

APPENDIX D

Historic Architectural Resources Evaluations

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Appendix D-1

VerPlanck Historic Preservation Consulting, Historic Resource Evaluation,
Potrero Trolley Coach Division Facility, 2500 Mariposa Street, San Francisco, CA,
October 2, 2017.

HISTORIC RESOURCE EVALUATION



Potrero Trolley Coach Division Facility

2500 Mariposa Street

San Francisco, California

October 2, 2017

Prepared by


HISTORIC PRESERVATION CONSULTING

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I. Introduction

VerPlanck Historic Preservation Consulting prepared this Historic Resource Evaluation (HRE) for the San Francisco Municipal Transportation Agency (SFMTA). Its subject is the Potrero Trolley Coach Division maintenance/operations facility at 2500 Mariposa Street, in the Potrero District. The Potrero Trolley Coach facility is over 45 years old, making it a potential historical resource per Planning Department regulations. The Potrero Trolley Coach Division facility occupies the entirety of Assessor Parcel 001, which is coterminous with Block 3971, a two-square-block property bounded by Mariposa, Bryant, 17th, and Hampshire Streets (**Figure 1**). The western half of the property is a large bus yard designed for storing off-duty electric-powered trolley coaches and the eastern half contains a two-story, reinforced-concrete maintenance and operations facility, originally designed as a car barn, which is designed in the Renaissance Revival style. This HRE contains a detailed description of the property and the surrounding neighborhood, as well as an in-depth history of the property, documenting its original construction in 1915, its expansion to two stories in 1924, its conversion into a trolley coach facility in 1948-49, and all other subsequent notable alterations and events associated with the property. This report also includes a biography of the facility's designer, City Engineer Michael M. O'Shaughnessy, and a brief history of car barns and bus yards in San Francisco. This HRE concludes with an analysis of the property's eligibility for listing in the California Register of Historical Places (California Register), finding it individually eligible under Criterion 1 (Events), and Criterion 3 (Design/Construction), with a period of significance of 1915 to 1941.



Figure 1. Map showing location of the Potrero Trolley Coach Division facility at 2500 Mariposa Street.
Source: Google Maps; annotated by Christopher VerPlanck

II. Methods

Christopher VerPlanck, the author of this report, has 20 years of experience evaluating potential historical resources in San Francisco. In compliance with the San Francisco Planning Department's *CEQA Review Procedures for Historic Resources*, this HRE provides a description and a history of the Potrero Trolley Coach Division facility, as well as an analysis of the property's potential eligibility for the California Register. VerPlanck visited the property on June 21, 2017 to survey and photograph it and the surrounding neighborhood. Over the following two weeks, VerPlanck conducted primary research at government offices, libraries, and private repositories, including the San Francisco Office of the Assessor-Recorder, the San Francisco Department of Building Inspection, San Francisco Architectural Heritage, the San Francisco Public Library, the SFMTA Photography Department and Archive, and the California Historical Society. This HRE follows an outline approved by the San Francisco Planning Department on June 14, 2017.

III. Regulatory Framework

VerPlanck Historic Preservation Consulting searched federal, state, and local records to determine the property's zoning and to see if the Potrero Trolley Coach Division facility had been identified in any cultural resource surveys, or if it is listed in an official historic resource inventory. The specific surveys and registers consulted are described below.

A. Zoning and Height and Bulk Districts

The Potrero Trolley Coach Division maintenance/operations facility is located in the P-Public zoning district and a 65-X height and bulk district.

B. Here Today Survey

Published in 1968 by the San Francisco Junior League, *Here Today: San Francisco's Architectural Heritage*, is San Francisco's earliest official historic resource inventory. Prepared by volunteers, the survey provides a photograph and concise historical data for approximately 2,500 properties in San Francisco. The San Francisco Board of Supervisors adopted the survey in 1970 under Resolution No. 268-70. The survey files are archived at the Koshland History Center, at the San Francisco Public Library.

The Potrero Trolley Coach Division maintenance/operations facility is not listed in *Here Today*, either in the book or the survey files.

C. Department of City Planning Architectural Quality Survey

Between 1974 and 1976, the San Francisco Planning Department completed an inventory of architecturally significant buildings in San Francisco. Planning Department staff assigned each surveyed building a numerical rating ranging from "0" (contextual importance) to "5" (individual significance of the highest degree). An advisory committee consisting of architects and architectural historians assisted in assigning ratings to the roughly 10,000 buildings surveyed. The Planning Department surveyed both contemporary and older buildings, but the inventory assessed only architectural significance, which was defined as a combination of the following characteristics: design features, urban design context, and overall environmental significance. When completed, the Architectural Quality Survey (AQS) was believed to comprise the top 10 percent of the city's building stock.¹ In the estimation of survey participants, buildings rated

¹ San Francisco Planning Department, *San Francisco Preservation Bulletin No. 11 – Historic Resource Surveys* (San Francisco: n.d.), 3.

“3” or higher represented the top 2 percent of the city’s building stock. The San Francisco Board of Supervisors adopted the survey in 1978 under Resolution No. 78-31. Although the survey’s methodology is inconsistent with contemporary survey methodology as outlined in CEQA Guidelines PRC 5024.1(g), the Planning Department has been directed to consult the survey for informational purposes.

The Potrero Trolley Coach Division maintenance/operations facility is not listed in the 1976 Architectural Quality Survey.

D. San Francisco Heritage Surveys

San Francisco Heritage (Heritage) is the city’s oldest not-for-profit organization dedicated to increasing awareness of, and advocating for, the preservation of San Francisco’s unique architectural and cultural heritage. Heritage has completed several major historic resource inventories in San Francisco, including Downtown, the South of Market, the Richmond District, Chinatown, the Van Ness Corridor, the Northeast Waterfront, and Dogpatch. Heritage ratings range from “D” (minor or no importance) to “A” (highest importance). Ratings, which are based on the Kalman Methodology, are based on both architectural and historical significance.

Heritage has not surveyed the Potrero District and it does not have a file for the Potrero Trolley Coach Division maintenance/operations facility.

E. Article 10 of the San Francisco Planning Code

San Francisco City Landmarks are buildings, structures, sites, districts, and objects of “special character or special historical, architectural or aesthetic interest or value and [that] are an important part of the City’s historical and architectural heritage.”² Adopted in 1967 as Article 10 of the San Francisco Planning Code, the San Francisco City Landmark program recognizes significant buildings and districts and protects them from inappropriate alterations and demolition through project review by the San Francisco Historic Preservation Commission. As of 2017, there were 273 individually landmarked properties and 13 designated historic districts subject to Article 10. The Article 10 designation process originally used the Kalman Methodology, a qualitative and quantitative method for evaluating the significance of historic properties, but in 2000, Article 10 was amended to use National Register criteria.

The Potrero Trolley Coach Division facility is not a San Francisco City Landmark and it is not a contributor to any locally designated historic districts.

F. Showplace Square Survey

In 2008-09, the San Francisco Planning Department hired Kelley & VerPlanck Historical Resources Consulting (Kelley & VerPlanck) to survey the Showplace Square neighborhood.³ The Showplace Square Survey was part of the Planning Department’s long-range planning efforts for the Eastern Neighborhoods Plan. The surveys were completed to identify historically, culturally, and architecturally significant properties and districts before changes were made to zoning and height and bulk limits. The boundaries of the Showplace Square survey area included the industrial parts of the northern Mission and Potrero Districts, as well as small parts of the adjoining South of Market Area and the Mission Bay neighborhood. Altogether,

² San Francisco Planning Department, *San Francisco Preservation Bulletin No. 9 – Landmarks* (San Francisco: January 2003).

³ The author of this HRE was a principal and co-owner of Kelley & VerPlanck Historical Resources Consulting and he evaluated the Potrero Trolley Coach Division facility.

the survey encompassed 736 acres and approximately 550 individual properties. Reports completed by Kelley & VerPlanck included the *Showplace Square Historic Context Statement*, Department of Parks and Recreation (DPR) 523 A (Primary) forms for every property in the survey area, DPR 523 B (Building, Structure, & Object) forms for 24 selected individual properties, and DPR 523 D (District) forms for three potential historic districts.⁴

Kelley & VerPlanck prepared DPR 523 A and B forms for the Potrero Trolley Coach Division maintenance/operations facility, which was recorded under its historic name, the San Francisco Municipal Railway Potrero Car Barn. The DPR 523 A form briefly documented the facility, concentrating on the 1915 car barn. The DPR 523 B form provided a brief history of the property, and identified City Engineer Michael M. O'Shaughnessy as the designer of the building. The 523 B form concluded that the Potrero Trolley Coach Division maintenance/operations facility appeared eligible for listing in the California Register under Criterion 1 (Events) "for its association with the early days of the San Francisco Municipal Railway, and in particular the expansion of Muni service south of Market Street." The evaluation also found the building eligible under Criterion 3 (Design/Construction) "as an example of a type (municipal car barn), period (World War I), method of construction (reinforced-concrete), as well as the "work of a master," City Engineer Michael M. O'Shaughnessy.⁵ See Appendix **Item A** for the DPR 523 A and B forms completed for the Potrero Trolley Coach Division maintenance/operations facility as part of the Showplace Square Survey.

G. California Historical Resources Information System

Properties listed in the California Historical Resources Information System's (CHRIS) Historic Property Data File, including properties under review by the California Office of Historic Preservation (OHP) or the National Park Service, are assigned California Historical Resource Status Codes (status codes) ranging from "1" to "7." These status codes establish a baseline record of historical significance. Properties with a status code of "1" are already listed in the California Register or the National Register. Properties with a status code of "2" have been formally determined eligible for listing in either register. Properties with a status code of "3" or "4" appear eligible for listing in either register through survey evaluation. Properties with a status code of "5" are "locally significant" or of "contextual importance." Status codes of "6" indicate that the property has been determined ineligible for either register, and a status code of "7" indicates that the property has not yet been evaluated.

Based its evaluation in the Showplace Square Survey, the Potrero Trolley Coach Division maintenance/operations facility has a California Historical Resource Status Code of "3CS," meaning that it is already listed in the California Register and a historical resource under CEQA guidelines.⁶

⁴ Kelley & VerPlanck Historical Resources Consulting, *Showplace Square Historic Context Statement* (San Francisco: October 2009), 1-3.

⁵ Kelley & VerPlanck Historical Resources Consulting, *DPR 523 A and B Forms for San Francisco Municipal Railway Potrero Car Barn* (San Francisco: June 12, 2008).

⁶ California Office of Historic Preservation, *Directory of Properties in the Historic Property Data File for San Francisco County*.

IV. Property Description

A. Context

The Potrero Trolley Coach Division maintenance/operations facility is located in the northern Potrero District, not far from its boundary with the adjoining Mission District. Today, the neighborhood surrounding the subject property is known as Showplace Square in recognition of the large number of wholesale design/retail businesses that migrated there in the late 1970s and early 1980s. In recent years, many of these businesses have themselves been displaced as high technology companies searching for raw “creative space” have bid up rents on warehouses and factories in Showplace Square. There are some industrial enterprises left in the neighborhood, including several food processing, printing, auto repair, and other light manufacturing operations, but it seems that their days are numbered. Indeed, aside from the Anchor Brewery at Mariposa and De Haro Streets, the subject property is the largest property still in industrial use in the Showplace Square neighborhood. Heavily urbanized, the neighborhood’s only public open spaces are Jackson Playground and Franklin Square. The latter, which is located just north of the subject property, is a somewhat neglected inner city park bounded by 16th, Hampshire, 17th, and Bryant Streets.

The subject property consists of two square blocks bounded by 17th Street to the north, Hampshire Street to the east, Mariposa Street to the south, and Bryant Street to the west. The terrain slopes uphill toward the north and east and downhill toward the south and west. Seventeenth Street and Bryant Street are both heavily traveled two-lane streets connecting the northern Potrero District to the Mission District and the South of Market Area, respectively. Mariposa Street, which dead-ends at Harrison Street three blocks west, is much quieter, serving just the immediate area. The same is true for Hampshire Street, a lightly traveled street that dead-ends at 17th Street, just east of Franklin Square. Other major north-south arteries nearby include Potrero Avenue, a four-lane arterial that separates the flat, industrial part of the Potrero District from the heavily residential Potrero Hill neighborhood. Meanwhile, Harrison Street, three blocks to the west, is the traditional boundary between the Potrero and Mission Districts. The Mission and Potrero Districts were surveyed at different times and the blocks have different dimensions, accounting for the many dogleg intersections along Harrison Street. Muni bus and trolley coach lines serving the neighborhood include the 9 San Bruno, 27 Bryant, 22 Fillmore, 33 Ashbury, and 55 16th Street lines. There are many overhead wires on the streets surrounding the Potrero Trolley Coach Division maintenance/operations facility to serve these lines, as well as other trolley coaches based at Potrero.

In terms of their architectural character, the blocks surrounding the Potrero Trolley Coach Division maintenance/operations facility contain a diverse range of property types appropriate to this mixed-use neighborhood, including industrial, commercial, residential, and recreational properties. The front of the facility faces the 2500 block of Mariposa Street, which contains several former industrial properties, KQED’s radio and television studio, and several high-density residential projects completed in recent decades. The north side of Mariposa between Hampshire Street and Potrero Avenue contains a two-story, wood-frame industrial building at 2440 Mariposa Street. Built in 1948, the building is designed in the Modernist style (**Figure 2**). Located next-door at 2424 Mariposa Street is the Verdi Club, a two-story, reinforced-concrete music venue and Italian-American social hall designed in the Art Deco style (**Figure 3**). Built in 1936, the building is a Category A-Historic Resource. To the east of the Verdi Club is a contemporary condominium building at 480 Potrero Avenue. The south side of Mariposa Street east of Hampshire Street contains just one property, a 64-unit affordable housing project, known as Mariposa Gardens, which was constructed in 1983 at 500-10 Potrero Avenue. Stucco-clad, with gable roofs and aluminum slider windows, Mariposa Gardens is designed in a non-descript contemporary style (**Figure 4**).



Figure 2. 2440 Mariposa Street (foreground).



Figure 3. Verdi Club, 2440 Mariposa Street.



Figure 4. Mariposa Gardens, looking southeast from Mariposa and Hampshire Streets.

The south side of Mariposa Street opposite the Potrero Trolley Coach Division facility contains three former industrial buildings, including a four-story, reinforced-concrete warehouse at 500-30 Hampshire Street (**Figure 5**). Built in 1940, the large L-shaped building is designed in the Late Moderne style. It now contains condominiums and a restaurant. Located next-door is 2505 Mariposa Street, a two-story, wood-frame warehouse designed in a utilitarian mode. Built in 1923, the building is presently vacant. At the southeast corner of Mariposa and York Streets is a two-story, reinforced-concrete warehouse built in 1954. Designed in the Late Moderne style, 501 York Street is now an office building (**Figure 6**).



Figure 5. 500-30 Hampshire Street (left) and 2505 Mariposa Street (right), looking southeast.



Figure 6. 501 York Street, looking southeast.

Occupying the entire frontage of the south side of Mariposa Street between York and Bryant Streets is the KQED radio and television studio at 1901 Bryant Street. Three stories in height and built of plywood with stucco cladding, the sprawling building features a non-descript, utilitarian appearance appropriate to its era of construction in 1989 (**Figure 7**).



Figure 7. KQED studios at 1901 Bryant Street, looking southwest.

Located on the opposite side of Bryant Street from the KQED studio is the former Best Foods factory, a complex of nine buildings that occupy the entire block bounded by Bryant, Mariposa, Florida, and 18th Streets. Built in 1923, the complex is designed in the American Commercial style and is typical of daylight-frame industrial buildings of this era (**Figure 8**). The complex now contains offices, live-work space, and commercial and retail storefronts.



Figure 8. Former Best Foods plant at 1900 Bryant Street, looking southwest.

Located opposite the Potrero Trolley Coach Division maintenance/operations facility on Bryant Street is 1890 Bryant Street, which was built in 1949 as an annex to the Best Foods plant on the south side of the street. The three-story, reinforced-concrete building is designed in a utilitarian mode indicative of its post-World War II era of construction (**Figure 9**). The building, which was remodeled and expanded in the early 2000s, is presently used as live-work lofts.



Figure 9. Former Best Foods Extension at 1890 Bryant Street, looking northwest.

Continuing north along the west side of Bryant Street is 1850 Bryant, a two-story, concrete block commercial building with a sign reading “Abbett Electric Corporation.” Built in 1975, the building is designed in a contemporary utilitarian vocabulary (**Figure 10**). Located just north of 1850 Bryant Street is a parking lot associated with the Abbett Electric Corporation building (**Figure 11**). The northernmost property on the 1800 block of Bryant Street, which adjoins the parking lot, is a three-story, wood-frame “live-work” loft building constructed in 2000 (**Figure 12**).



Figure 10. 1850 Bryant Street, looking west.



Figure 11. Parking lot associated with 1850 Bryant Street, looking west.

North of 17th Street, the 1700 block of Bryant Street opposite Franklin Square is an idiosyncratic residential enclave in an otherwise industrial/commercial neighborhood. The only non-residential property on the block is the corner building at 1798 Bryant Street, a one-story, reinforced-concrete commercial structure. Built in 1967, the brick-clad building is designed in a contemporary vernacular vocabulary (**Figure 13**). The rest of the buildings on the block are Victorian and Edwardian-era, two and three-story flats – some with commercial storefronts at the first floor level – including 1712-16 Bryant (built 1905), 1718-22 Bryant (built 1900), 1724 Bryant (built 1907), 1728 Bryant (built 1900), 1730-34 Bryant (built 1900), 1736 Bryant (built 1904), 1740-42 Bryant (built 1905), and 1744-46 Bryant Street (built 1907) (**Figure 14**).⁷ The row was most likely built to take advantage of its proximity to Franklin Square, a rare patch of open space in an otherwise industrial neighborhood.



Figure 12. 1800 Bryant Street, looking west.



Figure 13. 1798 Bryant Street, looking northwest.



Figure 14. 1700 block of Bryant Street, looking west from Franklin Square.

Franklin Square occupies the entire block on the north side of 17th Street between Bryant and Hampshire Streets, and is across the street from the Potrero Trolley Coach Division maintenance/operations facility. Set aside as a public park in 1855, Franklin Square was not developed until the early twentieth century. Originally designed as a formally landscaped Victorian park, most of Franklin Square is now occupied by an enclosed soccer field built in 1984. The soccer field is surrounded by high chain-link fencing separating it from the rest of the park. The remainder of the park, which is bounded by a crumbling concrete bulkhead, contains a children’s play area, a toilet room, several large eucalyptus trees, and other perimeter plantings (**Figures 15-18**). Hampshire Street, which dead-ends just north of 17th Street, forms the eastern boundary of the park, separating Franklin Square from the former Lux School of Industrial Training (now the SGI Cultural Center) at 2450 17th Street (**Figure 19**). Built of reinforced-concrete and designed in the Renaissance Revival style, the highly intact historic school building, which sits atop a high rock outcropping, is a “Category A-Historic Resource.”

⁷ All of San Francisco’s building and assessment records were destroyed in the 1906 Earthquake and Fire. As the City was reconstituting its records, it provided default construction dates of 1900 to many pre-1906 buildings.



Figure 15. Franklin Square, looking northwest from 17th Street.



Figure 16. Franklin Square, looking northeast from 17th Street.



Figure 17. Entrance to Franklin Square at 17th and Bryant Streets.



Figure 18. Franklin Square, looking southeast from 16th and Brvant Streets.



Figure 19. Former Lux School of Industrial Training, looking northeast from 17th Street.

The 400 block of Hampshire Street, which is across the street from the Potrero Trolley Coach Division maintenance/operations facility, is a quiet block lined by several industrial buildings. Beginning at the intersection of 17th and Hampshire Streets is the Leyser-Green Co. Building, a two-story, reinforced-concrete industrial building designed in the American Commercial style (**Figure 20**). Built in 1909 as a factory, the building now contains offices. It is a Category A – “Historic Resource.”



Figure 20. Leyser-Green Co. Building at 2401-25 17th Street, looking southeast from 17th Street.

Adjoining the Leyser-Green Co. Building to the south is 445 Hampshire Street, a heavily remodeled, one-story, reinforced-concrete industrial building built in 1924 (**Figure 21**). Finished in smooth stucco and punctuated by aluminum sliders and roll-up metal doors, the building appears much



Figure 21. 445 Hampshire Street, looking northeast.

newer than its construction date would otherwise suggest. South of 445 Hampshire Street is 475 Hampshire Street, a four-story, wood-frame, “live-work” loft building constructed in 2001.



Figure 22. Mariposa Bus Yard, looking southwest.

B. Site

The Potrero Trolley Coach Division maintenance/operations facility occupies a two-block site measuring 480 feet along 17th and Mariposa Streets and 400 feet along Bryant and Hampshire Streets. Less than fifty percent of the site is occupied by buildings, with the western half, as well as the vacated York Street right-of-way, occupied by the asphalt-paved Mariposa Bus Yard (**Figure 22**). Due to the grade change between the northern and southern edges of the site, the bus yard is only at grade along Mariposa Street.



Figure 23. Mariposa Bus Yard, looking south, showing electrical poles and overhead wires.

Along 17th Street, it is approximately 20 feet below-grade. High concrete retaining walls line the northern side and a portion of the western side of the bus yard. The yard is paved in asphalt with painted and numbered parking lanes occupying the center of the yard (**Figure 23**). Overhead catenary lines mounted on steel poles provide power for the off-duty electric trolley coaches that are stored and serviced in the bus yard. Several work stations are located around the perimeter of the yard, including a coach washing stand on the north side (**Figure 24**), an outdoor running repair station on the west side, and a fare collection and a defunct vacuum station on the east side (**Figure 25**).



Figure 24. Wash stand, looking west.



Figure 25. Entrance to bus yard, looking northwest.

The Potrero Trolley Coach Division facility has several other paved areas, including a small parking lot in front of the building on Mariposa Street, and a parking deck above the maintenance facility. Accessed through a gate on 17th Street, the parking deck is paved in asphalt and striped to accommodate both off-duty trolley coaches, “non-revenue” vehicles, and employees’ cars (Figures 26-27). Similar to the bus yard, the parking deck features overhead catenary wires mounted on steel poles.



Figure 26. Parking deck, looking east.



Figure 27. Parking deck, looking northeast.

The only portion of the site not occupied by either buildings or parking lots is an approximately 25-foot-deep strip of asphalt in front of the maintenance/operations building. This setback was originally required to allow streetcars, which cannot make ninety-degree turns, sufficient clearance to turn off Mariposa Street into the building. Historically occupied by curved rail sidings, today the space is paved in asphalt. A section of the setback located near the main entrance to the bus yard contains a small lozenge-shaped, concrete “control tower” built in 1990, where drivers check in at the beginning and end of every shift (Figures 28-29).

The bus yard is enclosed within 10-foot-high, galvanized steel tube fencing with balusters that curve outward at the top. Gates on both 17th and Mariposa Streets provide access to the site. The fencing, installed in 1991, makes use of what appear to be historic piers. Street trees planted at the same time the fence was installed include *Eucalyptus Nicholii* (willow peppermint) along 17th Street, *Platanus Acerifolia* (London plane) along Hampshire Street, and an unidentified tree species on Bryant Street (Figures 30-33).



Figure 28. Paved setback in front of maintenance/operations building, looking north.



Figure 29. Paved setback and control tower in front of maintenance/operations building, looking northeast.



Figure 30. Perimeter fencing and street trees, looking northeast from Mariposa and Bryant Streets.



Figure 31. Perimeter fencing and street trees, looking southeast from 17th and Bryant Streets.



Figure 32. Gate on 17th Street, looking south from Franklin Square.



Figure 33. Street trees on Hampshire Street, looking northwest.

C. Maintenance/Operations Building

The eastern half of the Potrero Trolley Coach Division facility is occupied by the maintenance/operations building. The rectangular-plan building has a concrete perimeter foundation and a flat roof. Due to the change in grade between the north and south sides of the property, the first floor level is fully above-grade on Mariposa Street and below-ground on 17th Street. This allows the roof of the maintenance building to be used as a parking deck with additional maintenance shops. Built in 1915 as a one-story car barn for Muni streetcars operating on its south of Market lines, the building was enlarged in 1924 with several additions, including an office wing along Mariposa Street and two shops at 17th and Hampshire Streets. In 1948-49, the Public Utilities Commission converted the building into an electric trolley coach maintenance and operations facility, a use it has retained to this day. Constructed of reinforced-concrete with cement plaster ornament, the two-story office wing facing Mariposa Street is designed in the Renaissance Revival style. A modest amount of original ornament survives along the Hampshire Street façade as well. The first floor level of the interior consists of Maintenance Department facilities, including “heavy” and “running” repair bays, machine and tire shops, offices, storage rooms, and maintenance staff facilities. The second floor level of the office building houses the Operations Department, and it includes offices, training facilities, a dispatch office, men’s and women’s toilet rooms, a locker room, and a “Gilley” room for the use of operators on break or between shifts. The following sections describe each of the building’s four exterior elevations and then each of its primary interior spaces.



Figure 34. Primary façade of maintenance/operations building, looking northwest from Hampshire and Mariposa Streets.

Exterior: Primary (Mariposa Street) Façade

The primary façade of the maintenance/operations building faces south toward Mariposa Street. Finished in cement plaster, it is seven bays wide and two stories high (Figure 34). The Mariposa Street façade is subtly embellished with molded cement plaster ornament, including reentrant corners, Tuscan pilasters and door hoods, a bold intermediate cornice, and a shallow cornice embellished with circular medallions. The westernmost (left) bay, which is partly concealed behind the control tower, projects outward about six inches from the rest of the façade. At the first floor level, it retains an original vehicular entrance featuring a decorative surround and a bracketed architrave. The frieze just below the architrave is embellished with an incised inscription reading “MUNICIPAL RAILWAY AD 1915” (Figure 35). The bay is now infilled with concrete and stucco. Above the doorway, at the second floor level, the left bay contains three widely spaced double-hung steel windows with a light pattern of six-over-six. The next bay to the east is the location of the main entrance at 2500 Mariposa Street. The first floor features a concrete infill panel punctuated by an aluminum storefront and a metal roll-up door –both added in 1990. The storefront is divided into a grid of large fixed lights by aluminum mullions. The transom is emblazoned with the building’s address. At the top of the concrete infill panel are Muni’s “worm” logo and orange letters that read “POTRERO DIVISION.” Similar to its neighbors, this bay is flanked by Tuscan pilasters and capped by a broad intermediate cornice that extends across the rest of the façade. Just like the rest of the primary façade, the second floor level contains three double-hung metal windows and is capped by a modest cornice.



Figure 35. Two westernmost bays of the primary façade, looking north.

At the first floor level, it retains an original vehicular entrance featuring a decorative surround and a bracketed architrave. The frieze just below the architrave is embellished with an incised inscription reading “MUNICIPAL RAILWAY AD 1915” (Figure 35). The bay is now infilled with concrete and stucco. Above the doorway, at the second floor level, the left bay contains three widely spaced double-hung steel windows with a light pattern of six-over-six. The next bay to the east is the location of the main entrance at 2500 Mariposa Street. The first floor features a concrete infill panel punctuated by an aluminum storefront and a metal roll-up door –both added in 1990. The storefront is divided into a grid of large fixed lights by aluminum mullions. The transom is emblazoned with the building’s address. At the top of the concrete infill panel are Muni’s “worm” logo and orange letters that read “POTRERO DIVISION.” Similar to its neighbors, this bay is flanked by Tuscan pilasters and capped by a broad intermediate cornice that extends across the rest of the façade. Just like the rest of the primary façade, the second floor level contains three double-hung metal windows and is capped by a modest cornice.



Figure 35. Inscription above doorway.

The remaining five bays of the primary façade are essentially identical, featuring wide vehicular bays at the first floor level and three double-hung windows in the office wing above (Figure 36). Each bay is defined by Tuscan pilasters, except for the easternmost bay, which was widened in 1948-49, destroying the pilasters and the bracketed architrave seen in the westernmost bay. Above the vehicular entrances is the broad intermediate cornice described above. At the second floor level, all of the bays are essentially the

same (Figure 37). A continuous lug sill forms the base of each grouping of windows. This sill projects out several inches below the center window in each grouping, adding a subtle visual rhythm to the primary façade. Similar to its counterpart on the west side of the primary façade, the easternmost bay projects out about six inches beyond the rest of the façade. Otherwise, it is the same, except for a circular medallion above the center window that features Muni's original logo (Figure 38). A wood flagpole is mounted on the roof behind the parapet of the easternmost bay.



Figure 36. Primary façade, looking northwest.



Figure 37. Easternmost bays of primary façade, looking north.



Figure 38. Original Muni logo on primary façade.



Figure 39. Secondary façade, looking northwest from Hampshire and Mariposa Streets.



Figure 40. Secondary façade, looking southwest from Hampshire and 17th Streets.

Exterior: Secondary (Hampshire Street) Façade

The secondary façade of the maintenance/operations building faces Hampshire Street to the east (**Figures 39-40**). Like the primary façade, it is two stories high, except for the rear portion near 17th Street, which consists of a wall and a small control room (now abandoned). It is finished entirely in cement plaster with a modest amount of ornament. The nearly 400-foot-long façade is almost windowless, except for the two-story office wing near Mariposa Street.

The southernmost part of the Hampshire Street façade is detailed the same as the primary façade because it is part of the office wing (**Figure 41**). This section is finished in cement plaster and embellished with a modest amount of Renaissance Revival ornament, including reentrant corners, a broad intermediate cornice, and a shallow upper cornice. The first floor level features a highly ornamented pedestrian entrance at the left side. The entrance is embellished with a cable molding and a Tuscan architrave. The frieze below the architrave has incised lettering that reads “OFFICE.” To the right of the entrance are three evenly spaced, steel multi-light windows. The second floor level is articulated by four double-hung metal windows with a light pattern of six-over-six. These windows match the primary façade.

The rest of the secondary façade is essentially windowless and obscured behind a row of London plane trees (**Figure 42**). It is divided into horizontal bands by an intermediate cornice. Three metal windows are located at the first floor level just above



Figure 41. Southernmost section of secondary façade facing Hampshire Street, looking northwest.



Figure 42. Middle section of secondary façade, looking northwest.

the sidewalk toward the left. This part of the building is capped by a cornice that matches the primary façade.



Figure 43. Northern section of secondary façade, looking southwest from Hampshire and 17th Streets.

The northernmost part of the Hampshire Street façade is a wall (built in 1948-49) and a small office formerly used as the Operations Department's control center (also built in 1948-49—now abandoned) (Figure 43). Detailed the same, the wall and the former control room are finished in cement stucco and capped by a narrow crown molding. The control room features a wrap-around metal window at the corner of 17th and Hampshire Streets.

Tertiary (17th Street) Façade

The tertiary façade of the maintenance/operations building faces 17th Street. Due to the grade change between Mariposa and 17th Streets, the only exposed portions of the north façade are the former control room, the rear wall of the maintenance bays, and the rear wall of the two-story office wing on Mariposa Street. The north wall of the former control room is finished in cement plaster and capped by a narrow crown molding. It is fenestrated with a six-light fixed window (Figure 44). The north wall of the maintenance bays, which contain the tire shop and the paint shop, are utilitarian and without any ornament. The shops were originally designed to match the Mariposa and Hampshire Street façades but the ornament was stripped in 1948-49 when the building was converted into a trolley coach facility. The east maintenance bay has a contemporary overhead roll-up door and the west bay contains folding metal accordion doors that date to the 1949-49 remodel (Figure 45). The north wall of the office wing is finished in cement plaster, largely windowless, and entirely utilitarian, featuring a handful of non-historic metal doors and two metal awning windows arranged in an asymmetrical pattern (Figure 46).



Figure 44. North wall of former control room



Figure 45. North façade of second floor maintenance shops, looking south from parking deck.



Figure 46. North façade of second floor office wing, looking south from parking deck.

Quaternary (Bryant Street) Façade

The quaternary façade faces west toward the Mariposa Bus Yard and Bryant Street (**Figure 47**). It is composed of two sections: the west façade of the second floor maintenance bays and the much larger section that adjoins the bus yard. The latter section is furthermore composed of two sections: the one-story maintenance shops to the north and the two-story office wing near Mariposa Street.



Figure 47. West façade of maintenance /operations building, looking northeast from bus yard.

The west façade of the second floor maintenance shops is finished in cement plaster without any ornament (**Figure 48**). This façade is divided into 11 bays by plain concrete piers. Every other bay is articulated by a large multi-light steel industrial window. A roof-mounted skylight is visible above the parapet on the roof.



Figure 48. West façade of second floor maintenance shops, looking northeast from parking deck.

The portion of the west façade facing the bus yard is 18 bays wide. The northernmost section consists of a large vehicular entrance and an adjoining bay containing a multi-light steel industrial window (**Figure 49**). Similar to the north bay, the next seven bays date to the 1948-49 remodel. The first four bays feature tripartite steel industrial windows with operable awning sashes. The remaining two bays contain pairs of older wood accordion doors installed in 1948-49 (**Figure 50**). The next five bays feature modern overhead door inserts installed Ca. 2000 (**Figure 51**). The southernmost part of the west façade, which is part of the two-story office wing, is also heavily altered, consisting of several infilled window openings and a non-historic pedestrian entrance added in 1989-90. The second floor level of the office wing matches Hampshire Street, with four double-hung metal windows with a light pattern of six-over-six (**Figure 52**).



Figure 49. Vehicular entrance at north end of west façade, looking east from bus yard.



Figure 50. Older windows and doors on west façade, looking northeast from bus yard.



Figure 51. Contemporary overhead doors on west façade, looking northeast from bus yard.



Figure 52. Two-story office wing on west façade, looking east from bus yard.

Interior: First Floor Level Maintenance Shops

The maintenance shops occupy nearly the entire first floor level of the maintenance/operations building. The linear maintenance bays occupy the vast majority of what was historically the original 1914 car barn. Labeled in sequence from Bays 20 to 29, the maintenance bays are divided into two sections, with Bays 20-25 used for “heavy” repairs and Bays 26-29 for minor “running” repairs. A row of large concrete piers divides the two sections (**Figure 53**). The floors are formed of thick concrete and the walls and ceilings are made of poured-in-place, board-formed concrete. The ceilings are divided into coffers by oversized beams that run from east to west across the building. All trolley coaches undergoing maintenance enter the building from the vehicular entrance shown in **Figure 50**. From there they turn into one of the maintenance bays. Catenaries are attached to the ceiling to power the trolley coaches inside the building (**Figure 54**). Shallow maintenance pits are located in the floor of the repair bays (**Figures 55-56**). Mechanics use the pits to repair the trolley coaches, although the pits are much too shallow for most Muni maintenance staff members to stand upright. Compounding the problem, the ceiling is too low to lift a coach high enough to work on it from below, meaning that many repairs must be made outside in the bus yard. Once repaired, the trolley coaches exit the building at Mariposa Street and enter the bus yard further down the street.



Figure 53. Maintenance bays, looking south.



Figure 54. Detail of Bay 29, looking north.



Figure 55. Maintenance pit, looking south.



Figure 56. Maintenance pit, looking south.

Flanking the maintenance bays to the west is a row of offices, shops, and staff rooms, including the parts shop, machine shop, tool room, brake shop, electronics shops, superintendent's office, locker room, men's and women's toilet rooms, lunch room, and a cluster of heavy repair bays that are now used for storage because they are too shallow to accommodate modern trolley coaches (**Figure 57**). The shops are similar to the maintenance bays, with concrete floors and poured-in-place, board-formed concrete walls and ceilings. Most of the shops and offices were partitioned in 1948-49, when the Potrero Car Barn was converted into a trolley coach maintenance facility. The electronics shop is newer, dating to the last decade or so. The toilet rooms, locker room, hand wash station, and lunch room were all remodeled in 1989-90. These spaces have tiled floors and gypsum board walls and ceilings with contemporary box light fixtures (**Figure 58**).

Flanking the maintenance bays to the north is a row of small offices, storage racks, several small shops, as well as a stair that provides access to the parking deck and the former control room at 17th and Hampshire Streets (**Figure 59**). Flanking the maintenance bays to the east is a row of offices that extend below the sidewalk along Hampshire Street (**Figure 60**). Originally built as toilet rooms and locker rooms, they were converted into offices in 1989-90. They have fixed metal windows and single-panel doors. Above the offices are painted-over steel windows that once illuminated a passageway that passed above the offices.



Figure 57. Heavy repair shop on west side of first floor level, looking southeast.



Figure 58. Hand wash station near toilet rooms on west side of first floor level, looking west.



Figure 59. Storage rooms and driveway on north side of first floor level, looking east.



Figure 60. Shops on east side of first floor level, looking southeast.

Interior: Second Floor Level Maintenance Shops

As mentioned previously, the second floor level has two maintenance shops, the tire shop and the paint shop. With the exception of pits, which they do not have, these two shops are identical to the maintenance bays on the first floor level, with concrete flooring, poured-in-place concrete walls and ceilings, exposed concrete piers and beams, and catenary wires attached to the ceiling (**Figure 61**).

Interior: Second Floor Level Operations Offices

The second floor level of the office wing houses the Potrero Division's Operations Department. The building's rectangular footprint is divided down the center by a double-loaded corridor with offices, training rooms, a locker room, men's and women's toilet rooms, a dispatch office, and a "Gilley Room." The corridor has tiled flooring, lath and plaster walls and ceilings, and wood transoms, windows, and doors (**Figure 62**). Metal lockers line the corridor walls (**Figure 63**). Most finishes appear to date back to the building's 1948-49 conversion into a trolley coach maintenance facility, though some spaces, including the toilet rooms, dispatch office, and Gilley Room were remodeled in 1989-90 (**Figure 64**).



Figure 61. Second floor maintenance shop, looking north.



Figure 62. Corridor in office wing, looking west.

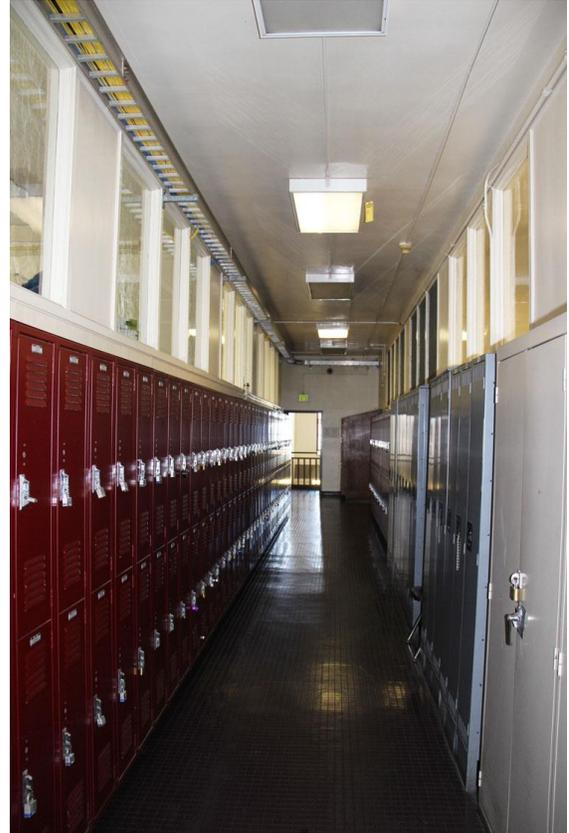


Figure 63. Lockers in corridor, looking west.



Figure 64. Typical office on second floor of office wing.

V. Historical Context

This section provides an overview of San Francisco’s Showplace Square neighborhood, a construction and operational history of the Potrero Trolley Coach Division maintenance/operations facility, as well as a biography of City Engineer Michael M. O’Shaughnessy, and a brief history of car barns and bus yards in San Francisco.

A. Showplace Square⁸

The Potrero Trolley Coach Division maintenance/operations facility is located in a part of the northern Potrero District known as “Showplace Square.” The name dates back to the late 1970s/early 1980s when wholesale design firms formerly based in Jackson Square began moving into the vacant and underutilized warehouses of the northern Potrero and adjoining parts of the Northeast Mission District, the South of Market Area, and Mission Bay (Figure 65).

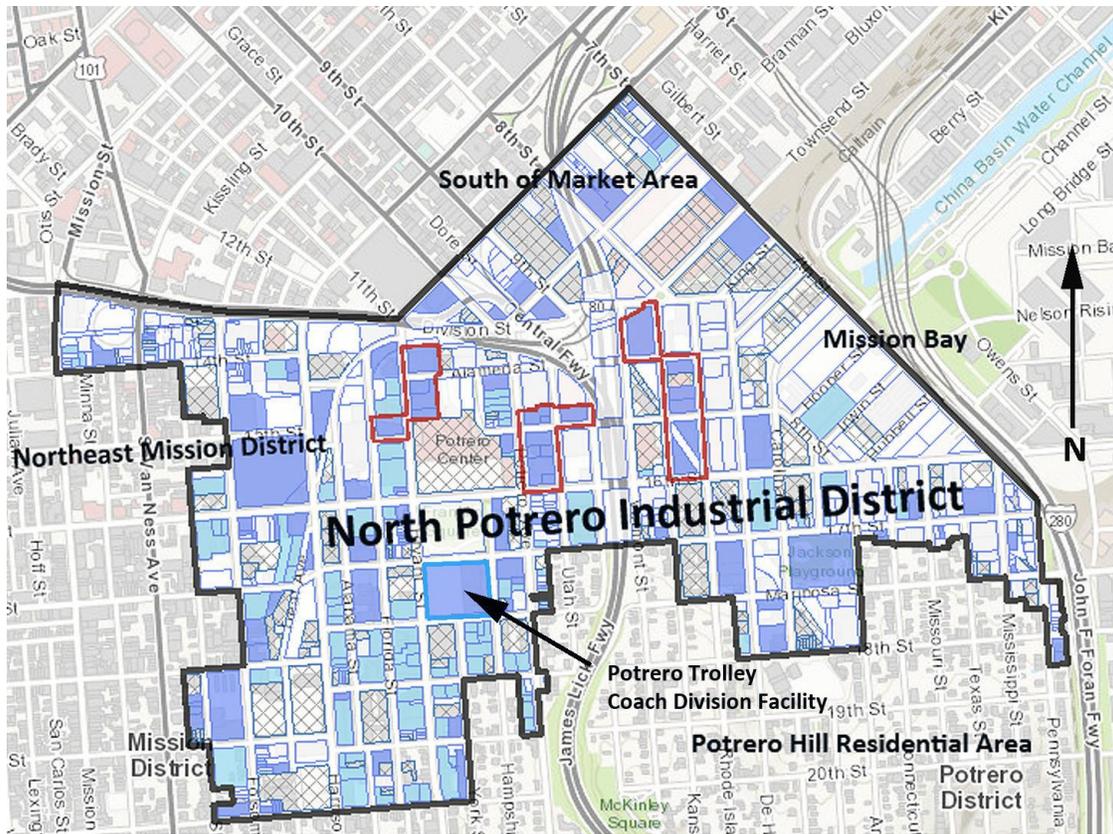


Figure 65. Map showing boundaries of Showplace Square Planning Area.
 Source: San Francisco Planning Department; annotated by Christopher VerPlanck

⁸ The history of the North Potrero District is distilled from the *Showplace Square Historic Context Statement* (2009) by Kelley and VerPlanck Historical Resources Consulting.

With the exception of the Central Waterfront, which emerged as a mixed-use industrial/residential district as early as the 1860s, the Potrero District remained a semi-rural backwater throughout the nineteenth century. Isolated from the rest of the city by Mission Bay, the development of the Potrero District only got underway once Mission Bay had been filled in the 1890s. Once this occurred, the northern and western slopes of Potrero Hill became ripe for industrial development. Because development arrived comparatively late, the neighborhood was a blank slate, without many pre-existing obstacles industrialization. First, there was little residential development in the area. In addition to reducing potential conflicts over noise and pollution, much of the area remained intact as large individual landholdings. These conditions were ideal for building large-footprint warehouses and factories because industrialists did not have to go through the difficult and expensive process of assembling smaller house lots into usable parcels. Furthermore, ever since Mission Bay had been filled, the northern Potrero District gained good access to piers of the Northeast Waterfront and the rail yards of Mission Bay through a network of street-level railroad tracks and industrial spurs and sidings installed by the Southern Pacific, Western Pacific, and Atchison, Topeka & Santa Fe Railroads.

The industrial development that got underway in what is now Showplace Square after 1900 surged after the 1906 Earthquake. The disaster, which had wrecked hundreds of factories and warehouses in the South of Market, led industrialists to relocate to Mission Bay and its vicinity. Industrialists who came to the area included wholesale hardware dealers, food processors and canners, cable and belt manufacturers, steel fabricators, commercial bakers, paint manufacturers, barrel makers, brewers, mattress makers, and many others. They built sprawling, state-of-the-art brick warehouse and factories, many of which still survive in Showplace Square. Transit providers, including the Market Street Railway, were also attracted to the area by its central location and large parcels. In 1893, the Market Street Railway built a powerhouse at 15th and Bryant Streets to power its growing fleet of electric streetcars.

Although industrial uses predominated in what is now Showplace Square throughout the first quarter of the twentieth century, non-industrial uses continued to be built until the passage of San Francisco's first zoning ordinance in the 1920s. Though the majority of the housing stock in the Potrero District is located on Potrero Hill itself, speculators built several small residential enclaves throughout the industrial area of the north Potrero District, including a row of 10 flats on the west side of Bryant Street between 16th and 17th Streets (**See Figure 15**). Built between 1890 and 1907, these flats were presumably built in this location because of their proximity to Franklin Square.

Franklin Square itself is a very old public park that dates back to the 1855 Van Ness Ordinance and the concurrent Rancho Potrero Nuevo survey. As part of this survey, the City reserved certain blocks and lots for public use, including parks, schools, hospitals, police stations, etcetera. Franklin Square was set aside as a public park along with Jackson Square and Buena Vista Park (now McKinley Square). However, virtually nothing was done to improve Franklin Square throughout the nineteenth century. Indeed, Franklin Square became an informal dumping ground and squatters repeatedly built houses on it. Increasing development pressures in the Potrero District after 1900 forced the City's hand. With money allocated for its improvement, the Parks Department had just torn down the last squatter's dwelling when the 1906 Earthquake hit. The Red Cross Relief Corporation designated Franklin Square an official refugee camp and built dozens of compact refugee cottages in the park. The City cleared Franklin Square in 1907 and finished building it as a Victorian-style park in 1911 with a concrete perimeter coping, eucalyptus and palm trees, and lush lawns crisscrossed by paved footpaths. Remnants of its original design remain, including the entrance stairs on Bryant Street and much of the perimeter coping.

Two decades after Franklin Square was built, the San Francisco Seals, a Pacific Coast League team, built a baseball stadium just north of the park, adding a second recreational facility to the neighborhood. The 18,500-seat stadium opened in 1931. Seals Stadium and Franklin Square are both visible on aerial photographs taken by Harrison Ryker in 1938 (**Figure 66**). Together, the two properties comprise a rare concentration of greenery in an otherwise industrial neighborhood.

Another important non-industrial property in the northern Potrero District is the former Lux School of Industrial Training. Built in 1913 at 17th and Hampshire Streets, just across the street from Franklin Square, the Renaissance Revival-style school building was designed by architect William C. Hays. It was built with an endowment from cattle baroness Miranda Lux as a vocational training school for working-class girls. In 1953, it merged with the Lick-Wilmerding School, and in 1955, the school moved to Ocean Avenue. After this, the school became a union hall. It is now home to a Buddhist organization.

Expansion of industrial uses continued in the northern Potrero District until World War II. After the war, dozens of San Francisco industrialists moved their businesses to Emeryville, South San Francisco, San Leandro, and other industrial suburbs where large plots of land, lower taxes, better freeway access, and anti-union policies beckoned. As San Francisco continued to deindustrialize, several warehouses and factories in the northern Potrero District found new life in the 1970s as home to wholesale furniture and design firms. Pushed out of increas-



Figure 66. Seals Stadium and Franklin Square, 1938.
Source: David Rumsey Map Collection

ingly expensive Jackson Square, owners of these businesses embraced the large warehouses in the northern Potrero District because of their large floorplates, freeway access, and ample parking. By the early 1980s, the proliferation of design showrooms in the northern Potrero District and the adjoining Northeast Mission District gave this part of the city a new nickname: "Showplace Square." These days Showplace

Square is again transforming, as high-tech executives in search of “creative space” bid up rents and displace the remaining design showrooms and legacy manufacturers. Meanwhile, vacant and underutilized lots and former railroad rights-of-way are being redeveloped with luxury condominiums.

B. Historical Development of the Future Site of the Potrero Trolley Coach Division Facility: 1857–1914

According to the 1857 U.S. Coast and Geodetic Society Map of San Francisco, what is now the site of the Potrero Trolley Coach Division maintenance/operations facility was undeveloped pastureland on the south slope of a low rise northwest of Potrero Hill. Several footpaths connecting the rural area to the more heavily urbanized Mission District west of Mission Creek (**Figure 67**) crisscrossed the site. Though the Potrero District had been surveyed two years earlier, no streets or public reservations are shown on the map.



Figure 67. 1857 U.S. Geodetic Society Map showing the future location of the Potrero Trolley Coach Division maintenance/operations facility.

Source: David Rumsey Map Collection

Published a little over a decade later, George H. Goddard’s 1869 Map of San Francisco shows a tightly woven grid of streets and rectangular blocks superimposed on the steep terrain and partially submerged tidal marshlands of the Potrero District. Franklin Square is shown as occupying two full city blocks on the map, though no work had been completed toward its development. Similarly, the future site of the Potrero Trolley Coach Division maintenance/operations facility is shown as two undeveloped blocks (Potrero Blocks 41 and 48) across the street from Franklin Square (**Figure 68**).



Figure 68. 1869 George C. Goddard Map of San Francisco showing the future location of the Potrero Trolley Coach Division maintenance/operations facility. Note, Santa Clara Street is now 17th Street and Center Street is now 16th Street.

Source: David Rumsey Map Collection; annotated by Christopher VerPlanck

The 1873 A.L. Bancroft Map shows similar conditions to the 1869 Goddard Map. Shading indicates that all of the blocks facing Franklin Square contained at least some development. The 1873 Bancroft Map also indicates that Mission Creek, which separated the Potrero and Mission Districts, was in part filled in and that the Southern Pacific's main line ran along Harrison Street three blocks west of the subject property. Published a decade later, the 1884 U.S. Coast Survey Map shows that streets had been built throughout the level parts of the Potrero District but not on the steep flanks of Potrero Hill itself, which remained occupied by small ranches, dairies, and other rural properties. Franklin Square, which appears to contain several squatters' houses, is not identified on the 1884 map, indicating that nothing had been done to develop it and that the surveyors were probably not even aware of its existence. The site of the future Potrero Trolley Coach Division maintenance/operations facility is shown on the 1884 Coast Survey Map as two separate blocks (Potrero Blocks 41 and 48) containing a handful of houses and rural outbuildings (Figure 69).

The 1889 Sanborn Maps, the first published for the Potrero District, illustrate similar – if more detailed – conditions as the 1884 U.S. Coast Survey Map. The two blocks comprising the future Potrero Trolley Coach Division maintenance/operations facility were still rural. There was one large house with several outbuildings at the northeast corner of Potrero Block 41 and several cottages and rural outbuildings on the northern half of Potrero Block 48 (Figure 70).



Figure 69. 1884 U.S. Coast Survey Map showing the future location of the Potrero Trolley Coach Division maintenance/operations facility.

Source: David Rumsey Map Collection; annotated by Christopher VerPlanck

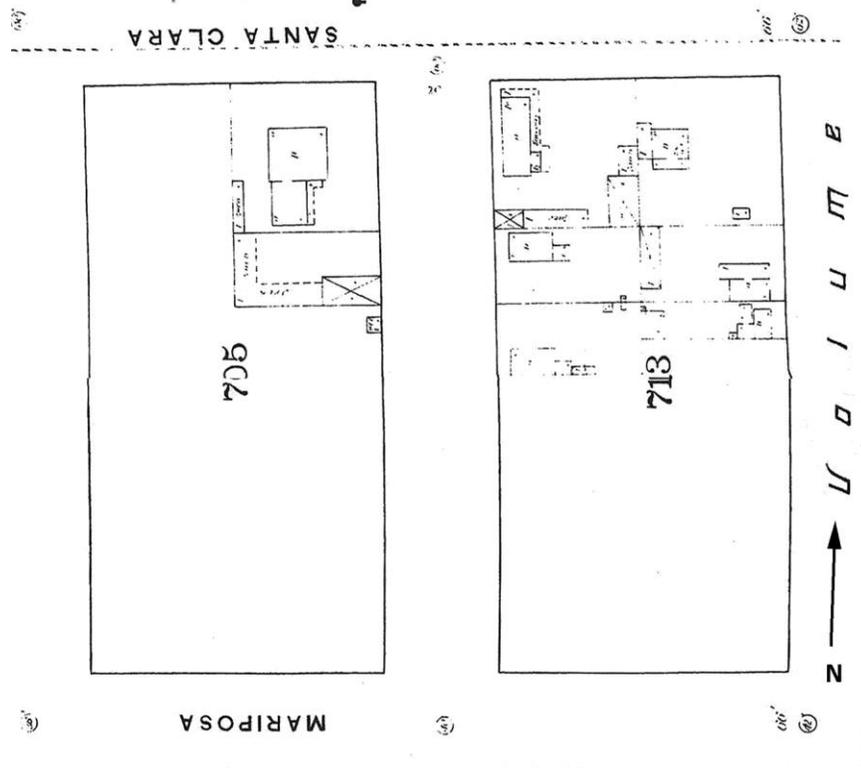


Figure 70. 1889 Sanborn Maps showing the future location of the Potrero Trolley Coach Division maintenance/operations facility.

Source: San Francisco Public Library

Published about 15 years later, the 1905 Sanborn Maps show very similar conditions to the 1889 Sanborn Maps, illustrating that semi-rural conditions continued to characterize this part of the Potrero District (**Figure 71**). The October 1906 Block Book indicates that the majority of the two blocks belonged to an “R. O’Neill,” including all of Potrero Block 41 bounded by 17th, York, Mariposa, and Bryant Streets; and the southern two-thirds of Potrero Block 48 bounded by 17th, Hampshire, Mariposa, and York Streets.

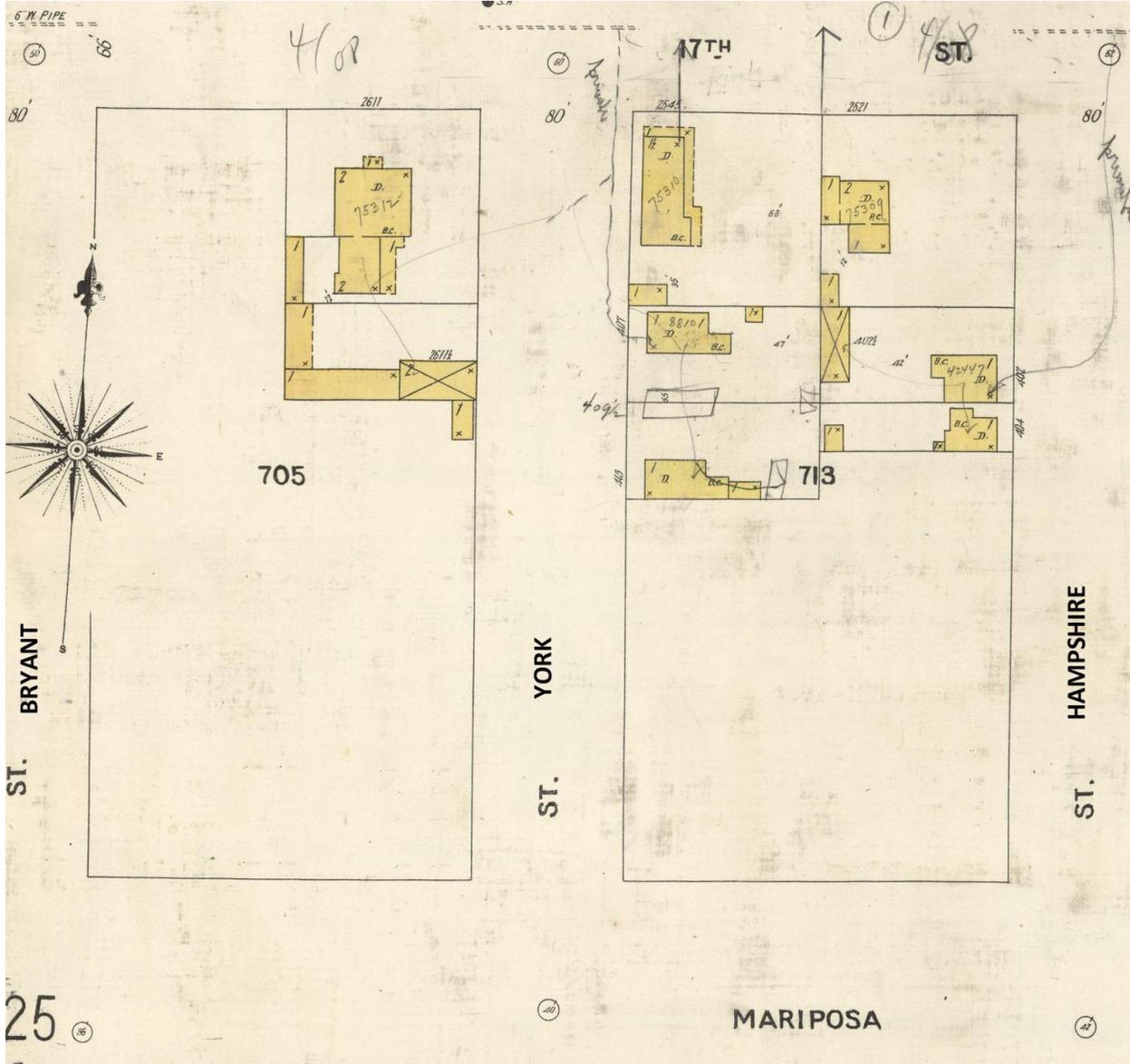


Figure 71. 1905 Sanborn Maps showing the future location of the Potrero Trolley Coach Division maintenance/operations facility.

Source: David Rumsey Map Collection

The 1914 Sanborn Maps, the last series published before the Potrero Trolley Coach Division maintenance/operations facility was built, shows startlingly similar conditions to the 1905 Sanborn Maps, with very little development beyond the previously described rural dwellings and outbuildings. However, these two blocks had lagged behind the surrounding neighborhood, which in the decade since the 1906 Earthquake and Fire had been developed with warehouses, factories, and other industrial facilities, as well as several residential enclaves. The 1914 Sanborn Maps also show that Mariposa Street, from Potrero Avenue to Florida Street, was occupied by a section of the Ocean Shore Railway's main line (Figure 72). The Ocean Shore Railway was a short-lived railroad that was to link San Francisco and Santa Cruz via San Mateo County's Pacific shoreline. Its main terminal in San Francisco was located at 12th and Mission Streets.

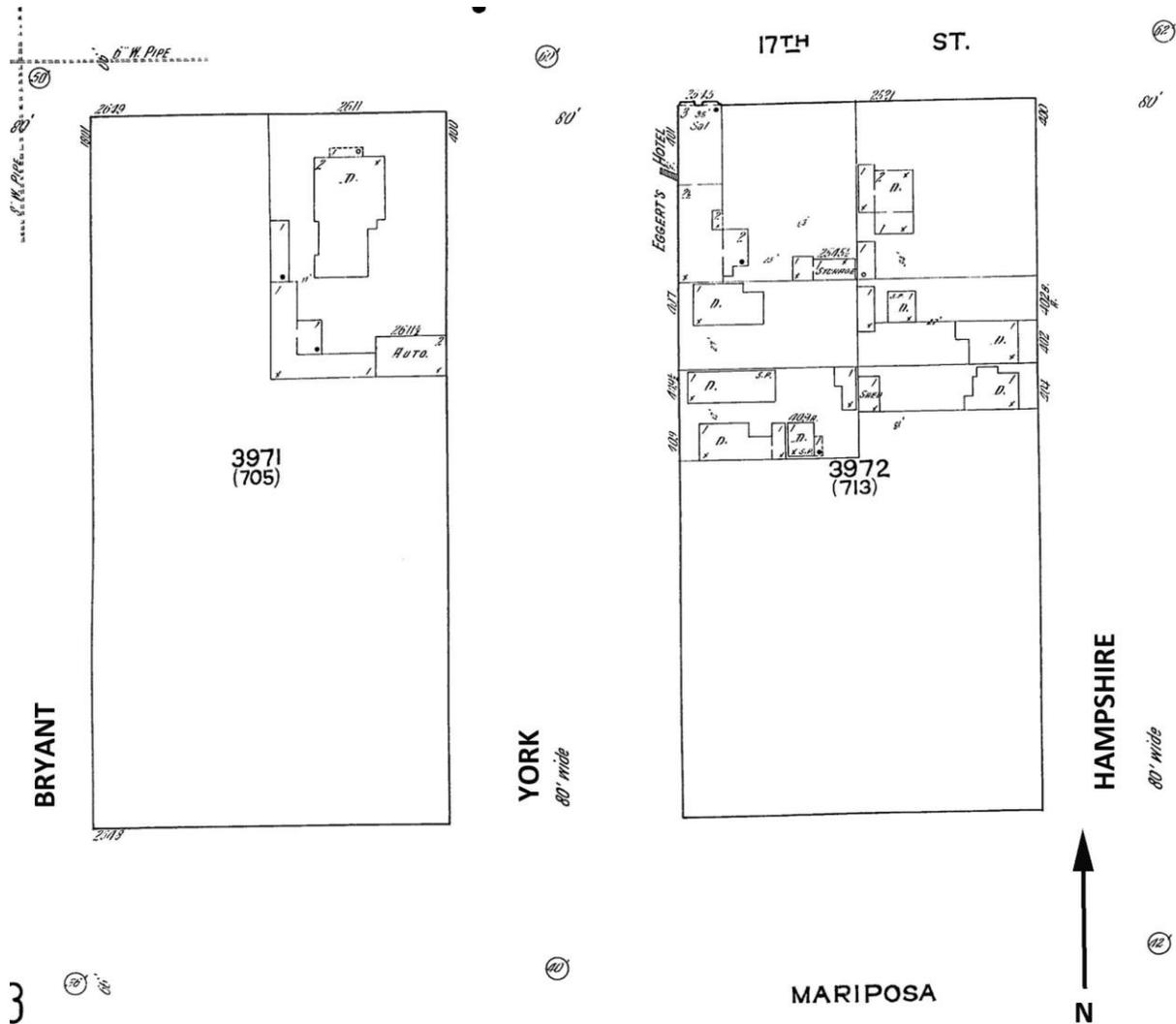


Figure 72. 1914 Sanborn Maps showing the future location of the Potrero Trolley Coach Division maintenance/operations facility.

Source: San Francisco Public Library

C. Brief History of the San Francisco Municipal Railway

The first transit service in San Francisco was a horse-drawn omnibus line that opened in 1851 to provide service between North Beach and the South of Market area. As the city grew over the second half of the nineteenth century, various other private transit providers built an informal network of horse-drawn omnibus and steam “dummy” train lines serving the core of the Victorian city. The invention of the cable car by Andrew Hallidie in 1873 revolutionized transit operations in San Francisco. Horse-drawn vehicles were never able to scale San Francisco’s steep hills, and the cable car opened previously inaccessible terrain to development, allowing the city to expand westward over the steep rampart of Nob Hill and Russian Hill and into the Western Addition. The cable cars lines, like their horse-car predecessors, were privately operated companies locked into fierce competition with each other. Accordingly, service was not coordinated to serve the needs of the city’s inhabitants or the expansion of the city into its rural hinterlands.

Cutthroat capitalism ensured that the weaker providers succumbed to the stronger companies, and in 1893, most of the city’s cable lines were folded into the Market Street Railway Company. Further consolidation of independent lines resulted in the creation of United Railroads of San Francisco (URR) in 1901, which operated the vast majority of the city’s cable car lines, as well as a growing number of faster and more dependable electric-powered streetcar lines.⁹

The URR inherited a jumbled system consisting of 234 miles of track, 56 miles of cable, and 166 miles of overhead catenaries. The rolling stock included 376 cable cars, 414 electric streetcars, 65 steam “dummy” trains, and 10 horsecars. Approximately half the cable lines had already been converted to overhead electrical lines by 1901, but many San Franciscans opposed the overhead catenaries on aesthetic grounds, preferring the more expensive option of putting them underground in slots beneath the street. The issue was quite controversial, pitting URR chief Patrick Calhoun against several of San Francisco’s most powerful businessmen and politicians, including sugar baron Rudolph Spreckels and ex-Mayor James Phelan.¹⁰ As mayor, James Phelan had overseen the creation of a new Charter for San Francisco, which encouraged the “municipalization” of city services, including water delivery, electrical power, and transportation, and he had no interest in helping the URR.¹¹

While the URR was pressing forward with its plans to convert most of its remaining cable car lines to streetcars, its representatives were giving regularly scheduled bribes to Abraham “Boss” Reuf, the power behind the new Union Labor Party mayor, Eugene Schmitz, to smooth the way for overhead catenaries. Even before these payoffs became widely known during the Graft Trials of 1907-08, opponents decided to organize a rival municipal transit company to demonstrate that undergrounding electrical wires was both feasible and aesthetically superior. On April 17, 1906, one day before the 1906 Earthquake, Rudolph Spreckels and his father Claus filed papers with the State of California incorporating the Municipal Street Railways of San Francisco.¹² More of a political move than a concrete attempt to form a municipal transit company, the incorporation nonetheless signaled the City’s desire to end the near-monopoly of the URR in the near future.

⁹ “Our History,” Market Street Railway: <https://www.streetcar.org/about-sfmsr/our-history/>, accessed July 5, 2017.

¹⁰ Chris Carlsson, “United Railroads,” FoundSF: http://www.foundsf.org/index.php?title=United_Railroads, accessed July 5, 2017.

¹¹ Anthony Perles, *The People’s Railway* (Glendale, CA: Interurban Press, 1981), 15.

¹² Perles, 16.

The 1906 Earthquake and Fire laid to waste San Francisco and put the URR's system temporarily out of commission. The URR was, however, able to restore service on several lines, beginning with the 22 Fillmore streetcar line. However, the URR was an extraordinarily unpopular company, and opposition to it only grew as news got out about the bribes, as well as a strike against the company by its motormen in 1907, which killed 31 people and injured over 1,000 – mostly at the hands of thugs hired by Calhoun to break the strike.¹³ Collective outrage against the URR fueled support for two bond issues put before San Francisco voters in 1909. Combined, the bond issues proposed to build a streetcar line on Market Street from the Ferry Building to Geary Street, and then all the way out to Ocean Beach on Geary. Both bonds passed, and despite political and legal maneuvering by the URR to derail the bond sales, construction got underway in June 1911. For this line, San Francisco's Municipal Railway (Muni) was able to use some existing infrastructure built by the defunct Geary Street, Park & Ocean Railway, augmenting existing tracks on Geary Street with extensions to Golden Gate Park, Ocean Beach, and the Ferry Building.¹⁴ In addition to the Geary trunk line, which would become the spine of Muni's A, B, and C streetcar lines, the project included building a new car barn at Presidio Boulevard and Geary Street to house Muni's initial fleet of 10 streetcars, as well as Muni's management offices. The Geary Car Barn, as it was known, was designed by the Office of City Engineer Michael M. O'Shaughnessy in blend of the Renaissance Revival and Mission Revival styles (**Figure 73**). Service began on the system's Geary Street line on the December 28, 1912.¹⁵



Figure 73. Geary Car Barn, June 23, 1921.

Source: SFMTA Photography Department and Archive, Image No. W07110

¹³ Perles, 16.

¹⁴ Perles, 19.

¹⁵ Perles, 24.

The opening of the San Francisco Municipal Railway in December 1912 was a momentous occasion. In addition to its status as the United States' first publically owned transit system, the founding of Muni initiated the municipalization of several other services in San Francisco – a primary goal of the 1900 Charter. With other cities looking on, San Francisco's Municipal Railway was under a lot of pressure to expand the system quickly so that it could complete against the hated URR. Mayor James "Sunny Jim" Rolph understood the responsibilities that the City had taken on with this project, stating in his opening day speech that the Geary Street line was only the beginning:

It is in reality the people's road, built by the people and with the people's money. The first cable road in the country was built in San Francisco, and now the first municipal railway of the country is built in San Francisco. Our operation of this road will be closely watched by the whole country. It must prove a success! We must run it by proper methods. When we have it built from the Ferry to the Ocean, it will be the best single route in the City, and we must extend it wherever possible, until it becomes a great municipal system. I want everyone to feel that it is but the nucleus of a mighty system of streetcar lines which will someday encompass the entire city.¹⁶

Over the next year, Muni completed its Geary Street lines but as soon as they were open, Muni turned its attention toward the vast working-class districts South of Market Street, which had traditionally received short shrift from private transit providers. Under the direction of Muni Superintendent Bion J. Arnold, with City Engineer Michael M. O'Shaughnessy assisting, Muni developed a masterplan entitled: *Report on the Improvement and Development of the Transportation Facilities of San Francisco*. This document, published in March 1913, guided the expansion of the system and the construction of its infrastructure for the next 15 years.¹⁷

Between 1913 and 1915, Muni began a huge expansion campaign designed to connect Downtown to the site of the upcoming Panama Pacific International Exposition (PPIE) in the Marina District. This effort resulted in the acquisition of the Presidio & Ferries Railroad, whose line ran from just north of the Ferry Building to the Presidio via The Embarcadero, Washington Street, Columbus Avenue and Union, Larkin, Vallejo, Franklin, and Greenwich Streets. After acquiring the line in early 1914, City Engineer O'Shaughnessy oversaw its conversion from a cable line to an electric streetcar line. Opening February 10, 1915 as the E line, it was Muni's third completed line.¹⁸

So far, Muni had depended on acquiring existing independent street railroads to expand its system. In 1914, it began building its first all-new lines, including the D, E, and H lines. The H line, Muni's first cross-town line, ran from Van Ness Avenue and Bay Street, down Van Ness to Market Street. From there it would continue south along 11th Street and Division Street to Potrero Avenue. At Potrero Avenue, it shared the Ocean Shore Railroad's track as far south as 25th Street, with a dogleg on Mariposa Street to access Muni's planned second car barn at Mariposa and Hampshire Streets. The D line was built at the same time. Beginning at the Ferry Building, it utilized existing tracks along Geary Street and Van Ness Avenue to Chestnut Street, where it turned west to access the PPIE site.¹⁹ Another line built to serve the PPIE was the F line, which ran from Market Street to Stockton Street, and then along Columbus Avenue,

¹⁶ Mayor James Rolph, as quoted in Perles, 27.

¹⁷ Perles, 31.

¹⁸ Perles, 37-38.

¹⁹ Perles, 38-39.

North Point Street, Van Ness Avenue, and Laguna, Chestnut, and Scott Streets. The Stockton Street Tunnel, designed by City Engineer Michael O’Shaughnessy, was an important part of this project, allowing the F line to travel at a level grade beneath Nob Hill.²⁰

In less than three years, the San Francisco Municipal Railway had grown from just one line running on Geary Street to seven lines, including the A, B, C, D, E, F, and H, with another line, the J Church, under development to provide a connection from Market Street to Noe Valley via Church Street (**Figure 74**). Muni owned two car barns, including the original Geary Car Barn at Geary Street and Presidio Boulevard, as well as a new car barn at Mariposa and Hampshire Streets that was intended to serve the south of Market Street lines. Over the next few years, Muni would undertake its most expensive and technically audacious project: the construction of the Twin Peaks Tunnel from Castro and Market Streets to the still largely rural residential area West of Twin Peaks. This project, completed in 1918, included the construction of San Francisco’s first subway tunnel and two stations at Eureka Valley and Laguna Honda Boulevard (now Forest Hill Station). The Twin Peaks Tunnel provided the infrastructure for several new lines serving the West of Twin Peaks neighborhoods, including the K, L, and M lines. Several years later, Muni built another tunnel beneath Buena Vista Park, the Sunset Tunnel, to access the Haight-Ashbury and Sunset neighborhoods. This tunnel provided the necessary link for the N Judah line.

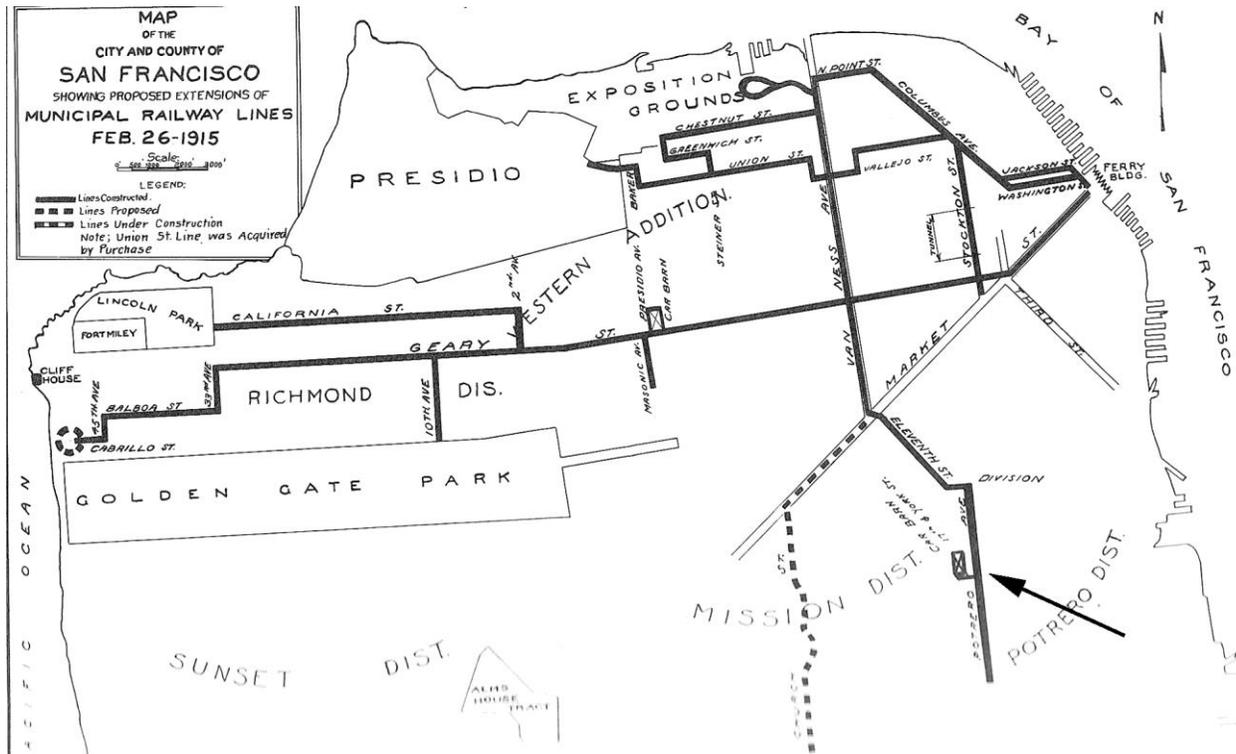


Figure 74. Muni system map, 1915. Location of proposed Potrero Car Barn indicated by black arrow. Source: Anthony Perles, *The People’s Railway*.

²⁰ Perles, 43.

D. Design and Construction of the Potrero Car Barn: 1913–1915

Muni's proposed H line was very popular with many civic organizations in the neighborhoods south of Market Street, including the Mission Promotion Association (MPA), which had originally suggested the Potrero Avenue alignment.²¹ As mentioned previously, the H Line project included a car barn on or near Potrero Avenue to serve it, as well as any additional lines built south of Market Street. A \$3.5 million bond approved by San Francisco voters in a special election held on August 26, 1913 funded both the H line and the car barn. Incidentally, this was Muni's second major victory at the polls, suggesting that voters approved of its goals to extend its service area beyond the Geary Street corridor. In addition to funding the H line and the Potrero Car Barn, this bond funded the construction of the E and F lines and preliminary engineering work for the proposed J line on Church Street.²²

Following passage of the bond, Muni manager Bion J. Arnold began looking for a site for a car barn in the Potrero District. A very large site was necessary because the facility had to accommodate 100 streetcars.²³ In October 1913, the City entered into negotiations with John Center to purchase two adjoining parcels on the east side of Potrero Avenue, between 18th and 19th Streets. Within a month, negotiations ended abruptly, and on December 14, 1913, the City purchased the first of six lots on Potrero Block 48 bounded by 17th, Hampshire, Mariposa, and York Streets (**Figure 75**).²⁴ The City began by buying two 100' x 100' lots on 17th Street from August and Lena Eggert and M. Reuf, respectively, for \$85,000.²⁵ One month later, in January 1914, the City purchased two 25' x 100' house lots on Hampshire Street from Ellen and Anna Lynch for \$28,606.²⁶ On July 2, 1914, the City then bought the southern two-thirds of Block 48 from the Estate of Richard O'Neill and John and Alice T. McDade.²⁷ It is not known when the City bought the remaining 25' x 100' house lot from Ida Cruikshank on Hampshire Street.

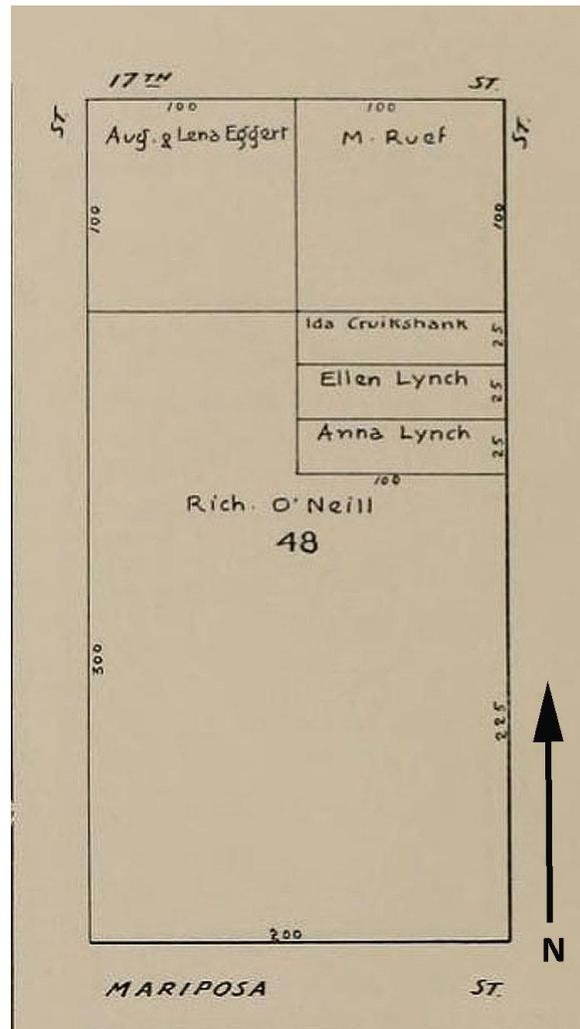


Figure 75. 1909 San Francisco Block Book showing Potrero Block 48.

Source: San Francisco History Center, San Francisco Public Library

²¹ "Mission Asks for More Railroads," *San Francisco Chronicle* (March 5, 1913), 9.

²² "Little More than Week Left to Register for Coming Election," *San Francisco Chronicle* (July 16, 1913), 11.

²³ "Quick Track Work Promised by City," *San Francisco Chronicle* (September 4, 1913), 13.

²⁴ "Planning for New City Car Lines," *San Francisco Chronicle* (October 1, 1913), 5.

²⁵ "Estimates Cost of New City Railway Lines," *San Francisco Chronicle* (December 14, 1913), 21.

²⁶ "Property Owners to Pay for City Railway Paving," *San Francisco Chronicle* (January 23, 1914), 16.

²⁷ San Francisco Office of the Assessor-Recorder, Sales Ledger Records for APN 3971/001.

Excavation for the Potrero Car Barn got underway in July 1914, with the Daniel O'Day Co. winning the contract with a low bid of \$34,850.²⁸ The work was arduous because it involved blasting many tons of serpentine to bring the entire site down to grade along Mariposa Street. In late 1914, the Board of Public Works requested bids from contractors to construct the first floor level of the car barn. In December, it received 12 bids and awarded the contract to Clinton Fireproofing Company, which submitted the lowest qualified bid of \$196,000.²⁹ Clinton Fireproofing completed the building ahead of schedule in May 1915 and because of this, was awarded a substantial bonus of \$400 per day that it came in ahead of schedule.³⁰



Figure 76. Potrero Car Barn under construction, 1915.

Source: SFMTA Photography Department and Archive, Image No. W02557

As shown in historic photographs, the newly completed Potrero Car Barn was originally a one-story, flat-roofed concrete shed with a modest amount of ornament on its exterior. The primary façade faced Mariposa Street, where curved tracks entered the building through seven vehicular bays (Figure 76). Additional streetcars could be stored on the roof, which was accessed by a spur track running along 17th Street. The building, designed by the Office of the City Engineer, Michael M. O'Shaughnessy, was rendered in the Renaissance Revival style, with Tuscan pilasters separating the vehicular bays and bracketed architraves capping the corner bays facing Mariposa Street, as well as the main pedestrian entrance on Hampshire Street. The building was clearly designed to accept another story because the windowsills for the future

²⁸ "Contracts Given by Works Board," *San Francisco Chronicle* (July 14, 1914), 5.

²⁹ "California Street Municipal Railway and Another Car barn to be Built," *San Francisco Chronicle* (December 3, 1914), 5.

³⁰ "Municipal Car Barn Contract Completed," *San Francisco Chronicle* (May 9, 1915).

office addition are clearly visible in early photographs of the original one-story building. The interior of the building was simple, consisting of maintenance bays used for repairing, maintaining, and storing off-duty streetcars. Additional storage space was located on the roof, although it was not covered, which was a necessity during the rainy season with the open-ended streetcars that Muni originally used. The interior also contained a supervisor's office at the southeast corner of the building, several shops along the north side of the building, and toilet rooms and locker rooms beneath the sidewalk along Hampshire Street.

E. Operational History of the Potrero Car Barn: 1915–1949

Second Floor Additions: 1924

In the summer of 1915, the Board of Public Works requested the Department of Architecture to complete plans and specifications for several second story additions to be built atop the Potrero Car Barn. In addition to an office wing facing Mariposa Street, plans included two shop additions along Hampshire Street, increasing the number of streetcars that could be stored on-site.³¹ However, the second floor additions were put off for a decade, presumably because funds were not available. When the funds were finally disbursed in October 1924, the work was estimated to cost \$140,000. The work was completed by the firm of Vukicevic & Baggo, which submitted the low bid.³² Original drawings do not survive, so it is not known whether the additions were built as they were originally designed in 1914 or whether they were modified. Based on their simplified cornice detailing, as well as the addition of some Mediterranean detailing on the parapet, it seems possible that the design was slightly modified. The second floor office addition at the front of the building was built for the Operations Department, including a dispatch office, locker rooms, toilet rooms, and a Gilley room. Meanwhile, the second floor shop additions were built for the Maintenance Department.

Historic photographs taken of the Potrero Car Barn after 1924 show a facility that superficially resembles what exists today, especially the Mariposa Street façade. The new second floor office wing looked virtually exactly as it does today, with seven bays – each of which contains three pairs of double-hung metal windows – a modest cornice, and re-entrant corners to match the first floor level. The only difference between what is shown in historic photographs and what exists today is that the original tiled parapet coping was removed in 1989-90 (**Figure 77**). Meanwhile, the second floor shop additions along Hampshire Street were largely windowless, utilitarian structures with simplified detailing designed to harmonize with the Mariposa Street façade. Originally, the second floor shop additions extended all the way from the rear wall of the office wing to the corner of 17th and Hampshire Streets (**Figure 78**). A sign above the easternmost bay read "MUNICIPAL RAILWAY A.D. 1924." The shops were later reduced in length in 1948-49 when the Potrero Car Barn was converted into a trolley coach facility. Spur tracks branching off a line running along 17th Street accessed the shops, as well as a parking deck on the second floor level.

³¹ *Building & Engineering News* (June 20, 1915).

³² "Official Advertising: Resolution No. ____" *San Francisco Chronicle* (October 18, 1924), 25.



Figure 77. Mariposa Street façade of Potrero Car Barn, May 12, 1926.
Source: SFMTA Photography Department and Archive, Image No. W10351



Figure 78. Hampshire and 17th Street façades of Potrero Car House, November 16, 1948.
Source: SFMTA Photography Department and Archive, Image No. D5486

Changes to Muni Service: 1925–1941

The heyday of San Francisco’s Municipal Railway was 1912 to 1925. Led by the able Bion J. Arnold, with technical and political support from City Engineer Michael O’Shaughnessy and Mayor James Rolph, respectively, plans were made to expand Muni’s streetcar lines throughout the city. However, two factors began to reduce public support for expansion: what to do with the Market Street Railway, and the overall expense of expanding and maintaining the growing system. As it may be recalled, when it was founded, Muni’s main private competitor was the United Railroads of San Francisco (URR). Following a decade of corruption, labor strife, and several high-profile accidents, the URR reorganized in 1918 under its old name, the Market Street Railway. The Market Street Railway continued to operate several streetcar lines, the Powell Street cable car system, and a growing fleet of buses. However, as its franchises expired, the Board of Supervisors did not renew them, hoping to pressure the Market Street Railway’s management to sell the system to the City. Somewhat perversely, this policy convinced many San Franciscans that spending money on expanding Muni was a waste of money if it was eventually going to absorb the extensive Market Street Railway network. Another factor that diminished public support for Muni was its high cost, especially the cost of building expensive streetcar tunnels to the West of Twin Peaks neighborhoods. The upshot of these concerns was a stunning defeat for Superintendent Arnold’s plans for a “Greater Muni,” when voters failed to pass a \$4.6 million bond issue in November 1927.³³

The early 1930s witnessed a continued slowdown of Muni’s expansion. The passage of the 1931 Charter made several changes to local government, including reducing the near-absolute authority of powerful department heads like City Engineer Michael O’Shaughnessy. O’Shaughnessy, who had been instrumental in overseeing the construction of the Hetch Hetchy water system, San Francisco Airport, the Twin Peaks and Sunset Tunnels, the Municipal Railway, and many other important infrastructure projects, was forced into retirement in 1932. Mayor Rolph’s resignation to take up the governorship in 1930 had already weakened support for Muni. Since taking office in 1912, Mayor Rolph had been a huge proponent of public works in general and public transit in particular.³⁴ Although his successor, Angelo Rossi, was also a supporter of Muni, he had a much less grandiose vision than Rolph did, and Rossi refused to spend money that the city did not have, especially during the Depression.³⁵

In addition to flagging political support, Muni suffered from its own internal problems. Beyond its age-old rivalry with the Market Street Railway, which Muni did not absorb until 1944, Muni had begun experiencing substantial operational deficits. These deficits were mainly the result of growing private automobile use, especially in the West of Twin Peaks neighborhoods, where Muni had spent so much money tying into the city’s transit network. Indeed, falling ridership in the Richmond District forced Muni to abandon its first streetcar line in 1932, the A line, which ran along 10th Avenue from Geary Boulevard to Golden Gate Park.³⁶

Faced with myriad problems, Muni began looking into ways to speed up service and reduce costs, including skipping every other stop in the Sunset and Richmond Districts and replacing certain lines with bus service. Buses had always played a role in Muni’s operations, but mainly as neighborhood “feeder” routes. However, by the 1930s, Muni began substituting bus service for new streetcar lines. In addition to much lower capital costs, buses were cheaper to run because they only required one person, a driver; streetcars

³³ Perles, 99.

³⁴ Perles, 101.

³⁵ Perles, 102.

³⁶ Perles, 102.

required a motorman and a ticket taker. Buses were also easier to re-route and better on steep hills, where streetcars could not operate without expensive tunneling or right-of-way acquisitions. Between 1935 and 1944, Muni added very little new trackage but 43 miles of new bus routes and 6.8 miles of “trackless” trolley coach service.³⁷

Potrero Car Barn in the 1930s

Despite the increases in bus service, Muni had not cut many streetcar lines yet, so no substantial changes were made to the Potrero Car Barn between 1924 and 1940. Throughout this time, the facility continued to serve as Muni’s primary streetcar storage and maintenance facility south of Market Street. Moreover, unlike the suburban Sunset or Richmond Districts, where auto ownership and usage had grown significantly during the 1920s and 1930s, the Mission and Potrero Districts remained working-class, transit-oriented communities. Accordingly, demand for Muni’s local streetcar lines remained strong throughout these decades.

A series of aerial photographs taken of San Francisco in 1938 by Harrison Ryker illustrate the Potrero Car Barn property before the first major changes were made in the early 1940s (**Figure 79**). The photographs indicate that the facility had not been changed since the 1924 additions had been completed, which are visible as an L-shaped mass on the roof of the original one-story building. The facility was still confined to the block bounded by 17th, Hampshire, Mariposa, and York Streets. However, in June 1925, the City had acquired the southern half of Potrero Block 41 from Olaf, Arne, Charles, and Nellie Monson for use as a corporation yard.³⁸ The 1938 aerial photographs indicate that this 200’ x 200’ property was used to store rails, light standards, machinery, trucks, and various equipment. It also contained several corrugated metal sheds. A curved section of track accessed it from Mariposa Street.



Figure 79. 1938 aerial photograph showing Potrero Car Barn (right) Muni Corporation Yard (lower left).
Source: David Rumsey Map Collection

³⁷ Perles, 107.

³⁸ San Francisco Office of the Assessor-Recorder, Sales Ledger Records for APN 3971/001.

Trolley Coach Shop Addition: 1940–1941

By the late 1930s, Muni management and the newly founded Public Utilities Commission (PUC) began making plans to introduce trolley coaches to the Potrero Car Barn facility. As a preliminary step, the PUC entered into negotiations to purchase the northern half of Potrero Block 41 adjoining Muni's corporation yard for a future trolley coach yard. This property, which measured 200' x 200', contained a large Victorian farmhouse and several rural outbuildings. On July 26, 1939, the PUC bought the property from Katherine Fagothy and Margaret McDade.³⁹ With this purchase, the City owned Potrero Blocks 41 and 48 in their entirety. In 1940, the PUC asked the Board of Supervisors to vacate the one block section of York Street between Mariposa and 17th Streets. Shortly thereafter, the PUC merged the two adjoining blocks and the right-of-way into one property: APN 3971/001.

In 1940, the PUC decided to build a trolley coach maintenance shop atop the roof of the Potrero Car Barn. Built to the west of the two existing streetcar maintenance shops, the reinforced-concrete addition consisted of a full-height shop and a lower section containing offices and storage rooms (**Figure 80**). Although its design was loosely based on the original Potrero Car Barn, the addition adhered to a more stripped-down industrial vocabulary in keeping with changing tastes.



Figure 80. 1940-41 Trolley Coach maintenance shop addition to the Potrero Car Barn, August 25, 1941.
Source: SFMTA Photography Department and Archive, Image No. D4675

Potrero Car Barn in the 1940s

The trolley coach shop addition was completed not long before the U.S. entry into World War II. Any other anticipated changes to the Potrero Car Barn, as well as the construction of a bus yard on the western half of the site, were put on hold for the duration of the war. In addition to steel and concrete being rationed

³⁹ San Francisco Office of the Assessor-Recorder, Sales Ledger Records for APN 3971/001.

for the war effort, Muni's streetcar ridership surged as an influx of defense workers moved to San Francisco to take jobs in local shipyards and defense plants. In 1944, Muni also finally absorbed the Market Street Railway. These developments resulted in the postponement of any plans to curtail streetcar service or replace any active streetcar lines with bus service.⁴⁰

Conversion of Streetcar Lines to Trolley Coaches: 1945–1949

Unfortunately for Muni, the conclusion of World War II did not bring sustained ridership. With rationing of gasoline and rubber over, many San Franciscans enthusiastically took to their cars. Suburbanization was another factor; during the immediate postwar era, many San Franciscans moved out of the dense, transit-rich inner city into the sprawling Sunset and Parkside Districts, where Muni service was sparse. The eventual exodus of thousands of more San Franciscans out of the city altogether even more negatively affected Muni's ridership levels. Compounding these trends was auto congestion, which slowed nearly all of Muni's lines, most of which were, and remain, mixed with auto traffic.

The abandonment of public transportation in favor of private automobiles was not unique to San Francisco; declining rates of transit ridership affected nearly every American city during the postwar period. As Muni's fare box receipts declined, the transit agency entered a period of retrenchment that resulted in major changes to its operations.⁴¹ In search of ways to streamline service and save money, the PUC hired Leonard Newton, former vice-president of the Market Street Railway, to develop a new postwar master plan. The Newton Plan, as it was known, was published in 1945. Its primary goals were to eliminate duplicative lines resulting from the 1944 merger; reconfigure the remaining lines to create a "hub and spoke" system to feed commuters from outlying neighborhoods into Downtown; and replace the agency's aging rolling stock with 313 new PCC streetcars, 223 new trolley coaches, and 215 buses.⁴²

Two years later, Mayor Roger Lapham convened the Administrative Transportation Planning Council to conduct additional long-range transportation planning in San Francisco. The resulting plan, *Transit History of San Francisco, 1850-1948*, was similar to the Newton Plan in its recommendations, although the latter study called for a more drastic reduction in streetcar service. Embracing the plan's recommendations, Mayor Lapham put a \$20 million bond on the 1947 ballot to "modernize" Muni by replacing fixed-rail streetcars with trolley coaches.⁴³ The PUC also hired Colonel Marmion D. Mills, onetime regional sales manager for General Motors' Yellow Coach bus manufacturing division, to oversee the dismantling of San Francisco's streetcar lines, a service he infamously provided to several cities. Voters approved the 1947 transit bond and in 1948-49, Muni began abandoning streetcar lines *en masse* and converting all or parts to bus or trolley coach service.⁴⁴

Although the "Lapham Plan" would have eventually eliminated all streetcar service in San Francisco, as most other major American cities had done, San Francisco's challenging topography saved the streetcar from extinction because neither the Twin Peaks Tunnel nor the Sunset Tunnel could accommodate two buses going in opposite directions. Lines dependent on these tunnels, including the K, L, M, and N lines, were therefore preserved. Similarly, the J line's contour-hugging right-of-way from 18th to 22nd Streets was also too narrow for non-fixed wheel vehicles, sparing this line as well.⁴⁵

⁴⁰ Perles, 128.

⁴¹ Perles, 133.

⁴² Perles, 134.

⁴³ Perles, 135.

⁴⁴ Perles, 175.

⁴⁵ Perles, 181.

Conversion of the Potrero Car Barn to Trolley Coaches: 1948–1949

Using 1947 bond funds, the PUC commissioned the Utilities Engineering Bureau to develop plans to convert the Potrero Car Barn into a trolley coach facility. The car barn itself would be kept and remodeled, with the rest of the site built out as a bus yard. The project entailed significant changes to the former car barn, including removing all ornament and replacing all fenestration along the west façade facing the bus yard (**Figure 81**). At 17th and Hampshire Streets, the project entailed demolishing the 1940-41 trolley coach shop, demolishing approximately 50 percent of the 1924 streetcar maintenance shop additions, building a concrete wall to enclose the gap created by demolishing the shops, and building a new control room. Additional changes to the former car barn included removing all streetcar tracks, reconfiguring the interior with new offices and shops, and rebuilding the roof to accommodate a parking deck. The office wing was also altered, including remodeling the interior and modifying three vehicular bays on the Mariposa Street façade. The westernmost bay was infilled with concrete and a roll-up. The next bay was infilled with Gunitite and plaster and a pedestrian entrance inserted in the opening to access the new offices inside the building. Meanwhile, the easternmost bay along Mariposa Street was widened, resulting in the demolition of the original decorative doorframe. Other changes to the office wing included infilling several windows on the west façade and adding a new medallion with Muni's logo to the second floor level facing Mariposa Street.



Figure 81. Reconstruction of west façade of Potrero Car Barn, 1949.
Source: SFMTA Photography Department and Archive, Image No. X1930

The construction of the bus yard entailed the demolition of the large Victorian dwelling on 17th Street and the ca. 1925 Muni corporation yard on Mariposa Street, regrading the entire site level with Mariposa Street, constructing a high “rip-rap” retaining wall along Bryant and 17th Streets, paving the yard in asphalt, striping the bus yard with parking stalls, and installing electrical poles, catenaries, and maintenance equipment (**Figure 82**).

The conversion of the Potrero Car Barn into the Potrero Trolley Coach Division maintenance/operations facility was complete by summer 1949. Other projects completed around the same time in support of the changeover from streetcar to bus service included the modernization of the Ocean Avenue Bus Yard and the construction of an addition onto the Geary Car Barn for trolley coach storage.⁴⁶ All of this work was paid for from the 1947 bond funds and timed to coincide with the arrival of 53 new trolley coaches built by the Twin Coach Company of Kent, Ohio at a cost of \$1,000,000.⁴⁷



Figure 82. Appearance of the Potrero Trolley Coach Division Facility following 1949 remodel.
Source: SFMTA Photography Department and Archive, Image No. X2104

⁴⁶ “New Muni Changes Coming: One July 3 City will Drop Six Car Lines...Start Five Bus, Five Trolley Coach Lines,” *San Francisco Chronicle* (April 7, 1949), 2.

⁴⁷ Ray Leavitt, “53 Trolley Buses Arrive....Below Par,” *San Francisco Chronicle* (April 7, 1949), 2.

F. Operational History of the Potrero Trolley Coach Division: 1950–2017

One year after the 1948-49 conversion of the Potrero Car Barn into the Potrero Trolley Coach Division maintenance/operations facility, the property was depicted on the 1950 Sanborn Maps. The maps show the new bus yard occupying the western portion of the site and the former York Street right-of-way. The 1950 Sanborn Maps also show the former Potrero Car Barn reconfigured for electric trolley coaches. The floor plan, which is shown on the maps, is similar to what exists today, with the maintenance bays, shops, offices, and storage rooms occupying the first floor level and offices, dispatch rooms, and Gilley room occupying the second floor of the office wing (Figure 83). Notes on the maps indicate that staff toilet rooms and locker rooms were still located beneath the sidewalk along Hampshire Street. Notes indicate that the transformer vault was located near the north end of the west façade. In contrast to today, the maps show only two maintenance pits inside the building. The 1950 Sanborn Maps do not show the storage rooms that are now located along the north side of the maintenance facility or the smaller shops that are located along the west side of the building.

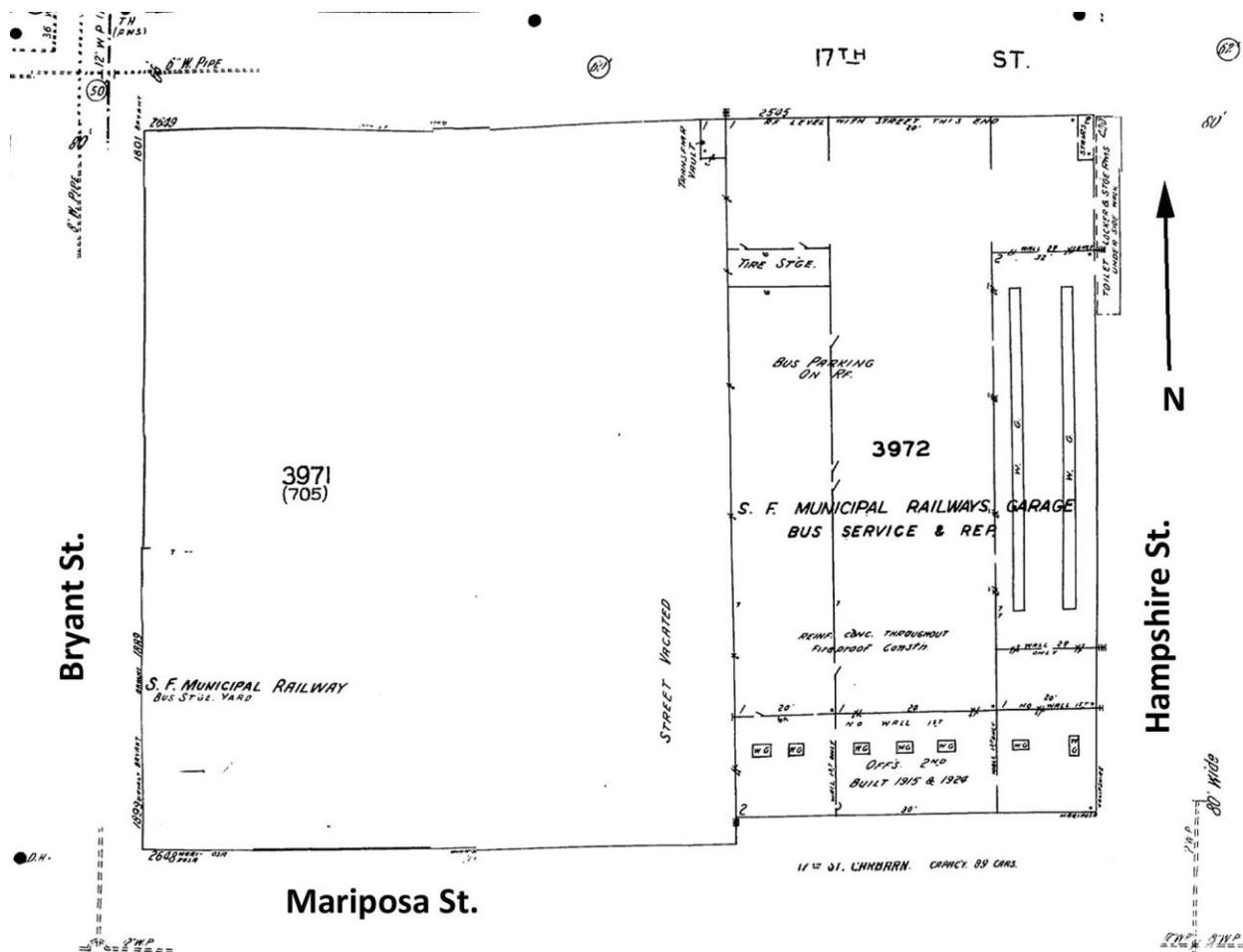


Figure 83. 1950 Sanborn Maps showing the Potrero Trolley Coach Division maintenance/operations facility. Source: San Francisco Public Library

Potrero Trolley Coach Division Facility: 1949–1989

Between 1949 and 1989, very little of note occurred at the Potrero Trolley Coach Division maintenance/operations facility, which continued to serve as Muni’s primary trolley coach facility south of Market Street. Lawrence G. Marshall was the first Superintendent of the facility, commonly known simply as the “Potrero Division.” He had previously run the Potrero Car Barn, taking that position in 1939, a year before the first trolley coach shop was built on the site. Marshall retired in 1948, during the conversion of the facility to serve trolley coaches.⁴⁸ Wesley R. Mason took over in 1948, serving until 1951. George S. Lewis then ran the facility until 1965.⁴⁹ During a period in the 1970s, Joseph N. Crosley was the Superintendent of the Potrero Division.

By the late 1970s, when Crosley ran it, the Potrero Division was beginning to face an increasing amount of criminal activity, including vandalism of buses and buildings, and theft – sometimes by operators, mechanics, and other employees.⁵⁰ The 1970s and 1980s were a period of continued decline in the fortunes of San Francisco’s Municipal Railway, with both the city’s population and ridership in near freefall. At the Potrero Division, drinking, fighting, stealing, and other signs of low morale were frequently reported in local newspapers. These incidents were beginning to take their toll on employees and patrons of what columnist Herb Caen sometimes called the “Muniserable Railway.”⁵¹ Newspaper accounts from the 1980s describe Muni buses and facilities as being in a shambles, with broken seats, etched-up windows, and graffiti-coated interiors.

1989–1990 Remodel

With employee and passenger morale at an all-time low, Muni management realized something had to be done. During this time, Muni embarked upon improvements to several of its facilities, including rehabilitating the then 76-year-old Potrero Trolley Coach Division maintenance/operations facility in 1989-90. Changes to the bus yard included removing the existing sloped riprap retaining walls to gain additional square footage, installing new bus wash, vacuum, and fare collection stations; new asphalt and striping; and new electrical poles and catenaries. Other changes to the site included the construction of a new control “tower” near the main entrance on Mariposa Street and the enclosure of the bus yard behind a 10’ metal fence to discourage vandalism and theft. Changes to the building itself included repairing cracks on the parking deck, repairing drainage systems, reconfiguring the maintenance pits, reconfiguring the heavy repair shops along the west side of the building, installing new storage areas along the north side of the building, converting the former toilet rooms under the sidewalk on Hampshire Street into offices, installing new toilet rooms along the west side of the building, and remodeling the Operations department on the second floor of the office wing. The project also included mechanical, plumbing, and life-safety upgrades. Specific changes to the exterior included reconfiguring several door and window openings along the west façade, installing a new metal storefront and signage at the main entrance on Mariposa Street, and installing five new overhead telescoping doors on the west façade. The north (rear) façade of the office wing received new pedestrian entrances and several windows were infilled. The tire shop on the second floor also received new telescoping doors.⁵²

⁴⁸ “Pioneer Muni Employee will Retire Today,” *San Francisco Chronicle* (November 30, 1948), 17.

⁴⁹ “New Muni Manager: Charles D. Miller to Assume Part of Scott’s Duties,” *San Francisco Chronicle* (January 3, 1951), 1.

⁵⁰ Ira Kamin, “Night Watch on the Muni,” *San Francisco Chronicle* (August 7, 1977), 234.

⁵¹ Herb Caen, “Ready When You Are,” *San Francisco Chronicle* (December 16, 1980), 33.

⁵² San Francisco Municipal Transportation Agency Plan and Permit Archive, “Muni – Potrero Division Rehabilitation,” 1989-90.

The Potrero Trolley Coach Division maintenance/operations facility appears on the ca. 1990 Sanborn Maps maintained by the San Francisco Planning Department. The ca. 1990 Sanborn Maps show no significant changes to the property since the 1950 Sanborn Maps were published 40 years earlier, although it was highly unlikely that anyone went into the building to record the changes made in 1989-1990 (Figure 84).

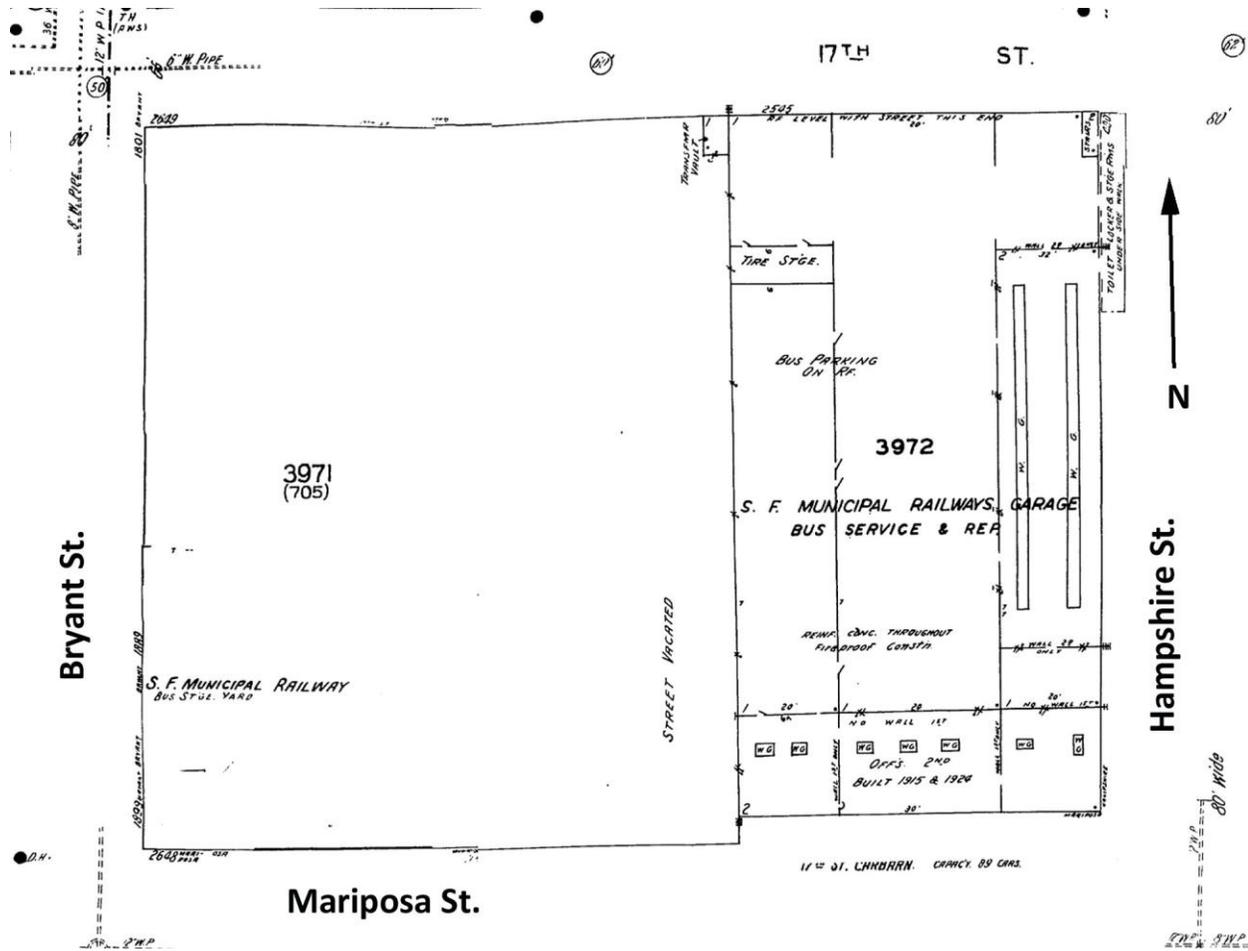


Figure 84. Ca. 1990 Sanborn Fire Insurance Co. Map showing the Potrero Trolley Coach Division maintenance/operations facility.

Source: San Francisco Planning Department

G. Alterations

Since it was initially completed as a streetcar barn over a century ago, the Potrero Trolley Coach Division maintenance/operations facility has undergone several major changes, especially in 1948-49 when the building was converted into a trolley coach maintenance facility. These changes heavily remodeled the west façade, the north façade, and portions of the interior, although the building looks substantially the same from both Mariposa and Hampshire Streets. The 1989-90 seismic retrofit/rehabilitation made additional changes to the building, although the majority of these changes occurred within the interior and on the adjoining bus yard. Since 1990, Muni has made several relatively small changes to the facility, including remodeling the fare collection shop and the electronic repair shop in 1995, reroofing the building in 1999, and completing a series of interior upgrades in 2001, including conversion of the lock shop into an electronics shop, ADA upgrades to the men’s and women’s toilet rooms, a battery room upgrade, renovations

to the conference room and lunch room, and enlarging the openings in the heavy repair bays along the west façade. The most recent change, which occurred in late 2015, entailed the installation of an additional electrical circuit and telecommunication equipment. All building permits on file for the property are listed below in **Table 1** and attached as **Appendix Item B** of this report. Please note, there are no permit applications for the property pre-dating 1979, suggesting that earlier work was permitted internally and not through the Department of Building Inspection.

Table 1: Building Permit Applications on File for Potrero Trolley Coach Division Facility

Application No.	Date Approved	Applicant	Scope/Cost/Builder
7902044	April 30, 1979	SF Municipal Railway	Furnish and install new washroom inside building costing \$19,527. Contractor: Henry L. Chapot & Assocs.
0901540	January 14, 1991	SF Municipal Railway	Structural/seismic upgrade; remodel interior shops, maintenance, and office spaces; mechanical, electrical, and plumbing alterations costing \$6,500,000. Architect: James A. Wallsten; Contractor: TBA
09025798	May 14, 1991	SF Public Utilities Commission	Install fire sprinklers in tire shop costing \$12,000. Contractor: Progressive Fire Sprinkler
09507422	August 1, 1995	SF Municipal Railway	Rehabilitate fare collection shop and build new electronics shop costing \$11,000. Architect: Muni Capital Engineering; Contractor: San Luis Gonzaga Construction, Inc.
09609398	May 29, 1996	SF Municipal Railway	Renew Permit Application 09507422
09902338	February 5, 1999	SF Public Transportation Commission	Install new roofing system at administration building and install new deck coating on elevated parking deck costing \$1,152,595. Architect: Peter Gabancho; Contractor: Western Roofing Service
200101230430	October 2, 2001	SF Municipal Railway	Convert existing lock shop into electronics shop; ADA upgrade of men's and women's toilet rooms; battery room upgrade; conference room and lunchroom renovations; widen openings of heavy repair bay costing \$348,000. Engineer: Parsons Brinckerhoff; Contractor: Jersey Contractors, Inc.
200202078692	February 7, 2002	SF Municipal Railway	Renew Permit Application 200101230430
201510169984	November 10, 2015	SFMTA	Install electrical circuit with four-gang receptacle; install antennas, cables, and fiber optics; install new control station costing \$20,000. Engineer: Brian Burkhard; Contractor: Champion Telecom

H. Chief Engineer Michael M. O'Shaughnessy: 1864–1933

The design and construction of the Potrero Car Barn in 1915, as well as its expansion in 1924, occurred under the direction of San Francisco's larger-than-life City Engineer, Michael Maurice O'Shaughnessy (**Figure 85**). Michael, better known during his life as "M.M.," served Mayor James "Sunny Jim" Rolph from 1912 until 1930, when he was forced into retirement. Throughout his long tenure as San Francisco's Chief Engineer, O'Shaughnessy oversaw the completion of dozens of major public works projects—the largest sustained expansion of San Francisco's infrastructure in the city's history. Although he was responsible for dozens of well-known projects, O'Shaughnessy is today perhaps best known for his work overseeing the massive 167-mile-long Hetch Hetchy water delivery system, one of the most ambitious municipal aqueducts ever built in the United States. With this accomplishment, O'Shaughnessy is often compared with Los Angeles City Engineer William Mulholland, another Irish immigrant, who oversaw the design and construction of Los Angeles' Owens Valley Aqueduct. O'Shaughnessy is also well-known by public transit historians for his work designing and building the San Francisco Municipal Railway, America's first public transit agency.

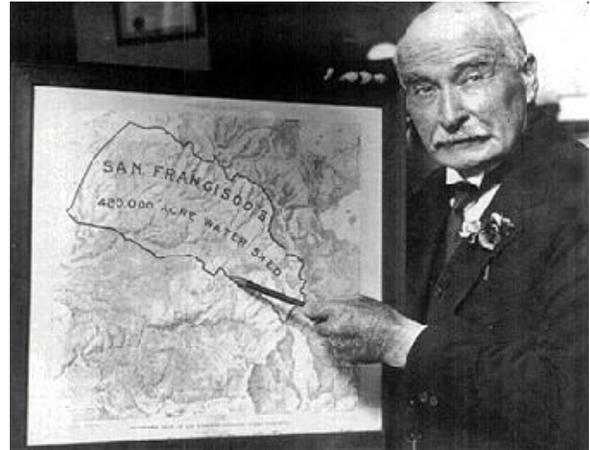


Figure 85. Michael M. O'Shaughnessy, ca. 1914
Source: San Francisco Public Library

Michael M. O'Shaughnessy was born to a farming family in County Limerick, Ireland in 1864. He studied at University College in Cork and in Galway, before graduating with honors in Engineering from the Royal University of Dublin in 1884.⁵³ In 1885, O'Shaughnessy came to the United States, arriving in San Francisco on March 30 of that year. In 1886, the Southern Pacific Railroad hired O'Shaughnessy as a surveyor. In 1889, he opened his own practice, specializing in land surveying and hydraulic engineering. In these capacities, he laid out irrigation systems on several sugar plantations in the still-independent Kingdom of Hawaii.⁵⁴ The organizers of the California Midwinter International Exposition hired O'Shaughnessy to serve as its Chief Engineer in 1893. In 1895, O'Shaughnessy put his hydraulic engineering skills to use as an employee of the Spring Valley Water Company, the privately owned predecessor to the San Francisco Water Department.

During the late 1890s and first few years of the twentieth century, O'Shaughnessy consulted on many different projects for private companies and municipalities, including the City and County of San Francisco. O'Shaughnessy laid out Sloat Boulevard and the old Bayshore Highway for the City's Public Works Department but he took no other consulting projects for San Francisco because he did not enjoy the city's fractious political environment. In 1907, the Southern California Mountain Water Company hired O'Shaughnessy to be its Chief Engineer, where he worked on water delivery systems for several communities in San Diego County. In 1912, after much hard bargaining, Mayor Rolph convinced O'Shaughnessy to come back to San Francisco to accept the appointment of Chief Engineer for the City and County of San Francisco.⁵⁵

⁵³ Charles R. Boden, "In Memoriam: Michael Maurice O'Shaughnessy," *California Historical Quarterly*, Vol. 13, No. 4, California Historical Society.

⁵⁴ Wanda Adams, "Hike through History at Pololu Valley," *Honolulu Advertiser* (September 8, 2002).

⁵⁵ Michael M. O'Shaughnessy, *Hetch Hetchy: Its Origin and History* (San Francisco: 1934), 10.

When O'Shaughnessy was hired, San Francisco had just embarked upon a pair of major infrastructure projects: the Municipal Railway and the Hetch Hetchy water delivery system. O'Shaughnessy's vision for the new Municipal Railway centered on it becoming an extensive citywide system that would provide service to sparsely populated areas well in advance of residential construction to ensure orderly growth. Though he used bond funds when they were available, O'Shaughnessy was dedicated to the financial health of the city, using operating income and local property tax assessments as much as possible to finance its expansion.⁵⁶ In addition to engineering railway alignments, O'Shaughnessy's office was responsible for most associated infrastructure, including tunnels, retaining walls, car barns, power houses, and office buildings. Although he was an engineer, O'Shaughnessy believed that his work should enhance the beauty of the city and even his lowliest retaining wall includes a modicum of architectural detailing. Stylistically speaking, most of the work designed by O'Shaughnessy's office adhered to a chaste Renaissance Revival vocabulary that was popular during the post-1906 reconstruction era. He employed this style on dozens of projects, including the Stockton Street Tunnel, Laguna Honda (now Forest Hill) Station, and Twin Peaks Tunnel's west portal (**Figure 86**). Common features of his work include board-formed concrete surfaces rusticated to resemble masonry, simple Tuscan pilasters, and modillion cornices.



Figure 86. West Portal of Twin Peaks Tunnel, 1919.

Source: SFMTA Photography Department and Archive, Image No. W05679

M. M. O'Shaughnessy was hired just one year before Congress passed the Raker Act in 1913. This act, which authorized the construction of several dams, a railroad, and other infrastructure in Yosemite National Park, provided San Francisco with the legal basis to begin building its Hetch Hetchy water delivery system. This \$100 million project occupied the majority of O'Shaughnessy's attention for the rest of his career, with water first flowing from the Tuolumne River into San Francisco in 1934, 20 years after construction began. Unfortunately for O'Shaughnessy, he did not live to see the completion of the Hetch Hetchy project, as he died in 1933 after suffering a heart attack. Today, O'Shaughnessy's name lives on in the name of the Hetch Hetchy's highest dam, as well as O'Shaughnessy Boulevard.

⁵⁶ Robert Cherny, "City Commercial, City Beautiful, City Practical: The San Francisco Visions of William C. Ralston, James D. Phelan, and Michael M. O'Shaughnessy," *California History* (Fall 1994).

I. Design of American Car Barns and Bus Yards

Car barns have been an essential part of street rail operations in American cities since the late nineteenth century. Designed to service and store off-duty streetcars, the earliest car barns were built alongside the large stables that had housed the original traction method for most American street railways. Early car barns were either modeled on these stables or on the brick shops used in conventional rail yards. Car barns were always built adjacent to or near a streetcar line, sometimes at the end of the line, but also often near the midpoint so that it was easily accessible from either end. Car barns typically included a series of maintenance bays on one floor level to facilitate access from adjoining street-level tracks. In addition to maintenance and storage functions, car barns often also had offices and power generation facilities. Although the offices were usually located on the second story, for safety reasons, the powerhouse was usually a separate structure.

Following the lead of conventional railroads, builders of early street railways often designed their car barns in the American Commercial style and built them of brick. Examples of this type in San Francisco include the SFMTA Cable Car Barn and Powerhouse at Washington and Mason Streets in Chinatown (**Figure 87**). Originally built in 1887 by the Ferries & Cliff House Railway, the SFMTA Cable Car Barn was badly damaged in the 1906 Earthquake and subsequently rebuilt without its third floor level. Wood was not unheard of for car barn construction, especially for smaller transit providers or for temporary facilities. Nonetheless, masonry remained the most popular building material because it was resistant to fire and could be manipulated to provide large semi-continuous spans for multiple vehicular entrances.

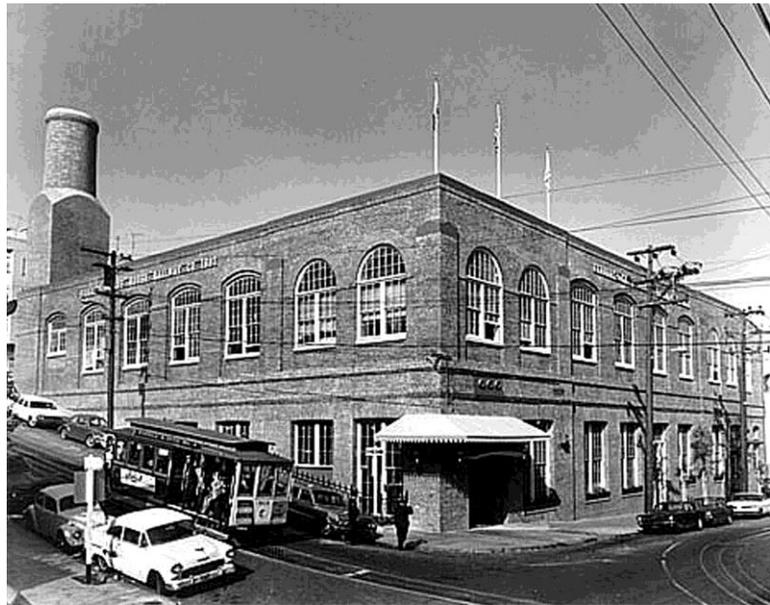


Figure 87. SFMTA Cable Car Barn and Powerhouse, ca. 1960, Mason and Washington Streets, built 1887; rebuilt 1906.

Source: San Francisco Historical Photograph Collection, San Francisco Public Library, Image No. AAC-8149

Concrete construction for car barns surged in popularity in San Francisco after the 1906 Earthquake and Fire. The disaster had destroyed and/or heavily damaged several car barns throughout the city, including the San Francisco & San Mateo Electric Railway Co. Car Barn at San Jose and Geneva Avenues. Built in 1901, the building, which is now known as the Geneva Car Barn, was originally part of a larger complex that consisted of a car barn, a powerhouse, and an office building. Though it is mistakenly called a car barn, the building that stands today is actually the office building (**Figure 88**). Designed in the American Commercial style with Renaissance Revival and Craftsman detailing, the Geneva Car Barn is incidentally one of the only buildings in San Francisco to retain visible damage from the 1906 Earthquake.



Figure 88. Geneva Car Barn and Powerhouse at San Jose and Geneva Avenues, ca. 1905; built 1901 and repaired 1906.

Source: www.genevacarbarn.org

The organization of the San Francisco Municipal Railway in 1911-12 launched a new approach to car barn design in San Francisco. As described above, Muni had to move quickly in order to establish a system capable of taking on the United Railroads of San Francisco and other private providers. Due to San Francisco's unique street pattern, with Market Street essentially dividing the city into two separate sections, Muni decided to build two new car barns – one in each part of the city. The Geary Car Barn was built first to serve Muni's north of Market Street lines. Constructed in 1912, the complex consisted of an eight-bay maintenance and storage facility along Geary Street, a corner office building, and a carpenter shop and machine shop along Presidio Avenue (**Figure 89**). The expansion of service south of Market Street compelled Muni to build a second car barn in the Potrero District in 1914-15. Initially built to serve Muni's H Potrero and J Church streetcar lines, the Potrero Car Barn was designed as a two-story building but only the first floor level – the section containing the maintenance shops – was built first. The office wing housing operations and two additional streetcar maintenance shops were completed a little over a decade later in 1925. In terms of their construction methods, materials, and styling, the Geary and Potrero Car Barns were very similar, having both been designed by the Office of the City Engineer, Michael M. O'Shaughnessy.



Figure 89. Geary Street Car Barn at Geary Boulevard and Presidio Avenue, 1968; built 1912.
Source: SFMTA Photography Department and Archive, Image No. M0324_2

In addition to the two car barns it built in the 1910s, Muni acquired many others after purchasing competing companies, especially in 1944 when Muni absorbed the Market Street Railway. After 1944, the oldest car barns in the Muni system were the Haight Street and the McAllister Street Car Houses. They were both built in 1883 by the Market Street Railway. Muni demolished them both in the late 1940s and sold the sites for development. The next-oldest car barn was the Oak and Broderick Car House, which was built by the Market Street Railway in 1889. Muni demolished it in 1949 and sold the site for development. The fourth-oldest facility was the Turk and Fillmore Car House and Powerhouse, which the Market Street Railway built in 1895. Muni cleared the site except for the electrical substation, which it continued to use for many years. The Turk Street Substation is San Francisco City Landmark 105 (**Figure 90**). The fifth-oldest car barn was the Sutro Car House, which the Sutro Railway built in 1896. Muni acquired this company and demolished the car barn in 1951. The sixth-oldest car barn owned by Muni in 1944 was the 24th and Utah Car House. Unlike the rest, Muni retained this facility, which was built in 1903-04 by the URR, and converted it into a bus garage. It was not demolished until the 1990s. Muni also retained the 29th and Mission Car House, which was built in 1894 by the Market Street Railway. Muni repurposed it for a number of uses before tearing it down in 1987. The largest and most important car barn acquired by Muni in 1944 was the Elkton Shops complex, which was built in 1907 by the URR at Ocean and Geneva Avenues. In 1949, Muni converted a portion of the yard into the Ocean Division Bus Yard. Muni cleared the site in 1977 to build the Muni Metro Center LRV facility (now the Curtis E. Green Light Rail Center). Though not built as a car barn, another URR facility acquired by Muni in 1944 was the Market Street Railway Steam Power Plant at 1401 Bryant Street (**Figure 91**). Built in 1893 and enlarged in 1895, the URR converted the building into a substation in 1911. After 1944, Muni continued to use the building as a substation, later converting it into a warehouse. Today, the SFMTA uses it to store overhead line equipment. It is listed in the California Register as a contributor to the Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory Historic District.



Figure 90. Turk and Fillmore Substation, 1966; built 1895.
Source: SFMTA Photography Department and Archive, Image No. X9762_1



Figure 91. Market Street Railway Powerhouse, 1904; built 1893.
Source: SFMTA Photography Department and Archive, Image No. U00137

As described in the chapters above, Muni's acquisition of the Market Street Railway in 1944 created a whole host of problems for the already beleaguered transportation provider. These issues compounded pre-existing challenges that had begun to emerge before World War II, chiefly the growing use of private automobiles, the high expense of building streetcar tunnels and extensions, and the requirement that two workers staff streetcars: a motorman and a ticket taker. Faced with the need to eliminate duplicative service and reduce costs, the PUC hired several consultants to advise them on how to reconfigure Muni service after the war. As mentioned previously, the Lapham Plan and the 1947 Muni bond spearheaded these proposed changes to Muni's operations, including the replacement of most of the system's streetcar lines with bus and trolley coach service. After voters approved the bond, the PUC launched a major multi-year campaign to put the recommendations into place, eliminating all but a handful of streetcar lines and replacing the rest with buses and trolley coaches. The changes led to a tremendous demand for more bus storage and maintenance facilities across the city. Muni converted its two purpose-built streetcar barns, the Potrero and Geary Car Barns, to accommodate electric-powered trolley coaches in 1948-49. At the same time, Muni built two new bus yards to store and service its growing fleet of gasoline-powered (and later diesel) motor coaches, including the Ocean Division Bus Yard, which was built at Ocean and San Jose Avenues in 1948-49; and the Kirkland Bus Yard, which was built in 1950 at Stockton and North Point Streets. The Ocean Division yard was demolished in 1977, making Kirkland Muni's oldest motor coach facility.

Since 1950, Muni has built three additional motor coach facilities at various locations in the city. One (Flynn) was inserted into an existing industrial building, the 1941 U.S. Steel Corporation warehouse, at 16th and Folsom Streets. The other two, Woods and Islais Creek, were all-new facilities. In addition, both are, like Kirkland, asphalt-paved lots used for parking and storage, with small freestanding buildings for heavy and running repair, tire changing, fuel dispensing, and washing. Woods Motor Coach Division is the oldest and by far the largest and most comprehensive in terms of the services it offers (**Figure 92**). Built in 1974-76 at 1095 Indiana Street, the Woods Division is 8.2 acres in area. It includes bus parking and storage, the central heavy repair shops for the entire fleet, body and paint shops, fuel dispensing, and washing. It has a separate building at 22nd and Indiana Streets for its Operations Department. Located less than a half-mile away is the Islais Creek Motor Coach Facility at 1301 Cesar Chavez Street. Built in 2012, Islais Creek includes motor coach storage, light running repair, fuel dispensing, and bus washing. It will soon receive a new building for the Operations Department.



Figure 92. Woods Motor Coach Division, 1975.
Source: SFMTA Photography Department & Archive, Image No. M2093_3

The SFMTA, which operates Muni, also operates two modern streetcar facilities, including the Curtis E. Green Light Rail Center, a sprawling complex of shops located next to the Balboa Park BART station at the northwest corner of Geneva and Ocean Avenues. Built in 1977 as the Muni Metro Center LRV facility, this project consolidated Muni's light rail storage and maintenance facilities in one location (**Figure 93**). In recent years, Muni opened the Muni Metro East yard at 25th and Illinois Streets to serve its T Third line and any future expansions of the system along the Central and Southeastern waterfront areas (**Figure 94**).

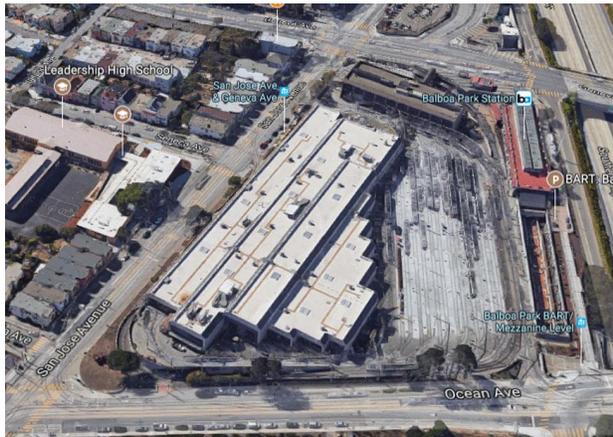


Figure 93. Curtis E. Green Light Rail Center; view toward south.



Figure 94. Muni Metro East Light Rail Center; view toward east.

VI. Determination of Eligibility

VerPlanck Historic Preservation Consulting evaluated the potential eligibility of the Potrero Trolley Coach Division maintenance/operations facility for the California Register of Historical Resources (California Register).

A. California Register of Historical Resources

The California Register is an authoritative guide to significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register–eligible properties (both listed and formal determinations of eligibility) are automatically listed. The California Register also includes properties identified in historical resource surveys with Status Codes from 1 to 5 and resources designated as local landmarks in city or county ordinances. Properties can be nominated to the California Register by local governments, organizations, or private citizens. The eligibility criteria used by the California Register are closely based on those developed by the National Park Service for the National Register of Historic Places (National Register). In order to be eligible for listing in the California Register a property must be demonstrated to be significant under one or more of the following criteria:

Criterion 1 (Event): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2 (Person): Resources that are associated with the lives of persons important to local, California, or national history.

Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

In addition to meeting at least one of the criteria a property must retain historical integrity, meaning that it must look much the same as it did when it achieved significance, which in most cases is when it was originally built.

Criterion 1 (Event)

The Potrero Trolley Coach Division maintenance/operations facility appears eligible for listing in the California Register under Criterion 1 (Events) as a facility dating back to the earliest years of San Francisco's Municipal Railway, the United States' first publicly owned street railway. Throughout the nineteenth century, San Francisco had been dominated by *laissez faire* Republicans who did not view civic infrastructure as a priority. The election of James Phelan, an Irish-American Democrat, as mayor in 1897 led to a significant political realignment in San Francisco, culminating with the adoption of a reformist City Charter in 1900. In a stunning break from the past, the 1900 Charter called for the acquisition of utilities to ensure the provision of public services on a more efficient and equitable basis, including "water-works," "gas-works," and "railroads." Founded in 1906 and up and running in 1912, San Francisco's Municipal Railway was a bold experiment in public ownership of a sector that had previously been characterized by high fares and inefficient service. These private companies were organized to make money and not to provide

a public service. Municipal ownership, it was hoped, would rationalize the tangled web of competing lines and distribute transit lines more equitably throughout the city, including to outlying areas to ensure orderly development.

Under the direction of Superintendent Bion J. Arnold and City Engineer Michael M. O'Shaughnessy, the San Francisco Municipal Railway opened in 1911-12 with the Geary Street trunk line running from the Ferry Building to the Pacific Ocean. Working to ensure that Muni could compete with the URR and other private street railroads, Arnold and O'Shaughnessy expanded Muni's service range as quickly as possible, including to the upcoming Panama Pacific International Exposition, as well as to the perennially underserved working-class neighborhoods south of Market Street, including the Mission and Potrero Districts. Challenges were many, including the city's steep topography, acquiring and building rights-of-way across competing lines, and building the supporting infrastructure needed to run a major street railway. The Potrero Car Barn, as the facility was first known, was Muni's second purpose-built car barn and the first such facility built south of Market Street. Built in two sections, with the maintenance shops finished first in 1915 and the second-floor office and shops wings in 1924, the Potrero Car Barn resembled the slightly earlier Geary Car Barn, which Muni had built in 1911-12 to serve its north of Market Street lines. The Potrero and Geary Car Barns remained the only car barns built by the City and County of San Francisco until 1977, when it built the Muni Metro Center LRV facility.

The period of significance for the Potrero Trolley Coach Division maintenance/operations facility under Criterion 1 is 1915 to 1948.

Criterion 2 (Person)

The Potrero Trolley Coach Division maintenance/operations facility does not appear eligible for listing in the California Register under Criterion 2 because it is not associated with the lives of any persons significant in our past.

Criterion 3 (Design/Construction)

The Potrero Trolley Coach Division maintenance/operations facility appears eligible for listing in the California Register under Criterion 3 as a property that embodies the characteristics of a type (car barn), period of construction (post-quake reconstruction), as well as being the work of a master (Michael M. O'Shaughnessy). The car barn is a property type that emerged in the late nineteenth century to store and maintain streetcars. Descended functionally from stables and conventional railroad shops, most early American car barns were built either of wood or brick. In San Francisco, as in the rest of the country, most early car barns were built of brick and designed in the American Commercial style. When Muni opened in 1911-12, it built two new car barns to provide maintenance and storage services for its lines on either side of Market Street. These two buildings, the Geary and Potrero Car Barns, were different from their predecessors in that they were built of reinforced concrete and designed in the Renaissance Revival style. Today, there are very few pre-World War II car barns left in San Francisco. Although parts of larger multi-building facilities survive, including the Geneva Car Barn (office building only) and the Turk and Fillmore Car Barn (substation only), the only pre-war car barns that survive include the SFMTA Cable Car Barn (built 1887; rebuilt 1906), the Geary Car Barn (now the Presidio Trolley Coach Division – built 1911-12), and the Potrero Car Barn (now the Potrero Trolley Coach Division – built 1915 and 1924).

The Potrero Trolley Coach Division maintenance/operations facility also appears eligible under Criterion 3 as a work of City Engineer Michael M. O'Shaughnessy, the most influential and important Chief Engineer to ever hold this position in San Francisco. Although a functional structure whose main purposes were streetcar maintenance and storage, O'Shaughnessy gave the building a Renaissance Revival exterior so that it would be an attractive addition to its neighborhood. Nearly all of O'Shaughnessy's public works were designed using the same stylistic vocabulary. No structure was too humble, ranging from simple retailing walls lining road cuts, to tunnels, to transit stations and other infrastructure.

The period of significance for the Potrero Trolley Coach Division maintenance/operations facility under Criterion 3 is 1924 to 1941.

Criterion 4 (Information Potential)

Evaluation of the Potrero Trolley Coach Division maintenance/operations facility for California Register eligibility under Criterion 4 is beyond the scope of this report because this criterion is concerned primarily with archaeological resources. It is worth noting, however, that the construction of the Potrero Car Barn in 1915 and the adjoining bus yard in 1948-49 resulted in substantial subsurface excavation and grading that would have likely removed any building foundations or other historic-era artifacts. Nonetheless, the services of a qualified archaeologist are necessary to rule out the possibility of encountering any historic or prehistoric-era resources.

B. Integrity

The Potrero Trolley Coach Division maintenance/operations facility has undergone several alterations since it was completed in 1924. Described in more depth in the pages above, the most substantial changes occurred in 1948-49 when Muni converted the building from a car barn into a trolley coach facility. In addition to reconfiguring the interior, the project resulted in the removal of the rear portion of two streetcar maintenance shops on the second floor level, remodeling the west façade, construction of a wall and a control room at 17th and Hampshire Streets, altering several vehicular bays on Mariposa Street, and removing all tracks from the site. In 1989-90, Muni completed a multi-million-dollar seismic retrofit and remodel of the facility, resulting in additional changes to the interior, the west façade, and the main entrance on Mariposa Street. Despite these alterations, the building is still recognizable as an early twentieth century car barn, in particular from the corner of Mariposa and Hampshire Streets. Although the type of vehicles the building serviced changed in 1949, the essential function of the building as a maintenance and operations facility for a major municipal transit agency have not changed. The most extensive alterations occurred along the tertiary and quaternary façades, most of which are obscured behind walls, fencing, equipment, and street trees. In contrast, the two primary street façades are still largely intact from the period of significance. The interior, though it has also been altered over time, still feels like an early twentieth century transit facility. In conclusion, the Potrero Trolley Coach Division maintenance/operations facility retains the aspects of location, design, materials, workmanship, feeling, and association. It does not retain the aspect of setting because the adjoining site has undergone too many changes.

C. Character-defining Features

The character-defining features of the Potrero Trolley Coach Division maintenance/operations facility include all features present during the period of significance of 1915 to 1948, before the facility was converted into a bus yard and trolley coach maintenance facility. The following character-defining features are for the most part confined to the two-story office wing and a section of the shops wing along Hampshire Street:

- Overall height and massing of the two-story office wing and the remaining portions of the original shops wing along Hampshire Street, including its flat roof;
- Fenestration pattern on office wing (Mariposa and Hampshire Streets only) consisting of large vehicular openings at the first floor and groups of three double-hung metal windows at the second floor level;
- Remaining molded concrete and cement plaster ornament on Mariposa and Hampshire Streets, including re-entrant corner detailing, pilasters separating the vehicular openings, molded intermediate cornice, continuous lug sill beneath the windows, shallow cornice, and medallion featuring original Muni logo. Some of this detailing continues along the west and east (Hampshire Street) façades of the office wing, as well as on the shops wing on Hampshire Street;
- Remaining pedestrian door surround on Hampshire Street façade with inscription above;
- Remaining door trim on westernmost vehicular bay on Mariposa Street;
- Surviving double-hung, six-over-six, metal windows on office wing;
- Flagpole.

D. Potential Historic District

As mentioned above, the Potrero Trolley Coach Division maintenance/operations facility was evaluated in the 2009 Showplace Square Survey. The Showplace Square survey also inventoried the surrounding neighborhood – surveying individual buildings as well as identifying any potential historic districts. Although the survey identified several dozen properties that appeared eligible for individual listing in the California Register, only one historic district was identified: the Heavy Timber and Steel-frame Brick Warehouse and Factory District. This discontinuous district consists of 10 large brick factories and warehouses grouped in three separate clusters. The Potrero Trolley Coach Division maintenance/operations facility is not located inside the boundaries of this California Register-listed historic district and as a concrete transit facility it does not share the same function, material, or architectural vocabulary, which would preclude its addition to this district. Furthermore, its neighbors span a wide range of construction dates, encompass many different building types and architectural styles, making the surrounding neighborhood too incohesive to be its own historic district.

VII. Conclusion

The Potrero Trolley Coach Division maintenance/operations facility was designed by the Office of the City Engineer Michael M. O'Shaughnessy and built in two phases, beginning with the one-story car barn section in 1915, and concluding with the second-floor office wing and two maintenance shops in 1924. The facility was Muni's second purpose-built streetcar barn and the first such facility constructed south of Market Street. It was built to provide maintenance and storage facilities for Muni's streetcar lines operating south of Market Street. Falling ridership in the 1930s, combined with the rising expenses associated with streetcar operations, convinced the PUC to examine the efficacy of its streetcar service. Following the recommendations of several reports after World War II, including a study by former General Motors executive Colonel Marmion D. Mills, the PUC decided to replace nearly all of its streetcar lines with bus or trolley coach service. As part of this effort, the Potrero Car Barn was converted into a trolley coach maintenance and operations facility. A new bus yard was also built on the adjoining block to the west and York Street abandoned to create a large "superblock." Ever since 1949, the property has served as one of Muni's two trolley coach facilities – the other being the Presidio Division – and the only one south of Market Street. The former Potrero Car Barn appears eligible for listing in the California Register under Criterion 1 (Events) as a facility associated with the establishment of Muni in 1911-12 and its earliest operations south of Market Street. It also appears eligible for listing under Criterion 3 (Design/Construction) as a moderately intact streetcar barn designed by City Engineer Michael M. O'Shaughnessy. Although it was converted into a trolley coach facility in 1948-49, the building is still recognizable as an early twentieth century car barn designed in the Renaissance Revival style.

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California Passenger and Crew Lists, 1882–1957.

CEQA Guidelines subsection 15064.5(b).

Edwards Abstracts. San Francisco Public Library.

Great Register of Voters. San Francisco Public Library.

San Francisco Office of the Assessor-Recorder: Sales Ledgers and deeds for 2500 Mariposa Street.

San Francisco Bureau of Building Inspection, Records Management Division: Building and alteration permits on file for 2500 Mariposa Street.

U.S. Bureau of the Census. Records for City and County of San Francisco, 1870–1940.

D. Websites

Carlsson, Chris. "United Railroads." FoundSF: http://www.foundsf.org/index.php?title=United_Railroads, accessed July 5, 2017.

"Our History." Market Street Railway: <https://www.streetcar.org/about-sfmsr/our-history/>, accessed July 5, 2017.

IX. Appendix

- A. *DPR 523 Forms for APN 3971/001*
- B. *Construction and Alteration Permits APN 3971/001*

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CB

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) 2501 -2691 17TH ST

P1. Other Identifier San Francisco Municipal Railway Potrero Car Barn

*P2. Location: Not for Publication Unrestricted

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

*b. USGS 7.5' Quad: SF North Date: 1994

*c. Address: 2501 -2691 17th St City: San Francisco Zip: 94110

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 3971001

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

2501 17th Street occupies a portion of a 191,999 square-foot block bounded by 17th, Hampshire, Mariposa, and Bryant streets. Owned by San Francisco's Municipal Railway (MUNI), the property is primarily utilized as surface storage for MUNI's Potrero Division's fleet of trackless trolleys. Located at the southeast corner of the property is at two-story concrete, L-plan structure utilized as shops and garage space. The building, partially finished in stucco, rests on a concrete perimeter foundation and it is capped by a flat roof with skylights. The primary facade, which is set back from Mariposa Street, is seven bays wide. The secondary facade, which is three bays wide and built to the lot line, faces east toward Hampshire Street. The leftmost bay of the primary facade features a one-story addition built out to the south lot line. This addition is distinguished by ribbon fenestration beneath an oversized, boxed soffit. It obscures the building's original main entrance, which can still be distinguished by an entablature with oversized dentils and a frieze of carved lettering reading, "Municipal Railway AD 1915." The main entrance is now located in the next bay to the right, which contains a vehicular opening and a modern pedestrian entrance with multi-light sidelights and transom. Vehicular openings characterize the remaining bays, each with enough space to accommodate two city buses. Molded pilasters divide each bay at the first floor level. A belt course divides the first and second floors. Every bay of the second floor level is articulated by three six-over-six, double-hung, wood-sash windows.

The leftmost bay of the first floor level on the secondary facade features the building's secondary pedestrian

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial Building, HP17. Railroad Depot

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

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

*P5b. Photo (view, date, accession #
100_5701.JPG, 11/20/2007,
view to NE

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
After 1913, Sanborn Maps

*P7. Owner and Address:

City Property
Accounting
850 Bryant St.
San Francisco Ca 94103

*P8. Recorded by
Tim Kelley
Tim Kelley Consulting
2912 Diamond St. #330

*P9. Date Recorded:
6/12/08

*P10. Survey Type: (Describe)
Intensive



*P11. Report Citation: (Cite survey report and other sources, or enter "none") San Francisco Office of the Assessor/Recorder

*Attachments BSOR None Continuation Sheet
 Archaeological Record District Record Location Map Other...
 Artifact Record Photograph Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

NRHP Status Code 3CB

Page 2 of 4 *Resource Name of # (Assigned by recorder) 2501 -2691 17TH ST

- B1. Historic Name: 17th Street Carhouse, Potrero Carhouse
- B2. Common Name Municipal Railway Car Barn
- B3. Original Use Car barn, maintenance facility for B4. Present Use Storage and maintenance
- *B5. Architectural Style Utilitarian with Classical Revival detailing

*B6. **Construction History (Construction Date, alterations and date of alterations)**
2501-2691 17th Street was constructed in 1915, and expanded in 1924 and 1941.

- *B7. Moved? No Yes Date Original Location:
- *B8. Related Features:

B9a. Architect M.M. O'Shaugnessy b. Builder Clinton Fireproofing Company
 *B10 Significance: Theme Transportation Infrastructure Area Showplace Square Survey Area

Period of Significance 1915-1941 Property Type Car barn and Applicable Criteria 1 & 3

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

On September 7, 1914, the newly founded Municipal Railway (MUNI) completed its first line south of Market Street, the southern leg of its H-Potrero line, which ran from 11th and Market streets to 25th Street and Potrero Avenue. In anticipation of more lines in the area, MUNI constructed a car barn and maintenance shop at 17th and Hampshire streets, one block west of Potrero Avenue. The car barn, which was built to house and repair street cars, is virtually identical to MUNI's first car barn, built in 1912 at Geary Boulevard and Presidio Avenue. Designed by the office of San Francisco City Engineer Michael M. O'Shaugnessy as a two-story building, the building was originally only one-story in height. In 1924, the second-floor offices were added atop the garage bays, completing the original design. In 1941, MUNI completed a two-story addition along Hampshire Street to house the cars of the new R line. By 1947, the new parking lot to the west of the building was built to house electric buses and coaches. The facility continues to be used for storing and servicing a portion of MUNI's electric trolley bus fleet.

2501-2691 17th Street appears eligible for listing in the California Register under Criterion 1 (Events) for its association with the early days of the San Francisco Municipal Railway, and in particular with the initial expansion of MUNI service south of Market Street. The building appears eligible under Criterion 3 (Design/Construction) as an example of a type (municipal car barn), period (World War I era), and method of construction (reinforced concrete). (continued)

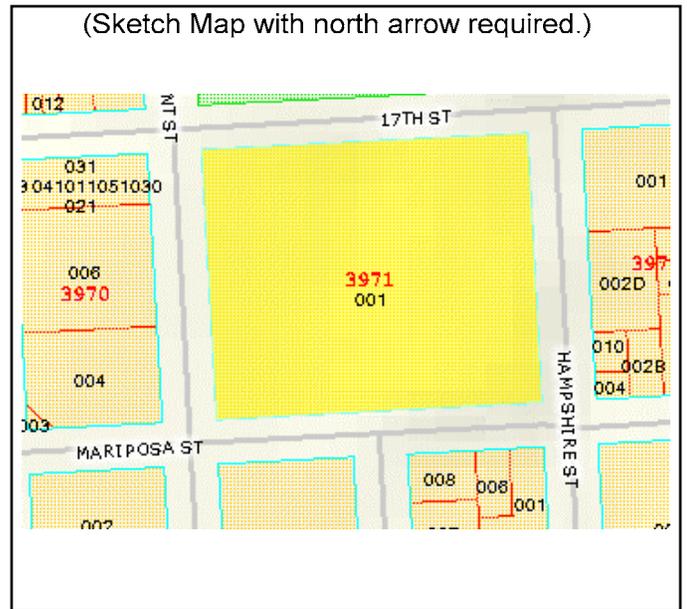
- B11. Additional Resource Attributes (List attributes and codes) HP8. Industrial Building, HP17. Railroad Depot
- B12. References Assessor's Records
McKane, John and Anthony Perles, *Inside Muni*, (Glendale: Interurban Press, 1982), 128-132.
Sanborn Maps 1900, 1914, 1950 (continued)

B13. Remarks

B14. Evaluator Christopher VerPlanck

*Date of Evaluation 12.11.08

(This space reserved for official comments)



CONTINUATION SHEET

Page 3 of 3

Resource Name or # (Assigned by Recorder) 2501 -2691 17TH ST

*Recorded by: Tim Kelley

Date 6/12/08

Continuation Update

B10 Significance (continued)

The building is also a work of a master, designed by the office of San Francisco's greatest city engineer, Michael Maurice O'Shaughnessy, mastermind of much of the City's important civic infrastructure during the first quarter of the twentieth century. Aside from the addition of a one-story structure on the primary facade, the building has undergone few exterior alterations since the end of the period of significance. The building retains the following aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

B12 References (continued)

San Francisco Chronicle, "City to Buy Lands for Municipal Railway Uses," January 17, 1914

San Francisco Chronicle, "Municipal Car Barn Contract Completed," May 9, 1915

Page 4 of 4
*Recorded by: Tim Kelley
 Continuation Update

Resource Name or # (Assigned by Recorder) 2501 -2691 17TH ST
Date 6/12/08



100_5706.JPG, 11/20/2007, view to SW



100_5704.JPG, 11/20/2007, detail



100_5702.JPG, 11/20/2007, view to N



100_5698.JPG, 11/20/2007, view to E, yard



100_5696.JPG, 11/20/2007, view to E



100_5687.JPG, 11/20/2007, view to W,
Hampshire St. elevation

FOR DEPARTMENTAL USE ONLY
DEPARTMENT OF BUILDING INSPECTION
APR 25 1979

Received by Core
4/23/79
FILMED
WCAK 7-1-82351
3-5-79
447827
4/30/79

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
2500 MARIPOSA ST
APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH:

(1) STREET ADDRESS OF JOB: 1742 POTRERO ST
POTRERO CAR HOUSE PAINT
WASH ROOM
(2) ESTIMATED COST OF JOB: \$19,527.00

BIDG. FORM 3
APPROVED

DESCRIPTION OF EXISTING BUILDING
(4A) TYPE OF CONSTR. 1-4 N 0
(5A) NUMBER OF STORES OF OCCUPANCY: 1
(6A) NUMBER OF BASEMENTS AND CELLARS: 0
(7A) PRESENT USE: INDUSTRIAL
(8A) BLDG. CODE OCCUP. CLASS: E-4
(9A) NO. OF DWELLING UNITS: -
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION
(4) TYPE OF CONSTR. 1-4 N 0
(5) NUMBER OF STORES OF OCCUPANCY: 1
(6) NUMBER OF BASEMENTS AND CELLARS: 0
(7) PROPOSED USE: INDUSTRIAL
(8) BLDG. CODE OCCUP. CLASS: E-4
(9) NO. OF DWELLING UNITS: -
(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? NO
(10B) IF YES, STATE NEW HEIGHT AT CENTERLINE OF FRONT: * FT.
(10C) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? NO
(10D) IF YES, STATE NEW HEIGHT AT CENTERLINE OF FRONT: * FT.
(10E) WILL BUILDING EXTEND BEYOND PROPERTY LINE? NO
(10F) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? NO
(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? NO
(11B) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? NO
(11C) ELECTRICAL WORK TO BE PERFORMED? YES
(11D) IF YES, STATE NEW GROUND FLOOR AREA: SQ. FT.
(11E) WILL STREET SPACE BE USED DURING CONSTRUCTION? NO
(11F) PLUMBING WORK TO BE PERFORMED? YES
(22) GENERAL CONTRACTOR: HENRY L. CHAPOT ASSOC. 10 ARKANSAS ST SF CALIF. LICENSE NO. 351150
(24) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION): CITY AND COUNTY SF 949 PRESIDIO AVE SF CALIF. CERTIFICATE NO.
(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANT. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). UNKNOWN 863-2356 PHONE (FOR CONTACT BY BUREAU)
(26) OWNER - (CROSS OUT ONE) MUNICIPAL RAILWAY UNKNOWN ADDRESS
(27) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT): FURNISH AND INSTALL A NEW WASHROOM INSIDE AN EXISTING STRUCTURE

IMPORTANT NOTICES.
No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.B, 104.B.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.
No portion of building or structure or scaffolding used during construction, to be closer than 6" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.
Pursuant to Sec. 302.A.8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for posted plans and satisfaction being kept at building site.
Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.
ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.
BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.
APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (11) (16) (17) (20) (21) or (22). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.
In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

- CHECK APPROPRIATE BOX.
 OWNER ARCHITECT ENGINEER
 LESSEE AGENT WITH POWER OF ATTORNEY
 CONTRACTOR ATTORNEY IN FACT

APPLICANT'S CERTIFICATION
I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT
In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. Check one of the following methods of compliance:
() I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
(X) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
() III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
() IV. The cost of the work to be performed is \$100 or less.
() V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
() VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature Done
Henry L. Chapot 3-2-79

OFFICIAL COPY

5A1

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED: <div style="text-align: center;"><i>Adrian 4/23/79</i></div> BUILDING INSPECTOR, BUR. OF BLDG. INSP.	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <input type="checkbox"/> DEPARTMENT OF CITY PLANNING	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <input type="checkbox"/> BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <input type="checkbox"/> CIVIL ENGINEER, BUR. OF BLDG. INSPECTION	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <input type="checkbox"/> BUREAU OF ENGINEERING	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <i>4-24-79 To Meet The Building Depts Requirements</i> <input checked="" type="checkbox"/> <div style="text-align: center;"><i>M.F. Silverman M.D., M.P.H.</i></div> DEPARTMENT OF PUBLIC HEALTH <i>Paul T. Dill</i>	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <input type="checkbox"/> REDEVELOPMENT AGENCY	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <input type="checkbox"/> RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., B.B.L.	DATE: _____ REASON: _____ NOTIFIED MR. _____
APPROVED: <input type="checkbox"/> 	DATE: _____ REASON: _____ NOTIFIED MR. _____

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION. NUMBER OF ATTACHMENTS

X Jesse E. Jones
SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE.

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SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION



C. E. C. O. Req'd.

CITY & COUNTY OF SAN FRANCISCO DEPT. OF PUBLIC WORKS FEES REQ.

APPROVED stamp with date JAN 14 1991 and signature of R. MarCotte.

APPROVED FOR ISSUANCE DEC 29 1991 stamp.

3/8 stamp.

APPROVAL NUMBER 00015401

OSHA APPROVAL REQ. APPROVAL NUMBER: []

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 OTHER AGENCIES REVIEW REQUIRED
 FORM 8 OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLUMBING CITY Job

DATE FILED 8-2-90 PERMITS DIVISION 87738

(1) STREET ADDRESS OF JOB 2500 Mariposa St. BLOCK & LOT

PERMIT NO. 663149 ISSUED 1-14-91 (2A) ESTIMATED COST OF JOB \$6.5 Million (2B) REVISED COST

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(1A) TYPE OF CONSTR. Type 1	(2A) NO. OF STORIES OF OCCUPANCY 2	(3A) NO. OF BASEMENTS AND CELLARS 0	(7A) PRESENT USE OFFICE/REPAIR GARAGE	(8A) OCCUP. CLASS B2/H4	(9A) NO. OF DWELLING UNITS 0
-----------------------------	------------------------------------	-------------------------------------	---------------------------------------	-------------------------	------------------------------

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(1B) TYPE OF CONSTR. Type 1	(2B) NO. OF STORIES OF OCCUPANCY 2	(3B) NO. OF BASEMENTS AND CELLARS 0	(7B) PROPOSED USE, LEGAL USE? OFFICE/REPAIR GARAGE	(8B) OCCUP. CLASS B2/H4	(9B) NO. OF DWELLING UNITS 0
-----------------------------	------------------------------------	-------------------------------------	----------------------------------------------------	-------------------------	------------------------------

(10) IS AUTO HIGHWAY TO BE CONSTRUCTED OR ALTERED? NO

(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES

(12) ELECTRICAL WORK TO BE PERFORMED? YES

(13) PLUMBING WORK TO BE PERFORMED? YES

(14) GENERAL CONTRACTOR TO BE SELECTED

(15) OWNER - LESSEE (CROSS OUT ONE)
 S.F. Municipal Railway 949 Presidio Ave. 94114 923-6149

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
 Structural/Seismic Rehab of Existing Jor. Building
 Remodel of Interior Shop, Maint. and Admin. Spaces
 Mechanical/Electrical/Plumbing Alterations

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES NO

(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT

(19) WILL SCHEDULE OVER SCHEDULED SPACE BE REPAIRED OR ALTERED? YES NO

(20) ARCHITECT OR ENGINEER DESIGN CONSTRUCTION?

(21) DOES THIS ALTERATION CREATE DECK OR PORCH EXTENSION TO BUILDING? YES NO

(22) ANY OTHER EXISTING BLDG ON LOT OR YES SHOW ON PLOT PLAN. YES NO

(23) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES NO

(24) ARCHITECT OF ENGINEER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER "UNKNOWN")
 James A. Wallsten 1155 Market St. 554-0760 C4229

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 60" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREON OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WORKING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WORKING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In drawings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX:
 OWNER ARCHITECT ENGINEER
 LESSEE AGENT WITH POWER OF ATTORNEY
 CONTRACTOR ATTORNEY IN FACT

APPLICANT'S CERTIFICATION
 I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agrees to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below.

() I. Certificate of Consent to Self-insure issued by the Director of Industrial Relations.
 () II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
 () III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
 X IV. The cost of the work to be performed is \$100 or less.
 V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
 X VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Signature: [Signature] 8/2/90

CONDITIONS AND STIPULATIONS

REFER TO:	APPROVED: <i>J. Lee</i> Joseph Lee OCT 22 1990 BUILDING INSPECTOR, BUR. OF BLDG. INSP.	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input checked="" type="checkbox"/>	APPROVED: <i>[Signature]</i> 8/31/90 DEPARTMENT OF PLANNING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input checked="" type="checkbox"/>	APPROVED: SUBMIT SPRINKLER PLAN PER N.F.P.A. # 13, 1988 1989 SEC. 1.9 <i>[Signature]</i> 12.5.90 BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input checked="" type="checkbox"/>	SPECIAL INSPECTION AND REPORTS REQUIRED PER SECTION 306, a. b. c. SUBMIT REPORTS TO THE BUREAU OF BLDG. INSPECTION FOR THE FOLLOWING: See notes on dwg. S-1 <i>J. Lee</i> OCT 22 1990 CITY ENGINEER, BUR. OF BLDG. INSPECTION	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input checked="" type="checkbox"/>	APPROVED: <i>to New columns</i> <i>[Signature]</i> 12.22.90 BUREAU OF ENGINEERING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: _____ DEPARTMENT OF PUBLIC HEALTH	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: _____ REDEVELOPMENT AGENCY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input checked="" type="checkbox"/>	APPROVED: <i>Alfred Law</i> 11/30/90 HOUSING INSPECTION DIVISION PAD-ME <i>Raffaelli</i> 11/14/90	DATE: _____ REASON: _____ NOTIFIED MR. _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the Bureau or Department entered on this application, and entered statements of conditions or stipulations, which are hereby made a part of the decision.

Number of apartments:

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OFFICIAL COPY



ADDRESS OF JOB		BLOCK/CO.		APPLICATION NO.	
2500 MARIPOSA ST				9015401	
OWNER NAME				TELEPHONE	
CITY & CNTY OF SF-MUNI				(415)923-6149	
ESTIMATED COST	FILE DATE	DISPOSITION	DISPOSITION DATE	PERMIT NO.	EXPIRE DATE
\$6,500,000	8/03/90	ISSUED	01/14/91	663149	01/14/94
FORM CONST. TYPE	OCCUPANCY CODES	PLANS	STORIES	UNITS	DISTRICT
3 1	B-2 H-4	2	2		BID-INSP 18
CONTACT NAME				TELEPHONE	
JAMES A. WALLSTEN				(415)554-0760	
STANDARD DESCRIPTION/BLDG. USE			OTHER DESCRIPTION		
OFFICE			SEISMIC UPGRADE/REMODEL INTERI OR SHOP/MECHANICAL/PLBG/ELEC		
SPECIAL INSPECTIONS?	YES	FIRE ZONE			
SPECIAL USE DISTRICT		TIDF	NO		
		PENALTY	NO	COMPLIANCE WITH REPORTS	
NOTES: DEAN 626-4287 contractor SCOTT 255-1611 UEP					
PERMIT INSPECTION RECORD DEPARTMENT OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO BUILDING INSPECTION JOB CARD					

OFFICIAL COPY

SAN FRANCISCO
 DATE
 DEPARTMENT OF
 BUILDING INSPECTION

BUILDING INSPECTORS JOB RECORD

3/11/91	1	1	Family in progress, a time
1	1	1	REPAIR & ROOF SLOPE
9/19/91			SITE VISIT
9/26/91			SITE VISIT J.M.
10/3/91			SITE VISIT J.M.
10/7/91			F LINE OFFICES 103THRU 115 #
1	1	1	147 THRU 151 REQUIRE TEMPORARY
1	1	1	SMOKE DETECTORS, STORAGE RACKS
1	1	1	IN PARK ROOM REQUIRE SEISMIC
1	1	1	BRACING OR CALCS SHOWING
1	1	1	VERTICAL DISTRIBUTION OF LATERAL
1	1	1	SEISMIC FORCES J.M.
10/10/91			SITE VISIT J.M. - TEMP. SMOKE
1	1	1	DETECTORS OK. J.M.
11/22/91			SITE VISIT J.M. - NO PROBLEMS
12/10/91			ISSUED N.O.V. ON SHELVING
5/26/92			SEE CN
7/16/92			TALKED TO SUPERVISOR FROM UED TOLD TO
1	1	1	GO OUT HARDSHIP R.R.

WORK COMPLETED. FINAL CERTIFICATE POSTED.

APP. NO.

BUILDING INSPECTOR

OFFICIAL COPY



FIRE APPROVED

APPROVED Dept. of Public Works

MAY 14 1991

APPROVED FOR ISSUANCE MAY 10 1991

3/8

Application Number 0307398

OSHA APPROVAL REC'D APPROVAL NUMBER:

HAZARDOUS MATERIALS YES NO

U.S. INITIATING YES NO

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

FORM 3 OTHER AGENCIES REVIEW REQUIRED FORM 8 OVER-THE-COUNTER ISSUANCE

2 CALLS NUMBER OF PERMITS 12-30-91

RANDY SPEARS

DATE FILED 12-20-90, FILING FEE RECEIPT NO. 222503, (1) STREET ADDRESS OF JOB 2500 MARIPOSA ST, (2A) ESTIMATED COST OF JOB 12,000-

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING: MUNI REPAIR + STORAGE. DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION: TIRE STORAGE + REPAIR. (14) GENERAL CONTRACTOR: PROGRESSIVE FIRE SPRINKLER 308 COMMERCIAL ST. SAN JOSE 95112.

TIE IN TO DOMESTIC WATER + PARTIALLY SPRINKLER AREA.

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES NO. (18) NEW HEIGHT AT CENTER LINE OF FRONT... (19) DOES THIS ALTERATION CREATE DECK OR PORCH EXTENSION TO BUILDING? YES NO.

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit... No portion of building or structure or scaffolding used during construction, to be closer than 4' to any wire containing more than 750 volts.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit.

- () I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations. () II. Certificate of Workman's Compensation Insurance issued by an admitted insurer. () III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.

CHECK APPROPRIATE BOX: OWNER, ARCHITECT, ENGINEER, LESSEE, AGENT WITH POWER OF ATTORNEY, CONTRACTOR, ATTORNEY IN FACT.

APPLICANT'S CERTIFICATION: I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

Signature: Randy Spears, Date: 12-20-90

OFFICIAL COPY



CONDITIONS AND STIPULATIONS

REFER TO:	APPROVED: <i>For work as stated only</i> CONTRACT DISTRICT INSPECTOR-BASED ON FINDER'S APPLICATION AT START OF WORK (TELEPHONE NO. 553-0296), THIS APPLICATION IS APPROVED WITHOUT SITE INSPECTION AND DOES NOT CONSTITUTE AN APPROVAL OF THE BUILDING WORK AUTHORIZED MUST BE DONE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES. <i>John Mc Nulty 12/24/90</i> BUILDING INSPECTOR, BUR. OF BLDG. INSP.	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: <i>N/A</i> Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code. <i>DM 12/24/90</i> DEPARTMENT OF CITY PLANNING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input checked="" type="checkbox"/>	APPROVED: <i>[Signature]</i> 5/18/91 BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: _____ CIVIL ENGINEER, BUR. OF BLDG. INSPECTION	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: _____ BUREAU OF ENGINEERING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: _____ DEPARTMENT OF PUBLIC HEALTH	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: _____ REDEVELOPMENT AGENCY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: _____ HOUSING SECTION DIVISION	DATE: _____ REASON: _____ NOTIFIED MR. _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the work, by _____ or department _____ is noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments: _____

[Signature]
 OFFICER IN CHARGE

OFFICIAL COPY



No. _____ 12/10 _____ 19 91

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF BUILDING INSPECTION

CORRECTION NOTICE

Location 2500 MARIPOSA ST

Remarks: _____

ALL STORAGE RACKS OVER 8' HIGH
MUST COMPLY WITH S.F.B.C. 1988
TABLE 23B

Contact Inspector JIM MOUGH

Rm. _____, 450 McAllister or phone: 558-6117

FB 502

B.B.I. Copy

- B.C. - Building Code
- H.C. - Housing Code
- E.C. - Electrical Code
- P.C. - Plumbing Code

OFFICIAL COPY



ADDRESS OF JOB		BLOCK/LOT		APPLICATION NO.	
2500	MARIPOSA	ST		9025983	
OWNER NAME				TELEPHONE	
P.U.C.					
ESTIMATED COST	FILE DATE	DISPOSITION	DISPOSITION DATE	PERMIT NO.	EXPIRE DATE
\$12,000	12/24/90	ISSUED	05/14/91	672207	11/14/91
FORM CONST. TYPE	OCCUPANCY CODES	PLANS	STORIES	UNITS	DISTRICT
3 1	B-1	2	2		BID-INSP 18
CONTACT NAME				TELEPHONE	
PROGRESSIVE FIRE SPRINKLER		MAURICE-DEAN		(408)298-6555	
STANDARD DESCRIPTION/BLDG. USE		OTHER DESCRIPTION			
MUNI CARBARN		TIE INTO DOMESTIC WATER AND PARTIALLY SPRINKLER AREA			
SPECIAL INSPECTIONS?	NO	FIRE ZONE			
SPECIAL USE DISTRICT		TIDF	NO		
		PENALTY	NO	COMPLIANCE WITH REPORTS	

NOTES:

PERMIT INSPECTION RECORD
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO
BUILDING INSPECTION JOB CARD

9003-15

DEPARTMENT OF BUILDING INSPECTION

APPROVED FILE

PERMIT CONTROL ACTIVE COMPLAINTS STATION H O D I P D O A MMR PC CHECK ONE: CHT-PC PAD-PC PAD-MAJ SSS PARAPET

3/8 APPLICATION NUMBER: 95507422 APPROVAL NUMBER: []

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

FORM 3 [] OTHER AGENCIES REVIEW REQUIRED FORM 8 [] OVER-THE-COUNTER ISSUANCE

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

2 + encl NUMBER OF PLAN SETS 5-14-95

DATE FILED: 5/18/95 PERMIT NO: 774931 FILM/FEE RECEIPT NO: 264707 (1) STREET ADDRESS OF JOB: 2500 MARIPOSA ST (2) ESTIMATED COST OF JOB: \$11,000 (3) REVISED COST: 74,000

INFORMATION TO BE FURNISHED BY ALL APPLICANTS (A) TYPE OF CONTA: I (B) NO. OF STORIES OF OCCUPANCY: 2 (C) NO. OF BASEMENTS AND CELLARS: 0 (D) PRESENT USE: MUNI RAILWAY (E) OCCUP. CLASS: B1 (F) NO. OF DWELLING UNITS: 0

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY (1) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES [] NO [] (2) WILL SIDEWALK COVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERNED? YES [] NO []

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

IMPORTANT NOTICES No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

NOTICE TO APPLICANT HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

APPLICANT'S CERTIFICATION I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

Signature of Applicant or Agent: Virgilio Talon Date: 5/18/95

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

APPROVED:

Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6096. For electrical inspection scheduling call 558-6096. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

Handwritten signature

OK TO CNE-PC
Handwritten initials

DATE:

REASON:

NOTIFIED MR.:

APPROVED:

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property accords or does not conform to the City Planning Code.

DEPARTMENT OF CITY PLANNING

DATE:

REASON:

NOTIFIED MR.:

APPROVED:

REVIEWED BY FIRE DEPT.
FIRE DEPT INSPECTIONS
NOT REQUIRED

Alan K. DeBello 5/25/95
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:

REASON:

NOTIFIED MR.:

APPROVED:

SPECIAL INSPECTION AND REPORTS REQUIRED PER SECTION 306. a. b. c. SUBMIT REPORTS TO THE BUREAU OF BLDG. INSPECTION FOR THE FOLLOWING:
SEE DUG S.2.3

John A. B... 5/14/95
CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE:

REASON:

NOTIFIED MR.:

APPROVED:

AS NOTED
CEC 113, 123

Robert S... 6/2/95
BUREAU OF ENGINEERING

DATE:

REASON:

NOTIFIED MR.:

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:

REASON:

NOTIFIED MR.:

APPROVED:

REDEVELOPMENT AGENCY

DATE:

REASON:

NOTIFIED MR.:

DATE:

REASON:

NOTIFIED MR.:

I agree to comply with the provisions of the code of the city of Chicago and to accept the responsibility for the accuracy of the information furnished in this application and to accept the responsibility for the accuracy of the information furnished in this application.

Number of units: _____

DATE: _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

ADDRESS OF JOB		BLOCK/LOT	APPLICATION NO.		
2500	MARIPOSA	ST	9507422		
OWNER NAME			TELEPHONE		
MUNICIPAL RAILWAY			(415)923-6212		
ESTIMATED COST	FILE DATE	DISPOSITION	DISPOSITION DATE	PERMIT NO.	EXPIRE DATE
\$74,000	5/18/95	ISSUED	08/01/95	774931	08/01/96
FORM CONST. TYPE	OCCUPANCY CODES	PLANS	STORIES	UNITS	DISTRICT
3 1	B-1	2	2		BID-INSP 08
CONTACT NAME				TELEPHONE	
SAN LUIS GONZAGA CONSTRUCTION				(415)333-7970	
STANDARD DESCRIPTION/BLDG. USE			OTHER DESCRIPTION		
MUNI CARBARN			SERVICING, CLEANING, REPAIR, R EPLACEMENT OF FARE COLLECT BOX		
SPECIAL INSPECTIONS?	YES	FIRE ZONE			
SPECIAL USE DISTRICT		TIDF	NO	COMPLIANCE WITH REPORTS	
		PENALTY	NO		
NOTES:					
PERMIT INSPECTION RECORD DEPARTMENT OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO BUILDING INSPECTION JOB CARD					
BX03-15					

APPROVED

MAY 29 1996

APPROVED FOR ISSUANCE

MAY 28 1996

BUILDING FORM

3/8

9609398 APPLICATION NUMBER

OSHA APPROVAL RECORD APPROVAL NUMBER:

OK to issue RD 9200269 B109200272

Dist 8

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS FORM 3 OTHER AGENCIES REVIEW REQUIRED FORM 8 OVER-THE-COUNTER ISSUANCE

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

NUMBER OF PLAN SETS 5-14-97

DATE FILED: 5-28-96 PERMIT NO: 795033 ISSUED: 5-29-96 ESTIMATED COST OF JOB: 30,000.00

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING: MUNI CAR BARN. DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION: MUNI CAR BARN. GENERAL CONTRACTOR: SAN LUIS GONZAGA CONST. OWNER: S.F. MUNI RAILWAYS.

NOTE: INCORRECT DESCRIPTION OF THE REMAINING WORK OR INCOMPLETE VALUATION MAY RESULT IN THE REQUIREMENT TO PAY ADDITIONAL FEES OR FILE AN ADDITIONAL PERMIT APPLICATION TO ACCURATELY DESCRIBE THE WORK.

ADDITIONAL INFORMATION

QUESTIONS 117-124 regarding alterations, height, and construction details.

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change.

No portion of building or structure or scaffolding used during construction, to be closer than 5' to any wires containing more than 750 volts.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS YES TO ANY OF ABOVE QUESTIONS 110, 111, 112, 113, 121, OR 124.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX: OWNER, ARCHITECT, LESSEE, AGENT, CONTRACTOR, ENGINEER.

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (i), or (ii) designated below of shall indicate item (iii), or (iv), or (v), whichever is applicable. If however item (vi) is checked item (iv) must be checked as well. Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations:

- I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
California Indemnity Ins. Co. Policy Number: N2042218B
The cost of the work to be done is \$100 or less.
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply therewith with the provisions of Section 3800 of the Labor Code that the permit herein applied for shall be deemed revoked.
I certify as the owner or the agent for the owner that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: Virgilio Talao

Date: 5/28/96

CONDITIONS AND STIPULATIONS

OFFICIAL COPY

SAN
DEPT
BUILD

PERMITS
TO
CONSTRUCTION

APPROVED:

Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6020, 8054, for electrical inspection scheduling call 558-6020. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

DATE: _____
REASON: _____

CHECKED BY: [Signature]
RECEIVED
Date: MAY 28 1986

NOTIFIED MR. _____
DATE: _____

APPROVED:

DEPARTMENT OF CITY PLANNING

REASON: _____
NOTIFIED MR. _____

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

CIVIL ENGINEER SIGN OFF/SEAL INSPECTION

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF ENGINEERING

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF PERMITS

DATE: _____
REASON: _____

NOTIFIED MR. _____

DATE: _____
REASON: _____

NOTIFIED MR. _____

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

Handwritten arrow pointing upwards from the bottom section to the top section.

Handwritten initials "K/B" near the Bureau of Engineering section.

3
 1
 2

ADDRESS OF JOB		BLOCK/LOT	APPLICATION NO		
2500 MARIPOSA		ST	9609398		
OWNER NAME					
S.F. MUNI RAILWAY					
ESTIMATED COST	FILE DATE	DISPOSITION	DISPOSITION DATE	PERMIT NO	EXPIRE DATE
\$30,000	5/29/96	ISSUED	05/29/96	795033	05/29/97
FORM CONST. TYPE	OCCUPANCY CODES	PLANS	STORIES	UNITS	DISTRICT
8 1	S-3	0	2		BID-INSP 08
CONTACT NAME					
SAN LUIS GONZAGA CONSTRUCTION					
TELEPHONE					
(415) 333-7970					
STANDARD DESCRIPTION/BLDG. USE		OTHER DESCRIPTION			
MUNI CARBARN		RENEW PA #9507422 TO COMPLETE MECHANICAL RM & FINAL INSPECT.			
SPECIAL INSPECTIONS?	NO	FIRE ZONE			
SPECIAL USE DISTRICT		TIDF	NO		
		PENALTY	NO	COMPLIANCE WITH REPORTS	
NOTES:					
PERMIT INSPECTION RECORD DEPARTMENT OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO BUILDING INSPECTION JOB CARD					
9003-15					

OFFICIAL COPY

SAN FRANCISCO DEPT. OF BUILDING INSPECTION

DEPARTMENT OF BUILDING INSPECTION

REROOFING

REQUESTS FOR REQUIRED REROOFING INSPECTION MAY BE MADE DAY OR NIGHT BY CALLING 415-558-8091

SEPARATE FIRE PERMIT REQUIRED IF USING LIQUEFIED PETROLEUM GAS (L.P.G.). APPLY AT 260 GOLDEN GATE AVE, RM 327, PHONE 861-0000, EXT 310. APPLICANT RESPONSIBLE FOR STREET USE PERMIT(S)

APPROVED
Dept of Building Insp.

FEB 05 1999

[Signature]
DIRECTOR
DEPT OF BUILDING INSPECTION

APPROVED FOR ISSUANCE

BLDG. FORM

3/8

FEB 05 1999 9:20:23 AM

Application Number

OSHA APPROVAL REQUIRED APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER-THE-COUNTER ISSUANCE

NUMBER OF PLAN SETS 12/3/1999

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE FILED 2-05-99	PLANS FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB 2500 Mariposa Street	BLOCK & LOT 3971/1
PERMIT NO. 870835	ISSUED 2/5/99	(2A) ESTIMATED COST OF JOB \$ 1, 152,595.00	(2B) REVISED COST:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING					
(4A) TYPE OF CONSTR. concrete	(5A) NO. OF STORES OF OCCUPANCY 2	(6A) NO. OF BASEMENTS AND CELLARS 0	(7A) PRESENT USE Parking & Maint. of Electric Buses	(8A) OCCUP. CLASS S-4	(9A) NO. OF DWELLING UNITS 0
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION					
(4B) TYPE OF CONSTR. concrete	(5B) NO. OF STORES OF OCCUPANCY 2	(6B) NO. OF BASEMENTS AND CELLARS 0	(7B) PROPOSED USE (LEGAL USE) Parking & Maint. of Electric Buses	(8B) OCCUP. CLASS S-4	(9B) NO. OF DWELLING UNITS 0
(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	(12) ELECTRICAL WORK TO BE PERFORMED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(13) PLUMBING WORK TO BE PERFORMED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>				

(14) GENERAL CONTRACTOR Western Roofing Service	ADDRESS 2594 Oakdale Ave. S.F. CA 94124	ZIP 94114	PHONE (415) 648-6472	CALIF. LIC. NO. 180533	EXPIRATION DATE 5/31/00
(15) OWNER - LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	PHONE	BTRC #	PHONE (FOR CONTACT BY DEPT.)

City & County of S.F. Public Transportation Commission 1145 Market St. 5th Fl. S.F. CA 94103-1545

(16) WRITE A DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
Install New Roofing System at the Administration Building, Install New Deck Coating System at the Elevated Parking Deck.

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(18) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	FT.	(19) DOES THIS ALTERATION CREATE DECK OR PORCH EXTENSION TO BUILDING?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(20) IF YES, STATE NEW CIRCULAR FLOOR AREA	SQ. FT.
(21) WILL SIDEWALK OVER SUB-STRUCTURAL SPACE BE REPAIRED OR ALTERED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(23) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON PLOT PLAN	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

(25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION)	ADDRESS	CALIF. CERTIFICATE NO.
Peter Gabancho	1145 Market Street, 6th Floor, San Francisco, CA 94103	
(26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER "UNKNOWN")	ADDRESS	
Unknown		

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any fire containing more than 750 volts. See Sec. 305, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

OWNER ARCHITECT

LESSEE AGENT

CONTRACTOR ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

9003-03 (REV. 1/98)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations:

- () I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Carrier Majestic Ins. Co.
Policy Number C19990203901
- () III. The cost of the work to be done is \$100 or less.
- () IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.
- () V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

[Signature] 3/5/99
Signature of Applicant or Agent Date

CONDITIONS AND STIPULATIONS		DATE:
APPROVED: [Signature] BUILDING INSPECTOR, DEPT. OF BUILDING	CHECKED BY: [Signature] Department of Building Inspection Date: FEB 11 5 1999	REASON: NOTIFIED MR.:
APPROVED: [Signature] DEPARTMENT OF CITY PLANNING		DATE: REASON: NOTIFIED MR.:
APPROVED: [Signature] BUREAU OF FIRE PREVENTION & PUBLIC SAFETY		DATE: REASON: NOTIFIED MR.:
APPROVED: [Signature] CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION		DATE: REASON: NOTIFIED MR.:
APPROVED: N/A BUREAU OF ENGINEERING		DATE: REASON: NOTIFIED MR.:
APPROVED: [Signature] DEPARTMENT OF PUBLIC HEALTH		DATE: REASON: NOTIFIED MR.:
APPROVED: [Signature] REDEVELOPMENT AGENCY		DATE: REASON: NOTIFIED MR.:
APPROVED: [Signature] HOUSING INSPECTION DIVISION		DATE: REASON: NOTIFIED MR.:

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT _____

OFFICIAL COPY



ADDRESS OF JOB		BLOCK/LOT	APPLICATION NO	
2500 MARIPOSA ST			9902338	
OWNER NAME				TELEPHONE
CITY & COUNTY OF S.F. PUBLIC				
ESTIMATED COST	FILE DATE	DISPOSITION	DISPOSITION DATE	PERMIT NO
\$1,152,595	2/05/99	ISSUED	02/05/99	870835
EXPIRE DATE	FORM CONST. TYPE		OCCUPANCY CODES	PLANS
08/05/01	8		S-4	0
CONTACT NAME			UNITS	DISTRICT
WESTERN ROOFING SERVICE			0	BID-INSP 08
STANDARD DESCRIPTION/BLDG. USE			TELEPHONE	
MUNI CARBARN			648-6472	
OTHER DESCRIPTION				
REROOFING				
SPECIAL INSPECTIONS?	NO	FIRE ZONE		
SPECIAL USE DISTRICT		TIDF	NO	
		PENALTY	NO	
COMPLIANCE WITH REPORTS				
NOTES:				
<p style="text-align: right;">PERMIT INSPECTION RECORD DEPARTMENT OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO BUILDING INSPECTION JOB CARD</p>				
9003-15				

DATE	BUILDING INSPECTORS JOB RECORD
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8/31/01	EXPIRE per SFBC Sec. 106.4.4
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~~WORK COMPLETED. FINAL CERTIFICATE POSTED.~~

APP. NO.
9902338


BUILDING INSPECTOR



APPROVED
Dept of Building Insp.

OCT 02 2001

DIRECTOR
DEPT OF BUILDING INSPECTION

BLDG. FORM 318
APPROVED FOR ISSUANCE
JUN 05 2001
APPLICATION NUMBER: 001/01/03/0434
OSHA APPROVAL REQ. APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT - ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER-THE-COUNTER ISSUANCE

2 + calc + spc
NUMBER OF PLAN SETS *W*

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD ACCORDING TO THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE FILED: 1-23-2001
PLUMBING RECEIPT NO.: City job
STREET ADDRESS OF JOB: 2500 MARZOSA STREET
BLOCK/REAR: 4055/6
ESTIMATED COST OF JOB: \$34,800
REVISED COST: 3977/01

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1
(5A) NO. OF STORIES OF OCCUPANCY: 2
(6A) NO. OF BASEMENTS AND CELLARS:
(7A) PRESENT USE: Trolley Coach Maintenance Facility (Muni)
(8A) OCCUP. CLASS: B, H4, F2, H7
(9A) NO. OF DWELLING UNITS: -

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1
(5) NO. OF STORIES OF OCCUPANCY: 2
(6) NO. OF BASEMENTS AND CELLARS:
(7) PROPOSED USE (LEGAL USE): Trolley Coach Maintenance Facility (Muni)
(8) OCCUP. CLASS: B, F2, H7
(9) NO. OF DWELLING UNITS: -

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES NO
(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES NO
(12) ELECTRICAL WORK TO BE PERFORMED? YES NO
(13) PLUMBING WORK TO BE PERFORMED? YES NO

(14) GENERAL CONTRACTOR: Jerry Cantor 2455 Frankl St S.F. CA 94123 776-2957 737/44 6-03
(15) OWNER - LESSEE (CROSS OUT ONE): SAN FRANCISCO MUNI RAILWAY 145 Market St S.F. (PM) LISA CHOW 554-1890 (PE) DAVID TANG 557-9969

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

(1) CONVERSION OF AN EXISTING LOCKSMITH INTO AN ELECTRONICS SHOP FOR TESTING OF NEW ETI TROLLEY BUS ELECTRONICS COMPONENTS
(2) ADA UPGRADE IN MENS & WOMENS RESTROOM (ADA PARKING)
(3) BATTERY ROOM UPGRADE
(4) CONFERENCE ROOM AND LUNCH ROOM (RENOVATIONS)
(5) HEAVY REPAIR BAY - OPENING ENLARGEMENT

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES NO
(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT: FT.
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES NO
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA: SQ. FT.
(21) WILL SIDEWALK COVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES NO
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES NO
(23) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON FLOT PLAN: YES NO
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES NO

(25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION): PARSONS BRINCKERHOFF 303 2nd STREET, SUITE 700N SAN FRANCISCO
(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER 'UNKNOWN'): _____

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6' to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS 'YES' TO ANY OF ABOVE QUESTIONS (10) (11) (12) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
 OWNER ARCHITECT
 LESSEE AGENT
 CONTRACTOR ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 1/06)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco, from and against any and all claims, demands and actions for damages, resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (V) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

() I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

() II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier _____
Policy Number _____

() III. The cost of the work to be done is \$100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

(X) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: *Director (SFMUNI) Proj-Engr* Date: 1/23/2001

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

DEPARTMENT OF BUILDING INSPECTION

REFER TO: APPROVED:

Contact the district building inspector at the start of work call 558-6030. For plumbing inspection scheduling call 558-6030. For electrical inspection scheduling call 558-6030. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

By: *Wing T. Gee*
WING T. GEE, DBI
APR 11 2001
BUILDING INSPECTOR, DEPT. OF BLDG. INSP. 6/4/01 wk

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

Approved for plans and approvals and approved for work performed
Case # 2001-0331R

[Signature] 6-1-01
DEPARTMENT OF CITY PLANNING

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

REVIEWED BY FIRE DEPT.
FIRE DEPT INSPECTIONS NOT REQUIRED

[Signature] 6/4/01
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

SPECIAL INSPECTIONS AND TESTS AND REPAIRS PER SECTION 101.10

By: *Wing T. Gee*
WING T. GEE, DBI
APR 11 2001
CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION
6/4/01 wk

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

N/A

BUREAU OF ENGINEERING

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

By: *Tiecheng Hu*
TIECHENG HU, DBI
M.E. DEPARTMENT OF PUBLIC HEALTH APR 26 2001

DATE: _____

REASON: _____

NOTIFIED MR. _____

REDEVELOPMENT AGENCY

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

N/A

HOUSING INSPECTION DIVISION

DATE: _____

REASON: _____

NOTIFIED MR. _____

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments _____
OWNER'S AUTHORIZED AGENT *[Signature]*

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY



APPROVED
Dept. of Building Insp.

FEB 07 2002

APPROVED FOR ISSUANCE
2/7/02
WV

g. 3/8
JHM

APPLICATION NUMBER
080207018692

OSHA APPROVAL REQ'D
APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT OF BUILDING INSPECTION CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER-THE-COUNTER ISSUANCE

2 + pgs. NUMBER OF PLAN SETS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE FILED: 2/7/02

PLUMBING FEE RECEIPT NO.

(1) STREET ADDRESS OF JOB: (Posters Facility) 2500 Harrison Street # 3971/01

BLOCK & LOT: 3971/01

PERMIT NO. 2001-01-23-0430

ISSUED: 2/7/2002

(2A) ESTIMATED COST OF JOB: \$1 - permit

(2B) REVISED COST:

BY: W6

DATE: 2/7/02

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1

(5A) NO. OF STORIES OF OCCUPANCY: 2

(6A) NO. OF BASEMENTS AND CELLARS:

(7A) PRESENT USE: Mural Trolley Coach Maintenance Facility

(8A) OCCUP. CLASS: H4

(9A) NO. OF DWELLING UNITS: 0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1

(5) NO. OF STORIES OF OCCUPANCY: 2

(6) NO. OF BASEMENTS AND CELLARS:

(7) PROPOSED USE (LEGAL USE): Mural Trolley Coach Maintenance Facility

(8) OCCUP. CLASS: B, H4

(9) NO. OF DWELLING UNITS: 0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES NO

(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES NO

(12) ELECTRICAL WORK TO BE PERFORMED? YES NO

(13) PLUMBING WORK TO BE PERFORMED? YES NO

(14) GENERAL CONTRACTOR: Harkness

ADDRESS: 2455 Franklin Street, S.F. 94123

PHONE: (415) 776-2957

CALIF. LIC. NO.: 737144

EXPIRATION DATE: 6-20-03

(15) OWNER - LESSEE (CROSS OUT ONE)

OWNER: San Francisco Municipal Railway 145 Market St., S.F. 94103 (415) 554-1890

LESSEE: Lisa Chow 554-1890

(18) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Revision to permit no. 2001-01-23-0430 (to correct occupancy classification)

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES NO

(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT.:

(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES NO

(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT.:

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES NO

(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES NO

(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN):

(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES NO

(25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION):

Address: Parsons Brinckerhoff 303 Second St., Suite 700N, S.F.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN").

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 335, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

OWNER ARCHITECT

LESSEE AGENT

CONTRACTOR ENGINEER

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

() I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(X) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: State Fund

Policy Number: 64700 UNIV. GROUP

() III. The cost of the work to be done is \$100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

(X) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 1/96)

Signature of Applicant or Agent: [Signature]

Date: 2/7/02

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

DEPARTMENT OF BUILDING INSPECTION

REFER TO APPROVED:

Contact the district building inspector at the start of work call... For plumbing inspection scheduling call 555-6092... For electrical inspection scheduling call 555-6092... This system is approved without the inspection... Detailed plumbing or electrical plans... and does not constitute an approval of the building... Work activities must be done in strict accordance with all applicable codes... Any electrical or plumbing work shall require appropriate separate permits.

By *Wing T. Gee*
WING T. GEE, DBI
FEB 07 2002

DATE: _____

REASON: _____

NOTIFIED MR. _____

BUILDING INSPECTOR, DEPT. OF BLDG. INSP.

APPROVED:

DEPARTMENT OF CITY PLANNING

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

BUREAU OF ENGINEERING

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE: _____

REASON: _____

NOTIFIED MR. _____

APPROVED:

HOUSING INSPECTION DIVISION

DATE: _____

REASON: _____

NOTIFIED MR. _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT _____

NOV 10 2015

Tom C. Hui, Director

REVIEWED BY FIRE DEPT.

FIRE DEPT INSPECTIONS NOT REQUIRED



APPROVED FOR ISSUANCE

NOV 10 2015

BLDG. FORM 3/8

APPLICATION NUMBER 2015101699

APPROVAL NUMBER 84

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS FORM 3 OTHER AGENCIES REVIEW REQUIRED FORM 8 OVER-THE-COUNTER ISSUANCE 2 NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE NOV 10 2015 PERMIT NO. 1375129 ISSUED NOV 10 2015 ESTIMATED COST OF JOB \$20,000.00 REVISED COST BY 20,000.00 DATE 10/16/15

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING (4A) TYPE OF CONSTR. 1 (5A) NO. OF STORIES OF OCCUPANCY: 2 (6A) NO. OF BASEMENTS AND CELLARS: 0 (7A) PRESENT USE: SFMTA Muni Building (8A) OCCUP. CLASS: H4+B (9A) NO. OF DWELLING UNITS: 0

(18) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) Install DIS server. Install one electrical circuit with 4 gang receptical. Install Antennas and cables DC + Fiber optic. Install new control station.

ADDITIONAL INFORMATION (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES NO (18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT (19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES NO (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT.

IMPORTANT NOTICES No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

NOTICE TO APPLICANT HOLD HARMLESS CLAUSE. The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

APPLICANT'S CERTIFICATION I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO: APPROVED:

JOSEPH SPITALI, DBI

OCT 16 2015

BUILDING INSPECTOR, DEPT. OF BLDG. INSP.

DATE: REASON:

NOTIFIED MR.

APPROVED:

Add 9 interms

on 10/11/15 OMAC MASCT DEPARTMENT OF CITY PLANNING

DATE: REASON:

NOTIFIED MR.

APPROVED:

Work on Low Rise - B'only

Michelle McCoy SFFD OCT 18 2015 BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE: REASON:

NOTIFIED MR.

APPROVED:

MECHANICAL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE: REASON:

NOTIFIED MR.

APPROVED:

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE: REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE: REASON:

NOTIFIED MR.

APPROVED: N/A on 10/29/15 DEPARTMENT OF PUBLIC HEALTH

DATE: REASON:

NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE: REASON:

NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE: REASON:

NOTIFIED MR.

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments: []

OWNER'S AUTHORIZED AGENT

OFFICIAL COPY



ADDRESS OF JOB: 2500 MARIPOSA ST BLOCK/LOT: 3971/001 APPLICATION NO.: 201510169984
 OWNER NAME: SEMTA TELEPHONE:

ESTIMATED COST: \$20,000 FILE DATE: 10/16/15 DISPOSITION: ISSUED DISPOSITION DATE: 11/10/15 PERMIT NO.: 201510169984 EXPIRATION DATE: 11/04/16
 FORM: 8 CONST. TYPE: 1 OCCUPANCY CODES: H-4, B PLANS: 2 STORIES: 2 UNITS: 0 DISTRICT: 8 BID-INSP

DESCRIPTION/BLDG. USE: CHAMPION TELECOM INC CONTACT NAME: H-4, B TELEPHONE: 5102268525
 OTHER DESCRIPTION: INSTALL DIS SERVER. INSTALL 1 ELCTRICAL CIRCUIT WITH 4 GANG RECEPT NSTALL ANTENNAS AND CABLES DC AND FI

SPECIAL INSPECTIONS? NO FIRE ZONE NO
 SPECIAL USE DISTRICT TIDF NO
 PENALTY NO

COMPLIANCE WITH REPORTS

NOTES:

Appendix D-2

San Francisco Planning Department, Historic Resources Evaluation Response,
Part 1, 2500 Mariposa Street, September 25, 2020.



HISTORIC RESOURCE EVALUATION RESPONSE

Record No.: **2019-021884ENV**
Project Address: **2500 Mariposa Street**
Zoning: P – Public Zoning District
65-X Height and Bulk District
Block/Lot: 3971/001
Staff Contact: Justin Greving - (628) 652-7553
Justin.greving@sfgov.org

PART I: Historic Resource Evaluation

PROJECT SPONSOR SUBMITTAL

To assist in the evaluation of the proposed project, the Project Sponsor has submitted a:

- Supplemental Information for Historic Resource Determination Form (HRD)
- Consultant-prepared Historic Resource Evaluation (HRE)

Prepared by: VerPlanck Historic Preservation Consulting (dated October 2, 2017)

Staff consensus with Consultant's HRE report: Agree Disagree

Additional Comments: Planning Staff concurs with Historic Resource Evaluation provided by VerPlanck Historic Preservation Consulting.

BUILDINGS AND PROPERTY DESCRIPTION

Planning Staff concurs with Historic Resource Evaluation provided by VerPlanck Historic Preservation Consulting. According to the Historic Resource Evaluation prepared by VerPlanck Historic Preservation Consulting (dated October 2, 2017) and information found in the Planning Department files, the subject property at 2500 Mariposa St is located on a superblock comprised of two square blocks bounded by 17th Street to the north, Hampshire Street to the east, Mariposa Street to the south, and Bryant Street to the west. The subject lot contains the Potrero Trolley Coach Division Maintenance and Operations Facility, historically known as the Mariposa Bus Yard, including a two-story maintenance and operations building, control tower, surface parking lot, and several work stations located around the perimeter of the yard. The primary building on the lot is a two-story, reinforced-concrete maintenance and operations facility designed in the Renaissance Revival style. The building is roughly divided into two sections, the front portion of the building that faces Mariposa Street is referred to as the office wing, while the rear portion of the building is referred to as the shops wing. The office wing comprises

the primary façade of the building that faces Mariposa Street and is seven bays wide and two stories tall. The ground floor includes wide openings for vehicular entrances and the main pedestrian entry. The upper floor of the building features widely spaced double-hung steel windows with a light pattern of six-over-six. The building is clad in stucco, capped with a flat roof, and is subtly embellished with molded cement plaster ornament including re-entrant corners, Tuscan pilasters and door hoods, a bold intermediate cornice, and a shallow cornice embellished with circular medallions. The office wing wraps the Hampshire Street elevation that features the same decorative detailing as the Mariposa Street façade and is four bays wide with an irregular rhythm of the same double-hung steel windows in addition to a ground floor pedestrian entrance at the corner of Mariposa and Hampshire streets. The office wing connects to the north with the shops wing along Hampshire Street. The shops wing features a prominent parapet wall that is slightly taller than the office wing and is two-stories tall towards Mariposa Street but due to the change in grade is only one story tall as it meets 17th Street to the north. While the office wing is highly ornamented, the shops wing is less so and aside from a small amount of ornamentation consisting of a decorative parapet and sill, the Hampshire Street portion is otherwise a blank stuccoed wall.

The remaining half of the lot is occupied by surface parking lots serving as storage for electric-powered trolley coaches and parking for non-revenue vehicles, with several work stations lining the perimeter of the yard including a coach washing station to the north side, an outdoor maintenance station on the west side, and a fare collection and a defunct vacuum station on the east side. The asphalt paved parking lot is enclosed by 10-foot-high galvanized steel tube fencing with historic piers and gates fronting 17th and Mariposa Streets.

The entire complex was constructed in two phases. In 1915 the original Potrero Car Barn consisted of a one-story, flat-roofed concrete shed with a modest amount of ornament on its exterior. The original car barn faced Mariposa Street and featured 7 bays for streetcars accessed from a single spur line off Mariposa Street, with additional streetcar storage located on the roof and accessed from a track running off of 17th Street. In 1924 a second story was added to the building, the office wing was added directly on top of the original 7 bays along Mariposa Street while behind this office wing a maintenance wing that was two bays wide was constructed on top of the existing roof along Hampshire Street. The facility was Muni's second purpose-built streetcar barn and the first such facility constructed south of Market Street. It was built to provide maintenance and storage facilities for Muni's streetcar lines operating south of Market Street. Due to falling ridership and rising expenses associated with streetcar operations by the 1940s, the Public Utilities Commission decided to replace nearly all of its streetcar lines with bus or trolley coach service. As part of this effort, the Potrero Car Barn was converted into an electric trolley coach maintenance and operations facility in 1948-1949.

Known exterior alterations include: addition of a second floor (1924), conversion from car barn into a trolley coach maintenance facility, which included remodeling the west and north facades and the removal of the rear portion of two former streetcar maintenance shops on the second floor level (1948-49), seismic retrofit/rehabilitation, which included changes to the west façade and the main entrance on Mariposa Street (1989-90), remodel of the existing fare collection shop and the electronic repair shop (1995), reroofing (1999), and installation of an electrical circuit and telecommunication equipment (2015).

PRE-EXISTING HISTORIC RATING / SURVEY

- Category A – Known Historic Resource, per: Showplace Square/Northeast Mission Historic Resources Survey surveyed the subject property and gave it a rating of 3CS (individually eligible for listing in the California Register). Although this property had been previously surveyed and identified as a historic resource, the HRE prepared by VerPlanck Historic Preservation

Consultants provided additional information about the building history and put it in the context of San Francisco transportation history.

- Category B – Age Eligible/Historic Status Unknown
- Category C – Not Age Eligible / No Historic Resource Present, per: _____

Adjacent or Nearby Historic Resources: Yes No There are two identified historic resources across the street from the subject building: 2401 17th Street (3973/001), 2450 17th Street (3962/014) (individual resources identified in the Showplace Square/Northeast Mission Historic Resources Survey)

CEQA HISTORICAL RESOURCE(S) EVALUATION

Step A: Significance

Individual Significance	
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria: Criterion 1 - Event: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 3 - Architecture: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Period of Significance: 1915-1948	Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria: Criterion 1 - Event: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 2 - Persons: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 3 - Architecture: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Criterion 4 - Info. Potential: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Period of Significance: _____ <input type="checkbox"/> Contributor <input type="checkbox"/> Non-Contributor <input checked="" type="checkbox"/> N/A

Analysis:

The subject property at 2500 Mariposa Street is eligible for listing in the California Register under Criterion 1 as a facility dating back to the earliest years of San Francisco’s Municipal Railway, America’s first publicly owned street railway, with a period of significance from 1915 to 1948 (year of conversion into an electric trolley coach maintenance and operations facility). The Potrero Car Barn, as the facility was first known, was Muni’s second purpose-built car barn and the first such facility built south of Market Street. The subject property is also eligible under Criterion 3 as a property that embodies the characteristics of a car barn, post-quake reconstruction, as well as being the work of a master, Michael M. O’Shaughnessy, known as the most influential and important Chief Engineer to ever hold this position. The period of significance under Criterion 3 is 1924 to 1941. The Potrero Car Barn along with the Geary Car Barn were built of reinforced concrete and designed in the Renaissance Revival style, much different from their predecessors in style and materials. Today, there are very few pre-World War II car barns remaining in San Francisco.

Step B: Integrity

Location: <input checked="" type="checkbox"/> Retains <input type="checkbox"/> Lacks	Setting: <input type="checkbox"/> Retains <input checked="" type="checkbox"/> Lacks
Association: <input checked="" type="checkbox"/> Retains <input type="checkbox"/> Lacks	Feeling: <input checked="" type="checkbox"/> Retains <input type="checkbox"/> Lacks
Design: <input checked="" type="checkbox"/> Retains <input type="checkbox"/> Lacks	Materials: <input checked="" type="checkbox"/> Retains <input type="checkbox"/> Lacks
Workmanship: <input checked="" type="checkbox"/> Retains <input type="checkbox"/> Lacks	

Analysis:

Planning Department staff agree with the findings of the HRE that the property retains six out of seven aspects of integrity. The subject property has seen several alterations since it was completed in 1924, the most substantial of which occurred in 1948-1949 when Muni converted the building from a car barn into a trolley coach facility; alterations to the site included removal of the rear portion of two-street car maintenance shops on the second floor level, remodeling the west façade, construction of a control room at 17th and Hampshire streets, alterations to the bays along Mariposa Street, and removal of all streetcar tracks from the site. The subject property was further remodeled in 1989-1990 as part of a seismic upgrade of the facility that included interior alterations, further modifications to the west elevation, and alterations to the Mariposa Street elevation. Despite these alterations the subject property is still recognizable as an early twentieth century car bar, in particular from the corner of Mariposa and Hampshire Streets, and therefore retains sufficient integrity as an individual resource eligible for listing in the CRHR under Criterion 1 and 3.

Step C: Character Defining Features

The character-defining features of the subject property include the following:

The character-defining features of the subject property include the following:

- Overall height and massing of the two-story office wing and the remaining portions of the original shops wing along Hampshire Street, including its flat roof;
- Fenestration pattern on office wing (Mariposa and Hampshire Streets only) consisting of large vehicular openings at the first floor and groups of three double-hung metal windows at the second floor level;
- Remaining molded concrete and cement plaster ornament on Mariposa and Hampshire Streets, including re-entrant corner detailing, pilasters separating the vehicular openings, molded intermediate cornice, continuous lug sill beneath the windows, shallow cornice, and medallion featuring original Muni logo. Some of this detailing continues along the west and east (Hampshire Street) façades of the office wing, as well as on the shops wing on Hampshire Street;
- Remaining pedestrian door surround on Hampshire Street façade with inscription above;
- Remaining door trim on westernmost vehicular bay on Mariposa Street;
- Surviving double-hung, six-over-six, metal windows on office wing;
- Flagpole.

CEQA HISTORIC RESOURCE DETERMINATION

- Individually-eligible Historical Resource Present
 Contributor to an eligible Historical District / Contextual Resource Present
 Non-contributor to an eligible Historic District / Context / Cultural District
 No Historical Resource Present

NEXT STEPS

- HRER Part II Review Required
 Categorically Exempt, consult:
 Historic Design Review
 Design Advisory Team
 Current Planner

PART I: Principal Preservation Planner Review

Signature: Allison Vanderslice

Date: 9/25/2020

Allison Vanderslice, *Principal Preservation Planner*
CEQA Cultural Resources Team Manager, Environmental Planning Division

CC: Laura Lynch, *Senior Environmental Planner*



Figure 1: SFMTA Potrero Trolley Coach Division Facility, view northeast of west elevation (left) and south elevation (right, primary façade that faces Mariposa Street), (photo courtesy of HRE Part 1). The two story office wing is visible from this vantage point.



Figure 2: SFMTA Potrero Trolley Coach Division Facility, view northwest of east elevation facing Hampshire Street, (photo courtesy of HRE Part 1). The two story office wing connection is visible where the two parapet walls meet.



Figure 3: SFMTA Potrero Trolley Coach Division Facility, view northwest of east elevation facing Hampshire Street, (photo courtesy of HRE Part 1). The end of the shops wing is visible here along Hampshire Street at the intersection of Hampshire and 17th Street.



Figure 3: SFMTA Potrero Trolley Coach Division Facility, bus parking lot that occupies the western half of the site, view southeast at the corner of Bryant and 17th streets, (photo courtesy of Google maps). The surface parking lot that takes up the western portion of the site is visible from this vantage point.

Appendix D-3

San Francisco Planning Department, Historic Resources Evaluation Response,
Part 2, 2500 Mariposa Street, September 25, 2020.



HISTORIC RESOURCE EVALUATION RESPONSE

Record No.: **2019-021884ENV**
Project Address: **2500 Mariposa Street**
Zoning: P – Public Zoning District
65-X Height and Bulk District
Block/Lot: 3971/001
Staff Contact: Justin Greving - (628) 652-7553
Justin.greving@sfgov.org

Part II: Project Evaluation

Proposed Project:	Per Drawings Dated:
<input checked="" type="checkbox"/> Demolition / New Construction <input type="checkbox"/> Alteration	11/20/2019

PROJECT DESCRIPTION

The proposed project includes demolition of the existing Potrero Yard Muni Bus Maintenance Facility (Potrero Yard), for the construction of a new bus facility and residential development with a total of approximately 600,000 to 650,000 square feet dedicated to the public transit facility on the lower levels and approximately 525 to 575 units above.

PROJECT DETERMINATION

Based on the Historic Resource Evaluation in Part I, the project’s scope of work:

- Will** cause a significant adverse impact to the individual historic resource as proposed.
- Will** cause a significant adverse impact to a historic district / context as proposed.
- Will not** cause a significant adverse impact to the individual historic resource as proposed.
- Will not** cause a significant adverse impact to a historic district / context as proposed.

PROJECT IMPACT ANALYSIS

Because the proposed project includes demolition of the Potrero Yard, all character-defining features of the historic resource will be removed. Although the use on the site will remain a transit facility, demolition of the building and construction of a new transit facility means that the site will no longer convey its significance as the second purpose-built car barn in San Francisco that originally served electric trolleys, nor will it convey its significance as the work of master architect Michael M. O’Shaughnessy. The demolition and new construction of

Potrero Yard will remove historic materials, features, and spaces that characterize the property and would result in physical destruction, damage or alteration such that the significance of the individual historical resource would be materially impaired. Therefore, staff find the proposed project would result in a significant unavoidable impact to the Potrero Yard Muni Bus Maintenance Facility at 2500 Mariposa Street.

MITIGATION MEASURES

Because it is determined that the proposed project will cause a significant unavoidable impact to Potrero Yard, the Department requires the following Mitigation Measures to reduce impacts to the historic resource. Although these measures may reduce impacts to historic resources through the documentation of the affected property and presentation of the findings to the community, they will not reduce the impact to a less-than-significant-level. Only avoidance of substantial adverse changes would reduce impacts to less-than-significant levels. Although the following mitigation measures have been identified they may be amended and additional measures may be required as the project develops.

Mitigation Measure 1: Documentation of Historical Resource(s)

Mitigation Measure 2: Salvage Plan

Mitigation Measure 3: Video Recordation

Mitigation Measure 4: Interpretative Program

Mitigation Measure 5: Oral Histories

PART II: Principal Preservation Planner Review

Signature: Allison Vanderslice

Date: 9/25/2020

Allison Vanderslice, *Principal Preservation Planner*

CEQA Cultural Resources Team Manager, Environmental Planning Division

CC: Laura Lynch, Senior Environmental Planner