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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

 *__Resource Name or #:__ 260 Pennsylvania Avenue

P1. Other Identifier: None.

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Francisco

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *San Francisco North* **Date:** 2023 **T** 2S ; **R** 5W ; **¼ of** **¼ of Sec** 15 ; M.D.**B.M.**

c. Address: 260 Pennsylvania Avenue City: San Francisco Zip: 94107

d. UTM: Zone: mE/ mN (G.P.S.) e. Other Locational Data: Block/Lot: 4000/009

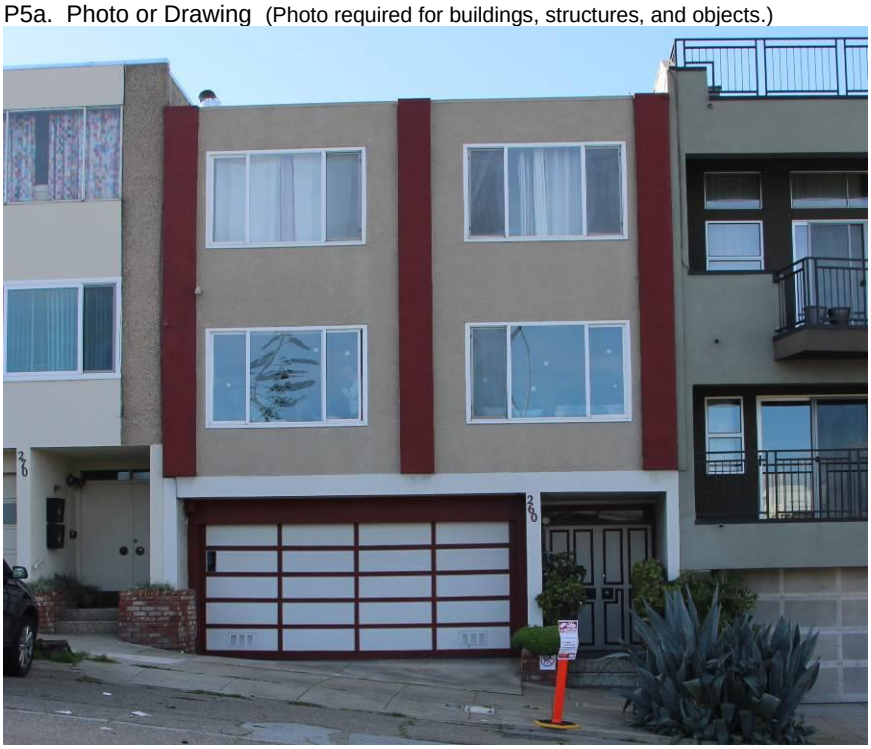
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

260 Pennsylvania Avenue is a two-story-over-garage residential building situated on the west side of Pennsylvania Avenue in San Francisco's Potrero Hill neighborhood. The building spans the full width of its rectangular parcel and abuts neighboring residential buildings of similar height to the north and south, the latter of which – 268-270 Pennsylvania Avenue, is a similar building in terms of year built, height, fenestration, entrance and garage composition, and overall form. The garage bay at the ground level spans roughly two-thirds the width of the façade, with the remainder containing a recessed entrance. The garage bay has a paneled-wood overhead door and the entrance features a wood double door with four panels to each side, set beneath a glazed transom. The entrance is accessed by two terrazzo steps, flanked by short brick cheek walls that double as planting beds. The second and third stories are identical to each other, with two replacement vinyl-sash picture windows containing a fixed central lite and narrower, sliding outer sash. Three decorative pilasters are applied to the outer edges and the center of the façade; they extend from the bottom of the first story to the roofline, creating an even division between the two fenestrated bays. The façade is finished with smooth stucco. The building appears to be in good condition.

***P3b. Resource Attributes:** HP3. Multiple Family Property

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

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



P5b. Description of Photo: 260 Pennsylvania Avenue, view facing west. February 9, 2024

***P6. Date Constructed/Age and Sources:**
1965. Department of Building Inspection Records.
■Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Lee Family TR-TR 8
80 Iris Avenue
San Francisco, CA 94118

***P8. Recorded by:**
JulieAnn Murphy, MSHP
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:**
February 9, 2024

***P10. Survey Type:** (Describe)
Intensive. Section 106.

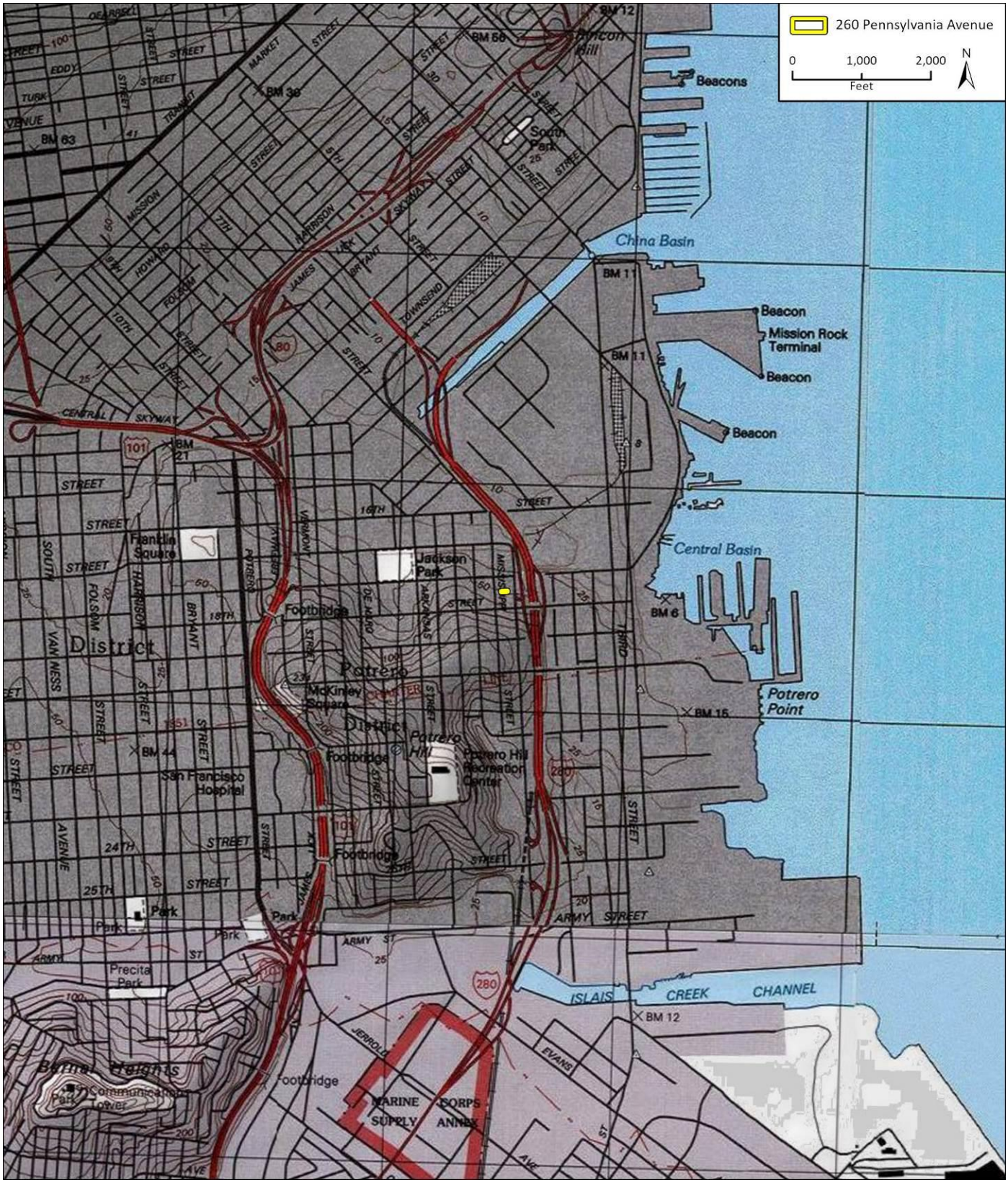
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") none

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

LOCATION MAP

 ***Resource Name or #:** 260 Pennsylvania Avenue

***Map Name:** *San Francisco North Quadrangle* ***Scale:** 1:24,000 ***Date of Map:** 2023



BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** 260 Pennsylvania Avenue

B1. Historic Name: 260 Pennsylvania Avenue
B2. Common Name: 260 Pennsylvania Avenue
B3. Original Use: Residential
B4. Present Use: Residential

***B5. Architectural Style:** Contractor Modern (Vernacular)

***B6. Construction History:** Building Permit Application Documentation on file at San Francisco Department of Building Inspection (SF DBI)

1965: Original construction for owner Oscar Perez of Pan American Real Estate and Builders. John E. Baumann, a draftsman, was listed as architect/engineer on the building's original building permit application (App. No. 314314, April 30, 1965)
1988: Legalize family room and bathroom on ground floor (App. No. 8814076, April 30, 1965)
1991: Remove existing roof and install new tar and gravel covering materials (App No. 9123928)
1995: Repair Fire Damage (App. No. 9507503)
2000: Underpinning work (related to construction of neighboring building to the north) (App. No. 200006273828, June 27, 2000)
Unknown date: Replacement of original windows with vinyl sash at first and second stories.

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

***B8. Related Features:** None.

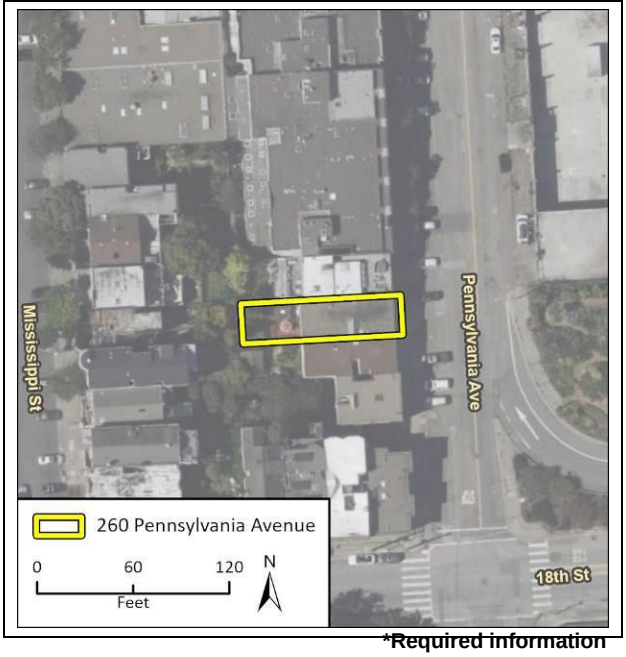
B9a. Architect: John E. Baumann, Draftsman
b. Builder: Pan American Real Estate and Builders

***B10. Significance: Theme:** None.
Area: Potrero Hill, San Francisco
Period of Significance: None. **Property Type:** Residential **Applicable Criteria:** None.
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Development of Area

260 Pennsylvania Avenue is located along the northeastern edge of the Potrero Hill neighborhood, immediately to the west of the Interstate 280 Viaduct (I-280), which separates Potrero Hill from the Central Waterfront area further to the east. As described in the *Central Waterfront Cultural Resources Survey Summary Report and Draft Context Statement* (*Central Waterfront HCS*) and the *Showplace Square Survey Historic Context Statement* (*Showplace Square HCS*) by 1905, the 200 block of Pennsylvania Avenue was part of a mixed-use area on the peripheries of the Central Waterfront to the east and Showplace Square to the north. The area between Mariposa Street (north) and 18th Street (south) consisted of single-family houses and several multiple-family flats, all of which were wood-frame buildings. Several lots along the west side of Pennsylvania Avenue remained undeveloped, as did much of the north end of the east side of Pennsylvania Avenue (Sanborn 1905). The 1906 earthquake and fires do not appear to have had a major impact on the development of the area, as all buildings present on the 1905 Sanborn map appeared on an updated 1914 map (SFPL).

By 1914, two wood-frame houses were depicted at 260 and 262 Pennsylvania Avenue. These houses were later replaced by the existing residential buildings at 260 and 268-270 Pennsylvania Avenue. To the north of Mariposa Street, a spur line of the Atkinson, Topeka, and Sante Fe Railroad, extending from a bridge at the southeast corner of Mariposa Street and Pennsylvania Avenue, curved across the intersection to the opposite northwest corner, where it extended between of buildings at 1000 Mariposa Street and 1040 Mariposa Street. (Continued on Page 4)



B11. Additional Resource Attributes: None.

***B12. References:** See Continuation Sheet, Page 5

B13. Remarks: The building has not been subject to previous survey or evaluation and is age-eligible for listing in the National Register of Historic Places (NRHP)

***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** February 26, 2024

(This space reserved for official comments.)

B10. Significance (Continued from Page 3):
By 1950, additional industrial uses replaced pre-existing residential buildings near the north end of Pennsylvania Avenue, while new residential development in the area remained consistent with post-World War II development in San Francisco. In 1965, the pair of similar residential buildings at 260 and 268-270 Pennsylvania Avenue were built as residential in-fill on the site of two former houses. By 1968, residences to the south of 249 Pennsylvania Avenue had been razed to accommodate the construction of an off-ramp for the I-280 Viaduct. Since the late 1960s, development of the immediate area has been minimal; however, in the vicinity, construction of new multiple-family residential buildings occurred at the southwest corner of Mariposa Street and Pennsylvania Avenue in 2000, which replaced a preexisting industrial building that occupied roughly half the west side Pennsylvania Street.

Architecture: Contractor Modern

260 Pennsylvania Avenue is a Contractor-Modern style residential building constructed in 1965. This typology is documented in the *San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement (SF Modern Context)* as follows:

> Contractor Modern, occasionally referred to as Vernacular Modern, is not a style per se; rather it denotes the absence of style. The term is used to identify buildings that selectively borrow from the basic design tenets of Modern design, particularly the lack of exterior ornament, in the pursuit of inexpensive construction costs. Simple box-like forms, flat exterior surfaces, and inexpensive construction materials typify Contractor Modern buildings. Large numbers of Contractor Modern residential buildings were constructed in San Francisco from 1935- 1970, particularly in residential tracts. Contractor Modern commercial, institutional, corporate, office, recreational and religious buildings were also built from 1935-1970. These buildings were favored by developers who prioritized inexpensive building materials, maximized square footage, and quick construction methods. Attention to detail is noticeably absent. Generally, Contractor Modern buildings were built from standardized plans, rather than commissioned architects, though it is possible for architect-designed buildings to fall under the category of Contractor Modern. Contractor Modern buildings were constructed in 1930s – 1960s tract developments and as in-fill construction in already established neighborhoods. (SF Planning 2011: 205)

Occupancy History

260 Pennsylvania Avenue was first occupied by Gary L. Moore in 1965. By 1969, Walter L. Stephens was listed as owner-occupant in San Francisco City Directories. By 1982, Stephens leased two units in the building, 260a and 260b. In that year Thomas Lee was listed as a tenant of 260a, while 260b was vacant. Building permit records indicate the property was under the ownership of Stanley Lee by 1989. He resided at 80 Iris Street in San Francisco. This address is the same as the current owner, a trust that appears to be related to the Lee family.

Pan American Real Estate and Builders (PAREB)

The subject property was built by PAREB, a San Francisco-based real estate development company with an office at 1211 Church Street by 1961. By 1964, PAREB had 15 real estate sales staff and four builders ("Sales," San Francisco Examiner, October 4, 1964). The company appears to have focused on the construction and sale of mostly new, but also some existing, housing in San Francisco. Newspaper articles from the early 1960s name Oscar Perez as owner of the business. Perez is listed as owner of the subject property on its original building permit application, while Miguel Perez is listed as property owner on the original permit application for 268-270 Pennsylvania Avenue, also built by PAREB in 1965.

John Baumann, Draftsman

The following information is excerpted from an obituary published in 2016 for John Baumann (1920-2016) (*San Francisco Chronicle* 2016): John Baumann is identified as the designer of 260 Pennsylvania Avenue and the neighboring building at 268-270 Pennsylvania Avenue on original permit applications. Baumann was born in San Francisco and was the son of Joan Essner and H.C. (Mike) Baumann, a prominent San Francisco architect known for designing apartment and hotel buildings in San Francisco during the early and mid-twentieth century (*San Francisco Examiner* 1969). John applied his artistic aptitude to work in his father's design firm as a teenager, and produced renderings for his father's buildings. During World War II he worked for five years at Fort Mason, where he redesigned commercial vessels for military use. He worked for Bethlehem Steel Works after the war before returning to his father's office. He gained exposure to many general contractors and became a frequent collaborator and designer for San Francisco housing contractors including Doelger, Green & Kaufmann, and Diasano and Rousseau, whose developments were largely based in the Richmond and Sunset districts. Baumann's designs were applied hundreds of residential buildings in San Francisco (over 1000 according to his obituary), ranging from single-family houses to flats and larger apartment buildings. Much of his work in the 1950s through the 1970s was for immigrant builders.

Baumann was known for finding solutions to maximize the square footage of projects built on sites with challenging constraints. He helped establish the Residential Builders Association and became an architect after the State Licensing Board phased out Building Designers as licensed professionals. Baumann remained a San Francisco resident until throughout his career and retirement.

Evaluation - National Register of Historic Places
The property at 260 Pennsylvania Avenue is recommended ineligible for listing in the NRHP under all evaluative criteria due to a lack of architectural and historical significance.

The residential building at 260 Pennsylvania Avenue was constructed in 1965, along with the neighboring building at 268-270 Pennsylvania Avenue. 260 Pennsylvania Avenue's construction occurred during a period of continued post-World War II residential construction in San Francisco, as many housing tracts were built out in the city's western neighborhoods, along with infill in other areas. Research found no evidence that this property is individually significant within the context of residential development in the city, or to broader patterns to history in California or the nation. Nor was the property a location of any singular events of historical significance. Therefore, 260 Pennsylvania Avenue is recommended ineligible under Criterion A (Events).

Research into the property's ownership and occupancy found that it was owned and occupied by Walter L. Stephens ca. 1969 to ca. 1980 and since ca. 1989 by Stanley Lee and a trust related to the Lee family. Research did not reveal information suggesting that any past occupants or owners made significant contributions to history that are associated with this building. Therefore, 260 Pennsylvania Avenue is recommended ineligible under Criterion B (Persons).

260 Pennsylvania Avenue does not appear to be individually significant under Criterion C (Architecture/Design). The building was constructed in 1965 by PAREB, a San Francisco-based developer, who hired draftsman John Baumann to design the building. Although PAREB appears to have been a successful real estate developer in San Francisco during the early to mid-1960s, the company does not appear to have been known for being significant or otherwise distinguished among builders and general contractors in San Francisco contemporaneously. Baumann was a respected draftsman who later earned an architectural license. He is reported to have designed over 1,000 buildings in San Francisco, primarily for local builder-developer companies. Although Baumann's body of work was apparently substantial, scholarly documentation of his work is very limited. Based upon his obituary, many of the buildings he designed were located in the Sunset and Richmond Districts and were constructed by residential builder-contractors or development companies. However, Baumann is not identified in existing historic context statements or other scholarship as a particularly influential or innovative design professional, such that he would meet the threshold of a master who practiced in the mid-twentieth century. Regarding the building's design merit, 260 Pennsylvania Avenue is generally similar to Contractor Modern style residential buildings that were built in high numbers across San Francisco during the Modern era. The typology is identified in the *San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement*, which notes that these buildings are typically not eligible under Criterion C (Architecture/Design):

> In order to meet local, state or national registration requirements for design, a Contractor Modern building would need to display the characteristics required by Criteria C/3 (Architecture): "the distinctive characteristics of a type, period, or method of construction, work of a master, high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." Contractor Modern buildings are identified by an absence of style and design intent and are therefore not eligible for listing under Criteria C/3 as individual resources or as historic district contributors. To be eligible under Criteria A/1 (Events) or Criteria B/2 (People) a Contractor Modern building would have convey its association with a significant event or person. (SF Planning 2011: 206)

Research does not indicate the property has the potential to yield important information pertaining to prehistory or history under Criteria D (Information Potential).

B12. References (Continued):
Ancestry.com.

"Architect Baumann Dies at 69." San Francisco Examiner, April 4, 1969.

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

David Rumsey Map Collection. "Pre-Earthquake San Francisco 1905 Sanborn Insurance Atlas." https://www.davidrumsey.com/blog/2011/6/27/pre-earthquake-san-francisco-1905-sanborn-insurance-atlas (accessed February 2024).

"John Baumann." San Francisco Chronicle. August 7, 2016 (accessed online February 20, 2024 via Legacy.com: https://www.legacy.com/us/obituaries/sfgate/name/john-baumann-obituary?id=1).

Kelly & Verplank for the San Francisco Planning Department. *Showplace Square Survey Historic Context Statement*. San Francisco: San Francisco Planning Department. Final. October 22, 2009. https://default.sfplanning.org/Preservation/showplace_survey/Final_Context_10.22.09.pdf. Accessed February 2024.

San Francisco Planning Department. *Central Waterfront Cultural Resources Survey Summary Report and Draft Historic Context Statement*. San Francisco: San Francisco Planning Department, October 2000 - October 2001. Accessed online, February 13, 2024. https://sfplanning.s3.amazonaws.com/archives/documents/780-Central_Waterfront_Context.pdf.

San Francisco Public Library History Center. Digital Sanborn Maps for California, online. Accessed February 2024. https://sfpl.org/locations/main-library/sf-history-center/how-research-san-francisco-building/how-old-it-who-built.

San Francisco Public Library History Center. San Francisco City Directories, online. https://sfpl.org/locations/main-library/magazines-newspapers-center/bay-area-city-directories-and-phone-books/san-0. Accessed February 2024.

"Sales." *San Francisco Examiner*, October 4, 1964.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** 268-270 Pennsylvania Avenue

P1. Other Identifier: None.

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Francisco

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *San Francisco North* **Date:** 2023 **T** 2S ; **R** 5W ; **¼ of** **¼ of Sec** 15 ; M.D.**B.M.**

c. Address: 268-270 Pennsylvania Avenue City: San Francisco Zip: 94107

d. UTM: Zone:; mE/mN e. Other Locational Data: Block/Lot: 4000/010

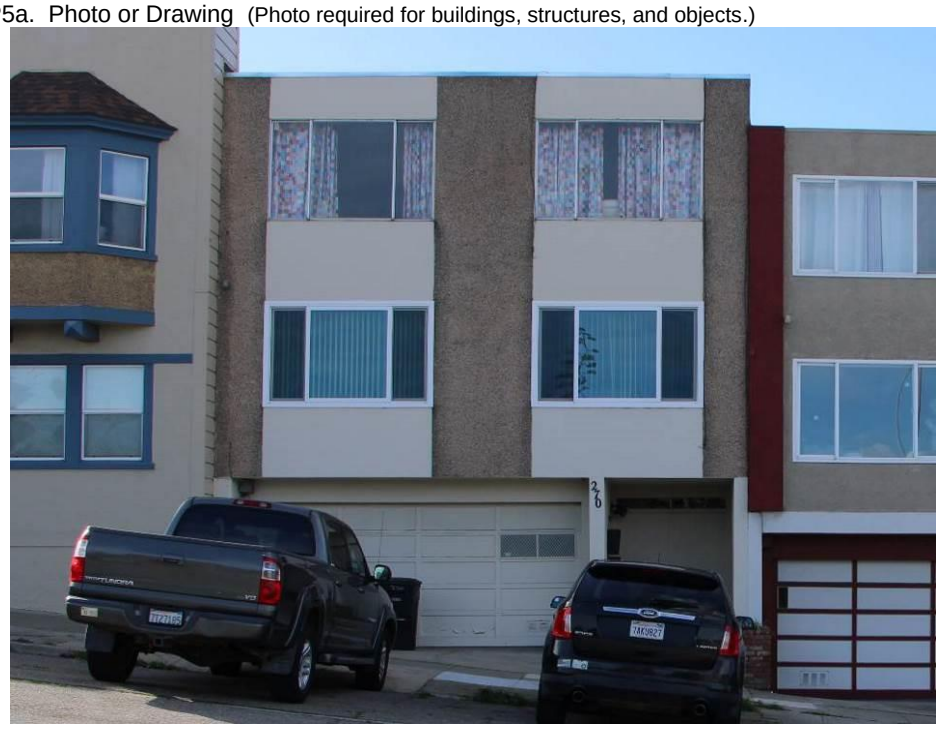
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

268-270 Pennsylvania Avenue is a two-story-over-garage residential building situated on the west side of Pennsylvania Avenue in San Francisco's Potrero Hill neighborhood. The building spans the full width of its rectangular parcel and abuts neighboring residential buildings of similar height to the south and north, the latter of which – 260 Pennsylvania Avenue, is a similar building in terms of year built, height, fenestration, entrance and garage composition and overall form. The garage bay at the ground level spans roughly two-thirds the width of the façade, with the remainder containing a recessed entrance. The garage bay has a paneled wood overhead door with two two-lite windows located in outer panels. The entrance features a flush-wood double door set beneath a glazed transom. The entrance is accessed by two terrazzo steps, flanked by short brick cheek walls that double as planting beds. The second and third stories are similar in composition with two picture windows: replacement vinyl-sash as the first story and aluminum-sash at the second story. Spandrels with smooth stucco accent the façade below and above the picture windows, while the remainder of the exterior has a heavier dash stucco finish. The façade is finished with smooth stucco. The building appears to be in good condition.

***P3b. Resource Attributes:** HP3. Multiple Family Property

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

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



P5b. Description of Photo: 268-270 Pennsylvania Avenue, view facing west. February 9, 2024

***P6. Date Constructed/Age and Sources:** 1965. San Francisco Department of Building Inspection Records.

■Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Lawrence John Kirk Revoc Intrv
270 Pennsylvania Avenue
San Francisco, CA 94107

***P8. Recorded by:**
JulieAnn Murphy, MSHP
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:** February 9, 2024

***P10. Survey Type:** (Describe)
Intensive. Section 106.

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

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

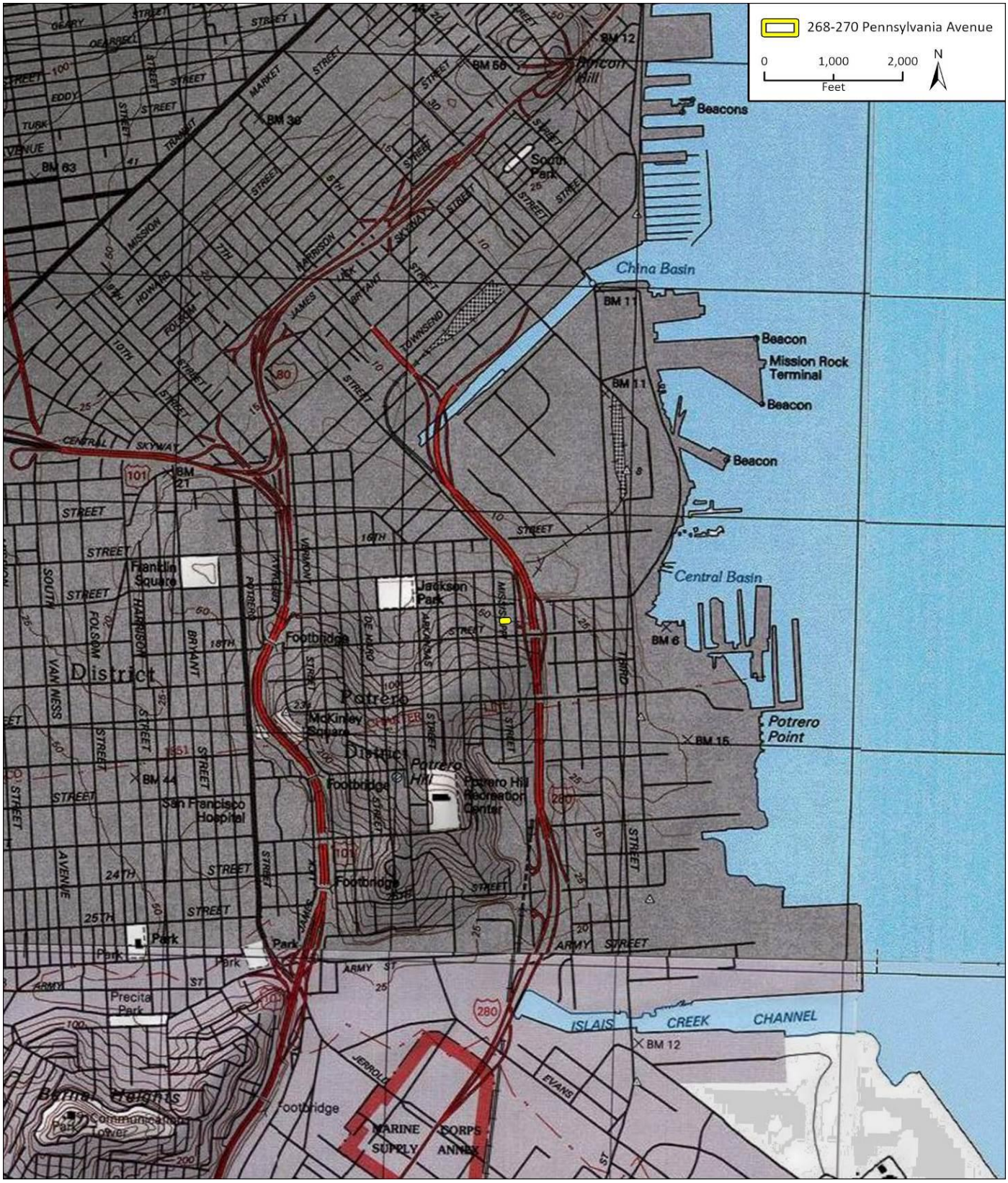
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

 ***Resource Name or #:** 268-270 Pennsylvania Avenue

***Map Name:** *San Francisco North Quadrangle* ***Scale:** 1:24,000 ***Date of Map:** 2023



*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** 268-270 Pennsylvania Avenue

B1. Historic Name: 268-270 Pennsylvania Avenue
B2. Common Name: 268-270 Pennsylvania Avenue
B3. Original Use: Residential
B4. Present Use: Residential

***B5. Architectural Style:** Contractor Modern (Vernacular)

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

1965: Original construction for owner Miguel Perez of Pan American Real Estate and Builders. John E. Baumann, a draftsman, was listed as architect/engineer on the building's original building permit application (SF DBI, Application No. 313502, April 13, 1965)
2004: Dry rot repair within ground floor (App. No. 200412131225), Owner – Lawrence John Kirk
Ca. 2020-2021: Replacement vinyl-sash installed in first story (Google Street View)

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

***B8. Related Features:** None.

B9a. Architect: John E. Baumann, Draftsman
b. Builder: Pan American Real Estate and Builders

***B10. Significance: Theme:** None.
Area: Potrero Hill, San Francisco
Period of Significance: None. **Property Type:** Residential **Applicable Criteria:** None.
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Development of Area

268-270 Pennsylvania Avenue is located along the northeastern edge of the Potrero Hill neighborhood, immediately to the west of the Interstate 280 Viaduct (I-280), which separates Potrero Hill from the Central Waterfront area further to the east. As described in the *Central Waterfront Cultural Resources Survey Summary Report and Draft Context Statement* (*Central Waterfront HCS*) and the *Showplace Square Survey Historic Context Statement* (*Showplace Square HCS*) by 1905, the 200 block of Pennsylvania Avenue was part of a mixed-use area on the peripheries of the Central Waterfront to the east and Showplace Square to the north. The area between Mariposa Street (north) and 18th Street (south) consisted of single-family houses and several multiple-family flats, all of which were wood-frame buildings. Several lots along the west side of Pennsylvania Avenue remained undeveloped, as did much of the north end of the east side of Pennsylvania Avenue (Sanborn 1905). The 1906 earthquake and fires do not appear to have had a major impact on the development of the area, as all buildings present on the 1905 Sanborn map appeared on an updated 1914 map (SFPL).

By 1914 two wood-frame houses were depicted at 260 and 262 Pennsylvania Avenue. These houses were later replaced by the existing residential buildings at 260 and 268-270 Pennsylvania Avenue. To the north of Mariposa Street, a spur line of the Atkinson, Topeka, and Sante Fe Railroad, extending from a bridge at the southeast corner of Mariposa Street and Pennsylvania Avenue, curved across the intersection to the opposite northwest corner, where it extended between of buildings at 1000 Mariposa Street and 1040 Mariposa Street. (Continued on Page 4)

(Continued on Page 4)

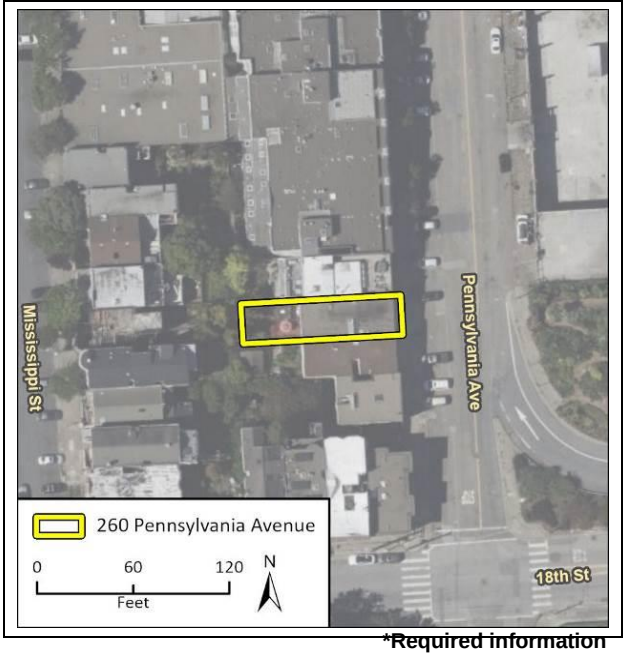
B11. Additional Resource Attributes: None.

***B12. References:** (Refer to Continuation Sheet, Page 5)

B13. Remarks:
The building has not been subject to previous survey or evaluation and is age-eligible for listing in the National Register of Historic Places (NRHP)

***B14. Evaluator:** Josh Bevan, MSHP, AICP – Rincon Consultants

***Date of Evaluation:** February 26, 2024



(This space reserved for official comments.)

B10. Significance (Continued from Page 3):

By 1950, additional industrial uses replaced pre-existing residential buildings near the north end of Pennsylvania Avenue, while new development in the area was consistent with post-World War II development in San Francisco. In 1965, the pair of similar residential buildings at 260 and 268-270 Pennsylvania Avenue were built as residential in-fill on the site of two former houses. By 1968, residences to the south of 249 Pennsylvania Avenue had been razed to accommodate the construction of an off-ramp for the I-280 Viaduct. Since the late 1960s, development of the immediate area has been minimal; however, in the vicinity, construction of new multiple-family residential buildings occurred at the southwest corner of Mariposa Street and Pennsylvania Avenue in 2000, which replaced a preexisting industrial building that occupied roughly half the west side Pennsylvania Street.

Architecture: Contractor Modern

The following context for Contractor Modern architecture in San Francisco is provided in the *San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement* (*SF Modern Context*):

> Contractor Modern, occasionally referred to as Vernacular Modern, is not a style per se; rather it denotes the absence of style. The term is used to identify buildings that selectively borrow from the basic design tenets of Modern design, particularly the lack of exterior ornament, in the pursuit of inexpensive construction costs. Simple box-like forms, flat exterior surfaces, and inexpensive construction materials typify Contractor Modern buildings. Large numbers of Contractor Modern residential buildings were constructed in San Francisco from 1935- 1970, particularly in residential tracts. Contractor Modern commercial, institutional, corporate, office, recreational and religious buildings were also built from 1935-1970. These buildings were favored by developers who prioritized inexpensive building materials, maximized square footage, and quick construction methods. Attention to detail is noticeably absent. Generally, Contractor Modern buildings were built from standardized plans, rather than commissioned architects, though it is possible for architect-designed buildings to fall under the category of Contractor Modern. Contractor Modern buildings were constructed in 1930s – 1960s tract developments and as in-fill construction in already established neighborhoods. (SF Planning 2011: 205)

Occupancy History

268-270 Pennsylvania Avenue was first occupied by C.W. Slocumb in 1967, after remaining vacant for two years. By 1969, G.L. Johnson became an occupant. As of 1975 Salim and Fuad Shami were the building's occupants. Edward A. Dickerson was listed as the only occupant in 1982. By 1993 Lawrence J. and Peter J. Kirk acquired the property. Current ownership is under a trust related to these individuals. Additionally, these individuals appear to be associated with the construction business, Kirk Builders.

Pan American Real Estate and Builders (PAREB)

The subject property was developed by PAREB, a San Francisco-based real estate development company with an office at 1211 Church Street by 1961. By 1964, PAREB had 15 real estate sales staff and four builders (*San Francisco Examiner* 1964). The company appears to have focused on the construction and sale of mostly new, but also some existing, housing in San Francisco. Newspaper articles from the early 1960s name Miguel Perez as owner of the property on its original building permit application, while Oscar Perez is listed as owner of the business in historic newspapers and as property owner on the original permit application for 268-270 Pennsylvania Avenue, also built by PAREB in 1965.

John Baumann

According to available permits, the building was designed by architect John Baumann. The following information is excerpted from an obituary published in 2016 for John Baumann (1920-2016) (*San Francisco Chronicle* 2016): John Baumann is identified as the designer of 268-270 Pennsylvania Avenue and the neighboring building at 268-270 Pennsylvania Avenue on original permit applications. Baumann was born in San Francisco and was the son of Joan Essner and H.C. (Mike) Baumann, a prominent San Francisco architect known for designing apartment and hotel buildings in San Francisco during the early and mid-twentieth century (*San Francisco Examiner* 1969). John applied his artistic aptitude to work in his father's design firm as a teenager, and produced renderings for his father's buildings. During World War II he worked for five years at Fort Mason, where he redesigned commercial vessels for military use. He worked for Bethlehem Steel Works after the war before returning to his father's office. He gained exposure to many general contractors and became a frequent collaborator and designer for San Francisco housing contractors including Doelger, Green & Kaufmann, and Diasano and Rousseau, whose developments were largely based in the Richmond and Sunset districts. Baumann's designs were applied hundreds of residential buildings in San Francisco (over 1000 according to his obituary), ranging from single-family houses to flats and larger apartment buildings. Much of his work in the 1950s through the 1970s was for immigrant builders.

Baumann was known for finding solutions to maximize the square footage of projects built on sites with challenging constraints. He helped establish the Residential Builders Association and became an architect after the State Licensing Board phased out Building Designers as licensed professionals. Baumann remained a San Francisco resident until throughout his career and retirement.

Evaluation - National Register of Historic Places
The property at 268-270 Pennsylvania Avenue is recommended ineligible under all evaluative criteria due to a lack of architectural and historical significance.

The residential building at 268-270 Pennsylvania Avenue was constructed in 1965, along with the neighboring building at 260 Pennsylvania Avenue. 268-270 Pennsylvania Avenue's construction occurred during a period of continued post-World War II residential construction in San Francisco, as many housing tracts were built out in the city's western neighborhoods, along with infill in other areas. Research found no evidence that this property is individually significant within the context of residential development in the city, or to broader patterns to history in California or the nation. Nor was the property a location of any singular events of historical significance. Therefore, 268-270 Pennsylvania Avenue is recommended ineligible under Criterion A (Events).

Research into the property's ownership and occupancy found that it was occupied by tenants between ca. 1967 and ca. 1982, while the property was owned by Lawrence J. Kirk and Peter J. Kirk or a trust bearing their names, since ca. 1993. Research did not reveal information suggesting that any past occupants or owners made significant contributions to history that are associated with this building. Therefore, 268-270 Pennsylvania Avenue is recommended ineligible under Criterion B (Persons).

268-270 Pennsylvania Avenue does not appear to be individually significant under Criterion C (Architecture/Design). The building was constructed in 1965 by Pan American Real Estate and Builders (PAREB), a San Francisco-based developer, who hired draftsman John Baumann to design the building. Although PAREB appears to have been a successful real estate developer in San Francisco during the early to mid-1960s, the company does not appear to have been known for being significant or otherwise distinguished among builders and general contractors in San Francisco contemporaneously. Baumann was a respected draftsman who later earned an architectural license. He is reported to have designed over 1,000 buildings in San Francisco, primarily for local builder-developer companies. Although Baumann's body of work was apparently substantial, scholarly documentation of his work is very limited Although Baumann's body of work was apparently substantial, scholarly documentation of his work is very limited. Based upon his obituary, many of the buildings he designed were located in the Sunset and Richmond Districts and were constructed by residential builder-contractors or development companies. However, Baumann is not identified in existing historic context statements or other scholarship as a particularly influential or innovative design professional, such that he would meet the threshold of a master who practiced in the mid-twentieth century. Regarding the building's design merit, 268-270 Pennsylvania Avenue is generally similar to Contractor Modern style residential buildings that were built in high numbers across San Francisco during the Modern era. The typology is identified in the San Francisco Modern Architecture and Landscape Design, 1935-1970 Historic Context Statement, which notes that these buildings are typically not eligible under Criterion C (Architecture/Design):

> In order to meet local, state or national registration requirements for design, a Contractor Modern building would need to display the characteristics required by Criteria C/3 (Architecture): "the distinctive characteristics of a type, period, or method of construction, work of a master, high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." Contractor Modern buildings are identified by an absence of style and design intent and are therefore not eligible for listing under Criteria C/3 as individual resources or as historic district contributors. To be eligible under Criteria A/1 (Events) or Criteria B/2 (People) a Contractor Modern building would have convey its association with a significant event or person. (SF Planning 2011: 206)

Research does not indicate the property has the potential to yield important information pertaining to prehistory or history under Criteria D (Information Potential).

B12. References (Continued):
Ancestry.com.

"Architect Baumann Dies at 69." *San Francisco Examiner*, April 4, 1969.

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

David Rumsey Map Collection. "Pre-Earthquake San Francisco 1905 Sanborn Insurance Atlas." https://www.davidrumsey.com/blog/2011/6/27/pre-earthquake-san-francisco-1905-sanborn-insurance-atlas (accessed February 2024).

"John Baumann." *San Francisco Chronicle.* August 7, 2016 (accessed online February 20, 2024 via Legacy.com: https://www.legacy.com/us/obituaries/sfgate/name/john-baumann-obituary?id=1).

Kelly & Verplank for the San Francisco Planning Department. *Showplace Square Survey Historic Context Statement*. San Francisco: San Francisco Planning Department. Final. October 22, 2009. https://default.sfplanning.org/Preservation/showplace_survey/Final_Context_10.22.09.pdf. Accessed February 2024.

San Francisco Planning *Department. Central Waterfront Cultural Resources Survey Summary Report and Draft Historic Context Statement.* San Francisco: San Francisco Planning Department, October 2000 - October 2001. Accessed online, February 13, 2024. https://sfplanning.s3.amazonaws.com/archives/documents/780-Central_Waterfront_Context.pdf.

San Francisco Public Library History Center. Digital Sanborn Maps for California, online. Accessed February 2024. https://sfpl.org/locations/main-library/sf-history-center/how-research-san-francisco-building/how-old-it-who-built.

San Francisco Public Library History Center. San Francisco City Directories, online. https://sfpl.org/locations/main-library/magazines-newspapers-center/bay-area-city-directories-and-phone-books/san-0. Accessed February 2024.

"Sales." *San Francisco Examiner,* October 4, 1964.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** 1000 Mariposa Street

P1. Other Identifier: Angotti & Reilly

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Francisco

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *San Francisco North* **Date:** 2023 **T** 2S ; **R** 5W ; **¼ of** **¼ of Sec** 15 ; M.D.**B.M.**

c. Address: 1000 Mariposa Street City: San Francisco Zip: 94107

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: Block/Lot: 3987/009B. Also contains the retail address 180 Pennsylvania Avenue

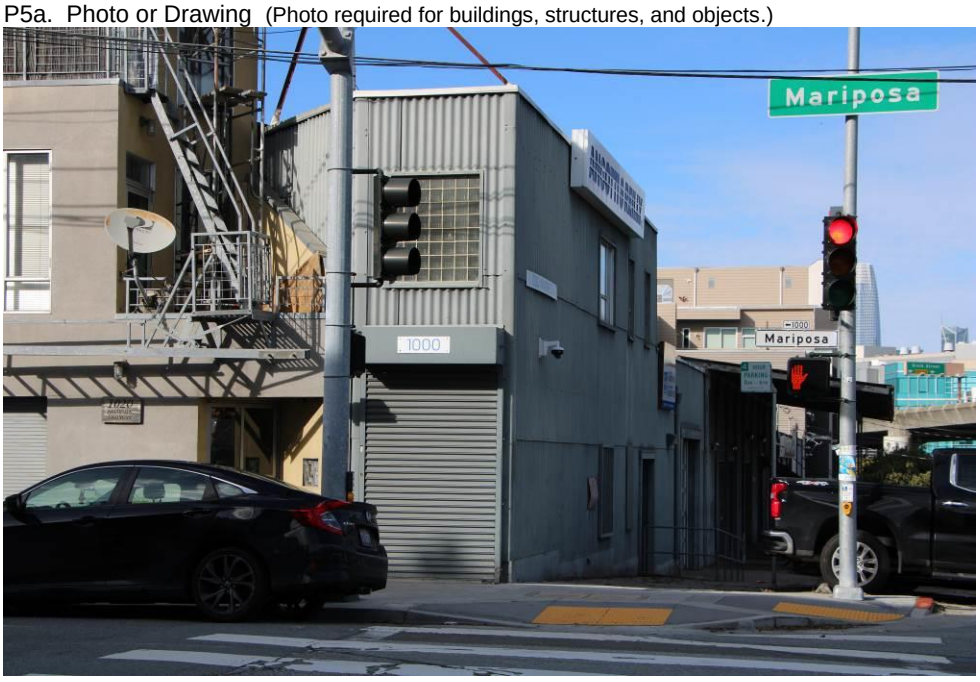
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1000 Mariposa Street is a roughly triangular parcel at the northwest corner of Mariposa Street and Pennsylvania Avenue that contains a partial two-story, wood-frame industrial building. The parcel's shape is a result of its location immediately to the east of a former railroad alignment that ran between 1000 and 1040 Mariposa Street, which has been infilled by the multi-story residential building at 1020 Mariposa Street (built 1999). The building at 1000 Mariposa Street includes a two-story south section with a flat roof and a lower one-story north section with a moderately pitched roof and an eave extension that covers the sidewalk along the east property line. The building is clad with corrugated metal sheet siding and is fenestrated with a variety of window types, including a glass block window on its narrow south façade, aluminum and wood-frame and casement windows along its east façade. The south façade has a first story entrance that is closed with a roll up steel door and the east façade features a garage bay with an aluminum overhead paneled door, a glazed overhead garage door further to the north (set behind an iron security gate), and additional entrances further to the north with flush-steel and common anodized aluminum storefronts. The building appears to be in good condition.

***P3b. Resource Attributes:** HP8. Industrial Building

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

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



P5b. Description of Photo: 1000 Mariposa Street, view facing north. February 9, 2024.

***P6. Date Constructed/Age and Sources:** 1947
■Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
MH-Mariposa LLC
355 Hayes Street
San Francisco, CA 94102

***P8. Recorded by:**
JulieAnn Murphy, MSHP
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:**
February 9, 2024

***P10. Survey Type:** (Describe)
Intensive. Section 106.

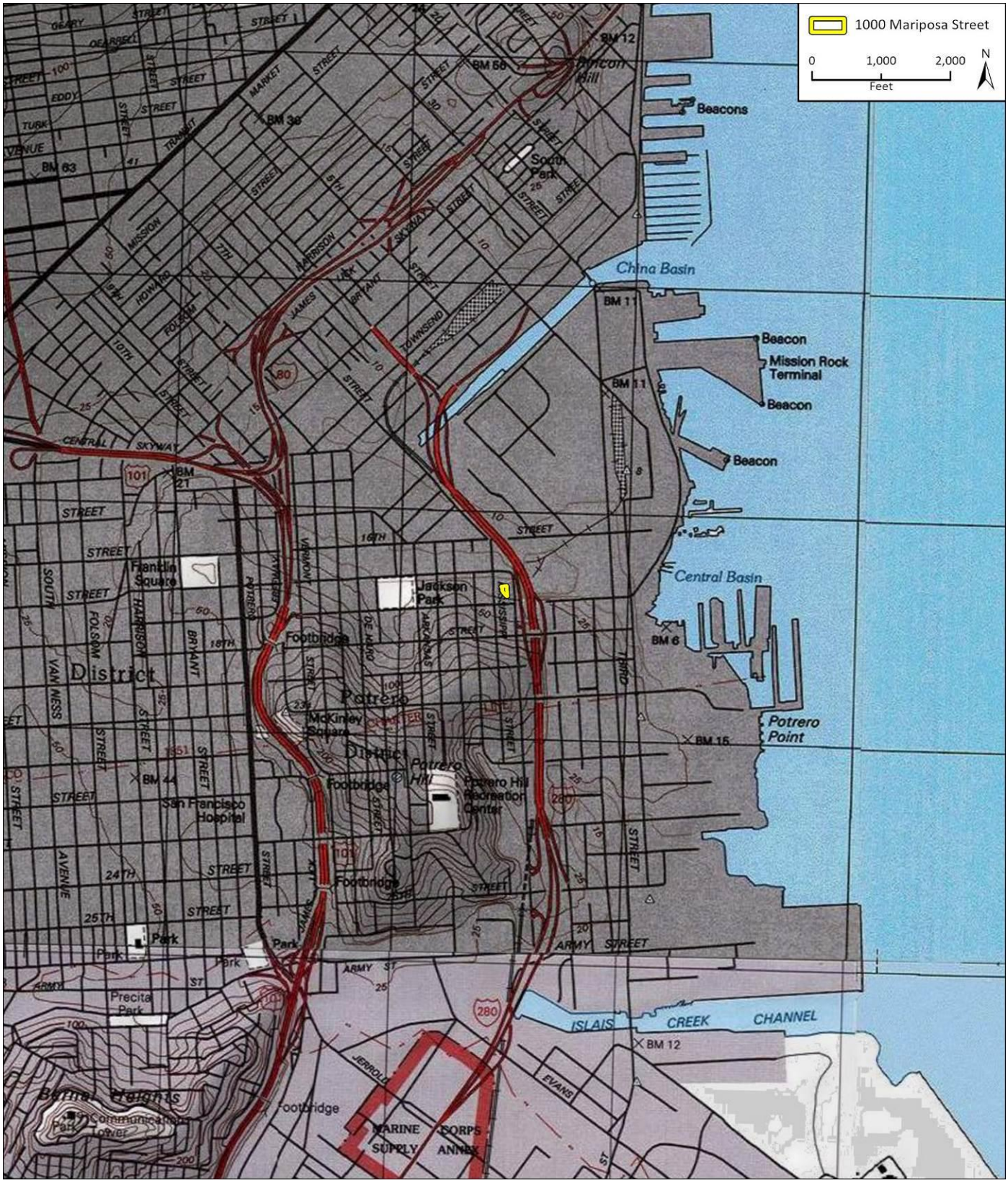
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") none

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

LOCATION MAP

 ***Resource Name or #:** 1000 Mariposa Street

***Map Name:** *San Francisco North Quadrangle* ***Scale:** 1:24,000 ***Date of Map:** 2023



BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** 1000 Mariposa Street

B1. Historic Name: California Pest Control Company (ca. 1953 - ca. 1965); Link & Company Pacific Construction/Scaffold Engineering Inc. (ca. 1975); Glen Eagle Printing Co./Minute Men Press/Reynard Professional Printing Co. (ca. 1982)

B2. Common Name: 1000 Mariposa Street

B3. Original Use: Pest Control Distribution

B4. Present Use: Light Industrial/Manufacturing and Office

***B5. Architectural Style:** Vernacular Industrial

***B6. Construction History:**

1947: Construct one-story frame building for J.L. Moock, Mayfair Investing Co. (App. No. 102759)
1953: Alteration: Loading platform in front of warehouse for Cal Pest Control co. (App. No. 156023)
2000: Interior tenant improvement (partitions, doors, lighting, restrooms, casework, finishes for Angotti & Reilly) (App. No. 200008228569)
2001: New rooftop mechanical system, Angelotti & Reilly occupant (App. No. 200110050080)
2002: Interior minor demolition and alteration of door to avoid swinging into right-of-way for Hanford + Freund (App. No. 200204053293)
2007: Reroofing, Angelotti & Reilly occupant (App. No. 200710236245)
2015: Retail store interior remodel, Hilti, occupant (App. No. 2015-02-19-8770)

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

***B8. Related Features:** None.

B9a. Engineer: Howard B. Hamill

b. Builder: Mariposa Construction Co., Contractor

***B10. Significance: Theme:** None. **Area:** San Francisco

Period of Significance: None. **Property Type:** Industrial **Applicable Criteria:** None.

Historic Development of Area

1000 Mariposa Street is located along the northeastern edge of the Potrero Hill neighborhood, immediately to the west of the Interstate 280 Viaduct (I-280), which separates Potrero Hill from the Central Waterfront area further to the east. Portions of this area were discussed in the Central Waterfront Cultural Resources Survey Summary Report and Draft Context Statement (Central Waterfront HCS) and the Showplace Square Survey Historic Context Statement (Showplace Square HCS). The Central Waterfront HCS describes:

> Railroad companies, the area's largest landowner in the late 19th and early 20th centuries, laid tracks throughout the Potrero area to connect with the city's existing rail service, which began in 1862. Between 1905 and 1907, railroad companies built tunnels under Iowa Street between 18th and 22nd Streets and between 23rd and 25th Streets, to create the Bayshore Cutoff, a rail system designed to provide greater rail accessibility both in and out of San Francisco. The railroad companies also constructed two extant bridges that connected Potrero Hill and the Central Waterfront area for vehicular and pedestrian traffic (Central Waterfront Context 2001: 19). (Refer to Continuation Sheet, Page 4)

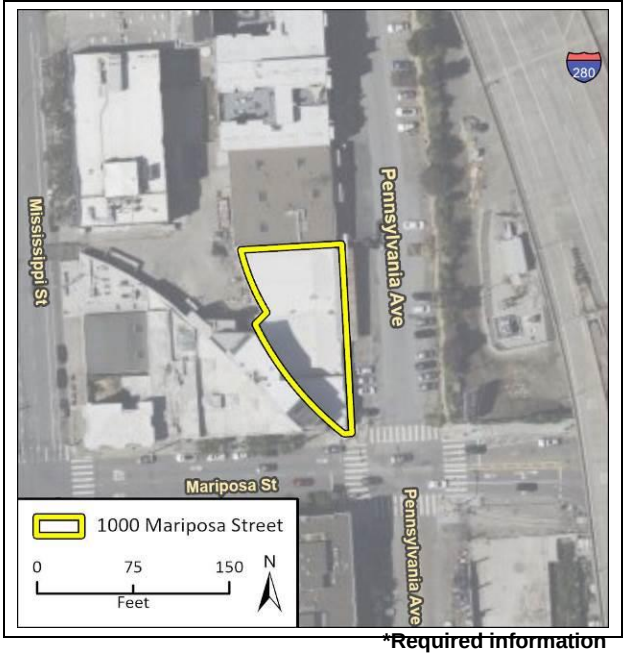
B11. Additional Resource Attributes: None.

***B12. References:** (See Continuation Sheet, Page 5)

B13. Remarks: Previously surveyed during the Showplace Square/Northeast Mission Historic Resource Survey in 2011: assigned a status code/survey rating of 6Z (Found ineligible for NR, CR, or Local designation through survey evaluation). The previous survey did not include a full evaluation of the property.
(San Francisco Planning Department, Online Property Information Map (SF PIM), accessed February 12, 2024).

***B14. Evaluator:** Josh Bevan, AICP – Rincon Consultants

***Date of Evaluation:** February 1, 2024



(This space reserved for official comments.)

*Required information

***B10. Significance (Continued from Page 3):**

As explained in the *Showplace Square Historic Context Statement* (*Showplace Square Context*), the construction of the Bayshore Cutoff Tunnel No. 1, just east of 1000 Mariposa brought "a new partially below-grade alignment [that] funneled trains through trenches and tunnels from the Visitacion Valley yard to Southern Pacific's main terminal at 4th and Townsend streets. This leg tunneled beneath Silver Terrace Hill and the eastern arm of Potrero Hill, emerging within the Showplace Square survey area near the corner of Mariposa Street and Pennsylvania Avenue"(Kelley & VerPlank, LLC 2009: 34). Southern Pacific extended a spur track network throughout the northeastern Potrero Hill area to access large tracts of recently filled Mission Bay land they had recently acquired (Kelley & VerPlank, LLC 2009: 34).

By 1905, the 200 block of Pennsylvania Avenue between Mariposa Street (north) and 18th Street (south) consisted of single-family houses and several multiple-family flats, all of which were wood-frame buildings (David Rumsey). Several lots along the west side of Pennsylvania Avenue remained undeveloped, as did much of the north end of the east side of Pennsylvania Avenue. The 1906 earthquake and fires do not appear to have had a major impact on the development of the area, as all buildings present on the 1905 Sanborn map appeared on an updated 1914 map (SFPL). Rail tracks and the label "Tunnel Entrance" appeared at the location of Tunnel No. 1. To the north of Mariposa Street, a spur line of the Atkinson, Topeka, and Sante Fe Railroad, extending from a bridge at the southeast corner of Mariposa Street and Pennsylvania Avenue, curved across the intersection to the opposite northwest corner, where it extended between of buildings at 1000 Mariposa Street and 1040 Mariposa Street..

By 1950, additional industrial uses replaced pre-existing residential buildings near the north end of Pennsylvania Avenue, while development remained consistent elsewhere in the area, including in the immediate vicinity of 1000 Mariposa Street. In 1965, some residential buildings in the area were replaced with larger multi-family residences. By 1968, residences to the south of 249 Pennsylvania Avenue had been razed to accommodate the construction of an off-ramp for the I-280 Viaduct, built directly over the alignment of the railroad and Tunnel No. 1. Since the late 1960s, development of the area has been minimal; however, in the vicinity, construction of new multiple-family residential buildings occurred at the southwest corner of Mariposa Street and Pennsylvania Avenue in 2000, which replaced a preexisting industrial building that occupied roughly half the west side Pennsylvania Street.

Past Ownership and Occupancy

The industrial building at 1000 Mariposa Street was built in 1947 for owner and contractor, Mayfair Investing Co.
Between 1950 and ca. 1969-1970 the property was occupied by California Pest Control Company, who also distributed wholesale garden supplies per their listings in San Francisco city directories. By 1975 the property was simultaneously occupied by Link & Company, a construction materials supplier/exporter and Scaffold Engineering Inc. Occupancy transitioned to Glen Eagle Printing Co., Minute Men Press, and Reynard Professional Printing Co. by 1982. Since 2000, the property has been owned by several different owners and limited liability companies; during this time it has been occupied by building and construction related companies operating industrial-office and commercial-retail spaces (SF PIM, SF DBI).

Howard B. Hammill, Engineer

Available building permits revealed that the building was designed by engineer Howard B. Hammill. Research of city directories, newspapers, and genealogical databases found limited information on Hammill. In 1926, his office was located at 381 Bush Street in San Francisco. At that time, Hammill was a secretary of the San Francisco chapter of the American Society of Civil Engineers (*Western Construction News* 1926). In subsequent annual city directories his occupation was listed as consultant or civil engineer, and his office remained at the same location in 1947, the year he worked on the 1000 Mariposa Street project. Hammill appears to have been active in his field beyond project consultation. In addition to participating in an engineering society, he led a concrete construction course at Humboldt High School in San Francisco, sponsored by the Portland Cement Company (*San Francisco Examiner* 1928). A review of historic newspapers identified Hammill as engineer of a nonextant model house built at O'Farrell and Stockton Streets in 1934 ("Building Contracts, Etc." *The Recorder*, March 10, 1934). Additional documentation on Hammill's life and career was not found.

Evaluation - National Register of Historic Places

The property at 1000 Mariposa Street is recommended ineligible for listing in the NRHP under all evaluative criteria due to a lack of architectural and historical significance.

The building at 1000 Mariposa Street was constructed in 1947 as an industrial warehouse building. Built near the northern foot of Potrero Hill, this building was constructed on a corner lot with a rail spur passing behind its west façade, in an area of mixed industrial and residential uses. The building was occupied between the late 1940s and late 1960s by a pest control company and transitioned to use as a printing facility in the early 1980s, before it was more recently adapted to industrial-office and commercial-retail uses in the 2000s. Research did not find information indicating that this property's development was individually significant or otherwise contributory to the significance of development in this area of San Francisco, or to broader patterns of industry and

commerce. Additionally, this area has been previously determined to be outside the boundaries of the eligible Central Waterfront historic district and the Showplace Square historic district. The building was occupied between the late 1940s Therefore, 1000 Mariposa Street is recommended ineligible under Criterion A (Events).

Research into the property's ownership and occupancy found that the building was first used as a pest control company's warehouse, and later became the location of several printing companies. Research did not reveal information suggesting that any past occupants or owners made significant contributions to history that are associated with this building. These businesses were conducted by multiple employees, however research did not identify any specific individuals who made significant contributions to history that are linked to this building. Therefore, 1000 Mariposa Street is recommended ineligible under Criterion B (Persons).

1000 Mariposa Street does not appear to be individually significant under Criterion C (Architecture/Design). The building was constructed in 1947 as a wood-frame industrial warehouse building, designed by engineer Howard B. Hammill. 1000 Mariposa Street construction (structure) and materials are common features of industrial buildings in the region and of the ca. 1947 time period. The building's footprint responds to a former railroad spur that curved into the city block the building is situated on, directly behind the west façade. Although this feature is tied to the former railroad network that was active in this neighborhood, the building's design to accommodate this feature was not unique given the abundance of urban freight rail networks in San Francisco during the early twentieth century. The building otherwise features no individually distinctive features that are representative of an identified style or architectural trend in an individually significant way. The building's designer or lead design profession, civil engineer Howard B. Hammill, appears to have been active in San Francisco between the 1920s and 1940s. Limited documentation on Hammill's career was found. Although he was active in professional and educational circles, his impact on the field of engineering does not appear to be significant, such that he would be considered a master of his field. Therefore, 1000 Mariposa Street is recommended ineligible under Criterion C (Architecture/Design).

Research does not indicate the property has the potential to yield important information pertaining to prehistory or history under Criteria D (Information Potential).

***B12. References (Continued):**

Ancestry.com.

"Building Contracts, Etc." *The Recorder*. March 10, 1934.

David Rumsey Map Collection. "Pre-Earthquake San Francisco 1905 Sanborn Insurance Atlas." https://www.davidrumsey.com/blog/2011/6/27/pre-earthquake-san-francisco-1905-sanborn-insurance-atlas (accessed February 2024).

"Engineering Societies." *Western Construction News*. February 26, 1926: 43.

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

Kelly & Verplank for the San Francisco Planning Department. *Showplace Square Survey Historic Context Statement*. San Francisco: San Francisco Planning Department. Final. October 22, 2009. https://default.sfplanning.org/Preservation/showplace_survey/Final_Context_10.22.09.pdf. Accessed February 2024.

San Francisco Planning Department. *Central Waterfront Cultural Resources Survey Summary Report and Draft Historic Context Statement*. San Francisco: San Francisco Planning Department, October 2000 - October 2001. Accessed online, February 13, 2024. https://sfplanning.s3.amazonaws.com/archives/documents/780-Central_Waterfront_Context.pdf.

San Francisco Public Library History Center. Digital Sanborn Maps for California, online. Accessed February 2024. https://sfpl.org/locations/main-library/sf-history-center/how-research-san-francisco-building/how-old-it-who-built.

San Francisco Public Library History Center. San Francisco City Directories, online. https://sfpl.org/locations/main-library/magazines-newspapers-center/bay-area-city-directories-and-phone-books/san-0. Accessed February 2024.

"School Offers New Construction Course." San Francisco Examiner, November 8, 1928.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3D
Other Listings
Review Code | Reviewer | Date

 *__Resource Name or #:__ Bayshore Cutoff Tunnel No. 1

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** San Francisco

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *San Francisco North* **Date:** 2023 **T** 2S ; **R** 5W ; **¼ of** **¼ of Sec** 15 ; M.D.**B.M.**

c. Address: Unassigned (Refer to APNs) City: San Francisco Zip: 94107

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: Block/Lot: 3999/011 and 3999/012

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

Bayshore Cutoff Tunnel No.1 is one of five original tunnels constructed by the Southern Pacific Company between San Francisco and San Bruno between 1904 and 1907. The tunnels were built as part of the Bayshore Cutoff project, which enabled Southern Pacific to route longer commuter trains southward along the San Francisco Peninsula on a moderate grade that avoided steep topography of the San Bruno mountains. Completed in 1905 and approximately 1,817 feet long, Tunnel No. 1 is an arched bore, roughly 30 feet tall located directly beneath the Interstate 280 Viaduct. The tunnel accommodates two train tracks and retains quarry faced sandstone retaining walls, a parapeted brick header, and similar quarry faced stone around its arch at the tunnel entrance. The terrain immediately flanking the tunnel to the east and west has been covered with shotcrete or a similar material to prevent erosion. The engineering structure of Tunnel No. 1 has been modified since its original construction, largely at the interior where the original concrete and brick materials have been reinforced with shotcrete, additional concrete and steel frames. The tunnel's design does not appear to have been modified since its last recordation in 2015. Areas of the tunnel visible from the public-right-of-way appear to be in good condition, but exhibit graffiti is some areas.

***P3b. Resource Attributes:** HP11. Engineering Structure (Railroad Tunnel)

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

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

P5b. Description of Photo: Tunnel No. 1, viewed from bridge at Mariposa Street, facing south. February 9, 2024.

***P6. Date Constructed/Age and Sources:** 1905. Previous Recordation – Refer to attached.
■Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070

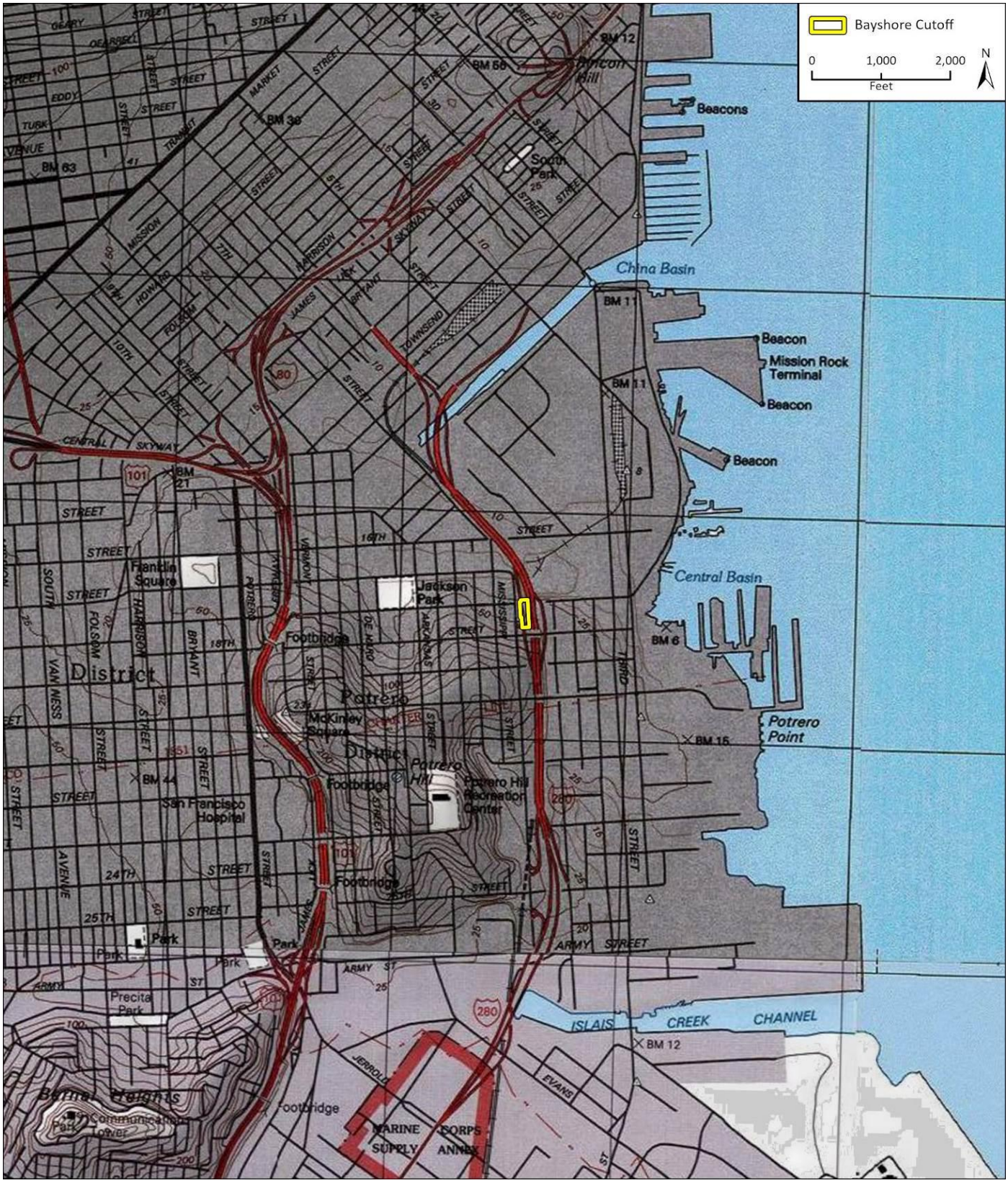
***P8. Recorded by:**
JulieAnn Murphy, MSHP
Josh Bevan, AICP, MSHP
Rincon Consultants, Inc.
449 15th Street #303
Oakland, CA 94612

***P9. Date Recorded:** February 9, 2024

***P10. Survey Type:** Intensive. Section 106.

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

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


Bayshore Cutoff
0
1,000
2,000
Feet
N
Beacons
China Basin
Beacon
Mission Rock Terminal
Beacon
Beacon
Central Basin
Potrero Point
Jackson Park
Footbridge
Franklin Square
McKinley Square
Potrero Hill
Potrero Hill Recreation Center
San Francisco Hospital
Precita Park
Bernal Heights
ISLAIS CREEK CHANNEL
MARINE SUPPLY
CORPS ANNEX
BM 1
BM 6
BM 11
BM 12
BM 15
BM 21
BM 38
BM 44
BM 55
BM 63
South Park
Rincon Hill

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3D

***Resource Name or #** Bayshore Cutoff Tunnel No. 1

B1. Historic Name: Bayshore Cutoff Tunnel No. 1
B2. Common Name: Bayshore Cutoff Tunnel No. 1
B3. Original Use: Railroad Tunnel
B4. Present Use: Railroad Tunnel

***B5. Architectural Style:** No identified style

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

Constructed in 1905 as part of the Bayshore Cutoff Project that occurred between 1904 and 1907. As documented in previous recordation by JRP Historical Consulting, LLC (JRP) (JRP 2002):

- Before 1966: shotcrete was applied to the surface interior, obscuring portions of the original exposed red brick and concrete.
- Ca. 1968: Tunnel No. 1 was additionally braced with concrete and steel frames due to the construction of the I-280 Viaduct in the late 1960s
- Ca. 1968: The northern and southern piers of Tunnel No. 1 have since been surrounded and partially obscured by the massive piers supporting the I-280 viaduct.

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

***B8. Related Features:** None.

B9a. Architect: Southern Pacific Company
b. Builder: Southern Pacific Company

***B10. Significance: Theme:** Transportation **Area:** San Francisco

Period of Significance: 1905-1948 **Property Type:** Transportation Infrastructure **Applicable Criteria:** A and C

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

As previously identified, and confirmed based on an assessment of existing conditions and retention of sufficient integrity, Bayshore Cutoff Tunnel No. 1 appears to be eligible for listing in the National Register of Historic Places (NRHP) as a contributor to an NRHP-eligible Historic District.

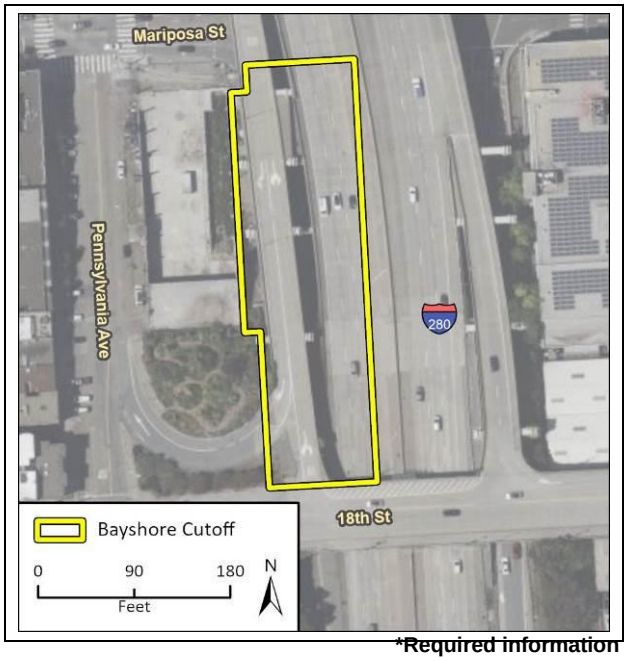
Historic Development

Bayshore Cutoff Tunnel No. 1 is located along the northeastern edge of the Potrero Hill neighborhood, immediately to the west of the Interstate 280 Viaduct (I-280), which separates Potrero Hill from the Central Waterfront area further to the east. Portions of this area were discussed in the *Central Waterfront Cultural Resources Survey Summary Report and Draft Context Statement (Central Waterfront HCS*) and the *Showplace Square Survey Historic Context Statement (Showplace Square HCS)*. The *Central Waterfront HCS* describes:

> Railroad companies, the area's largest landowner in the late 19th and early 20th centuries, laid tracks throughout the Potrero area to connect with the city's existing rail service, which began in 1862. Between 1905 and 1907, railroad companies built tunnels under Iowa Street between 18th and 22nd Streets and between 23rd and 25th Streets, to create the Bayshore Cutoff, a rail system designed to provide greater rail accessibility both in and out of San Francisco. The railroad companies also constructed two extant bridges that connected Potrero Hill and the Central Waterfront area for vehicular and pedestrian traffic (*Central Waterfront Context* 2001: 19).

(Refer to Continuation Sheet, Page 4)

B11. Additional Resource Attributes: None.



***B12. References:** (Refer to Continuation Sheet, Page 5)

B13. Remarks: None.

***B14. Evaluator:** Josh Bevan, AICP – Rincon Consultants

***Date of Evaluation:** February 26, 2024

(This space reserved for official comments.)

***B10. Significance (Continued from Page 3):**

As explained in the *Showplace Square Historic Context Statement* (*Showplace Square Context*), the construction of Tunnel No. 1 as part of the Bayshore Cutoff brought "a new partially below-grade alignment [that] funneled trains through trenches and tunnels from the Visitacion Valley yard to Southern Pacific's main terminal at 4th and Townsend streets. This leg tunneled beneath Silver Terrace Hill and the eastern arm of Potrero Hill, emerging within the Showplace Square survey area near the corner of Mariposa Street and Pennsylvania Avenue"(Kelley & VerPlank, LLC 2009: 34). Southern Pacific extended a spur track network throughout the northeastern Potrero Hill area to access large tracts of recently filled Mission Bay land they had recently acquired (Kelley & VerPlank, LLC 2009: 34).

By 1905, the year Tunnel No. 1 was completed, the 200 block of Pennsylvania Avenue between Mariposa Street (north) and 18th Street (south) consisted of single-family houses and several multiple-family flats, all of which were wood-frame buildings. Several lots along the west side of Pennsylvania Avenue remained undeveloped, as did much of the north end of the east side of Pennsylvania Avenue. The block to the east was labeled as "S.P.R.R. Cut" but no buildings or structures were depicted on the map (Sanborn 1905). The 1906 earthquake and fires do not appear to have had a major impact on the development of the area, as all buildings present on the 1905 Sanborn map appeared on an updated 1914 map. Rail tracks and the label "Tunnel Entrance" appeared at the location of Tunnel No. 1. Additionally, two wood-frame houses not recorded in 1905 were depicted at 260 and 262 Pennsylvania Avenue. To the north of Mariposa Street, a spur line of the Atkinson, Topeka, and Sante Fe Railroad, extending from a bridge at the southeast corner of Mariposa Street and Pennsylvania Avenue, curved across the intersection to the opposite northwest corner, where it extended between of buildings along Mariposa Street.

By 1950, additional industrial uses replaced pre-existing residential buildings near the north end of Pennsylvania Avenue, while development remained consistent elsewhere in the area and the immediate vicinity of Tunnel No. 1. By 1968, residences to the south of 249 Pennsylvania Avenue had been razed to accommodate the construction of an off-ramp for the I-280 Viaduct, built directly over the alignment of the railroad and Tunnel No. 1. Since the late 1960s, development of the area has been minimal; however, in the vicinity, construction of new multiple-family residential buildings occurred at the southwest corner of Mariposa Street and Pennsylvania Avenue in 2000, which replaced a preexisting industrial building that occupied roughly half the west side Pennsylvania Street.

Bayshore Cutoff

The Southern Pacific Company constructed five tunnels as part of its Bayshore Cutoff project between 1904 and 1907. The Cutoff spanned ten miles from San Francisco to San Bruno and was built to navigate long trains ran by Southern Pacific's San Francisco and San Joaquin Rail Road around and through steep topography along the alignment, which allowed trains to avoid an original route over the San Bruno Mountains (Kelly 2001: 2). Four of the five tunnels associated with the Bayshore Cutoff Project (Tunnels 1, 2, 3, and 4) remain active as part of Caltrain's regional system. Tunnel No. 5 was deactivated and closed off following the construction of U.S. 101 in the 1950s. The five tunnels had a combined length of nearly 10,000 feet. Each tunnel measured approximately 30 feet wide and 22 feet high from the finished tracks to the ceiling (ICF 2017: 5-6).

Construction Methods

Tunnels No. 1, 3, 4, and 5 were single-bore openings wide enough for a double track, while Tunnel No. 2 was designed as a two-bore tunnel that could handle up to four tracks. Southern Pacific used steel framing and lined the tunnels with brick and concrete. Although constructed as part of the same project, the tunnels were built with varying lining and retaining wall treatments. Each was lined with four to six wythes of brick, while the floor and first eight to ten feet of the tunnel walls were poured concrete (ICF 2017: 5-6). Retaining wall construction near the portals and erosion control materials adjacent to each portal also varied. Unlike many of Southern Pacific's previously built tunnels, the Bayshore Cutoff's tunnels in San Francisco were finished with quarry faced sandstone at the exterior.

Current Historic Status and Previous Historical Evaluations

Bayshore Cutoff Tunnels No. 1, 2, 3, and 4 were first evaluated for eligibility to the NRHP by both JRP Historical Consulting, LLC (JRP) and the San Francisco Planning Department (SF Planning) in 2002. Subsequent evaluations by JRP (2008) and ICF, International (2017) confirmed findings of eligibility as NRHP district contributors originally determined by SF Planning in 2002.

JRP – 2002

JRP surveyed Tunnels No. 1-4 for the Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy. JRP concluded that the structures, as a group, appeared to be significant under NRHP Criterion A for their association with the Bayshore Cutoff project, as well as Criterion C for their distinctive architectural and engineering qualities. JRP also concluded, however, that only Tunnels 3 and 4 appeared to retain sufficient integrity to convey their individual significance for

eligibility under criteria A and C. OHP concurred with these conclusions: Tunnels 1 and 2 were listed in the California Historical Resources Inventory System (CHRIS) with a 6Y status (ineligible for NRHP by consensus through Section 106 process – not evaluated for CRHR or local listing) and Tunnels 3 and 4 were listed with a 2S2 status (individual property determined eligible for NRHP by a consensus through Section 106 process; listed in CRHR.)

SF Planning, Central Waterfront Eligible NRHP Historic District – 2002

As part of the Central Waterfront survey, SF Planning conducted an inventory and evaluation and concluded that the area appeared to be eligible for the NRHP as a historic district. SF Planning concluded that Tunnels 1 and 2 appeared to meet the criteria for listing in the NRHP as contributors to the eligible Central Waterfront Historic District. The Central Waterfront Survey describes: The Central Waterfront area, which includes the Dogpatch neighborhood, is historically significant as a mixed-use industrial and residential district; its period of significance spans from 1854 to 1948. The Bayshore Cutoff is documented under the subtheme "Central Waterfront's Modes of Transportation" (San Francisco Planning Department 2001: 19). Accordingly, Tunnels No. 1 and 2 were listed in CHRIS with a status of 3D (appear eligible for the NRHP as contributors to an NRHP eligible district through survey evaluation). This finding was confirmed through subsequent recordation as follows:

JRP 2008:

In 2008, JRP field-checked Tunnels No. 1-4 and verified that they remained in the same condition as when the previous survey and evaluation was prepared in 2002. The 2008 DPR form documentation consisted of a DPR Form Update sheet, with the previous 2002 DPR Forms attached for reference. Combined JRP documentation was attached as Appendix A to a subsequent (and most recent previous) study prepared by ICF International between 2015 and 2017 as described below.

Peninsula Corridor Electrification Project San Francisco Tunnels, ICF, International – 2015-2017

Between 2015 and 2017, ICF, International (ICF) prepared a Historical Resources Inventory and Evaluation Report Update (June 2015) and a report titled *Peninsula Corridor Electrification Project San Francisco Tunnels* (July 2017). ICF's study included resurvey of Tunnels No. 1-4 and confirmation of their previously recommend eligibility and assigned 3D status, as conditions did not appear to change significantly such that any of the tunnels' eligibility to the NRHP would be compromised. ICF described that all four tunnels were reinforced with shotcrete on inside walls and vaulted ceilings in 2004 and additional work was proposed as of 2015-2017 to provide adequate vertical clearances for passenger and freight rains, ranging from an additional .25 feet to 1.75 feet in each tunnel. Proposed improvements included potential minor removal of shotcrete and tunnel vault bricks, with approximately three percent of Tunnel No. 1's historic brick lining to be removed. ICF noted the modification would alter "some brick work that is already obscured by shotcrete and is not visible to the public from the vantage of a train or by other means. Therefore, the brick features in the four tunnels [are] not able to convey association with the tunnels' historic significance under current or proposed conditions, and found proposed alterations to the tunnels [would pose] no adverse effect." (ICF, September 2015: 4-1)

Existing Historic Status

Overall, Tunnel No. 1 – among the four previously evaluated Bayshore Cutoff tunnels, is currently considered eligible for listing in the NRHP as a contributor to the eligible Central Waterfront District identified in 2002 by the San Francisco Planning Department. Rincon reviewed the most recent CHRIS directory for the City and County of San Francisco (now referred to as the California Built Environment Resource Directory [BERD]), which was last updated on September 23, 2022. The subject Tunnel No. 1 is listed with Tunnel No. 2 as "Bayshore Cutoff Tunnels #1 & 2" and assigned a status code 3D, dated May 6, 2002, which appears to correspond to the findings determined by SF Planning in that year, which have been confirmed through subsequent studies by JRP and ICF, as described above.

Updated Evaluation for NRHP Eligibility

This evaluation concurs with previous findings of eligibility for Tunnel No. 1. This evaluation was limited to Tunnel No. 1. Survey and evaluation of Bayshore Cutoff Tunnels No. 2-4 were outside the scope of this study.

As one of five original, and four previously evaluated tunnels associated with the development of the Bayshore Cutoff, Tunnel No. 1 is recommended eligible for listing in the National Register of Historic Places as a contributor to the eligible Central Waterfront District under Criterion A and C. The tunnel's period of significance under these criteria is 1905-1948, corresponding to its year of completion and the end year of the eligible Central Waterfront District's period of significance. Tunnel No.1's state of integrity is consistent with previous survey and recordation conducted in 2015. No substantial changes have occurred to the tunnel since its past evaluation. The tunnel retains sufficient integrity to remain eligible as a district contributor. This evaluation concurs with previous findings regarding Tunnel No. 1's lack of sufficient integrity to support individual eligibility to the NRHP. Due to substantial changes to the interior structure of the tunnel (installation of concrete, steel reinforcement framing, and shotcrete) Tunnel No. 1 does not retain a high degree of historic materiality at its interior, which results in diminished evidence of its original

construction methods. Additionally, extensive change – most notably the construction of the I-280 Viaduct over the tunnel in the late 1960s – and development in the immediate vicinity has impaired the tunnel's integrity of setting, such that it does not have a substantial presence within its urban context as it originally had. These factors reduce the tunnel's historic integrity such that it is not individually eligible for the NRHP. The retention of its overall arched shape, quarry faced sandstone exterior elements, and brick parapeted header at the tunnel exterior, as well as continued use of the tunnel for rail transit, enable it tunnel to retain sufficient integrity to contribute to its associated district.

B12. References (Continued):

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