The project sponsor, Bay West Group, LLC, would develop the buildings at Henry Adams Street and 801 Brannan Street. The project sponsor would dedicate the BMR Parcel to the City in partial satisfaction of the City’s Inclusionary Affordable Housing requirements, which would be developed for affordable housing in coordination with the Mayor’s Office of Housing.

The project sponsor proposes to demolish the existing four buildings on the sites. Total development would include five six-story, 68-foot-tall residential buildings with ground floor retail (two buildings in the 801 Brannan Development, two buildings at One Henry Adams and one building on the BMR Parcel). They would total approximately 1,149,134 square feet and include up to approximately 819 dwelling units, 50,087 square feet of retail space, and 798 parking spaces. There would be 455 one-bedroom units, 315 two-bedroom units, 20 three-bedroom units, and 29 loft units.

There would be up to a total of approximately 75,000 square feet of open space developed in the internal courtyards of the proposed project’s five buildings, the passageways between buildings, and in a landscaped linear strip located along the southern edge of the entirety of the 801 Brannan site.

A detailed description of each of the components of the proposed project is set forth below, as well as a description of two project variants.

801 Brannan Street

The 801 Brannan Street component of the Proposed Project would involve the demolition of the existing building and surface parking lot on the project site, and the construction of a new residential/retail mixed-use development within two buildings (i.e., Building 1 on the western portion of the site and Building 2 on the eastern portion of the site), separated by a midblock passage. A second midblock passage would be provided to the east of Building 2. The two buildings would contain a total of 435 residential units (about 245 studio/1-bedroom units and 175 2-bedroom units, and 15 loft units) and 23,367 square feet of retail uses.

Residential lobbies would be located on Brannan Street, Eighth Street, and on the west midblock passage for Building 1 (as shown on Figures 2A and 2B), and on Brannan Street on the east and west midblock passages for Building 2). The residential loft units would have direct access from the midblock passages. The retail uses would be located along the ground floor frontages along Brannan Street and Eighth Street.

As part of 801 Brannan Street, a 20-foot wide access roadway, referred to as the Brannan Alley would be created between the new 801 Brannan Street building and the existing building to the south of the project site with access to and from Seventh Street. This rear alleyway would be designed as a shared street per San Francisco's Better Streets Plan, with a raised driveway and with curb cuts. Access to the new Brannan Alley would be provided from both Seventh and Eighth Streets.

The 801 Brannan Street component of the Proposed Project would have three separate parking garages at street level, containing a total of 475 vehicle parking spaces – 345 spaces for the residential uses, 30 spaces for the retail uses, five carshare parking spaces, and 95 reserved parking spaces for 690 Townsend Street and 600 Townsend Street to replace the existing 95 spaces currently used by those parcels under existing easement agreements.

1 Henry Adams Street

The 1 Henry Adams Street Project would involve the demolition of the existing buildings and surface parking lot on the project site, and the construction of a new residential/retail mixed-use development within two buildings (i.e., Building 1 on the southern portion of the site and Building 2 on the northern portion of the site), separated by a 40-foot wide midblock passage.

The two buildings would contain a total of 239 residential units (about 130 one bedroom units, 100 two-bedroom units, units and nine lofts) and 19,670 square feet of retail uses.

Residential lobbies would be located on Division Street (for Building 2) and on Rhode Island Street (for Building 1). Some residential (loft) units would have direct access from the midblock passage/pedestrian mews that would be located between the buildings. The retail uses would be located along the ground floor frontages along Henry Adams Street and Division Street, with a portion also on Rhode Island Street.

The 1 Henry Adams Street component would have three separate parking garages, containing a total of 227 vehicle parking spaces – 153 spaces for the residential uses, three carshare parking spaces, and 71 reserved replacement parking spaces for 2 Henry Adams Street to replace the existing 71 spaces currently used by 2 Henry Adams Street under existing easement agreements.

BMR Parcel

Because the BMR Parcel would be developed by the City at some time in the future, detailed floor plans and elevations are not available. However, for purposes of analysis, the EIR assumes the construction of a new five-story over podium 145-unit affordable housing development (about 80 1-bedroom, 40 2-bedroom, 20 3-bedroom, and 5 loft units). The proposed BMR Parcel would also contain approximately 7,050 s.f. of ground floor retail and a 96-car parking garage (including 95 parking spaces, 1 car share space and 55 bicycle parking spaces). 88 parking spaces would be located in 3-level puzzle lifts, with 8 spaces located at-grade.

The residential lobby would be located on 7th Street. Some residential (loft) units would have direct access from the midblock passage/pedestrian mews that would be located between the 801 Brannan Development and the BMR Parcel. The retail uses would be located along the ground floor frontage along Brannan Street, with a smaller retail space located at the corner of Brannan Alley and 7th Street.

PROJECT VARIANTS

Two project variants are being considered for the 801 Brannan component including the BMR Parcel. Except as expressly described in this section, all remaining components of the proposed project would remain unchanged.

Project Variant #1: 35 Percent Land Dedication.

Under Variant 1, the BMR Parcel to be dedicated to the City would comprise 35 percent of the area of both the 801 Brannan and the Henry Adams site in order to fully satisfy the project's inclusionary housing requirement under Section 319 of the *Planning Code*. Under Variant 1, two separate buildings would be developed, one by project sponsor and one to be implemented by the Mayor's Office of Housing, with a total of 570 units (290 one bedroom units, 270 two-bedroom units, and ten lofts), about 35,912 square feet of retail space and about 66,689 square feet of common open space. Variant 1 would include 495 residential parking spaces and 71 commercial parking spaces.

Project Variant #2: No Land Dedication.

Under Variant #2, there would be no land dedication of the BMR Parcel to the City. Instead, project sponsor would develop three separate buildings with a total of 585 units, which would include the required amount of on-site inclusionary affordable housing consistent with Section 319.4(a)(2) of the *Planning Code* (20 percent on-site for 801 Brannan and 25 percent off-site for Henry Adams). The 585 units would consist of 300 one bedroom units, 265 two-bedroom units, and 20), about 34,150 square feet of retail space and about 68,131 square feet of common open space. Variant 2 would include 505 residential parking spaces and 68 commercial parking spaces.

Current Photos – 3 and 5 Henry Adams Street Building
(December 2009)



3 and 5 Henry Adams Street Building – View East across Henry Adams Street – Western Wall and Entrances



**Two Henry Adams Street Building – The San Francisco Design Center Showplace Square Building
– View Northwest across Henry Adams Street**



**3 and 5 Henry Adams Street Building – View
North across Alameda Street – Southern Wall**

Current Photos – 40 Rhode Island Street
(December 2009)



40 Rhode Island Street Building (the Ice House) – View West across Rhode Island – Eastern Wall



**Adjacent Development on the Block
The Surface Parking Lot (left) – The 55 Division Street Building (right)**

Current Photos – 40 Rhode Island



40 Rhode Island Street Building – View North across Alameda Street and Along Rhode Island Street



40 Rhode Island Street Building --- View East across Rhode Island Street – Western Wall and Parking Lot

Current Photos – 55 Division Street
(December 2009)



55 Division Street Building – View Southeast across the Traffic Circle and Division Street



55 Division Street Building — View South across Division Street – Western Wall and Parking Lot



55 Division Street Building – View West across Rhode Island Street – Eastern Wall

Current Photos – 55 Division Street



**55 Division Street Building Entrance – View South across
Division Street – Northern Wall**



**View North across Division Street from the 55 Division Street
Building Entrance**

Current Photos – 801 Brannan Street
(December 2009)



**801 Brannan Street Building – View East across Eighth Street
(The Gift Center/Jewelry Mart at 888 Brannan Street is on the left side of the photo)**



801 Brannan Street Building – View East Along Brannan Street

Current Photos -- 801 Brannan Street



801 Brannan Street Building – View West across Seventh Street
The left-most photo is the adjacent building to the south.



801 Brannan Street Building – View Northwest across Seventh Street
South- and East-Facing Walls; Adjacent Building to the South (left)



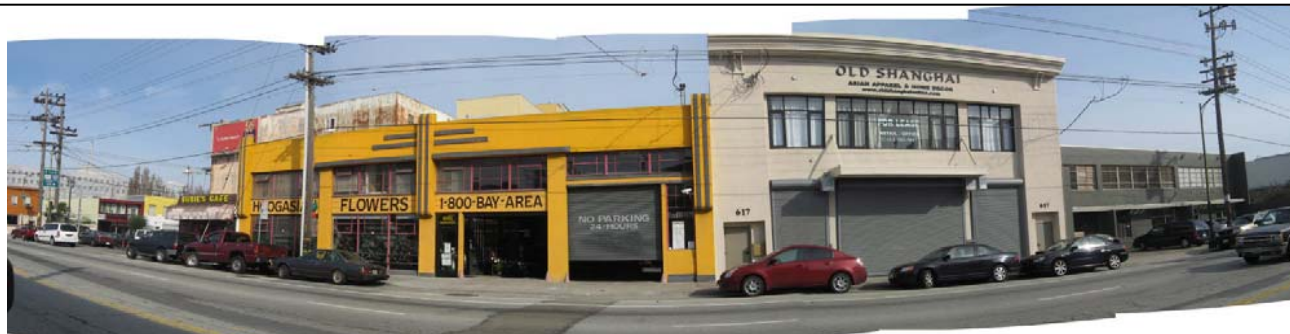
View Southwest across Seventh Street – Adjacent Buildings South of the 801 Brannan Street Building



View Northwest across Brannan Street from Seventh Street



View across Eighth Street from the 801 Brannan Street Building



View across Seventh Street from the 801 Brannan Street Building

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prepared for:
Bay West Group

prepared by:
Architectural Resources Group
Architects, Planners & Conservators
San Francisco, California

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9 September 2009

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1. SUMMARY

At the request of Bay West Group, Architectural Resources Group (ARG) has prepared an evaluation of 801 Brannan Street (the Western Pacific Railroad Freight Depot), San Francisco to determine whether the property is a “historical resource” as defined in the California Environmental Quality Act (CEQA). A “historical resource” is defined as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register). A resource that is officially designated or recognized as significant in a local register of historical resources or one that is identified as significant in an historical resources survey meeting the requirements of Public Resources Code Section 5024.1(g), is presumed to be significant under CEQA “unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.”

This report is being provided to the City of San Francisco Planning Department for use in its environmental review process. In keeping with the “San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources, this report contains the following sections:

- Introduction
- Past Historic Evaluations
- Evaluation of the Existing Structure or Potential Resource
- Context and Relationship
- Project-Specific and Cumulative Impacts / Conclusion

The proposed project would demolish the building at 801 Brannan Street (the subject property). The proposed project would encompass the northern half of Block 3783 (Lot 001), which is bounded by Brannan Street to the north, Townsend Street to the south, Seventh Street to the east, and Eighth Street to the west. The 226,875 square-foot lot has 825 feet of frontage on Brannan and 275 feet on Seventh and Eighth Streets. According to *Profiles of Community Planning Areas: San Francisco's Eastern Neighborhoods*, the block is zoned industrial, C-3-S. The sole building on the property, now called the Concourse Exhibition Hall, is a large, long, one-story building that spans the full block from Seventh to Eighth Streets.

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The subject property is a City of San Francisco Category B: it is more than 50 years old and needs to be reviewed.

2. INTRODUCTION



Figure 1: View looking southwest toward north elevation of 801 Brannan Street (ARG, September 2009).

Several site visits were made in August and September 2009 in order to survey the subject property and the surrounding area. Research was conducted at the San Francisco Public Library, California Historical Resources Information System (CHRIS), archives of San Francisco Architectural Heritage, ARG's in-house library, and several online resources including digital Sanborn Fire Insurance Maps (Sanborn Maps), Calisphere, Worldcat, Historic Aerials, and Online Archives of California.

3. PAST HISTORIC EVALUATIONS

The subject property has not been previously listed on the National Register of Historic Places (National Register) or the California Register of Historic Resources (California Register). It is not included in the California Historical Resources Information System (CHRIS) nor is it listed in any adopted local register or adopted local survey. The subject property was not documented as part of the 1968 Junior League Survey (the basis of the book *Here Today*). In addition, it was not documented as part of the 1976 San Francisco Architectural Heritage Survey but a "Foundation for San Francisco's Architectural Heritage: Field Survey Form – Buildings" was prepared in the 1980s. No category was assigned and eligibility was not evaluated.

The subject property is located within the boundaries of the *Eastern Neighborhoods Area Plans* (East SoMa, Mission, Showplace Square/Potrero Area Plan, and Central Waterfront), which were adopted by the City 2009. Specifically, the subject property is within the area discussed in the *Showplace Square/Potrero Hill Area Plan*, which states that, "The historic preservation objectives and policies of the Showplace Square/Potrero Hill Plan provides for the identification, retention, reuse, and sustainability of the area's historic properties."

As part of the planning efforts for Showplace Square/Potrero Hill Plan and at the request of the City, Kelley & VerPlanck Historical Resources Consulting (KVP) prepared the draft Showplace Square survey and context statement 20 October 2008. The KVP context statement identified two potential districts in the area: a discontinuous heavy timber-frame brick warehouse district and a larger potential district of general-purpose industrial buildings constructed during the period of significance: 1893-1955.”¹ However, the subject property is outside both districts and is therefore not a contributor. In addition, the property was not identified as individually eligible.¹

4. EVALUATION OF THE EXISTING STRUCTURE OR POTENTIAL RESOURCE

A. Architectural Description

It appears that much of the grading around the building has been altered as it no longer provides the uniformity and height necessary for train car and truck loading and unloading. The land surrounding the building has been paved with asphalt and no rails are visible on the site.



Figure 2: 1946 aerial of 801 Brannan Street
(HistoricAerials.com).

The building at 801 Brannan Street is composed of three parts: two long, heavy-timber freight sheds that run parallel to each other (the northern and southern freight sheds) and a steel-frame and glass structure that joins the two sheds and that runs almost the full length of the sheds. The freight sheds were built in 1909 and expanded in the subsequent decades, and the steel-frame and glass structure was added in 1980. Together, the three sections have 137,000 square feet of space. The building is set back from Brannan Street approximately 20 feet, and parking spaces, perpendicular to the façade, line that elevation. A second parking lot is located at the south end of the property as well.

¹ Will elaborate and cite once final context statement is available.

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standing-seam metal roofing with wood cladding at the eaves. Six modern vents, which are positioned like dormers, are spaced along the roof slope. Along the eastern two-thirds of the north elevation, a shed roof awning supported by steel brackets extends over the parking spaces (historically it covered the loading docks). The heavy-timber structural system divides the walls into thirty-six bays which are infilled with modern metal vertical siding. The historic wall cladding does not appear to be intact underneath. Three, four-by-two, divided-lite, clerestory windows are located in every other bay; a few windows have been removed. The upper portions of the bays without clerestory windows have been covered with plywood. Eleven openings, either modern roll-down metal doors or paired metal pedestrian doors, have been inserted along this elevation. The east elevation of the northern freight shed has no openings. The western elevation of the northern freight shed has divided-lite steel glazing with a pair of glazed aluminum doors that open onto a concrete patio. This glazing was likely installed as part of the 1980 remodel.

The southern freight shed is one-story in height, is much wider than the northern shed and is flanked by two-story office sections at the east and west ends. The one-story section is very similar to the northern freight building in form and materials and has: a heavy-timber frame structural system; shed roof covered in standing metal seam roofing; vertical, aluminum siding on the walls; clerestory windows; modern roll-down doors; and paired metal pedestrian doors. In addition, two deeply recessed entrances composed of concrete steps and glazed aluminum doors (likely part of the 1980 alterations) are located on the south elevation. A concrete accessibility ramp leads to one of the entrances. Along the western two-thirds of south elevation, a shed roof supported by steel brackets creates a covered loading area. The building's concrete foundation is visible at this elevation. Steel bars, which likely attached the wood fenders similar to those shown in the historic photographs, are visible (see Figure 4). The foundation is board-formed concrete with a very rough aggregate.

The eastern two-story office portion has a flat roof with simple trim at the parapet edge. At the east elevation of the office, there is a band of paired aluminum casement windows with a transom. Simple wood trim frames the band of windows. A row of single and paired aluminum casement/transom windows, like those on the east elevation, are located on the second floors of the office's south elevation. Jalousie windows are located on the first floor. A simple flat awning with wood trim and a corrugated metal soffit, divides the first and second floors of the office. The awning is suspended by metal rods.

At the west end of the southern freight shed, there is a second two-story office section. On the west elevation, the office portion projects past the central glazed section and the northern freight shed. The office section has a flat roof with slightly projecting eaves. Like other sections of the building, the walls are clad in vertical metal siding. Unlike other sections, the second floor is clad in red brick veneer, which appears to be a recent alteration. The office windows are a variety of multi-lite steel sash.

The third section of the building is a steel-and-glass structure built in 1980 that fills the gap between the two freight sheds. A shallow-pitched gabled roof tops this section, which is taller than the freight sheds, and has continuous bands of clerestory windows along the north and south elevations. The east and west elevations are glazed curtain walls divided by steel muntins. Awnings cover the entrances, which are located at both the east and west elevations and are composed of paired aluminum glazed doors.

At the interior, the heavy-timber structural system is clearly visible. In addition, clear changes in the structural system members indicate the phases of the construction of the building. The northern shed is primarily open but has been divided in several places by the insertion of modern walls. At the center of the building, where the trains historically ran, the open volume has been divided by the insertion of large staircases and a mezzanine, which is enclosed at the north and south sides. To the east of the mezzanine, the center volume is further divided by a wall. The southern shed, like the northern shed, is primarily open but has been divided with modern walls and inserted rooms that project into the space. To accommodate the 1980s structure in the center of the building, the roof and horizontal structural beams were cut off flush with the vertical posts at the south elevation of the northern shed and the north elevation of the southern shed. Historically, the center section was lower to facilitate loading and unloading, and the floor height of the sheds was designed to match the floor height of train cars. This configuration is still visible in the eastern half (approximate) of the building. However, at the western end of the building, the center section floor is flush with the shed floor height and gently ramps down. Below and between the clerestory windows, the interior walls of the sheds are covered with modern vertical siding. The pattern of historic door openings is not visible.

5. Context and Relationship

A. Context

Showplace Square

The area south of downtown currently known as Showplace Square is located at the intersection of the South of Market (SoMa) and Potrero Hill street grids. The James Lick Freeway, an elevated structure, divides the area and is visible from vantage points throughout the district. The design-oriented businesses that gave the area its name remain, interspersed with a variety of multimedia, office, and industrial uses. The area's buildings represent a variety of periods from the early 1900s through the present era. Whether historic or more recently constructed, the buildings of Showplace Square frequently have large footprints and range from one-to five stories in height.

Early in the area's history, during the Spanish and Mexican periods (1776-1846), the area was marked by a different confluence, the marshes of Mission Bay and Mission Creek. Most of the Showplace Square area north of Sixteenth Street and east of Eighth Street was either marshland or underwater. Mission Creek, the drainage for the east facing slopes of Twin Peaks, began near Eighteenth and Treat Streets, flowed north, turned east along what is now Division Street (south of the subject property), and entered Mission Bay near the current intersection of Eighth and Division Streets.²

In 1834 the Mexican government secularized the missions in Alta California including Mission Dolores. Charged with distributing the former church lands, in 1841 Governor Juan Bautista Alvarado awarded Rancho Potrero Nuevo, or "New Pasture," to Francisco and Ramon De Haro. The ranch extended to Mission Creek to the north, San Francisco Bay to the east, Islais Creek to the south (near present-day Cesar Chavez Street), and Alabama Street to the west.³ Just prior to the end of the Mexican-American War and Mexican succession, in January 1847 Lieutenant Washington A. Bartlett, the chief magistrate, changed the name of the pueblo formerly known as "Yerba Buena" to "San Francisco." Jasper O'Farrell was hired to complete the City's first official survey under American rule, and he extended a previous survey that had been conducted, the Vioget Survey, south to O'Farrell and Market Streets.⁴ O'Farrell laid out the "100 vara blocks" south of Market Street to be four times larger than the "50-vara blocks" north of Market. The

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O'Farrell Survey did not originally include Showplace Square area. However, the South of Market grid was later extended to the southwest, likely including the subject property, in the 1850s.⁵

The US Congress granted all swamp and tide lands to the individual states in 1851.⁶ Through the California Tidelands Act of 1868, the State was allowed to sell or grant its land around Mission Bay and Hunters Point. The Southern and Central Pacific Railroads requested large tracks of land and were granted sixty acres of Mission Bay, including land for a freight and passenger terminal at Fourth and Townsend Streets, and a 200-foot wide right-of-way from Mission Creek south to Islais Creek.⁷

One industry made use of the tidal flats. The Butcher's Reserve or Butchertown was located at the intersection of Ninth and Brannan Streets, one block west of the subject property. Its position on the north edge of Mission Bay, allowed the butcheries to dump offal into the bay where it would be carried out daily with the tides. The butchers remained at this location until 1870, when a city ordinance forced them southward to Islais Creek.⁸

The fill of the marshlands and tidal flats in the 1870s began the transformation of the area. Marshlands were first filled in by hand. Later, "Steam paddies," steam-powered shovels, allowed for quick infill of the marshland and tidal flats. According to historian Hubert H. Bancroft, by 1888 450 acres of land in the Mission Bay area had been infilled. The lands of Mission Bay continued to be filled through the end of the nineteenth century.⁹ The filled land's proximity to rail and water transportation and the large, previously undeveloped lots, made the area ideal for industry, manufacturing, and warehousing.¹⁰ Networks of rail spurs were built to connect the buildings to the freight depots of the Southern Pacific and Atchison Topeka & Santa Fe, and later the Western Pacific.¹¹

Sanborn maps indicate that the area around Eighth and Brannan Streets was not yet entirely built out in 1887, but there had been significant development. Major industries nearby included Golden City Chemical Works at the northwest corner of Seventh and Townsend Streets (southern portion of the subject property block), San Francisco and Pacific Glass Works at the northeast corner of Seventh and Townsend Streets, and the Chicago Brewing Company at Eighth and Brannan Streets. Mission Creek ran through the southwest corner of Block 3783, just south of the subject property. Much of area south of Division Street was still marshland."¹²

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By 1899 the area around Block 3783 had been more intensely developed. In addition to a few small shops and residences, the area had several large factories including Pacific Sheet Metal Works at the northwest corner of Seventh and Townsend Streets, the Francis Smith & Co. sheet iron pipe works at Townsend Street to the west of Pacific Sheet Metal Works, and the

California Wine Maker Corporation and Long Syrup Refining Company at the southwest corner of Eighth and Brannan Streets. All of

these companies were accessible by Southern Pacific spur tracks. The Southern Pacific's Coast line track ran north along Harrison Street before turning northeasterly at Sixteenth Street, heading east along Division Street, and then northeasterly along Townsend Street.¹³

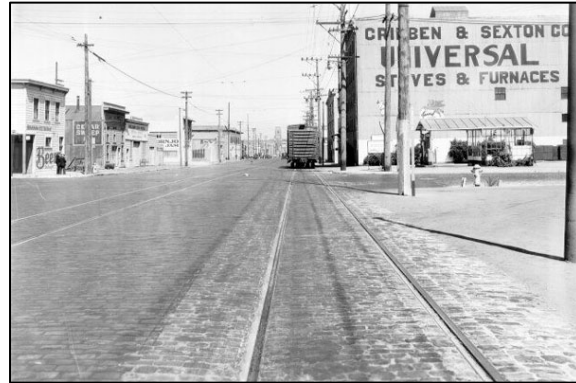


Figure 3: Brannan Street between Sixth and Seventh in 1933 (San Francisco Public Library, San Francisco Historical Photograph Collection).

On 18 April 1906, a major earthquake shook the Bay Area followed by a devastating fire in San Francisco, which destroyed a large portion of the city. The fire raged through much of SoMa and into the Showplace Square area burning as far south as Eighth and Townsend Streets in some areas. It appears the fire destroyed all the buildings on the block bounded by Brannan, Seventh, Eighth and Ninth Streets with the possible exception of the Francis Smith & Company Sheet Iron Works.¹⁴

Because the Showplace Square area was not as built up as other parts of the city such as SoMa and included many vacant lots, clearing sites and rebuilding post earthquake and fire could be accomplished more quickly than elsewhere in the city. Owners of destroyed industrial plants in areas such as the South of Market chose to relocate to the "New Wholesale District" (Showplace Square area) where large open lots still existed.¹⁵ In addition the area's system of rail spur lines provided further inducement to manufacturers to relocate to this area.¹⁶

Through World War I and World War II, the area continued to develop. However, changes in post World War II era transportation dramatically transformed the character of the area. The Bayshore

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Freeway was the first freeway in an extensive system planned around the city. The freeway reached San Francisco proper in 1950; the section within the city was named the James Lick Freeway in 1951.¹⁷ Lured by cheap land outside the city and easy transport with the new freeway system, industries increasingly moved out of San Francisco. "Whereas in 1945 San Francisco contained one-third of the regions' manufacturing jobs, by the early 1970s, this figure dropped to one in twelve."¹⁸

Until the early 1970s, Jackson Square, a neighborhood with many historic buildings, was the location of the city's design/furniture showrooms. However, the buildings in the Jackson Square area had small footprints and floor areas and acquisition of additional space was limited. President of the Western Merchandise Mart and real estate developer Henry Adams recognized the potential of the vacant or underutilized industrial buildings of the warehouse district to become the city's new design center. The multi-story, attractive brick warehouse buildings had the advantage of large open floor plans and high vacancy rates.¹⁹

In the early 1970s, Adams purchased 2 Kansas Street (now Henry Adams Street) and created a design center/showroom. In 1974, he purchased two more warehouses and joined them with a glass atrium to form the Galleria Design Center. Henry Adams and his colleagues continued to purchase the surrounding properties and converted them to design and showroom businesses, furniture makers and contractors. An 1983 *Chronicle* article indicates the subject property was part of the "Showplace Square family" and was known as the "Trade Show Center."²⁰ The area continues to function as the city's design and furniture manufacturing center.

Western Pacific Railroad

The Western Pacific was a relative latecomer to the San Francisco railroad scene; it was founded in 1903 nearly forty years after the Southern Pacific. Beginning in the 1870s, the Southern Pacific operated long-haul freight and passenger service in San Francisco without competition. In 1900, the Atchison, Topeka, & Santa Fe Railroad established a terminal nearby at Richmond, California and bought the San Francisco and San Joaquin Railroad including their freight slip at China Basin, breaking Southern Pacific's monopoly in San Francisco.²¹

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Railroad tycoon Jay Gould and his son George owned the Denver and Rio Grande railroad, which reached as far west as Ogden, Utah, but did not connect with the West Coast.²² Desiring a transcontinental line, Gould formed the Western Pacific Railway Company, which was incorporated 6 March 1903.²³ The new road would span from San Francisco east to connect with the Denver and Rio Grande Railroad in Salt Lake City. Fearing that Southern Pacific would employ any possible legal trick to stop the project if they were aware that another transcontinental line was in the works, Gould did not publicly announce his ownership of the Western Pacific until spring of 1905.²⁴

In the meantime, Western Pacific was quietly acquiring lots around Islais Creek in San Francisco for a freight slip,²⁵ land for large terminal yard for handling freight at Seventh and Brannan Streets, a machine shop at 934 Brannan, as well as a right-of-way at 17th and De Haro Streets.²⁶ The planned transport route in and around San Francisco included a ferry from the Oakland line, which would carry train cars to a freight slip at Islais Creek. From there, a rail line would run through a tunnel cut in Potrero Hill and finally to a terminal at the company's planned freight depot at 801 Brannan Street.²⁷

After three years of construction, the first freight service between Salt Lake City and San Francisco began on 1 December 1909.²⁸ Once the ballast had been strengthened and the route was safer, passenger service followed in August of 1910.²⁹ Passage across San Francisco Bay was on the ferry the *Edward T. Jeffery*.³⁰

When completed, the new road reached 927 miles stretching from Salt Lake City to San Francisco with branch lines serving San Jose, Alameda, Berkeley, Richmond, Fresno, Chico and Prattville. Combined with Gould's other railroads, the line formed a nationwide railway system from San Francisco to Baltimore (with the exception of short gap between West Virginia and Pennsylvania).³¹ The route west crossed the Sierra Nevada Mountains following the banks of the Feather River north of Sacramento, earning the line the moniker the Feather River Route. In San Francisco the Western Pacific received freight at the depot at 801 Brannan Street. Carload freight was also accepted at depots at First and Brannan Streets and Chestnut Street.³²

Early in Western Pacific's history, profits were slim because the railroad lacked the branches needed to feed traffic to the main line and make the enterprise profitable. In addition, politically

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Southern Pacific controlled rail lines in the west, and physically they had the most extensive system. In 1915 both Western Pacific and Denver & Rio Grande were forced into receivership. The Western Pacific Railway was sold at auction on the steps of the Oakland station on 28 June 1916. The Western Pacific Railroad acquired the property.³³

The Western Pacific faced other obstacles as well. In August 1919 labor unions initiated a freight embargo on the Western Pacific and Southern Pacific, and 240 yardmen in Oakland and 270 in San Francisco forced an embargo on all freight, and paralyzed passenger service.³⁴

Traffic increased due to war transport during World War I, and Western Pacific's presence continued to grow. The 1922 city directories show the company had offices in the Mills Building, a city ticket and freight office at 311 California, a ticket office at the Ferry Building, and the local freight office at Eighth and Brannan Streets. By the end of World War II, Western Pacific was in the best physical and financial condition in its history. The railroad continued to prosper until the Interstate highway Act of 1958 caused the shifting of passengers and perishable freight to automobiles and trucks.³⁵ Then in July 1962, the Potrero Hill tunnel, which connected the freight slip at Islais Creek to freight depot at 801 Brannan Street, caught fire and collapsed. Western Pacific abandoned the tunnel, sold the freight terminal, and, within a few years, greatly reduced San Francisco operations.³⁶

By this time, the control of the Western Pacific had been in question for several decades. On 12 October 1960, the Southern Pacific Company announced that it was filing an application with the Interstate Commerce Commission (ICC) requesting authority to acquire control of the Western Pacific. The Santa Fe also filed for control of the Western Pacific. On 3 February 1965, the ICC rejected both applications. Acquisition remained a possibility and finally, in October 1982, the ICC approved the application of the Union Pacific to acquire control of the Western Pacific.³⁷

801 Brannan Street

Sanborn maps indicate that by 1899, the northern half of the block currently occupied by 801 Brannan Street was almost entirely built out.³⁸ However, all of these buildings were destroyed by the fire following the 1906 San Francisco Earthquake.³⁹ At that time, the newly formed Western Pacific Railway was making plans to establish a new terminal in San Francisco and was acquiring

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land for this purpose. By 9 January 1907, the Western Pacific had acquired and fenced off the property bounded by Townsend, Brannan, Seventh and Eighth Streets, an entire 100-vara lot.⁴⁰

The Western Pacific Railway has elaborate plans for a freight depot and yards in the blocks between Brannan and Townsend, Seventh and Ninth Streets, and already construction of the company's incoming and outgoing freight depots in the block bounded by Seventh and Eighth, Townsend and Brannan Streets, has been commenced. . . . The buildings will extend from Eighth to Seventh Street along Brannan Street, in two rows, with offices apart near Seventh and Brannan streets. Work is to be finished at an early date by the contractors, who have already completed the grading and filling, and are now preparing to erect the buildings. The buildings will cover an area of 635 x 375 feet, and cost \$86,918."⁴¹

Western Pacific hired contractor Thomas D. Day's Sons for the construction of the new freight depot buildings.⁴²

Sanborn maps indicate that by 1913 the Western Pacific lines extended into San Francisco branching near Division Street to the freight depot at 801 Brannan Street and rail yards on the west part of the block bounded by Ninth, Eighth, Bryant, and Brannan Streets. At 801 Brannan



Figure 4: Western Pacific freight shed and rail lines at Seventh and Brannan Streets in 1929 (San Francisco Public Library, San Francisco Historical Photograph Collection).

Street, the rail lines ran between the two recently constructed freight depot buildings. This arrangement allowed for freight to be unloaded from the train cars and discharged from the buildings' north and south loading docks. Conveniently located to take advantage of proximity to railroad freight depots and nearby warehouses, two drayage companies, McNab & Smith Drayage Co. Stables and J.B. Bocaroe Drayage Co. sat on the block just north of 801 Brannan Street. Directly across the street from the freight depot, at the

southwest corner of Eighth and Brannan Streets, the Western Pacific had a three-story freight office building.

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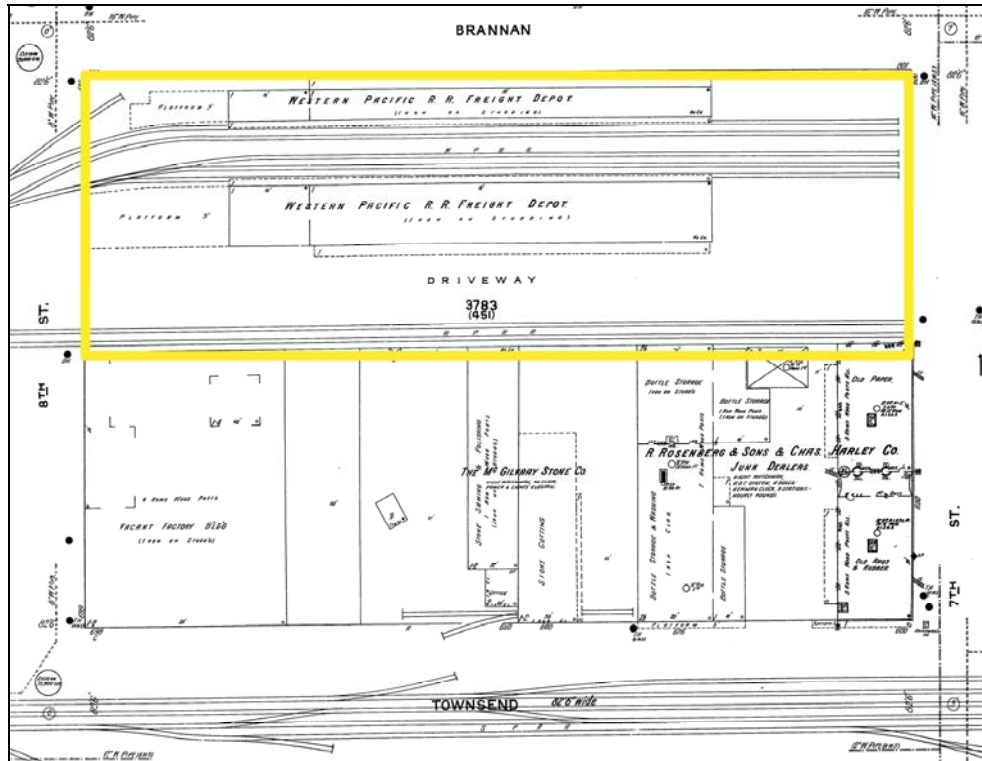


Figure 5: 1913 Sanborn map showing Western Pacific freight sheds and rail lines.

Originally, the freight sheds did not span the full width of the block but extended about three-quarters of the way from Eighth to Seventh Streets. By 1931 additions to the northern freight building had expanded it to its current length.⁴³ In 1937 a one-story frame building was added to the southern shed "on west side of 7th St (east end of lot) for use as freight shed."⁴⁴ In 1941 a canopy was installed along Brannan Street, and two sets of triple windows were inserted.⁴⁵ In 1945 a 30 x 30-foot building was added to the existing shed (likely the western office addition of the southern shed). At this time, there were several other changes, such as remodeling of the interior, construction of 100 feet of canopy on the Brannan Street side of the building, and the creation of a new retaining wall on the Seventh Street side of the property.⁴⁶ By 1946 the southern freight building had reached its current length with the exception of the western two-story office portion. Several other minor interior renovations were undertaken in 1948 and 1949 including an interior renovation, construction of a mezzanine for storage, enlargement of offices,

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and installation of a clerk's office and toilet room.⁴⁷ The first floor of the office was added by 1956.⁴⁸

According to city directories, the building continued to house the Western Pacific Railroad Company through 1980, but by 1957 the railroad was no longer the sole occupant, and other businesses shared the structures.

Year	Occupants
1957	801 Brannan: Flynn Forwarding Company, freight forwarding 815 Brannan: California Shippers Assoc., expressing and moving 823 Brannan: Western Pacific Railroad Co.
1958	801 Brannan: Flynn Forwarding Company, freight forwarding 815 Brannan: California Shippers Assoc., expressing and moving 823 Brannan: Western Pacific Railroad Co.
1959	801 Brannan: Flynn Forwarding Company, freight forwarding 815 Brannan: California Shippers Assoc., expressing and moving 823 Brannan: Western Pacific Railroad Co.
1960	801 Brannan: Flynn Forwarding Company, freight forwarding 815 Brannan: California Shippers Assoc., expressing and moving Martin Rice Drayage Co. 823 Brannan: Western Pacific Railroad Co.
1962	801 Brannan: North Pacific Forwarders Inc. 815 Brannan: North Pacific Forwarders Inc. 823 Brannan: Western Pacific Railroad Co.
1964	801 Brannan: Vacant 815 Brannan: Under construction 823 Brannan: Western Pacific Railroad Co., warehouse
1967	801 Brannan: Vacant 815 Brannan: Vacant 823 Brannan: Western Pacific Railroad Co.
1971	801 Brannan: Funsten B.R. & Co., shipping and receiving 815 Brannan: Vacant 823 Brannan: Western Pacific Railroad Co.
1972	801 Brannan: Funsten B.R. & Co., shipping and receiving 823 Brannan: Western Pacific Railroad Co.
1974	801 Brannan: Funsten B.R. & Co., shipping and receiving 815 Brannan: Vacant 823 Brannan: Western Pacific Railroad Co.
1976	801 Brannan: Funsten B.R. & Co., shipping and receiving 815 Brannan: Funsten B.R. & Co. 823 Brannan: Western Pacific Railroad Co.

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1978	801 Brannan: Jerry's Floor Covering 815 Brannan: Funsten B.R. & Co. 823 Brannan: Western Pacific Railroad Co.
1980	801 Brannan: Jerry's Floor Covering 815 Brannan: Funsten B.R. & Co. 823 Brannan: Western Pacific Railroad Co.
1981	801 Brannan: Vacant 815 Brannan: not listed 823 Brannan: not listed
1982	801 Brannan: Vacant 815 Brannan: Vacant 823 Brannan: Vacant

Henry Adams and Co. purchased the property in 1979. After the Western Pacific Railroad and other companies vacated the building, Henry Adams & Co. converted the building for use by the design industry, like many other properties in the newly formed Showplace Square district. For this purpose, in 1980 a 33-foot tall, steel-and-glass structure was built to fill the gap between the two freight depots. The resulting structure functioned as the Concourse Exhibition Hall, a showplace for furniture and interior design trade shows and other events.

In 1986 the building's wood-frame joints with were strengthened with plywood gusset plates and bolts and steel rod cross bracing was added.⁴⁹ By 1987 a second story was added to the western office.⁵⁰ In 1992 one-hour rated elevator enclosure and motor room were added.⁵¹ By 2002 Bay West Showplace Investors owned the property. The building continues to function as the Concourse Exhibition Hall.

B. Historical Resource as Defined under CEQA

The California Environmental Quality Act (CEQA) was originally enacted in 1970 in order to inform, identify, prevent, and disclose to decision-makers and the general public the effects a project may have on the environment. Historical resources are included in the comprehensive definition of the environment under CEQA.

Under CEQA Guidelines Section 15064.5(a) 3, generally a resource that is not formally listed or identified as eligible in an adopted state or local survey will be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

(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

(D) Has yielded, or may be likely to yield, information important in prehistory or history

C. Significance Findings

The building at 801 Brannan Street appears to be significant under California Register Criterion A for its contribution to the broad patterns of California's history and cultural heritage.

Transcontinental Railroads were pivotal in the development of San Francisco, and the West in general, efficiently connecting western communities to markets in the more heavily populated East and allowing passengers to travel the length of the country with previously unknown speed and ease. Three transcontinental railroads reached San Francisco, greatly facilitating the city's growth: the Central Pacific/Southern Pacific (1869); the Atchison, Topeka, & Santa Fe (1900); and the Western Pacific (1909). According to city directories, newspaper articles, and Sanborn maps, in the early twentieth century, the Western Pacific had a presence in the following facilities:

Offices

- Offices, Mills Building, 220 Montgomery (extant)
- Passenger ticket office, Ferry Building (extant)
- City ticket and freight office, Robert Dollar Building, 311 California (demolished)
- Freight office, 600 Seventh Street (extant)

Freight Facilities

- Freight depot, 801 Brannan Street (subject property)
- Freight depot, 199 Brannan Street (demolished)
- Freight depot, 50 Chestnut Street (demolished)

Of the extant Western Pacific office facilities, three buildings remain. The freight office at 600 Seventh Street has been substantially altered. The Ferry Building and Mills Building are extant, but were not built for the Western Pacific, housed the offices of many companies, and are not strongly associated with the Western Pacific Railroad. Of the known three Western Pacific freight depots, the buildings at 801 Brannan are the only buildings to remain. In addition, the association of the property with Western Pacific was long; the railroad owned and operated the building from the time of its construction in 1909 to its sale to Henry Adams and Co. in 1979. As a result, the freight sheds at 801 Brannan Street are the buildings in San Francisco most strongly associated with the Western Pacific Railroad and are significant for their representation of the role of the Western Pacific Railroad in the development of the city.

To be eligible for the California Register, a property must not only meet at least one of the criteria of significance but must also retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance [CCR §4852 (c)].

D. Integrity

According to *National Register Bulletin 15*, the seven aspects of integrity are: location, design, setting, materials, workmanship, feeling, and association. The following is a definition and analysis of each of the seven aspects of integrity in relation to the potential resources at 801 Brannan Street.

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

801 Brannan Street is in its original location. The subject property has a high degree of integrity of location.

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

The buildings were specially designed to accommodate unloading and loading of materials from train cars between the sheds, through the structures to loading bays at the exteriors of the buildings, and onto wagons or trucks. The long linear arrangement of the buildings, a direct consequence of the long linear form of trains, is evident. At the exterior and interior, the structural system is intact. However, at the exterior and interior, the wall cladding has been entirely replaced and modern doors inserted. The original arrangement and location of the numerous loading bays that ran the length of the building

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have been lost, and the buildings no longer represent this important function of the freight depot.

The rail lines and rail cars dictated much of the design of the buildings, from their linear form, to their floor height, to their location close to the Western Pacific right-of-way. The railroad rails and ties, important character-defining features of the property, are no longer visible at the exterior or interior of the building and have been removed or covered.⁵²

Grading is an obstacle for rail lines, and, as a result, right-of-ways, rail yards, and rail depot site are flat. To the south of the building, the grading had been changed and is no longer flat. To the north of the building, it appears the ground level has been raised. At the interior of the building, the floor of the center section of the building (where the historically trains ran) has been raised several feet to create a gently sloping floor that extends into the building.

The addition of the 1980s steel-and-glass structure between the two freight sheds has changed the design of the structure. Because the central section is taller than the freight sheds and is visible from all elevations, the overall massing now reads as one building. The rail lines, which were historically uncovered, are now enclosed. As a result, the spatial relationship of the buildings and site has been altered. In addition, at the interior, the insertion of staircases, mezzanine, walls and rooms has divided the interior space, obscuring, to some degree, the massive overall volume of the building and its linear character, particularly of the center, rail line, section of the building.

The heavy timber structure of the building is intact and is clearly visible at the exterior and interior. At the interior, modifications to the historic structural system as well as the 1980s addition are clearly differentiated.

Overall, because of the loss of the loading docks and rails, the truncation of roof overhangs at the center section, and the enclosure and division of the formerly open center section, the property has poor integrity of design.

Setting: The physical environment of a historic property.

Historically, rail lines ran north on Eighth Street and into the railroad sheds, bisecting the property. Because the location of the Western Pacific right-of-way significantly influenced the location of the freight sheds, their loss negatively impacts the setting of 801 Brannan Street.

Numerous buildings surrounding the property date from the 1910s through 1940s. The blocks facing 801 Brannan to the north and east are largely intact. With the exception of 600 King Street to the south, the buildings bordering 801 Brannan Street to the south and west are modern in appearance. The Western Pacific freight office at 600 Seventh Street appears to be extant, however it has been significantly altered and has very little integrity. The James Lick Freeway, an elevated structure, cuts through the blocks directly west of the subject property.

Overall, the subject property has a fair integrity of setting.

Materials: 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.

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At the building's exterior, the heavy-timber structural system is clearly visible. Some awning brackets appear to be original or early additions. Clerestory windows are primarily intact. Otherwise, very little historic fabric can be seen at the building's exterior. Modern vertical metal siding fills all of the bays between the heavy timber structural members and covers the office sections. Modern plywood covers the upper walls between the clerestory windows. No original wall cladding is visible. All doors, both pedestrian and metal roll-down doors, are modern. The fascia board along the eaves has been replaced. All windows on the office portions of the building are replacement sash. The roof has been covered in standing-seam metal roofing.

At the interior, the building's heavy-timber structural system is primarily intact. However, some horizontal structural members and the roof overhang were truncated when the 1980s addition was inserted and a few lintels have been removed near the mezzanine. The interior walls of the original shed buildings are clad in modern vertical wood siding. Neither the original wall material nor the original pattern of loading dock openings is intact.

Because so much of the sheds' original materials have been removed and/or replaced (roofing, roof overhang and exterior and interior wall siding, doors) the building has poor integrity of materials.

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

The workmanship of the heavy timber structure is visible at the exterior and interior. Any workmanship relating to the wall surfaces or door openings has been lost. Workmanship relating to the rails and ties has also been lost. Overall, the building has fair integrity of workmanship.

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

The relationship of the rail lines to the buildings and their loading docks communicates the purpose and process of rail sheds: the transition of freight from railroad cars through the sheds to wagons (and later trucks). This relationship is essential to the character and feeling of a freight depot. Freight cars rolled in and out along the tracks; freight was loaded and unloaded from the freight cars from the elevated platforms between the buildings; freight was then received and discharged through the loading docks at the north and south sides of the property.

The loss (or covering) of the rail lines, the enclosure and division of the open air space where the rail cars rolled in and out, and the infill or replacement of all loading dock openings and doors compromises the feeling of the buildings as a freight depot.

The building has poor integrity of feeling.

Association: The direct link between an important historic event or person and a historic property.

According to National Register Bulletin: *How to Apply the National Register Criteria for Evaluation*, "A property retains association if it is the place where the event or activity

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occurred and is sufficiently intact to convey that relationship to an observer.” The property is significant for its association with the Western Pacific Railroad. The rail lines were one of the primary direct links, both figuratively and literally, with the railroad. In addition, the loading docks communicated the dispersion of goods from the railroad throughout the city. Because the rail lines are no longer visible, many of the loading docks have been infilled, and the interior floor is no longer a single level, the relationship may not be clear to an observer. The building has poor integrity of association.

Because of the loss (or covering) of the rails and ties, the replacement of all wall siding (interior and exterior), infill of original loading dock openings, and the enclosure and division of a former open air space for rail cars, six of the seven aspects of integrity have been impacted. Overall, the building does not retain sufficient integrity to convey the reasons for its significance--its representation of the freight functions of the Western Pacific Railroad.

E. Setting

The building at 801 Brannan Street is located on the block bounded by Brannan, Townsend, Seventh, and Eighth Streets. There are two individually listed National Register properties in the surrounding blocks: the Baker & Hamilton Building, 700 Seventh Street (1 block south of the subject property), and the National Carbon Company Building, 599 Eighth Street (directly across Brannan Street). The property at 700 Seventh Street is the only resource in the surrounding blocks listed in the book *Here Today* and is also the only nearby city landmark designated under Article 10 of the Planning Code (Landmark No. 193). The proposed project is not located within a historic district.

[Placeholder: note any properties listed in KVP table when available.]

The CHRIS database lists the following resource on the adjacent blocks:

700-1000 Brannan Street: none listed in CHRIS

700-1000 Townsend Street: none listed in CHRIS

500-700 Seventh Street:

- 650 Seventh Street, constructed 1911, 6Y2 (Determined ineligible for National Register by consensus, not evaluation for Local Listing)
- 685 Seventh Street, constructed 1946, 6Y2 (Determined ineligible for National Register by consensus, not evaluation for Local Listing)
- 700 Seventh Street, Baker & Hamilton Building, constructed 1904, 2S2 (Determined eligible for separate listing by a consensus determination)

500-700 Eighth Street: none listed in CHRIS

- 599 Eighth Street, National Carbon Company Building, constructed 1917, 1S
(Listed in National Register as an individual property)

6. Project Specific and Cumulative Impacts / Conclusion

Under CEQA resources are considered historically significant “if the resource meets the criteria for listing on the California Register” [Public Res. Code 5024.1, Title 14, Section 4852]. Although the property at 801 Brannan Street appears to be significant under California Register Criterion A, it does not appear retain sufficient integrity to be eligible for the California Register. In addition, the subject property is not a contributor to a historic district and therefore, there its demolition does not represent a cumulative impact. The property is therefore not a historic resource for CEQA purposes, and its demolition does not represent a significant impact.

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⁵ Kelly & VerPlanck, 12.

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⁷ Dow, 18.

⁸ Kelly & VerPlanck, 13.

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²¹ Kelly & VerPlanck, 29.

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²² William D. Middleton, George M. Smerk, and Roberta L. Diehl. *Encyclopedia of North American Railroads* (Bloomington, Ind: Indiana University Press, 2007) 1093.

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⁵² According to project sponsor, these were most likely removed when the current concrete floor was poured.



Figure 1: "Western Pacific Railroad yard, 7th and Brannan steets" 1929 (San Francisco Public Library, San Francisco Historical Photograph Collection).



Figure 2: "Western Pacific Railroad yard, 7th and Brannan steets" 1929 (San Francisco Public Library, San Francisco Historical Photograph Collection).



Figure 3: Aerial of 801 Brannan Street from 1931 (Historicaerials.com)



Figure 4: Aerial of 801 Brannan Street from 1946 (Historicaerials.com).



Figure 5: View looking southeast from the intersection of Eighth and Brannan Streets toward the north and west elevations of 801 Brannan Street (ARG September 2009).



Figure 6: View looking southeast toward the west elevation of 801 Brannan Street (ARG September 2009).



Figure 7: View looking southwest from the intersection of Seventh and Brannan Streets toward the west and north elevations of 801 Brannan Street (ARG September 2009).



Figure 8: View looking east along the north elevation of 801 Brannan Street (ARG September 2009).



Figure 9: Clerestory windows at north elevation of 801 Brannan Street (ARG September 2009).



Figure 10: Shed awning at east end of the north elevation of 801 Brannan Street (ARG September 2009).



Figure 11: View looking southwest from Seventh Street toward the east elevation of 801 Brannan Street (ARG September 2009).



Figure 12: View looking west toward the east elevation of the east office addition (ARG September 2009).

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Figure 13: View looking northeast along the south elevation. The west office section is visible in the foreground (ARG September 2009).



Figure 14: View looking northwest toward the south elevation. The east office section is visible in the foreground (ARG September 2009).



Figure 15: Interior of northern shed (ARG September 2009).



Figure 16: Modern door and clerestory windows in northern shed (ARG September 2009).



Figure 17: Infill room and wall in northern shed (ARG September 2009).

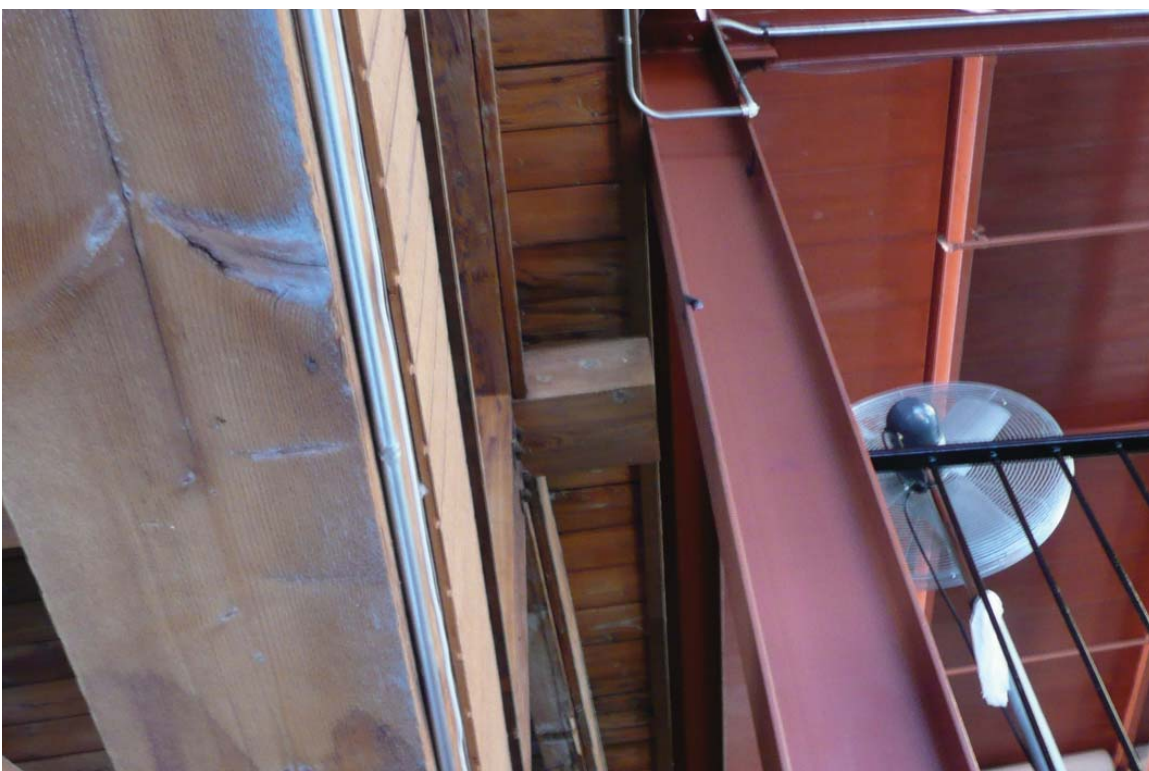


Figure 18: Detail of the truncated wood horizontal roof and structural members of the northern shed and the steel structural system of the 1980s addition (ARG September 2009).



Figure 19: Front stairway in the center, 1980s addition. Note that the floor height of the center section is flush with the floors of the northern and southern sheds (ARG September 2009).

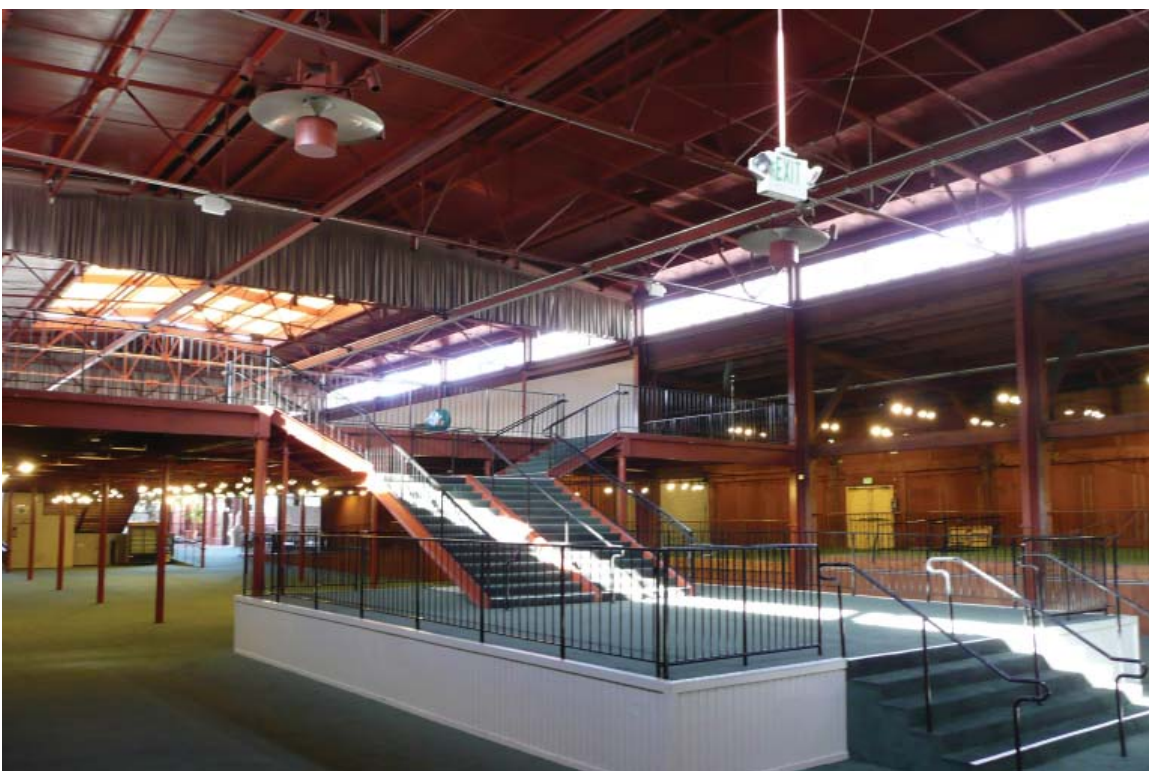


Figure 20: Rear stairway and mezzanine in the center, 1980s addition (ARG September 2009).

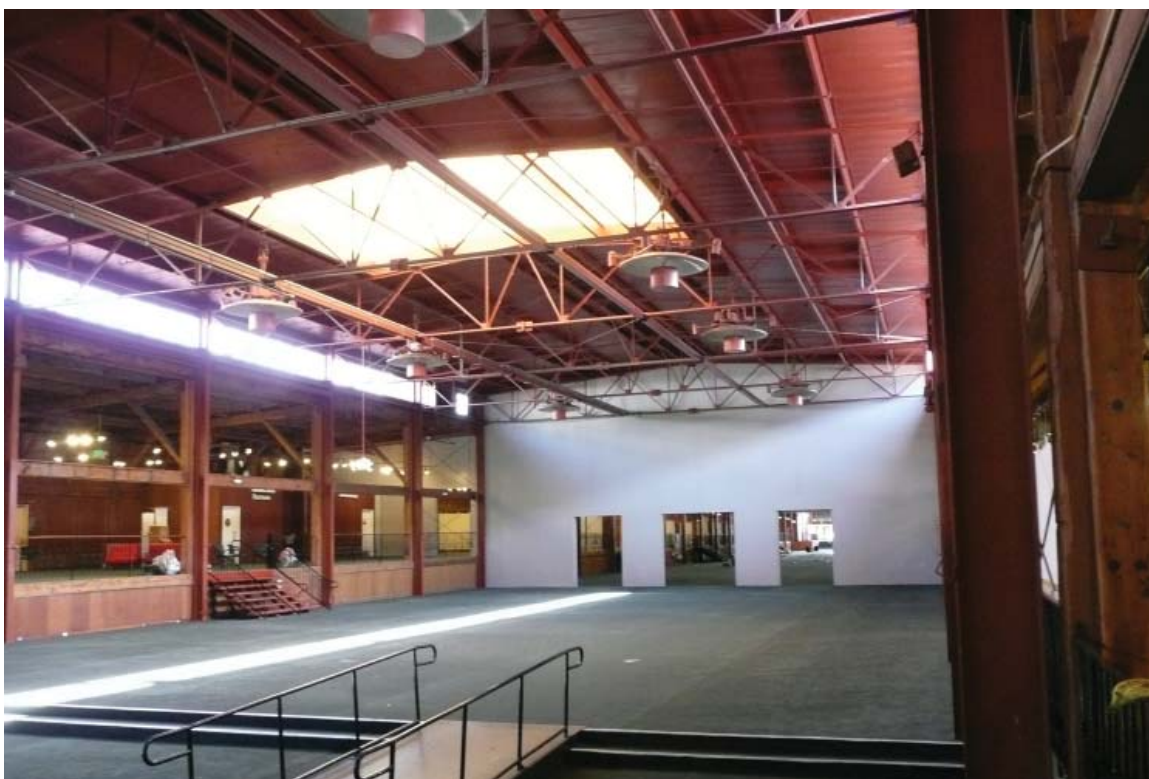


Figure 21: Wall dividing center, 1980s section (ARG September 2009).



Figure 22: View of center, 1980s section looking west (ARG September 2009).

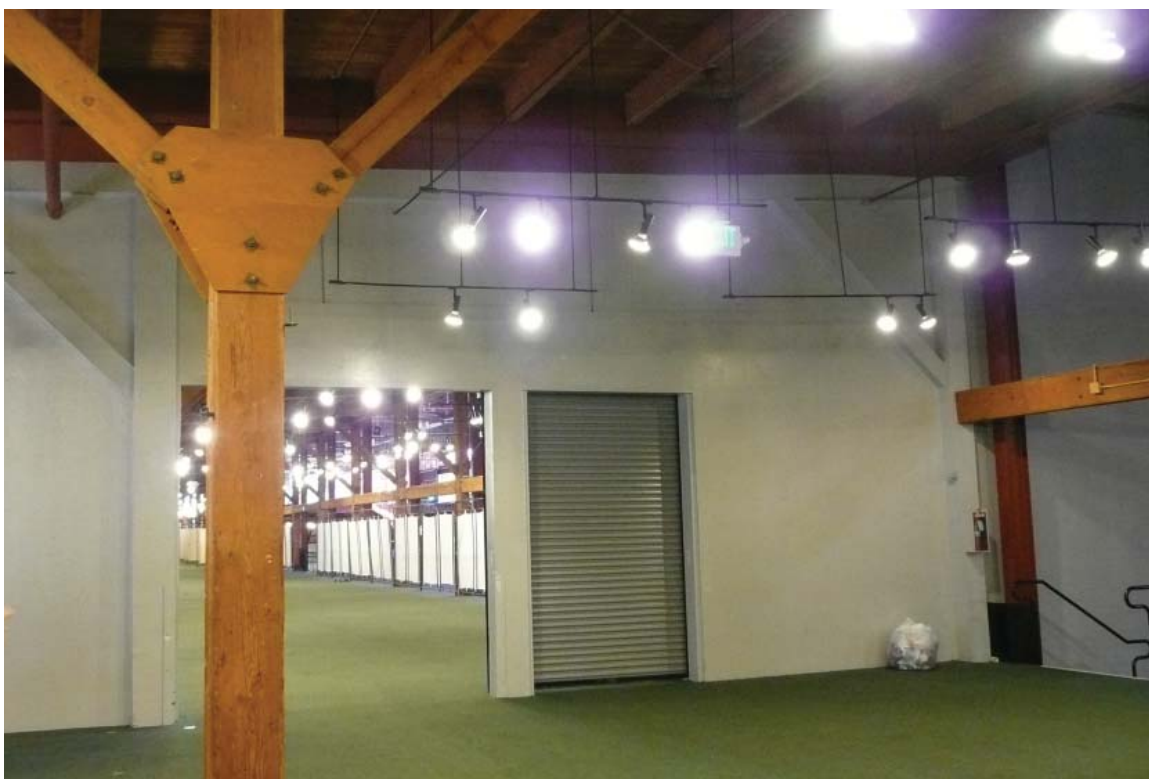


Figure 23: View of dividing wall in southern shed (ARG September 2009).

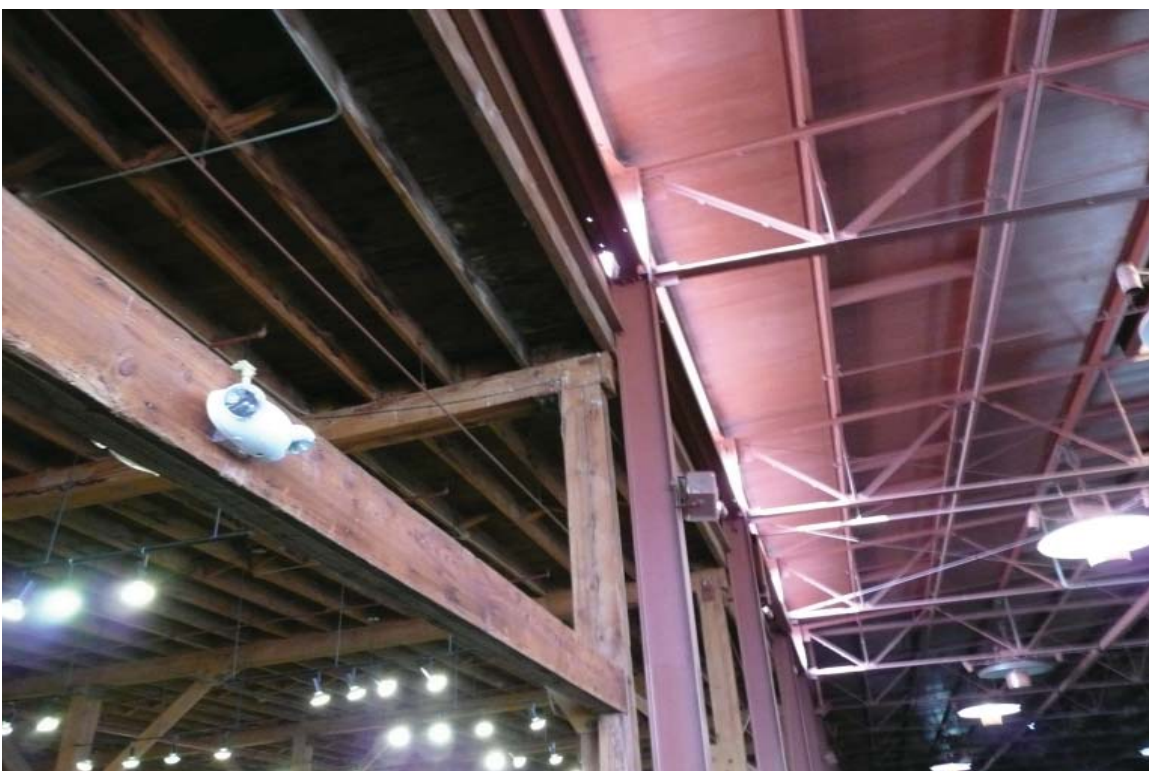


Figure 24: Detail of structural members of the southern shed and 1980s addition (ARG September 2009).



Figure 25: View looking east in southern shed (ARG September 2009).



Figure 26: View of mezzanine infill in southern shed (ARG September 2009).



Figure 27: View looking southwest from the south elevation of 801 Brannan Street (ARG September 2009).



Figure 28: View of the National Carbon Company Building, 599 Eighth Street, which is across Brannan Street from 801 Brannan Street. The National Carbon Company Building is individually listed on the National Register of Historic Places (ARG September 2009).



Figure 29: the former Western Pacific freight office at Eighth and Brannan Streets. The windows and wall cladding have been altered, and the building has poor integrity (ARG September 2009).

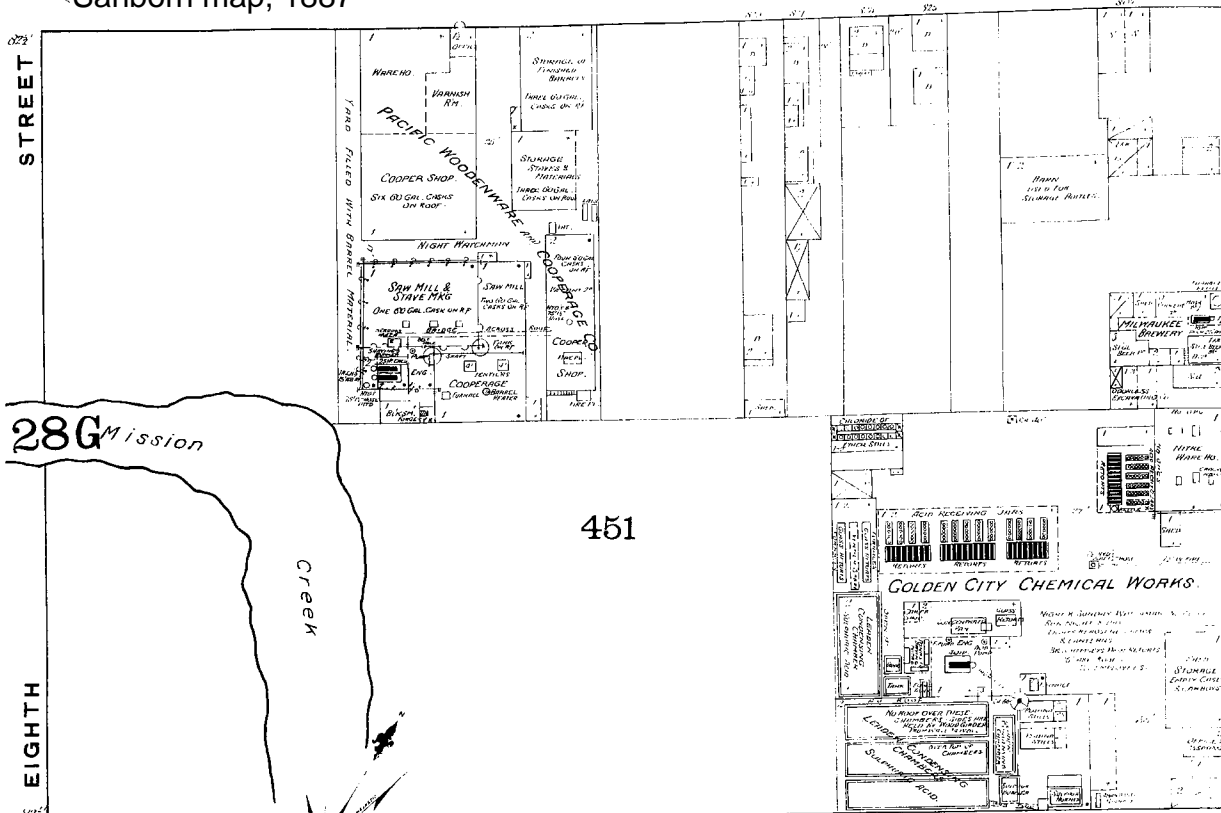


Figure 30: View looking southwest from the intersection of Seventh and Brannan Streets (ARG September 2009).

Sanborn map, 1887

28F

BRANNAN



28G Mission

Creek

451

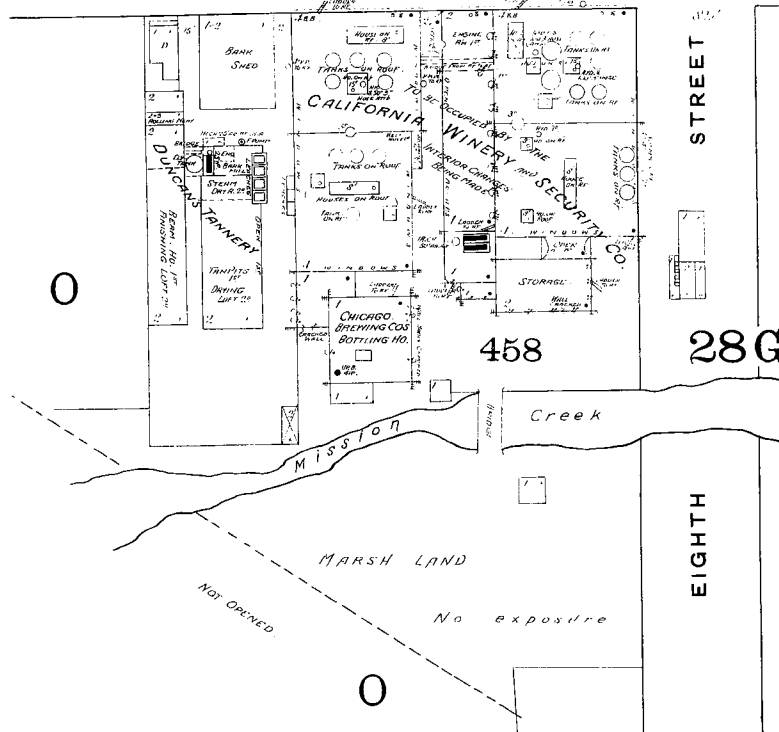
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TOWNSEND

See Volume Three

BRANNAN

ST.



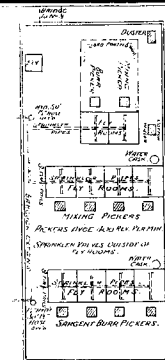
0

458

28G

EIGHTH

STREET



U.S. GOVT RESERVATION

NO EXPOSURE

U.S. GOVT RESERVATION

NO EXPOSURE

U.S. GOVT RESERVATION

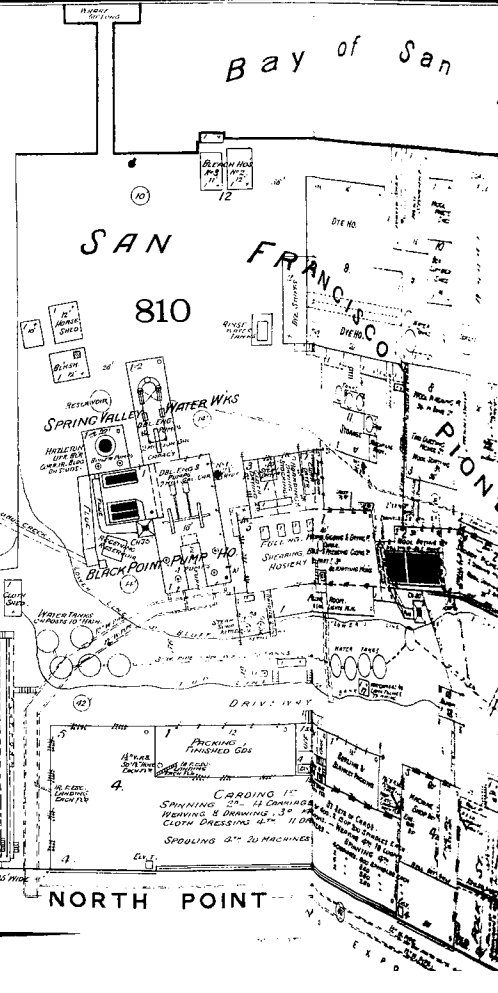
NO EXPOSURE

U.S. GOVT RESERVATION

NO EXPOSURE

U.S. GOVT RESERVATION

NO EXPOSURE



SAN

810

FRANCISCO

810

WATER WORKS

BLACK POINT PUMP

DRIVING

SPINNING

WEAVING

SPINNING

WEAVING

SPINNING

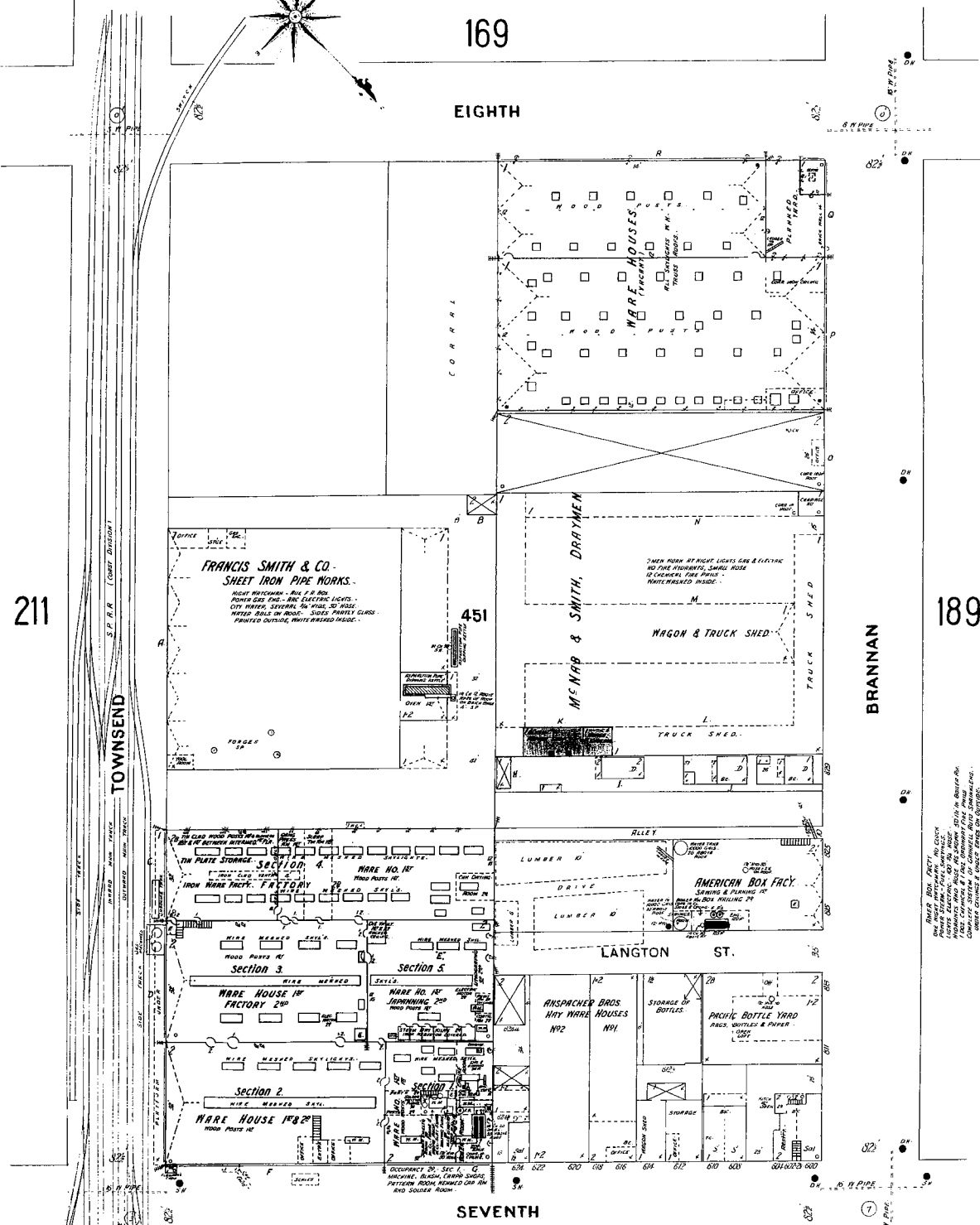
WEAVING

SPINNING

WEAVING

NORTH POINT

Sanborn map, 1899



211

169

EIGHTH

451

189

SEVENTH

197

PACIFIC SHEET METAL WORKS-

REGULAR ROOF & SHEDS MATCHING AND CORK WITH 11 STATIONS, 6 ROWS PER ROW
RUE DAY AND NIGHT ABOUT 100000 IN TONN - ONE HUNDRED IN JERSEY ROOM ALL RIGHT
POWER TOWER AND ELECTRIC TALL COIL - TOWER ELECTRIC - 10 TON LARGEST
CITY INTER - 10 ROWS - 50 HOLE IN BOLLER ROOM ONE - OFFICE OFFICE BY STEAM
WATER TOWER AND DRUMS IN JERSEY ROOM ONE - 500 TON TOWER - HOLE BOLLER ONE
SILVERING MACHINES AND DRUMS HEATED BY COIL GAS - ALL SATURATED THREE HEATED -
GASOLINE GAS PLANT UNDER PRESSURE ON TOWNSEND STREET - NOT IN USE
CEMENT PLANT UNDER PRESSURE ON TOWNSEND STREET - NOT IN USE
CEILING OF THE PLANT ROOM 100 FT OR 200 FT FROM PLANT INTERMEDIATE PLANT ROOM IS
MADE OF 4 THICKNESSES OF IRON PLATE AND CHANGING WITH RESISTOR PAPER
BETWEEN AND HOLE ON IRON PLATE THICKNESS
ALL INTERIOR UNIFORM IN BRICK WALLS PROTECTED BY STANCHION METAL CLAD DOORS
ALL DOORS & WINDOWS ON 4 WALLS SIMILARLY PROTECTED

Scale of Feet

Sanborn map, 1913

183

182

BRANNAN

WESTERN PACIFIC R. R. FREIGHT DEPOT

WESTERN PACIFIC R. R. FREIGHT DEPOT

DRIVEWAY

3783
(451)

ST.

202

8TH

VACANT FACTORY BLDG
(100' ON STUBS)

THE M^C GILKRAY STONE CO

R. ROSENBERG & SONS & CHAS. HARLEY CO.
JUNK DEALERS

ST.

175

TOWNSEND 82'6" wide

PACIFIC HARDWARE & STEEL CO. WHOLESALE HARDWARE

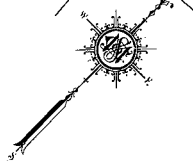
37994
(1837)

176

KING

202

DIVISION



Scale of Feet.

184

183

182

BRANNAN

WESTERN PACIFIC R. R. FREIGHT DEPOT

WESTERN PACIFIC R. R. FREIGHT DEPOT.
(1908 - 1910)

D R I V E W A Y

3783
(451)

175

TOWNSEND 82'6" wide

BAKER, HAMILTON

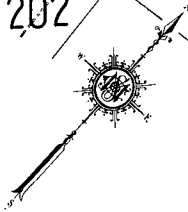
WHOLESALE HARDWARE.

176

KING

Scale of Feet.

184



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prepared for:
Bay West Group

prepared by:
Architectural Resources Group
Architects, Planners & Conservators
San Francisco, California

.....

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1. SUMMARY

At the request of Bay West Group, Architectural Resources Group (ARG) has prepared an evaluation of 40 Rhode Island/55 Division Street (the National Ice and Cold Storage Company Building), San Francisco to determine whether the property is a “historical resource” as defined in the California Environmental Quality Act (CEQA). A “historical resource” is defined as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register). A resource that is officially designated or recognized as significant in a local register of historical resources or one that is identified as significant in an historical resources survey meeting the requirements of Public Resources Code Section 5024.1(g), is presumed to be significant under CEQA “unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.”

The proposed project would demolish all of the buildings on the subject property. This report is being provided to the City of San Francisco Planning Department for use in its environmental review process. In keeping with the “San Francisco Preservation Bulletin No. 16: City and County of San Francisco Planning Department CEQA Review Procedures for Historic Resources, this report contains the following sections:

- Introduction
- Past Historic Evaluations
- Evaluation of the Existing Structure or Potential Resource
- Context and Relationship
- Project-Specific and Cumulative Impacts / Conclusion

The proposed project would encompass all of Block 3911 Lot 001, which is bounded by Division Street to the north, Rhode Island Street to the east, Alameda Street to the south, and Henry Adams Street to the west. According to *Profiles of Community Planning Areas: San Francisco's Eastern Neighborhoods*, the block is zoned industrial, C-3-S. Three buildings are located on the property: 40 Rhode Island, built in 1937; 55 Division, built in 1944; and 3-5 Henry Adams Street, built in 1970. The building at 55 Division was constructed as an addition to 40 Rhode Island Street and visually the two appear to be one building. Historically these two buildings also served the same function: they were used by the National Ice and Cold Storage Company. Because the two buildings historically functioned as one property, they have been discussed together in this

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and are referred to as the “subject properties.” The third building on the lot, 3-5 Henry Adams, is less than fifty years old, and therefore does not meet the fifty-year rule-of-thumb age requirement necessary to be eligible for the California Register. It has been evaluated in this report only for its impact on the setting of the 40 Rhode Island/55 Division Street buildings.

2. INTRODUCTION



Figure 1: View looking northwest toward south and east elevations of 40 Rhode Island/55 Division Street (ARG, September 2009).

Several site visits were made in August and September 2009 in order to survey the subject properties and the surrounding area.

Research on the subject property was conducted at the San Francisco Public Library, California Historical Resources Information System (CHRIS), archives of San Francisco Architectural Heritage, ARG's in-house library, and several online resources including digital Sanborn Fire Insurance Maps (Sanborn Maps), Calisphere, Worldcat, Online Archives of California, and Historic Aerials.

3. PAST HISTORIC EVALUATIONS

The subject properties have not been previously listed on the National Register of Historic Places (National Register) or the California Register of Historic Resources (California Register). They are not included in the California Historical Resources Information System (CHRIS) nor are they listed in any adopted local register or adopted local survey. The subject properties were not documented as part of the in the 1976 Architectural Survey, San Francisco Architectural Heritage Survey, or 1968 Junior League Survey (the basis of the book *Here Today*).

The subject properties are located within the boundaries of the *Eastern Neighborhoods Area Plans* (East SoMa, Mission, Showplace Square/Potrero Area Plan, and Central Waterfront), which were adopted by the Board of Supervisors and signed by Mayor Gavin Newsom 19

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January 2009. Specifically, the subject properties are within the area discussed in the *Showplace Square/Potrero Hill Area Plan*, which states that, "The historic preservation objectives and policies of the Showplace Square/Potrero Hill Plan provides for the identification, retention, reuse, and sustainability of the area's historic properties."

As part of the planning efforts for Showplace Square/Potrero Hill Plan and at the request of the City, Kelley & VerPlanck Historical Resources Consulting (KVP) prepared the draft Showplace Square survey and context statement 20 October 2008. The KVP context statement identified two potential districts in the area: a discontinuous heavy timber-frame brick warehouse district and a larger potential district of general-purpose industrial buildings constructed during the period of significance: 1893-1955."¹ However, the subject properties are outside both districts and are therefore not contributors. In addition, the properties were not identified as individually eligible.¹

4. EVALUATION OF THE EXISTING STRUCTURE OR POTENTIAL RESOURCE

A. Architectural Description

The building at 55 Division Street was constructed as an addition to 40 Rhode Island Street, and the two give the appearance of a single building. Together, the buildings have an irregular-shaped footprint and do not fully occupy the block allowing for areas of surface parking within the lot. The buildings are located on the northeast corner of the block facing Rhode Island and Division Streets. The reinforced concrete walls of the building are covered in smooth cement plaster finish unless otherwise noted below. A flat roof surrounded by parapet tops the building.

The primary (east) facade is composed of three main parts. The center section is 25-feet high and is divided by eight articulated attached pilasters with pointed tops that project above the roof at the cornice line. The outer two pilasters are slightly larger than the others. The pilasters divide the center section into seven bays, and simple, shallow, projecting moldings span the gaps between the pilasters several feet below the cornice line. A simple metal-frame awning covers the northern four pilasters and bays.

¹ Will elaborate and cite once final context statement is available.

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The center section fenestration is irregular. A nine-by-four lite steel, industrial sash window spans the second bay; a glazed pedestrian door is located at the third bay; large boarded openings covered with metal grills are located in the fourth and fifth bays; a door hanging from an overhead rail is located in the sixth bay; and a relatively narrow, metal roll-down door spans the seventh bay. A loading dock projects from the center section at the fourth through seventh bays.

On the façade, north of the central section, the building is 20-feet high. This section of the building has a simple water table that wraps around to the north and west elevations. The horizontal band that ornaments the central bay also extends over this northern section at the cornice line. The windows are four-by-four divided lite steel industrial sash with operable center sections, either single or combined in pairs. There are also metal double doors, and a single nine-lite fixed window. Metal screens cover the windows. An indented bay suggests there was a large opening that has been infilled.

On the façade, south of the central section, the building is 25-feet high. The horizontal band of the center section also extends over this southern section as well. A second, lower band also ornaments this section. The bands on this section are scored rather than projecting. A "San Francisco Ice Company" sign is painted on the wall near the south corner of the façade. Two metal pedestrian doors and a tripled twelve-lite metal industrial sash window are located on this section.

Windows of a variety of sizes, either in glass block or modern aluminum frames, are located on the north elevation. Near center, there is a recessed entrance composed of a modern, glazed, aluminum double door with sidelites and transom.

The west elevation was historically the rear of the building but is currently used as retail entrance. A "One Henry Adams Street" sign marks the entrance. A stepped parapet tops this elevation. The windows are modern, plate glass with aluminum frames and are covered by black canvas awnings. A recessed modern entrance composed of pair of glazed aluminum doors and tall transom is located as the center of this elevation. Both doors and transom have false divided lites. A large black canvas awning also covers this entrance.

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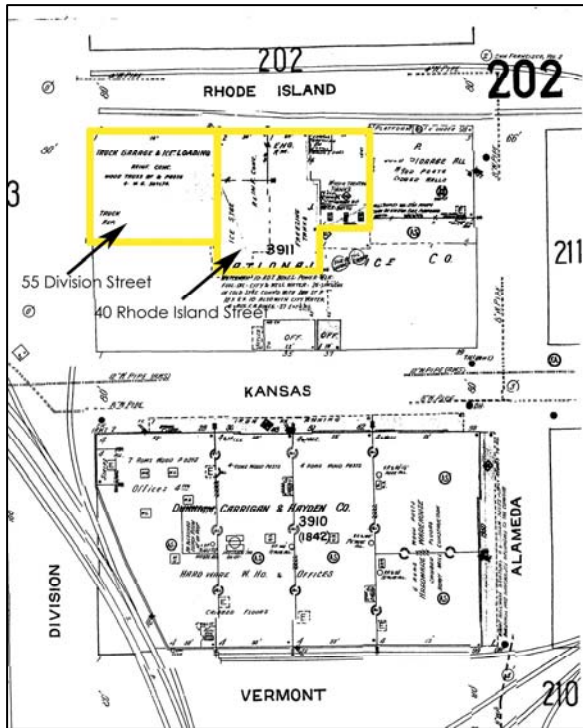


Figure 2: 1949 Sanborn map showing National Ice Company. The footprints of the current buildings are highlighted.

At the south elevation, the building steps back twice. The eastern projecting section matches the smooth cement plaster stucco finish and scored horizontal bands of the front facade. At the western section, there is no plaster finish, and the board-formed concrete is visible. On this elevation windows include three small square windows and three-by-four lite metal industrial sash windows, either single or grouped. The windows do not appear to be operable. In addition, there are two metal roll-down doors. A pedestrian door and a raised door opening, which has been boarded, are also located on this elevation.

Stylistic detailing is limited to vertical piers at the façade (east elevation) and simple horizontal molding at the east and south elevations. The building is an example of a

simplified Art Deco style applied to a utilitarian structure.

The building at 3-5 Henry Adams Street, is a one-story building with a very long rectangular footprint and flat roof. The walls are clad in vertical metal siding. Building entrances are at the west and south elevations and are composed of paired, aluminum, glazed doors with transoms. At the southern entrance, there are also sidelites. Large modern window openings with divided-lite aluminum sash are located at the west and north elevations.

5. CONTEXT AND RELATIONSHIP

A. Context

Showplace Square

The area south of downtown currently known as Showplace Square is located at the intersection of the South of Market (SoMa) and Potrero Hill street grids. The James Lick Freeway, an

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elevated structure, divides the area and is visible from vantage points throughout the district. The design-oriented businesses that gave the area its name remain, interspersed with a variety of multimedia, office, and industrial uses. The area's buildings represent a variety of periods from the early 1900s through the present era. Whether historic or more recently constructed, the buildings of Showplace Square frequently have large footprints and range from one-to five stories in height.

Early in the area's history, during the Spanish and Mexican periods (1776-1846), the area was marked by a different confluence, the marshes of Mission Bay and Mission Creek. Most of the Showplace Square area north of Sixteenth Street and east of Eighth Street, including the subject properties, was either marshland or underwater. Mission Creek, the drainage for the east-facing slopes of Twin Peaks, began near Eighteenth and Treat Streets, flowed north, turned east along what is now Division Street (directly north of the subject properties), and entered Mission Bay near the current intersection of Eighth and Division Streets.²

In 1834 the Mexican government secularized the missions in Alta California including Mission Dolores. Charged with distributing the former church lands, in 1841 Governor Juan Bautista Alvarado awarded Rancho Potrero Nuevo, or "New Pasture," to Francisco and Ramon De Haro. The ranch extended to Mission Creek to the north, San Francisco Bay to the east, Islais Creek to the south (near present-day Cesar Chavez Street), and Alabama Street to the west.³ Just prior to the end of the Mexican-American War and Mexican succession, in January 1847 Lieutenant Washington A. Bartlett, the chief magistrate, changed the name of the pueblo formerly known as "Yerba Buena" to "San Francisco." Jasper O'Farrell was hired to complete the City's first official survey under American rule, and he extended a previous survey that had been conducted, the Vioget Survey, south to O'Farrell and Market Streets.⁴ O'Farrell laid out the "100 vara blocks" south of Market Street to be four times larger than the "50-vara blocks" north of Market. The O'Farrell Survey did not originally include Showplace Square area. However, the South of Market grid was later extended to the southwest, likely including the subject properties, in the 1850s.⁵

The US Congress granted all swamp and tide lands to the individual states in 1851.⁶ Through the California Tidelands Act of 1868, the State was allowed to sell or grant its land around Mission Bay and Hunters Point. The Southern and Central Pacific Railroads requested large tracks of land and were granted sixty acres of Mission Bay, including land for a freight and passenger

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terminal at Fourth and Townsend Streets, and a 200-foot wide right-of-way from Mission Creek south to Islais Creek.⁷

One industry made use of the tidal flats. The Butcher's Reserve or Butchertown was located at the intersection of Ninth and Brannan Streets, about three blocks northwest of the subject property. Its position on the north edge of Mission Bay, allowed the butcheries to dump offal into the bay where it would be carried out daily with the tides. The butchers remained at this location until 1870, when a city ordinance forced them southward to Islais Creek.⁸

The fill of the marshlands and tidal flats in the 1870s began the transformation of the area. Marshlands were first filled in by hand. Later, "Steam paddies," steam-powered shovels, allowed for quick infill of the marshland and tidal flats. According to historian Hubert H. Bancroft, by 1888 450 acres of land in the Mission Bay area had been infilled.⁹ The lands of Mission Bay continued to be filled through the end of the nineteenth century.¹⁰ The filled land's proximity to rail and water transportation and large, previously undeveloped lots, made the area ideal for industry, manufacturing, and warehousing.¹¹ Networks of rail spurs were built to connect the buildings to the freight depots of the Southern Pacific and Atchison Topeka & Santa Fe, and later the Western Pacific.¹²

The area around Eighth and Brannan Streets was not yet built out in 1887 but there had been significant development. Major industries nearby included Golden City Chemical Works at the northwest corner of Seventh and Townsend Streets, San Francisco and Pacific Glass Works at the northeast corner of Seventh and Townsend Streets, and the Chicago Brewing Company at Eighth and Brannan Streets. Much of area south of Division Street, including the subject properties, was still marshland."¹³

The 1899 Sanborn Maps indicate that the area around the intersection of Kansas (now Henry Adams) and Division Streets was marked by a significant number of empty lots. Development in the area included the National Ice Company at the southeast corner of Kansas and Division Streets (the subject properties); Pioneer Soap Works at the northwest corner of Rhode Island and Alameda Streets, and the California Wine Maker's Corporation and Long Syrup Refining Company occupied complexes of buildings at the southwest corner of Brannan and Eighth Streets. In addition to industrial uses, the Army of Heaven Mission occupied a large complex of

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buildings spanning the depth of the block between Brannan and Division Streets (925-933 Brannan Street).¹⁴

On 18 April 1906, a major earthquake shook the Bay Area followed by a devastating fire in San Francisco, which destroyed a large portion of the city. The fire raged through much of SoMa and into the Showplace Square area burning as far south as Eighth and Townsend Streets in some areas.¹⁵



Figure 3: Brannan Street between Sixth and Seventh in 1933 (San Francisco Public Library, San Francisco Historical Photograph Collection).

Because the Showplace Square area was not as built up as other parts of the city such as SoMa and included many vacant lots, clearing sites and rebuilding post earthquake and fire could be accomplished more quickly than elsewhere in the city. Owners of destroyed industrial plants in areas such as the South of Market chose to relocate to the “New Wholesale District” (Showplace Square area) where large open lots still existed.¹⁶ In addition the area’s system of rail spur lines provided further inducement to manufacturers to relocate to this area.¹⁷

Through World War I and World War II, the area continued to develop. However, changes in post World War II era transportation dramatically transformed the character of the area. The Bayshore Freeway was the first freeway in an extensive system planned around the city. The freeway reached San Francisco proper in 1950; the section within the city was named the James Lick Freeway in 1951.¹⁸ Lured by cheap land outside the city and easy transport with the new freeway system, industries increasingly moved out of San Francisco. “Whereas in 1945 San Francisco contained one-third of the regions’ manufacturing jobs, by the early 1970s, this figure dropped to one in twelve.”¹⁹

Until the early 1970s, Jackson Square, a neighborhood with many historic buildings, was the location of the city’s design/furniture showrooms. However, the buildings in the Jackson Square area had small footprints and floor areas and acquisition of additional space was limited. President of the Western Merchandise Mart and real estate developer Henry Adams recognized

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the potential of the vacant or underutilized industrial buildings of the warehouse district to become the city's new design center. The multi-story, attractive brick warehouse buildings had the advantage of large open floor plans and high vacancy rates.²⁰

In the early 1970s, Adams purchased 2 Kansas Street (now Henry Adams Street) and created a design center/showroom. In 1974, he purchased two more warehouses and joined them with a glass atrium to form the Galleria Design Center. Henry Adams and his colleagues continued to purchase the surrounding properties and converted them to design and showroom businesses, furniture makers and contractors. An 1983 *Chronicle* article indicates the subject property was part of the "Showplace Square family" and was known as the "Garden Court."²¹ The area continues to function as the city's design and furniture manufacturing center of the city.

National Ice and Cold Storage Company of California

As late as 1881, California was still importing ice from Chicago.²² In 1892, Mountain Ice joined with the Fiorisian and National Ice Companies to form the National Ice Company in San Francisco²³ with offices at 327 Market Street and a depot at the southwest corner of Eighth and Brannan Streets.²⁴ Ice was either manufactured at local plants or "natural ice" was obtained by damming the Truckee River and harvesting the ice during winter. In 1892, San Francisco consumed about 25,000 tons of ice annually, divided almost equally between natural and artificial.²⁵ By 1893 the National Ice Company also had a building at 1013-1015 Third Street.

By the teens, the company had established or acquired twenty-three factories producing "artificial ice" in San Francisco, Fresno, Riverside, San Jose, Los Angeles, Red Bluff, Santa Rosa, Marysville, Sacramento, Vallejo, Watsonville, San Bernadino, Oakland, Sonora, Merced, Bakersfield, Stockton, Berkeley and Petaluma. The factories had a combined daily production capacity of 1011 tons and could store 46,755 tons of ice. In addition to their "artificial" ice, the company owned four natural plants in the Sierra Nevada Mountains that produced 50,000 tons annually. The new factories represented a dramatic increase in production and sales; in 1912 the National Ice and Cold Storage Company sold 300,000 tons of ice compared to 20,000 tons in 1891.²⁶ In addition to providing ice, the company stored refrigerated shipments until the merchandise was picked up by consigners.²⁷

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In 1913 the company's name was changed from National Ice and Cold Storage Company to National Ice and Cold Storage Company of California.²⁸ By 1942 National Ice and Cold Storage Company of California had several facilities in San Francisco. With offices at 417 Montgomery Street, they operated storage plants at the ice house located at the intersection of Battery and Union Streets and the subject property at Division and Kansas Streets.²⁹ However, by 1951, the company had scaled back and only operated out of the buildings at 55 Division Street. National Ice and Cold Storage Company was listed in the City Directories as late as 1967.³⁰

40 Rhode Island/55 Division Street

By 1892, a year after its founding, the National Ice Company had constructed a "depot" at the southwest corner of Eighth and Brannan Streets.³¹ By 1899 the National Ice Company had constructed a number of structures on the subject property including a Cold Storage House, Ice Storage House, Freezing Tanks, Engine House, Boiler House, and Wagon Sheds. Numerous ancillary buildings such as sheds, water distillers, and brine pump had also been built. The Southern Pacific spur tracks cut through the northeast corner of the property and were likely used for receiving natural ice from sources in the Sierras and goods for cold storage and providing ice for refrigerated train cars. In 1899 National Ice Company was not the only company on the block: Pioneer Soap Company Works occupied the southeast corner.³²

When the 1906 earthquake and fire struck San Francisco, many of the buildings in the South of Market neighborhood were destroyed by the fire, which spread south to the north edge the Showplace Square area, stopping halfway through block at the northeast corner of Townsend and Eighth Street, a half block from the subject property, which was not destroyed by the fire.³³ By 1913 the company had expanded to occupy the entire block, constructing a large five-story "Cold Storage" building on the former location of the soap works.³⁴

In 1937, the company demolished some of its older structures and constructed a new Class C building facing Rhode Island Street. The new "Ice Making Plant" was built for \$25,000. No architect was indicated on the building permit application, but James M. Smith, Structural Engineer, was listed on the building permits.³⁵ Since 1911, the company had increasingly used "motor trucks,"³⁶ and reflective of the shift from rail to auto transport, the new structure was apparently built without a rail spur.³⁷

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Figure 4: View looking southwest toward east and north elevations of the National Ice and Cold Storage Company building (ARG September 2009).

In 1944 a lunch counter on the block was demolished and a Class C, one-story building was constructed for a “garage and shop.” No architect was given, but the engineer was Clarkson Swain, and the contractor was Adam Arras and Son.³⁸ By this time, the lot looked very different than it had in 1913: the railroad spur had been removed, allowing for the full build out of the northeast corner; the buildings were larger and oriented toward the streets rather than the rail spur; and the site was no

longer as densely developed. Aside from the buildings at 40 Rhode Island/55 Division, the five story Cold Storage building, and two small, detached offices at the west side of the property, the lot had been cleared.

By 1958, Ocoma Foods Company, which specialized in frozen foods, also occupied the buildings at 40 Rhode Island/55 Division Streets, along with the National Ice and Cold Storage Company. The two companies remained in the buildings through 1962. From 1963 to 1964 the property was vacant.³⁹ Pacific Telephone and Telegraph Company occupied part of the building for a mail room and truck storage and remained in the building through the late 1970s.⁴⁰ The San Francisco Ice Company plant also occupied the part of the property facing Rhode Island Street. City directories list the company on the site through 1982, and the building still retains a “San Francisco Ice Company” sign on the east and south elevations.

In the late 1970s, the portion of the building facing Division Street was listed as vacant, and by 1979, it was occupied by Plus Kitchens, kitchen furnishings and Snapview Architectural Signage, which produced graphic arts-architecture signage.⁴¹ By 1983, Bay West owned the entire block and some sections of the buildings were converted to design uses. In 1986, work totaling \$48,000 was undertaken including, repairs to stucco, paint, exterior lighting, new rollup doors, new canopy, new exterior stairs, and repairs to the loading dock.⁴² In 1989, an aluminum frame canvas-covered awning was constructed above some entry doors, most likely those on Henry Adams Street.⁴³ By 1991 Toda Development Inc. owned the property. That year the second floor

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offices were renovated, existing platforms and some interior walls were removed.⁴⁴ Various minor repairs were made in the next eighteen years.

Currently, the 40 Rhode Island Street portion of the subject properties is vacant. Retail functions continue to operate out of the building at 55 Division Street and are accessible from entrances on the north and west elevations. The building at 3-5 Henry Adams also continues to function as showroom space.

B. Historical Resource as Defined under CEQA

The California Environmental Quality Act (CEQA) was originally enacted in 1970 in order to inform, identify, prevent, and disclose to decision-makers and the general public the effects a project may have on the environment. Historical resources are included in the comprehensive definition of the environment under CEQA.

Under CEQA Guidelines Section 15064.5(a) 3, generally a resource that is not formally listed or identified as eligible in an adopted state or local survey will be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

- (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
- (D) Has yielded, or may be likely to yield, information important in prehistory or history

C. Significance Findings

The buildings at 40 Rhode Island/55 Division Streets do not appear to reach the level of significance to be individually eligible for the California Register under any of the four criteria. The buildings are not associated with significant events, broad patterns, or important person. They do not embody the characteristics of a type of architecture, nor do they represent the work of a master architect or craftsman.

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To be eligible for the California Register, a property must not only meet at least one of the criteria of significance but must also retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance [CCR §4852 (c)].

D. Integrity

According to *National Register Bulletin 15*, the seven aspects of integrity are: location, design, setting, materials, workmanship, feeling, and association. The following is a definition and analysis of each of the seven aspects of integrity in relation to the potential resources at 40 Rhode Island/55 Division Streets.

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

40 Rhode Island Street/55 Division Street is in its original location. The subject property has a high degree of integrity of location.

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

The original design intent is intact and clearly visible. The form of the building, open character of the interior, reinforced concrete structural system, and simplified Art Deco style of the building are all intact. The subject property has a high degree of integrity of design.

Setting: The physical environment of a historic property.

An addition was constructed in 1970 behind (west of) the subject properties. The addition is distinct from the subject property in material and form and is lower in height. It obscures only a portion of the rear elevation of the subject properties and does not significantly compromise the setting.

Bordering the block to the south and west, the historic setting is intact; the 1915 Dunham, Carrigan & Hayden (1 Henry Adams Street) and John Hoey & Co. Building (101 Henry Adams Street) remain. To the north and west, all the buildings have been constructed in the last fifty years and range from one to four stories in height. The size and scale of these buildings is consistent with the surrounding historic properties and does not significantly compromise the setting. Because the area retains many historic structures and the modern structures are consistent in size and scale, the subject property has a good degree of integrity of setting.

Materials: 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.

The materials used in the original construction of the subject properties, such as reinforced concrete with cement plaster finishes and industrial sash windows on the facade are intact. However, the windows and doors on the north and west (secondary) elevations have been replaced and likely enlarged. Overall the subject property has a good degree of integrity of materials.

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

The original workmanship of an 1930s reinforced concrete factory building is intact at the exterior of the building. The subject property has a good degree of integrity of workmanship.

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

The building continues to communicate the feeling of a 1930s industrial building with simple Art Deco details.

Association: The direct link between an important historic event or person and a historic property.

The subject property does not appear to be associated with an important person or historic event.

Although there are some alterations on the north and west elevations, these are secondary elevations, and the facade is intact. Overall, the building retains its original form, massing, wall materials, fenestration pattern, and simplified Art Deco style detailing. The subject properties retain a good degree of integrity.

E. Setting

The buildings at 40 Rhode Island/55 Division Streets are located on the block bounded by Division, Rhode Island, Alameda, and Vermont Streets. There are two individually listed National Register properties in the surrounding blocks: the Baker & Hamilton Building, 700 Seventh Street (1 block northeast of the subject property), and the National Carbon Company Building, 599 Eighth Street (1 block northwest of the subject property). The property at 700 Seventh Street is the only resource in the surrounding blocks listed in the book *Here Today* and is also the only nearby City Landmark designated under Article 10 of the Planning Code (Landmark No. 193). The proposed project is not located within a historic district.

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[Placeholder: note any properties listed in KVP table when available.]

The CHRIS database does not list any resource on the adjacent blocks:

1-200 Henry Adams (or Kansas) Street: none listed in CHRIS

1-200 Rhode Island Street: none listed in CHRIS

1-200 Division Street: none listed in CHRIS

1-200 Alameda Street: none listed in CHRIS

6. PROJECT SPECIFIC AND CUMULATIVE IMPACTS / CONCLUSION

Under CEQA resources are considered historically significant “if the resource meets the criteria for listing on the California Register” [Public Res. Code 5024.1, Title 14, Section 4852]. The property at 40 Rhode Island/55 Division Streets does not appear to reach the level of significance necessary to be eligible under any of the four criteria of the California Register. In addition, the subject property is not part of a historic district and therefore, there its demolition does not represent a cumulative impact. The property is therefore not a historic resource for CEQA purposes, and its demolition does not represent a significant impact.

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8. ENDNOTES

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² Gerald Robert Dow, *Bay Fill in San Francisco: A History of Change* (Thesis (M.A.)--California State University, San Francisco, 1973, 1973) 117.

³ Kelly & VerPlanck, 11.

⁴ Oscar Lewis, *San Francisco: Mission to Metropolis* (San Diego, Calif: Howell-North Books, 1980) 27.

⁵ Kelly & VerPlanck, 12.

⁶ "Exploring the West: Mission Bay," <http://west.stanford.edu/cgi-bin/pager.php?id=100> (accessed 5 September 2009).

⁷ Dow, 18.

⁸ Kelly & VerPlanck, 13.

⁹ Dow, 45.

¹⁰ Dow, 130.

¹¹ Kelly & VerPlanck, 4.

¹² Sanborn Company Fire Insurance Maps for San Francisco, 1887.

¹³ Sanborn Company Fire Insurance Maps for San Francisco, 1887.

¹⁴ Sanborn Company Fire Insurance Maps for San Francisco, 1899.

¹⁵ Gerstle Mack, *1906: Surviving San Francisco's Great Earthquake and Fire* (San Francisco, CA: Chronicle Books, 1981) introduction.

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¹⁷ San Francisco (Calif.), *Profiles of Community Planning Areas: San Francisco's Eastern Neighborhoods* (San Francisco, Calif: The Dept, 2002) 86.

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¹⁹ Kelly & VerPlanck, 57.

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- ²⁰ San Francisco (Calif.), *Profiles of Community Planning Areas: San Francisco's Eastern Neighborhoods*, 86.
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- ³⁴ Sanborn Company Fire Insurance Maps for San Francisco, 1913.
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- ⁴¹ L. Polk & Co. *Polk's San Francisco*, 1979.
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⁴⁴ City and County of San Francisco. Building Permit Applications, 16 April 1991.



Figure 5: View looking northwest from toward the east (principal) elevation (ARG September 2009).



Figure 6: View looking southwest from the intersection of Division and Rhode Island Streets (ARG September 2009).

Existing Conditions Photographs



Figure 3: View looking north toward the south elevation (ARG September 2009).



Figure 4: View looking southeast toward the west elevation (ARG September 2009).

Existing Conditions Photographs



Figure 5: View looking southwest from Division Street toward the east and north elevations (ARG September 2009).



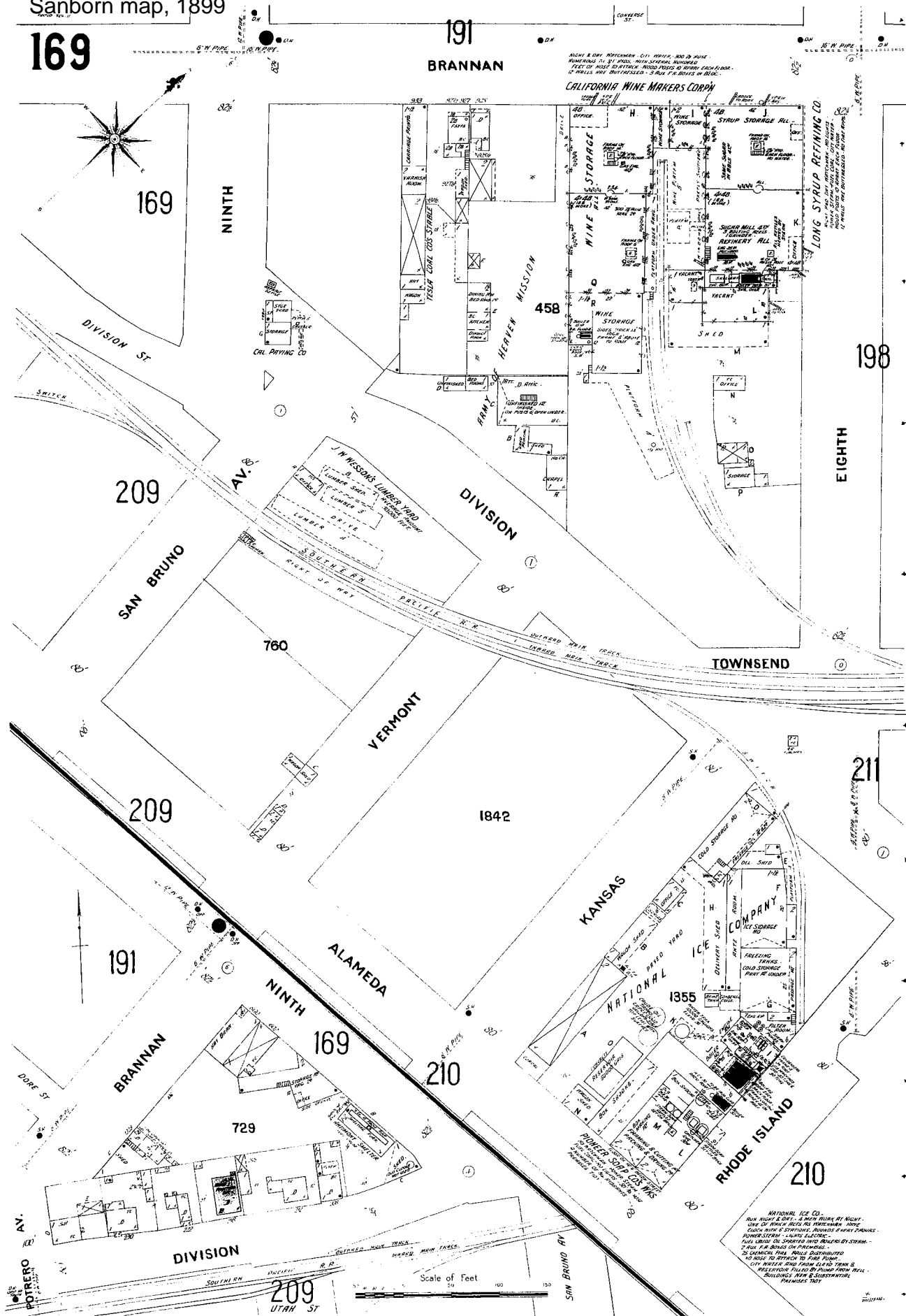
Figure 6: View looking southwest from Division Street toward the north elevation, which is largely obscured by trees (ARG September 2009)



Figure 6: View looking north along the west elevation of 3-5 Henry Adams Street (ARG September 2009).



Figure 7: View looking southeast toward the entrance to 5 Henry Adams Street (ARG September 2009).

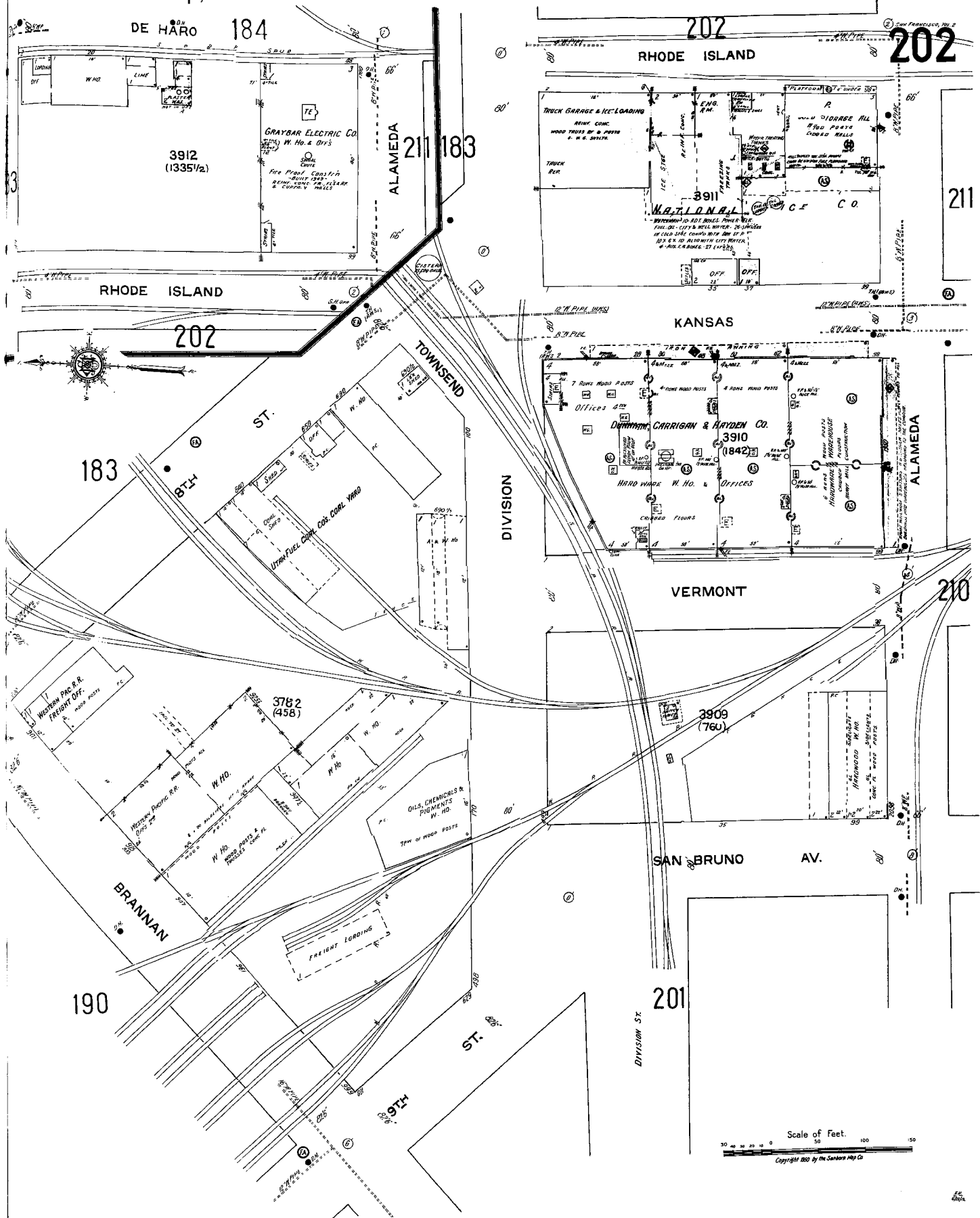


This is a Sanborn fire insurance map of San Francisco, dated 1913. The map shows a section of the city centered around the intersection of Division Street and Townsend Street. Key streets visible include DE HARO, RHODE ISLAND, KANSAS, VERMONT, SAN BRUNO AV., ALAMEDA, and BRANNAN. Lot numbers 183, 202, 201, and 190 are prominently displayed. The map depicts various industrial and commercial buildings, including cold storage facilities, ice companies (National Ice Co.), and coal yards (King Coal Co.). A compass rose is located in the lower-left quadrant, and a scale of feet is provided in the lower-right corner. The map is detailed with street names, lot numbers, and building footprints, providing a historical view of the area.

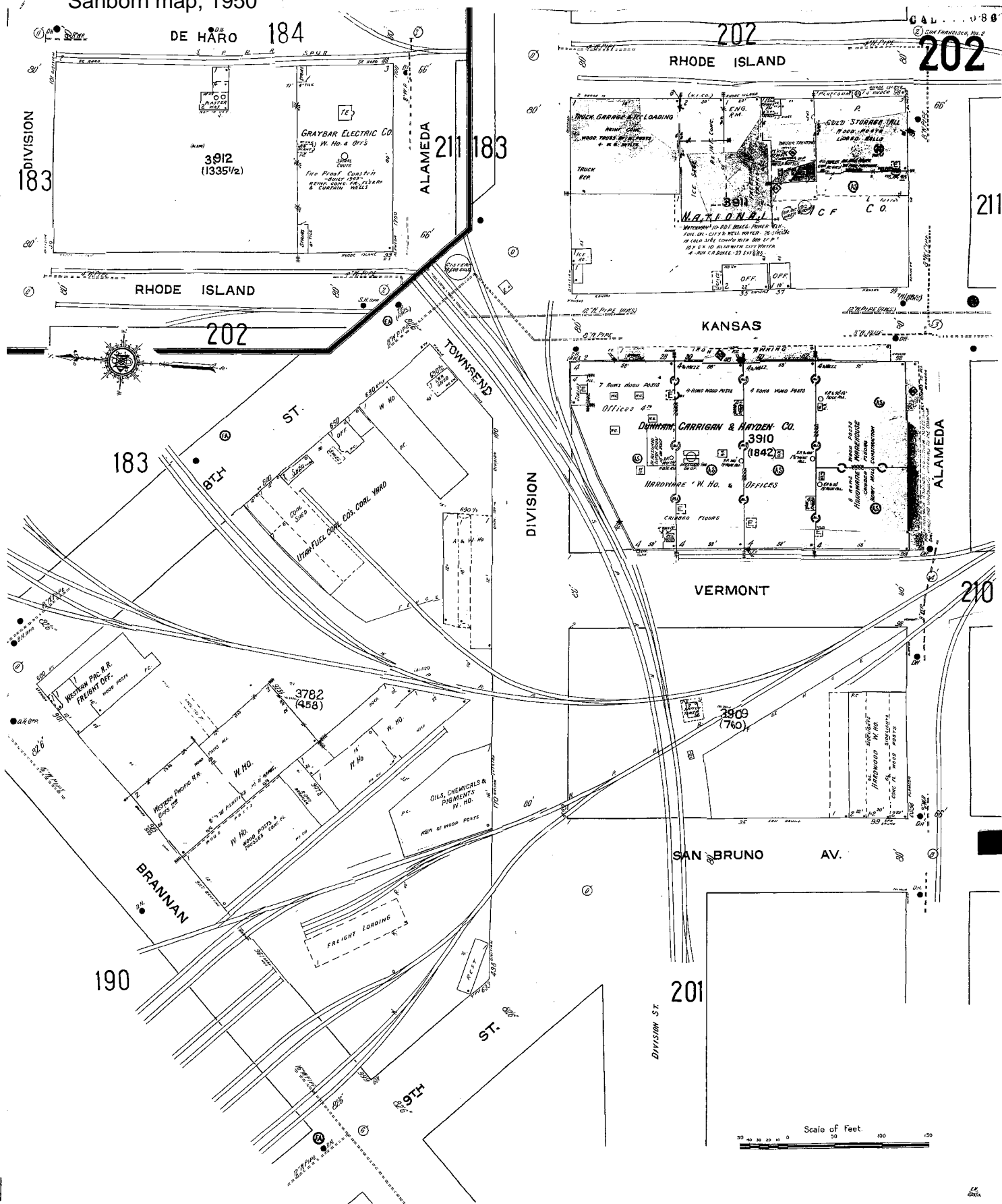
Scale of feet.

50 40 30 20 10 0 50 100

Sanborn map, 1949



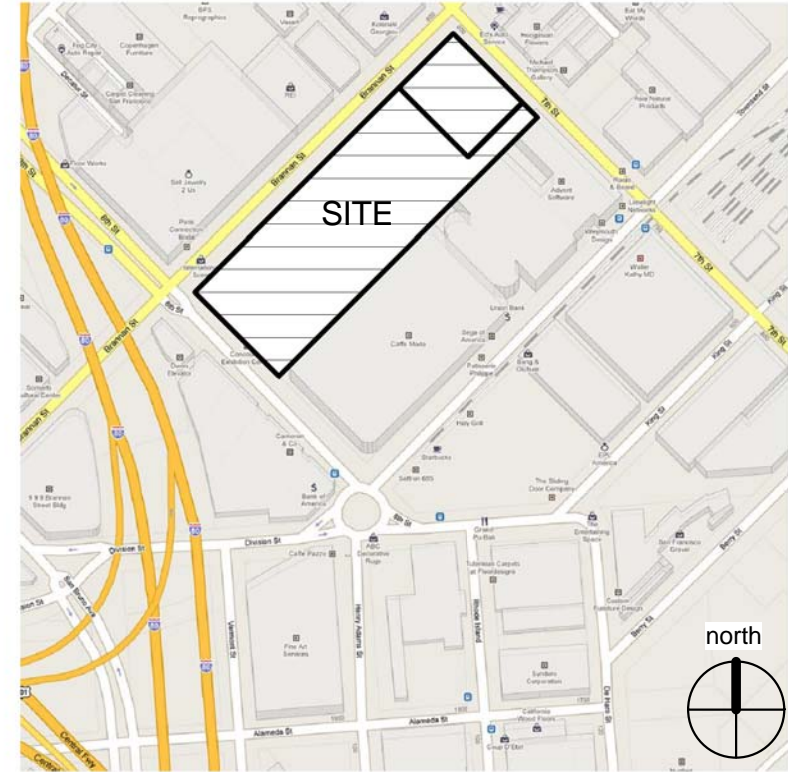
Sanborn map, 1950





Aerial View to South

VICINITY MAP



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SHEET INDEX

- 1 Title Sheet
- 2.1 Perspective - Brannan & 8th street
- 2.2 Perspective - Townsend Circle
- 2.3 Aerial View 1
- 2.4 Aerial View 2
- A1.0 Illustrative Site Plan
- A1.1 Aerial Context
- A2.1 Ground Level / Site Plan
- A2.2 Typical Upper Level Plan
- A3.1 Building Elevations
- A4.1 Building Cross Sections

GENERAL PROJECT STATISTICS

This scheme is designed under the Eastern Neighborhoods zoning requirements.

Construction Type:
-Five floors of Type III over a Type I parking podium.

I. Site Area		
	Square Feet	Acres
Net Developable Site	126,000	2.89
Land Dedication	37,800	0.87
Brannan Alley + Midblock Passages	63,075	1.45
Total Site Area	226,875	5.21

II. Gross Area Tabulation			
Gross Area Tabulation BUILDING 1		Gross Area Tabulation BUILDING 2	
Circulation	36441 SF	Circulation	49233 SF
Garage	24200 SF	Garage	46659 SF
Lobby	3167 SF	Lobby	4058 SF
Residential	149942 SF	Residential	228350 SF
Retail	13374 SF	Retail	9993 SF
Service	14429 SF	Service	24969 SF
	241553 SF		363262 SF
		614010 SF	

III. Unit Mix Summary			
	Count	Approx SF	% Total
2 Bedroom	175	1046 SF	40.2%
1 Bedroom	245	720 SF	56.4%
loft units	15	1200 SF	3.4%
	435		100%

IV. Open Space Summary	
Publicly Accessible Open Space:	
<i>Unenclosed Pedestrian Pathway {Per SF Planning Code Sec 135(h)1C}</i>	
West + East Midblock Passage	21,825 SF
(12,375 SF + 9,450 SF)	
21,825 SF / 54 SF/unit req'd =	404 units satisfied
435 units - 404 units =	31 units unsatisfied
Common Usable Open Space:	
<i>Inner Courtyard {Per SF Planning Code Sec 135(g)}</i>	
Required: 31 units x 80 SF/unit req'd =	2,480 SF
Provided: Courtyard 1 + 2a + 2b =	
8,886 SF + 7,327 SF + 7,327 SF =	23,540 SF
Total Usable Open Space Req'd:	
21,825 SF + 2,480 SF =	24,305 SF
Total Usable Open Space Provided:	
21,825 SF + 23,540 SF =	45,365 SF

V. Parking Tabulation		
Maximum Parking Allowed		
Residential		
1 x 175 2BR's =		175
.75 x 245 1BR's =		184
1 x 15 lofts =		15
Total Allowed		374 spaces
Retail 1 per 500 SF < 20,000 SF plus 1 per 250 SF > 20,000 SF		
20,000 SF / 500 =40		
3,367 SF/ 250 =		14
Total Allowed		54 spaces
Parking Provided		
Residential		
Building 1	155	(149 puzzle lift)
Building 2	190	(184 puzzle lift)
Total Provided		345 spaces
Retail (Building 2)		30 spaces
Other		
690 Townsend	72	(69 puzzle lift)
600 Townsend	23	(21 puzzle lift)
Car Share	5	
Total Parking Provided		475 spaces
% puzzle lift (423/475)		89%
Handicap Accessible Parking		
required		provided
1 per 25 (475/25)		
= 19 spaces		19 spaces
VI. Loading		
Building 1		
	req'd	provided
10' x 25' x 12'h.	1	1
8' x 20'x 7'h.	2**	2
Total	3	3
Building 2		
	req'd	provided
10' x 25' x 12'h.	1	1
8' x 20'x 7'h.	2**	2
Total	3	3
** two 8' x 20' spaces are permitted to substitute for each req'd 12' x 35' space, per Sec 153 (a)6		
VII. Bicycle Parking		
	req'd	provided
Residential:	122	122
Retail:	0*	0
*23,367 SF < 25,000 SF		









0' 10' 20' 40' 80'

1 Illustrative Site Plan
1" = 80'-0"

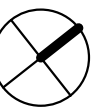


Bay West Group

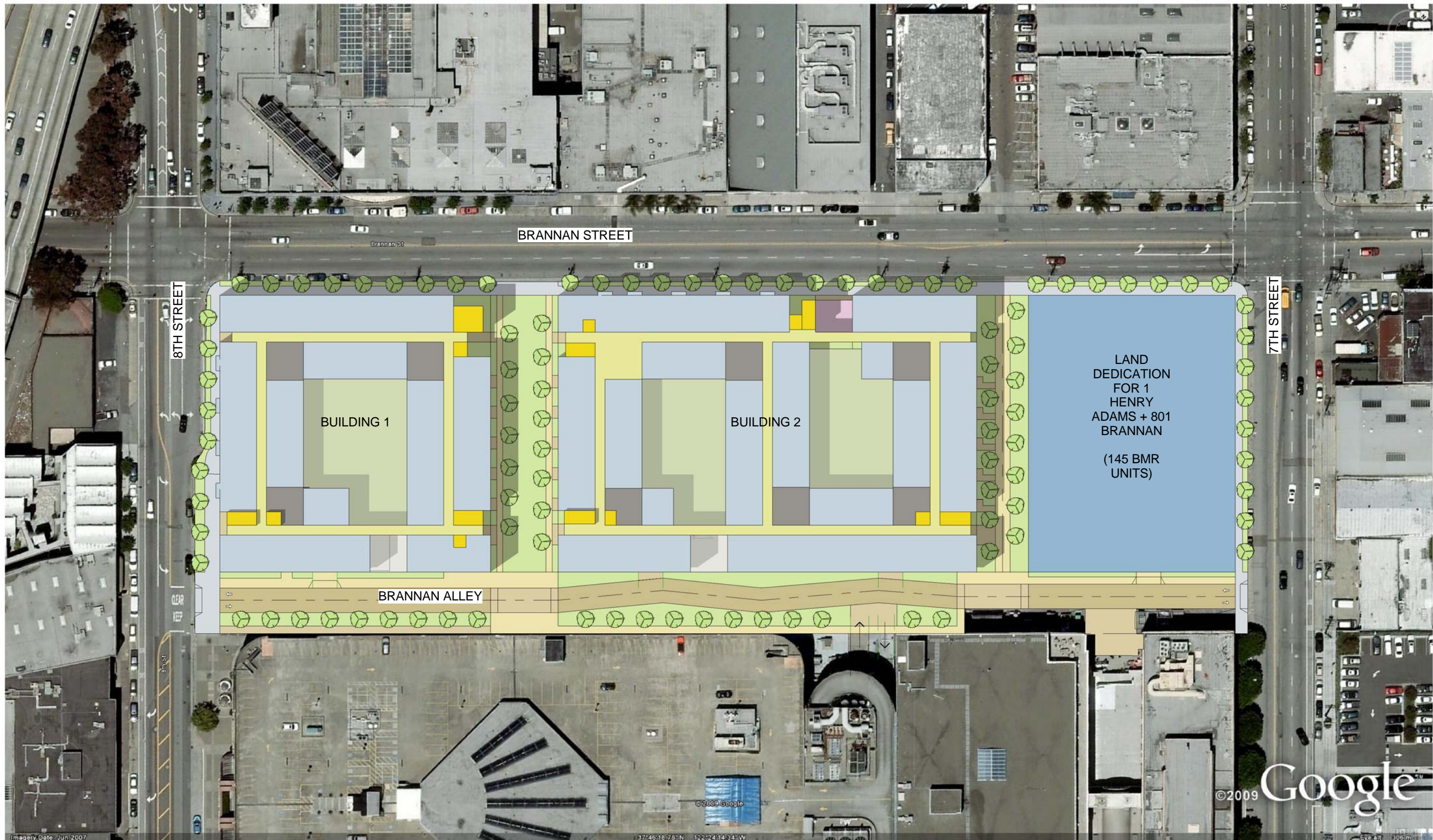
801 Brannan Street

Illustrative Site Plan

20817
scale: 1" = 80'-0"
date: 05/25/2010



A1.0



0' 10' 20' 40' 80'

1 Aerial Context
1" = 80'-0"



Bay West Group

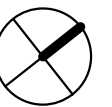
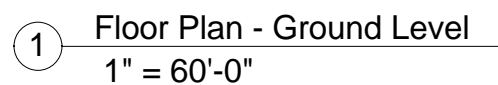
801 Brannan Street

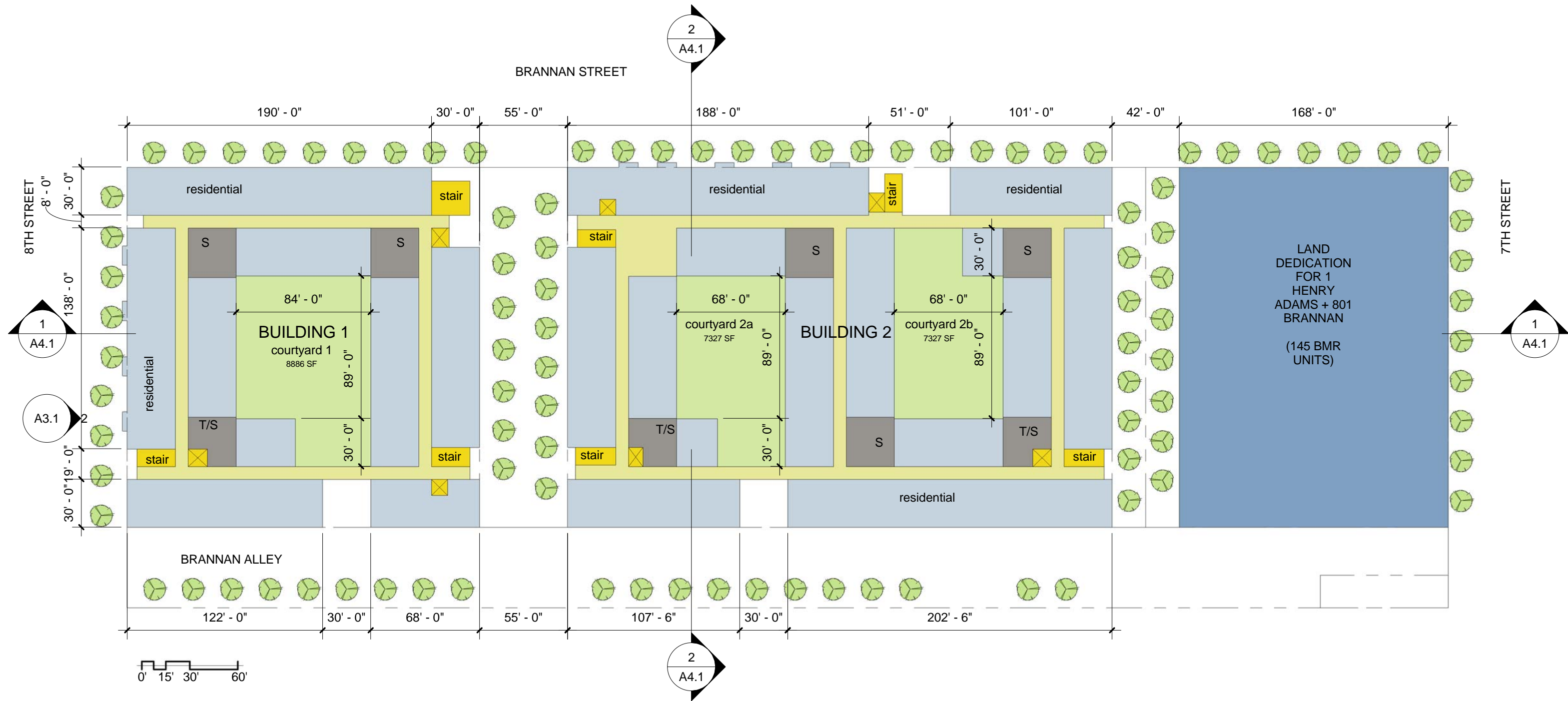
Aerial Context

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scale: 1" = 80'-0"
date: 05/25/2010

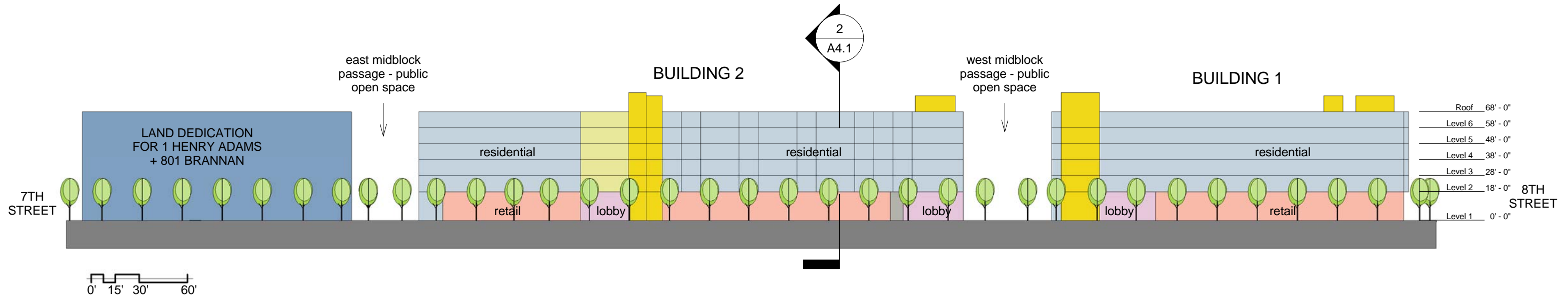


A1.1

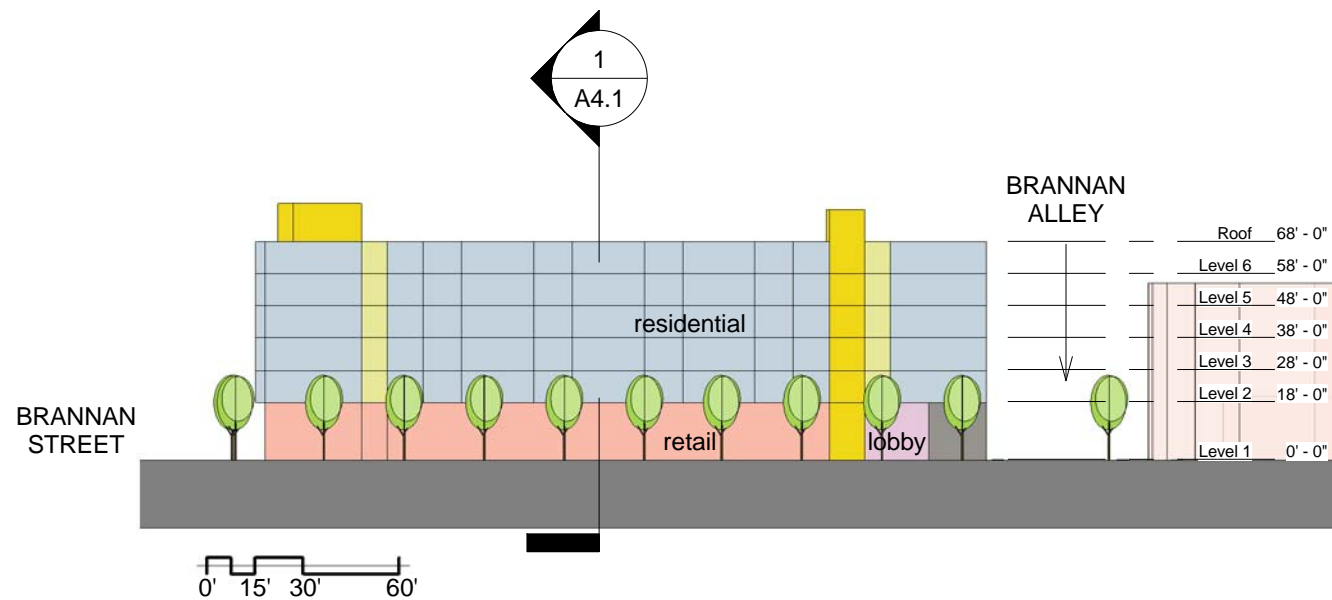




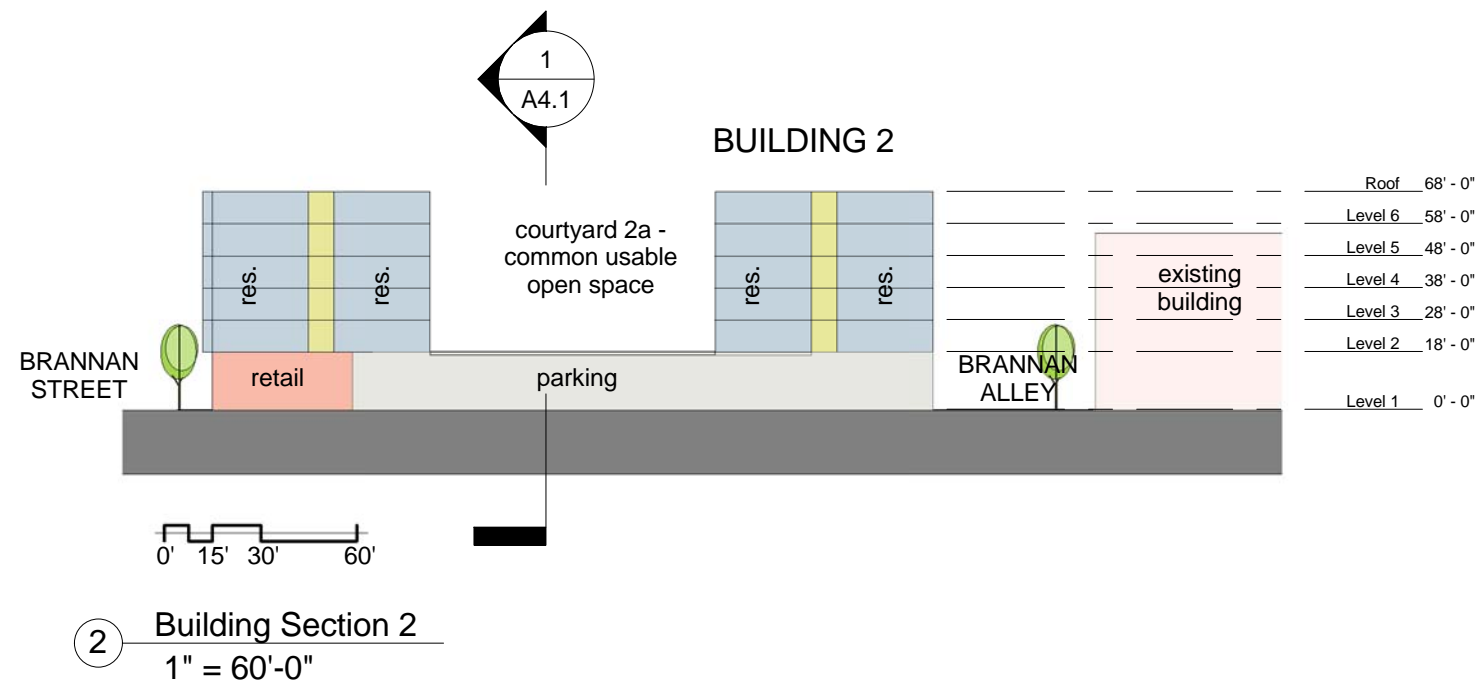
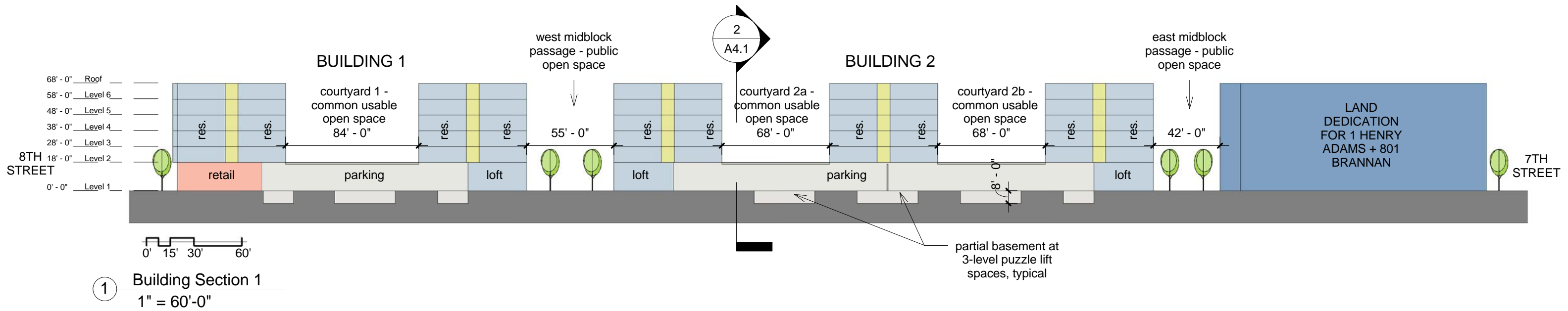
1 Floor Plan - Typical Upper Level (2-6)
1" = 60'-0"



1 North Elevation (Brannan Street)
1" = 60'-0"

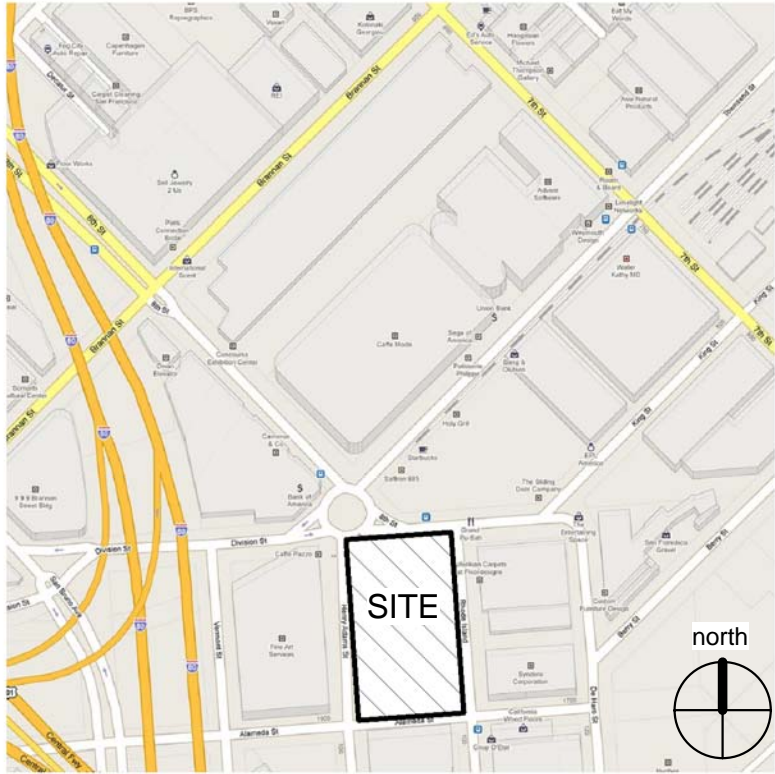


2 West Elevation (8th Street)
1" = 60'-0"





VICINITY MAP



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Aerial View to Southeast

GENERAL PROJECT STATISTICS

This scheme is designed under the Eastern Neighborhoods zoning requirements.

Construction Type:
-Five floors of Type III over a Type I parking podium.

I. Site Area		
	Square Feet	Acres
Net Developable Site	64,000	1.47
Midblock Passage	8,000	0.18
Total Site Area	72,000	1.65

II. Gross Area Tabulation	
circulation	40,066 SF
garage	62,805 SF
lobby	3,230 SF
residential bldg. 1	103,743 SF
residential bldg. 2	103,454 SF
retail bldg. 1	8,093 SF
retail bldg. 2	11,577 SF
stair/elevator	6,506 SF
trash/service	10,486 SF
	349,958 SF

III. Unit Mix Summary			
	Count	Approx SF	% Total
2 Bedroom	100	1032 SF	41.9%
1 Bedroom	130	720 SF	54.4%
loft units	9	1200 SF	3.7%
	239		100%

IV. Open Space Summary	
Publicly Accessible Open Space <i>Unenclosed Pedestrian Pathway {Per SF Planning Code Sec 135(h)1C}</i>	
Midblock Pedestrian Passage = 8,000 SF 8,000 SF / 54 SF/unit req'd = 148 units satisfied 239 units - 148 units = 91 units unsatisfied	
Common Usable Open Space <i>Inner Courtyard {Per SF Planning Code Sec 135(g)}</i>	
Required: 91 units x 80 SF/unit req'd = 7,280 SF	
Provided: Courtyard 1 + 2 = 8,434 SF + 5,376 SF = 13,810 SF	
Total Usable Open Space Req'd: 8,000 SF + 7,280 SF = 15,280 SF	
Total Usable Open Space Provided: 8,000 SF + 13,810 SF = 21,810 SF	

V. Parking Tabulation	
Maximum Parking Allowed	
Residential 1 x 100 2BR's = 100 .75 x 130 1BR's = 98 1 x 9 lofts = 9 Total Allowed 207 spaces	
Retail 19,670 SF / 500 = 40 Total Allowed 40 spaces	
Parking Provided	
Residential Building 1 64 (58 puzzle lift) Building 2 89 (87 puzzle lift) Total Provided 153 spaces	
Other 2 Henry Adams 71 spaces Car Share 3 spaces Total Provided 74 spaces	
Total Parking Provided 227 spaces % puzzle lift (145/227) 64%	
Handicap Accessible Parking	
required 1 per 25 (227/25) = 9 spaces	provided 9 spaces

VI. Loading		
	req'd	provided
10' x 25' x 12'h.	1	1
12' x 35' x 14'h.	1	0
8' x 20' x 7'h.	2**	2
Total	4	3
** two 8' x 20' spaces are permitted to substitute for each req'd 12' x 35' space, per Sec 153 (a)6		

VII. Bicycle Parking		
	req'd	provided
Residential:	73	73
Retail:	0*	0
* 19,670 SF < 25,000 SF		



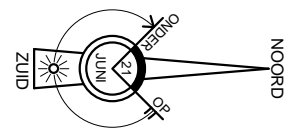






0' 10' 20' 40' 80'

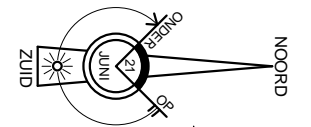
1 Illustrative Site Plan
1" = 80'-0"





0' 10' 20' 40' 80'

1 Aerial Context
1" = 80'-0"



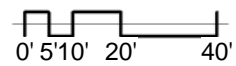
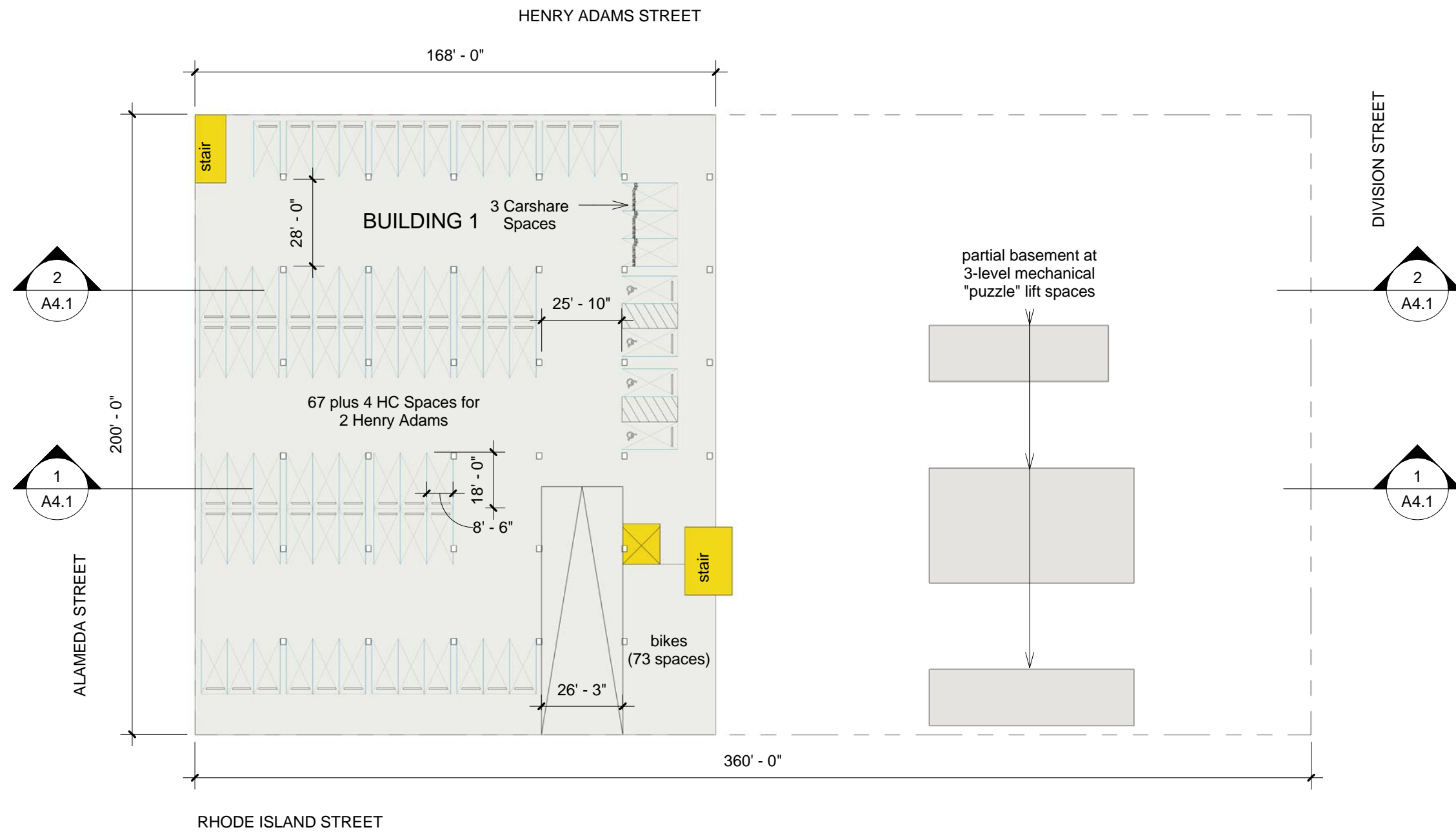
Bay West Group

1 Henry Adams Street

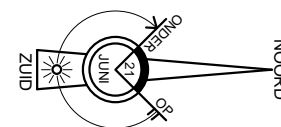
Aerial Context

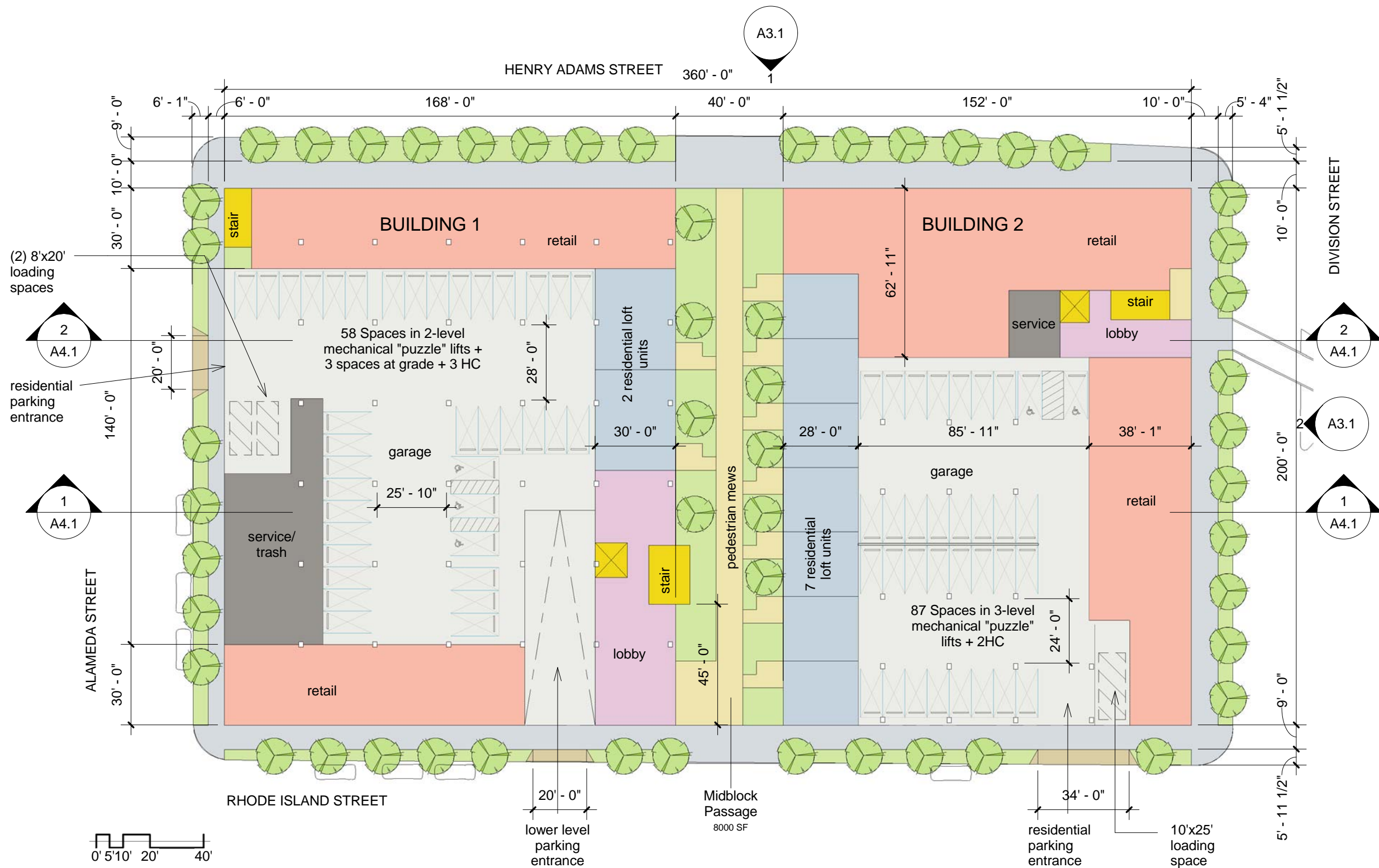
20817
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A1.1

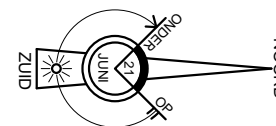


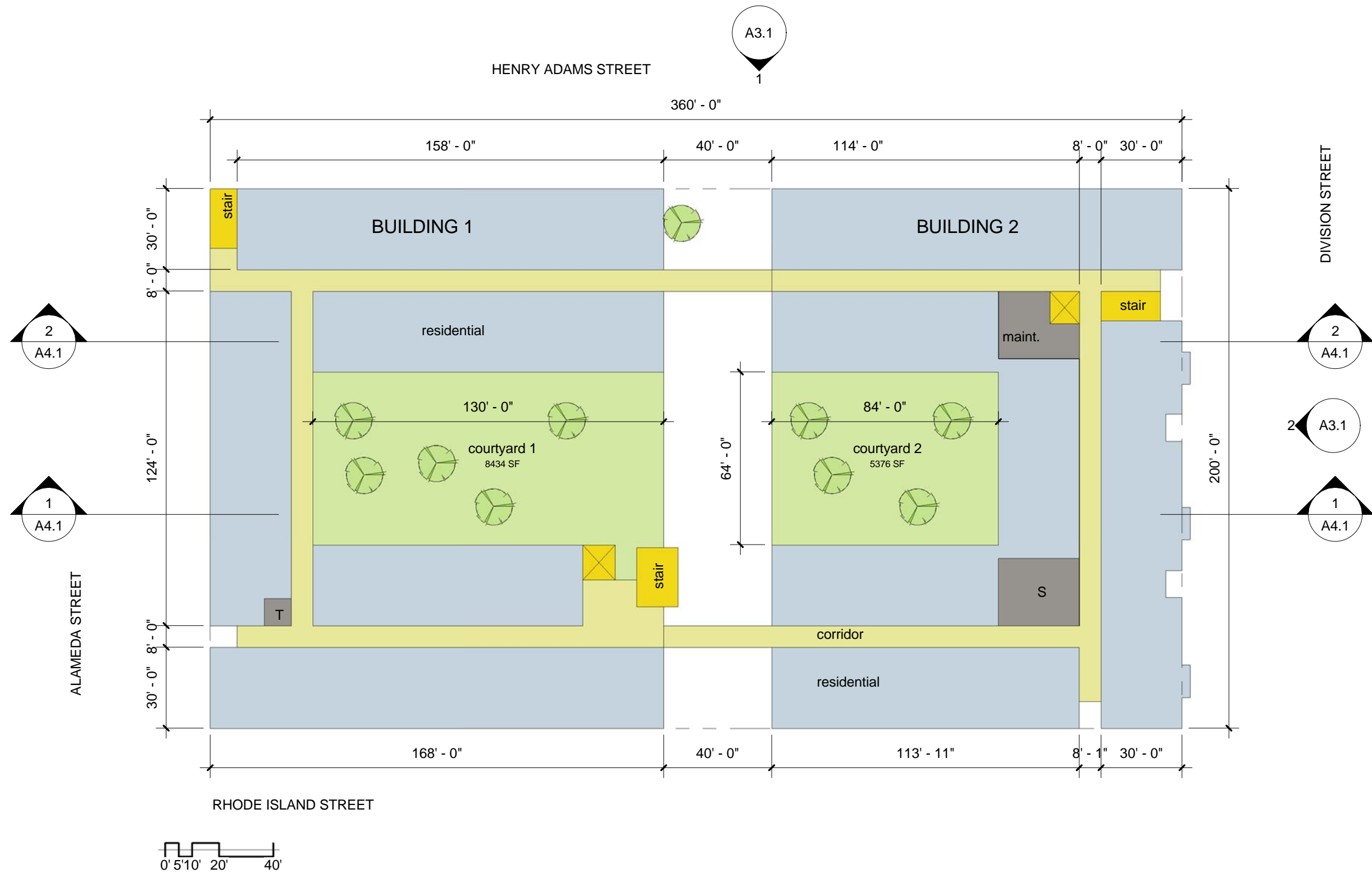
1 Level B
1" = 40'-0"



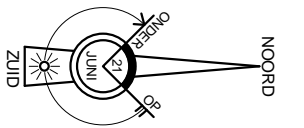


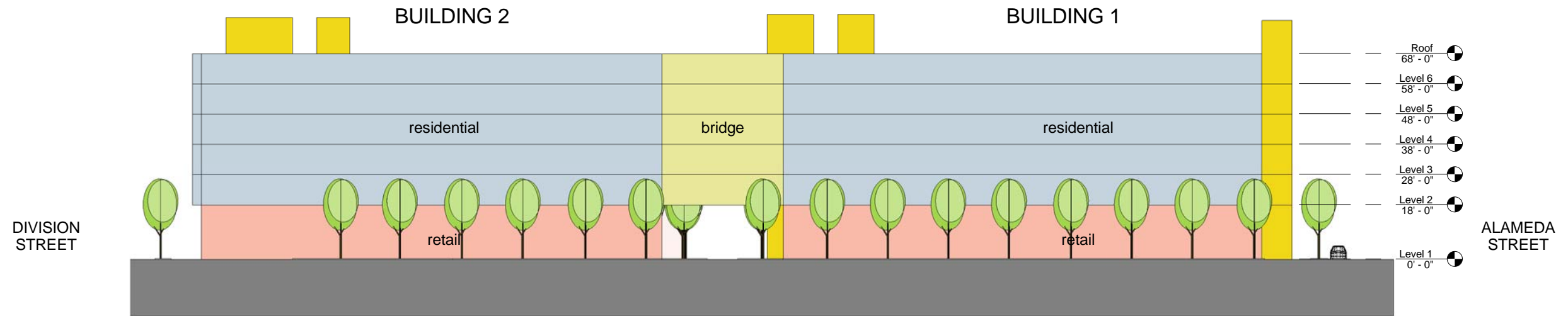
1 Floor Plan - Ground Level
1" = 40'-0"



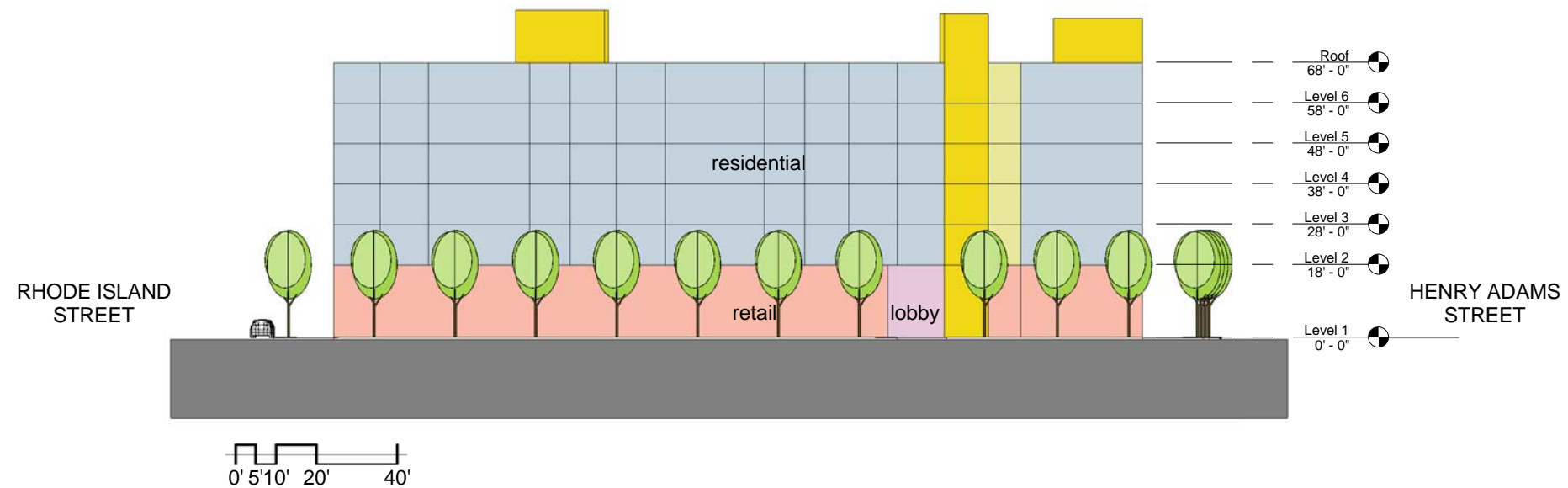


1 Floor Plan - Typical Upper Level (2-6)
1" = 40'-0"

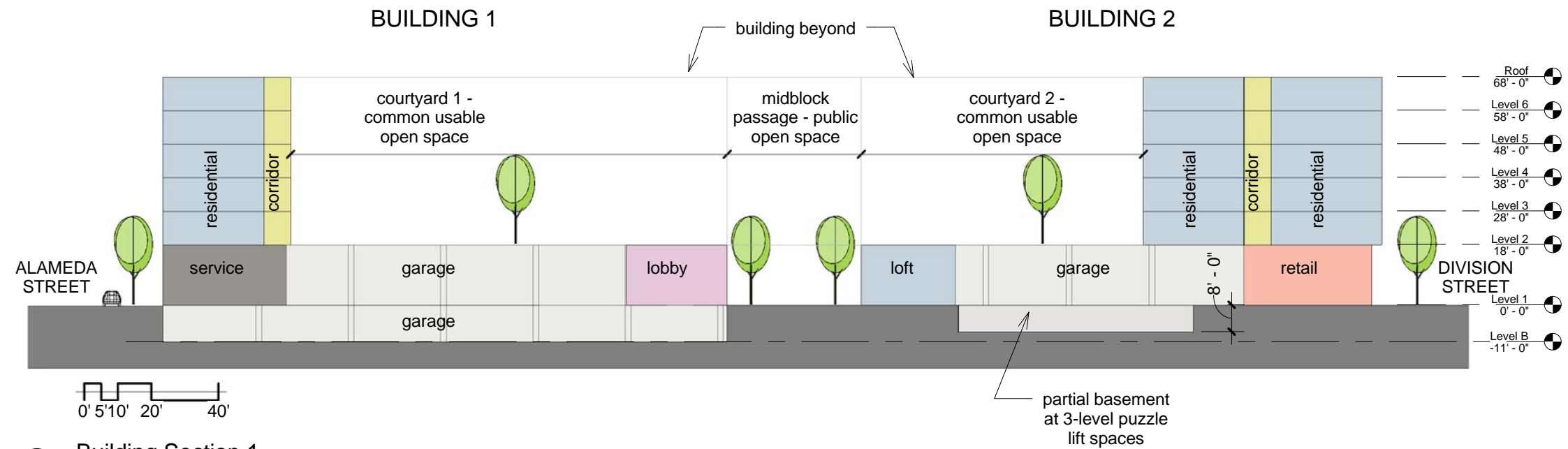




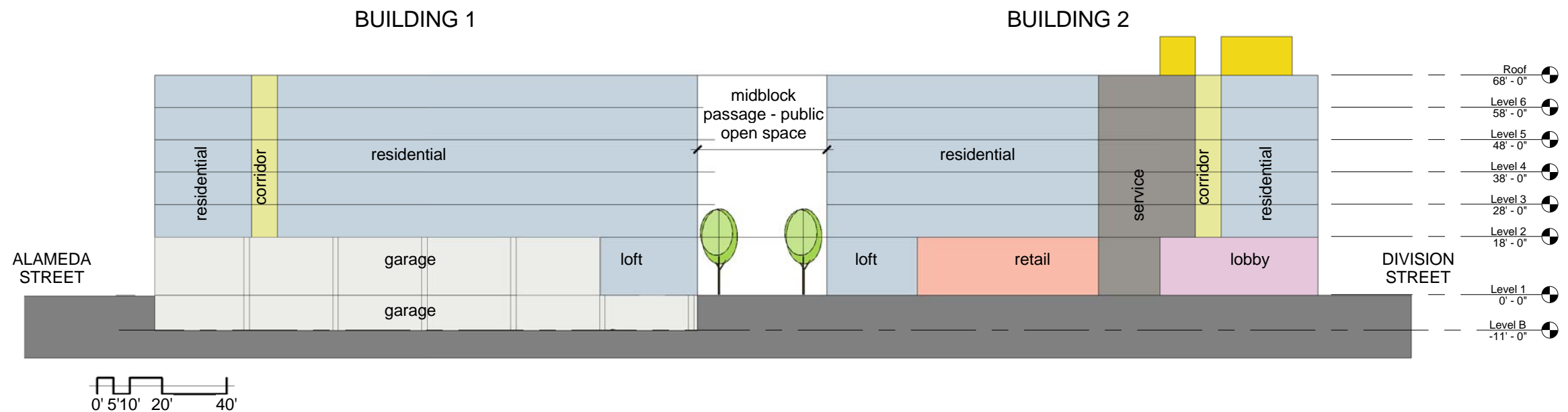
1 West Elevation (Henry Adams Street)
1" = 40'-0"



2 North Elevation (Division Street)
1" = 40'-0"



① Building Section 1
1" = 40'-0"



② Building Section 2
1" = 40'-0"