



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** June 28, 2011  
**TO:** Historic Preservation Commission  
**FROM:** Rich Sucre, Historic Preservation Technical Specialist, (415) 575-9108  
**REVIEWED BY:** Tim Frye, Preservation Coordinator, (415) 575-6822  
**RE:** **Review and Comment**  
**Fire Station No. 30, 1300 Third Street**  
**Case No. 1996.771E (Mission Bay Final EIR);**  
**Redevelopment Agency Case No. ER-919-97 Addendum #7**

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## BACKGROUND

As part of the Mission Bay Final Subsequent Environmental Impact Report (EIR) (Case No. 1996.771E) and Redevelopment Agency Addendum #7, Mitigation Measure D.02a stated that the Project Sponsor (San Francisco Redevelopment Agency and San Francisco Fire Department) would:

Retain an architectural historian to prepare an evaluation of the architectural integrity and historical importance of Fire Station No. 30 prior to development on this site. If the building is determined to be eligible for the National Register, preserve, rehabilitate, and reuse the building in a manner that is consistent with the Secretary of the Interior's guidelines for historic preservation.

This mitigation measure would need to occur prior to the alteration or demolition of the subject building, and would be reviewed for compliance by the Planning Department Environmental Review Office (ERO) and the San Francisco Landmarks Preservation Advisory Board (LPAB). In January 2009, the Historic Preservation Commission was conveyed as per Charter Section 4.135, and has jurisdiction over the duties and responsibilities of the LPAB.

As part of the DPR 523A (Primary Record) and DPR 523B (Building, Structure and Object Record) forms prepared by Tetra Tech in March 2009, Fire Station No. 30 was identified as a historic resource eligible for listing in the National Register of Historic Places under Criterion C (Design/Construction) as a building that embodies the distinctive characteristics of a type and period. Specifically, Fire Station No. 30 is significant as a late 1920s fire station designed in a Mediterranean and Romanesque Revival architectural style in the Mission Bay neighborhood.

## PROPERTY DESCRIPTION

Designed by noted architect Frederick Meyer from 1925 to 1928, Fire Station No. 30 (formerly Engine Company No. 18 and Engine Company No. 19) is a two-story steel-frame and masonry building located at 1300 Third Street, between Mission Rock and China Basin Streets. The subject building has a concrete foundation, brick masonry walls, cement plaster and case stone trim, and

a multi-level flat and gable roof with clay tile. At the ground floor, the fenestration consists of large, rectangular, multi-light steel-sash windows, some of which feature elliptical fanlights. At the second floor, the fenestration consists largely of two-over-four or three-over-three, multi-lite, wood-sash windows. Other notable features include the wood-panel bi-fold doors, two fire truck entrances and the apparatus room. On the south façade, the subject building has a one-story, non-historic aluminum-shed garage addition added in the 1990s.

## **PROJECT DESCRIPTION**

The Project Team includes San Francisco Department of Public Works, Bureau of Architecture, HOK and Mark Cavagnero Associates.

The proposed work includes the conversion of the former fire station into a community center and office. The proposed project would rehabilitate the exterior and interior of the subject property. To help restore the exterior, the project would demolish the 1990s aluminum-shed garage on the south facade. All wood-sash and steel-sash windows would be removed, refurbished and reinstalled in place. The red brick exterior would be washed and cleaned, while the cement plaster and cast stone trim would be repaired, where possible. The main doorway on the ground floor of the west façade is not original or historic, and would be replaced by a new fully-glazed door. The sidelights on either side of this doorway would be preserved and rehabilitated. On the north façade, the western-most window would be replaced with a new entry door. In addition, a new glass storefront would be added in front of the bi-fold, wood apparatus doors, which would remain operable and be preserved in place.

Within the interior, the building would undergo a seismic retrofit consisting of a new structural steel frame and shotcrete reinforcement of the exterior brick walls. The majority of the interior character-defining features would remain and be reinstalled in the subject building, except for the wainscot in the eating room and apparatus room and the columns, pilasters (also identified as piers), and rafters in the apparatus room, which would be removed and replaced. The ceiling in the apparatus room would be lowered to accommodate new mechanical and electrical equipment. The interior would be reconfigured to accommodate offices, new restrooms, an entry lobby, and a large community room.

The proposed project is described in full detail in the July 15, 2011 Memorandum from Julia Mates, Tetra Tech to Frank Felice, San Francisco Department of Public Works (See Attachments).

## **STAFF ANALYSIS**

The Department seeks confirmation from the HPC regarding the building's character-defining features and the compliance of the proposed project with the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards).

The Department would like the HPC to consider the following information:

### **Fire Station No. 30 Character-Defining Features:**

As noted in the July 2, 2009 Memorandum and the DPR 523A and 523B forms (See Attachments), Fire Station No. 30 at 1300 Third Street is eligible for listing in the National Register of Historic Places at the local level under Criterion C (Design/Construction) as an example of a 1920s fire station designed in the Mediterranean and Romanesque Revival architectural styles for the period from 1928 (date of completion) to 1976 (last date used as a fire station).

The significance of the property is described by Tetra Tech in associated memorandums as:

Fire Station #30 is significant under Criteria C/3 for its distinctive characteristics of a type and period. The property embodies distinctive characteristics of a fire station constructed in the late 1920s in San Francisco's Mission Bay in plan, structure, and design. Fire Station #30 contains many distinctive elements of its type, a fire station designed in the mid-1920s. The station's two-story plan, with a large apparatus room that dominates the first story, along with a kitchen and some living space and a second story that contains the dormitory, locker room, and office space, is consistent with fire stations constructed during this period. The station features a tower, which was not used for drying hoses (a hose drying rack was located at the east side of the building) but was designed like many other fire stations to stand out and make the building recognizable within the neighborhood. The exterior design of the building is in keeping with the history of fire stations as public government buildings that were constructed with dignity but also harmonized with their surrounding buildings, in this case, warehouses and factories with brick wall cladding and Mission Revival style train depots. Before 1947, brick was commonly used for wall cladding of fire stations.

As part of a Historic Resource Evaluation (dated July 15, 2011), Tetra Tech defined the character-defining features of the subject building as follows:

#### *Exterior*

- Two-story footprint;
- Brick wall cladding;
- Bell/stair tower;
- Romanesque and Mediterranean stylistic elements, including cast stone ornaments and decorative detailing at the window sills, arches, and ornamented cornices over doors and windows;
- Bi-fold, wood-paneled garage/apparatus room doors;
- Spanish-style roof sheathed in clay tiles;
- Original windows, including wire sashes;
- Original doors;
- Original copper downspouts;
- A projecting cement plaster cornice with cast cement detailing above a nine-inch, angled brick course, both of which run along the entire building;
- Cement plaster quoins;

- Cement pilasters that separate the truck doors with concrete wheel guards at the corners;
- The shield with “SFFD” (for San Francisco Fire Department) embossed in cement, with cast stone detailing and a concrete keystone arch above pedestrian door; and
- The brick chimney, visible on the second story of the west side of the building.

#### *Interior*

- Staircase (including handrails, newels, balustrades, landing, and strings);
- Original front door;
- Arches;
- Hearth;
- Wainscoting in eating room and apparatus room;
- Window trim and surrounds;
- Original windows;
- Paneled doors in apparatus room;
- Columns and piers in apparatus room;
- Openings once used for fire pole;
- Large bay (apparatus room); and
- Skylights.

#### **Proposed Rehabilitation:**

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The following is analysis of the proposed project pursuant to the Secretary of the Interior’s Standards for Rehabilitation (Rehabilitation Standards):

**Standard 1:** A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

*The proposed project would convert the subject building from a fire station to a community center and office. To accommodate this use, the project would require minimal changes to the subject property. In general, the project would maintain all of the character-defining on the exterior, except for one window on the north façade, which would be converted to a doorway.*

*Within the interior, the project would maintain the majority of the character-defining features, except for the wood and tile wainscot and the columns, piers and rafters in the apparatus room. These features would be removed to accommodate the new seismic upgrade, which includes a shotcrete application on the interior walls and a new structural steel frame. The removal of these interior features would assist in the prolonged longevity and disaster-preparedness of the subject property. Further, the proposed project includes new piers that would be installed in the same location as the former apparatus room columns and piers.*

*To ensure greater conformance with the Rehabilitation Standards, the Department recommends that the new apparatus room piers match the profile, size and scale of the historic piers. Also, the Department recommends that the tile wainscot or another similar material be installed within the perimeter of the new apparatus room.*

*Overall, the proposed project has a minimal impact to the historic character of the subject property, since the building would still convey its significance as a late 1920s fire station as defined by the exterior and interior character-defining features.*

**Standard 2:** The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

*The proposed project would not impact the overall historic character of the subject property, and maintains the majority of the character-defining features on the exterior and interior.*

*Generally, the project proposes preservation and rehabilitation treatments on the exterior, including cleaning, repair and replacement in-kind of significant features, such as red brick, plaster trim, and cast stone. Within the interior, the project would preserve the main staircase, arches (at the ground floor of the main staircase), hearth, windows, window trim and surrounds (which would be reinstalled over the shotcrete walls, bi-fold panel wood doors in the apparatus room, sense of space within the apparatus room and skylight.*

*Although the proposal would remove the wood and tile wainscot in the eating room and apparatus room and the columns, piers and rafters within the apparatus room to accommodate the seismic retrofit, the subject building would still convey its significance as a late 1920s fire station, since overall the building would maintain the majority of its character-defining features.*

*As stated by the project sponsor, the reinstallation of the wainscot into the apparatus room would not be visually appealing and would be difficult due to the change in the room size caused by the shotcrete application and seismic bracing. However, the tile wainscot is a character-defining feature of the apparatus room and contributes to the reading of the building as a former fire station. To ensure greater conformance with Rehabilitation Standard No. 2, Department staff would recommend reinstallation of the tile wainscot or another similar material (matching in size, color and texture) within the perimeter of the new apparatus room, given the significance of this interior space. Similarly, Department staff recommends that the new apparatus room piers match the profile, size and scale of the historic piers, which are being removed to accommodate the seismic upgrade.*

**Standard 3:** Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

*The proposed project would not include the addition of conjectural features or architectural elements that create a false sense of development. The new features on the exterior, including the fully-glazed entry door and new entry door on the north facade, would be contemporary in character.*

**Standard 4:** Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

*The proposed project would not impact changes to the subject property that have acquired historic significance in their own right. The project would demolish the one-story addition on the south façade, which was added in the 1990s and does not contribute to the building's historic character. Further, the project will remove the security grills over the windows and doors, which were later alterations that occurred after the period of significance.*

**Standard 5:** Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

*The proposed project would preserve distinctive features, finishes, or construction and craftsmanship that characterize the subject property, including the red brick masonry, copper downspouts, cast stone elements, cement plaster trim, and red clay tile. In general, these features would be cleaned and repaired, where possible.*

**Standard 6:** Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

*The proposed project would not impact distinctive features of the subject property, including the red brick masonry, ornamental cornices, quoins, and red clay tile. Generally, the proposed scope of work includes the repair of character-defining feature. If these features are so deteriorated that repair is not possible, these elements shall be replaced in kind.*

**Standard 7:** Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

*The proposed project would not involve chemical or physical treatments, such as sandblasting, that would cause damage to historic materials. The project includes installation of new waterproofing on the roof and the addition of a water repellent to the surface of the masonry elements.*

*Since information on the water repellent product has not been provided to date, Department staff recommends that the project sponsor provide information for review and approval by Department staff to ensure compliance with Rehabilitation Standard No. 7. Generally, the proposed water repellent should not impact the color and texture of the masonry elements, and should be breathable, so as to not impact the composition of the masonry.*

**Standard 8:** Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

*As noted by the Project Team:*

*There are no known archaeological resources that are expected to be encountered during the proposed project, which does not include any major excavation. An 18-inch or wider paving recess would be constructed to allow visibility to the building at its full depth and to reduce the chances of flooding into the property. This paving recess was chosen over the alternative of raising the building, which would require excavation and could impact unknown subsurface archaeological resources. If any archaeological materials should be encountered during this project, construction would be halted and proper mitigation would be undertaken.*

**Standard 9:** New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

*The proposed project does not include new additions or new construction that will destroy historic materials, features, and spatial relationships that characterize the subject property.*

*The major exterior alterations include the replacement of one window for a doorway on the north façade, replacement of the existing non-historic door on the west façade for a new fully-glazed door, and the addition of a fully-glazed storefront in front of the bi-fold, wood-panel doors of the apparatus room. In all three instances, all new work is differentiated from the old and is compatible with the historic materials, features, size,*

*scale and proportion of the subject property. These alterations are considered compatible with the overall historic character of the property as a late 1920s fire station. In detail:*

- *The new glazed storefront in front of the bi-fold wood panel doors would consist of a frameless curtain wall set within the apparatus bay doorways. This storefront maintains the visibility of this feature and does not affect the operation and integrity of the bi-fold doors.*
- *The replacement of one window for a doorway would necessitate the removal of a minimal amount of historic fabric consisting of the lower portion of the window sill and brick wall; however, the new doorway would be located within the same opening and would not be wider than the existing window. Also, all cement plaster and cast stone trim would remain.*
- *The new main entry door along Third Street would consist of a frameless glass door, and would not impact the existing entry configuration. Further the adjacent sidelights would be preserved and would remain in place.*

*For all three exterior alterations, frameless glass is used to differentiate the new construction from the existing historic building, which is masonry. The use of this material is compatible with the adjacent historic fabric, since it provides transparency to existing historic features and is meant to visually recede and be less prominent. The use of glazing provides for a stronger contrast with the red brick masonry elements.*

**Standard 10:** New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

*The proposed project does not include new additions. The project does include new construction largely consisting of a seismic retrofit. Although a seismic retrofit is not considered a reversible alteration, this aspect of the project does not impair the overall integrity of the subject property, since the project retains the majority of the character-defining features on the exterior and interior. Further, the seismic retrofit assists in the prolonged longevity of the subject property.*

### **Conclusion:**

*The proposed project appears to comply with the Secretary of the Interior's Standards for Rehabilitation with the incorporation of recommendations provided by Department staff.*

## **RECOMMENDATIONS**

The Department largely concurs with the list of character-defining features as defined by Tetra Tech, Inc. The Department recommends:

- Clarifying “original front door” to “main entry configuration and sidelights.” The front door along Third Street is not original. The only original components are its configuration within a recessed entryway and the sidelights.
- Adding “apparatus room ceiling rafters” to the list of character-defining features.

The Department finds the proposed project to be in compliance with the Secretary of the Interior’s Standards for Rehabilitation with incorporation of the following recommendations:

- The project sponsor shall reinstall the tile wainscot or another similar material (matching in size, color and texture) within the apparatus room. The apparatus room is a significant interior space, and the tile wainscot appears to contribute to the historic character of the room and its reading as a former fire station.
- The project sponsor shall design the new piers to match the historic piers in profile, size and scale. The apparatus room is a significant interior space and the piers are a character-defining element. Their representation is important in conveying the significance of the space.
- The project sponsor shall provide information related to the masonry water repellent to Planning Department Preservation staff for review and approval. The masonry water repellent shall be breathable and not impact the color and texture of the red brick or other masonry elements.
- The project sponsor shall provide a detailed program for the removal and reinstallation of the interior character-defining features. To date, detailed information on how these features shall be removed, stored and reinstalled has not been provided to Planning Department Preservation staff. Specifically, this program shall include: a catalog and photo documentation of the interior character-defining features specifying original location, element, condition (in the form of a conditions assessment), and quantity; and reinstallation methodology, including details associated with the removal and reinstallation of these features.

With this submittal and concurrence by the Historic Preservation Commission, the project sponsor is in compliance with Mitigation Measure D. 02a of the Mission Bay EIR (Case No. 1996.771E).

## **REQUESTED ACTION**

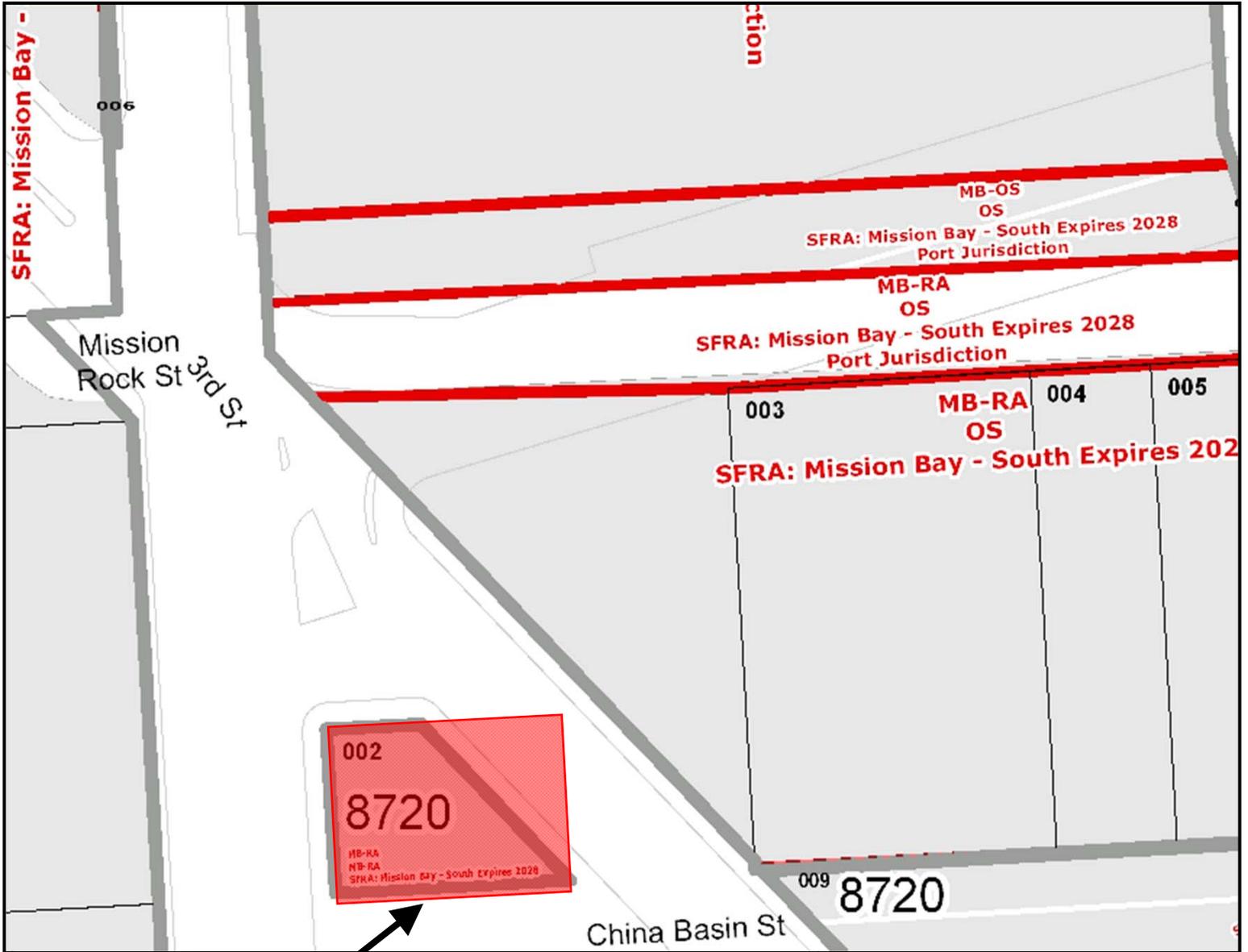
The Department is requesting the comments of the Historic Preservation Commission as part of the mitigation measures associated with the proposed project. Pursuant to the Mission Bay Final Environmental Impact Report and the associated addendums, the Department seeks comments on the following aspects of the proposed project:

- Confirmation of the character-defining features of Fire Station No. 30, as outlined by the consultant and Department staff; and
- Compliance of the Proposed Project with the Secretary of the Interior's Standards for Rehabilitation along with the recommendations by Department staff.

## ATTACHMENTS

- Exhibits, including Parcel Map, 1998 Sanborn Fire Insurance Map, Zoning Map, Aerial Photograph, and Site Photos
- Draft Resolution
- Tetra Tech Inc., *Historical Resources Evaluation of Fire Station No. 30 and Evaluation of Proposed Project, Adaptive Reuse of Fire Station No. 30* (dated July 5, 2011).
- Proposed Project Renderings and Drawings by San Francisco Department of Public Works, Bureau of Architecture and HOK + Mark Cavagnero Associates (dated June 5, 2011).

# Parcel Map

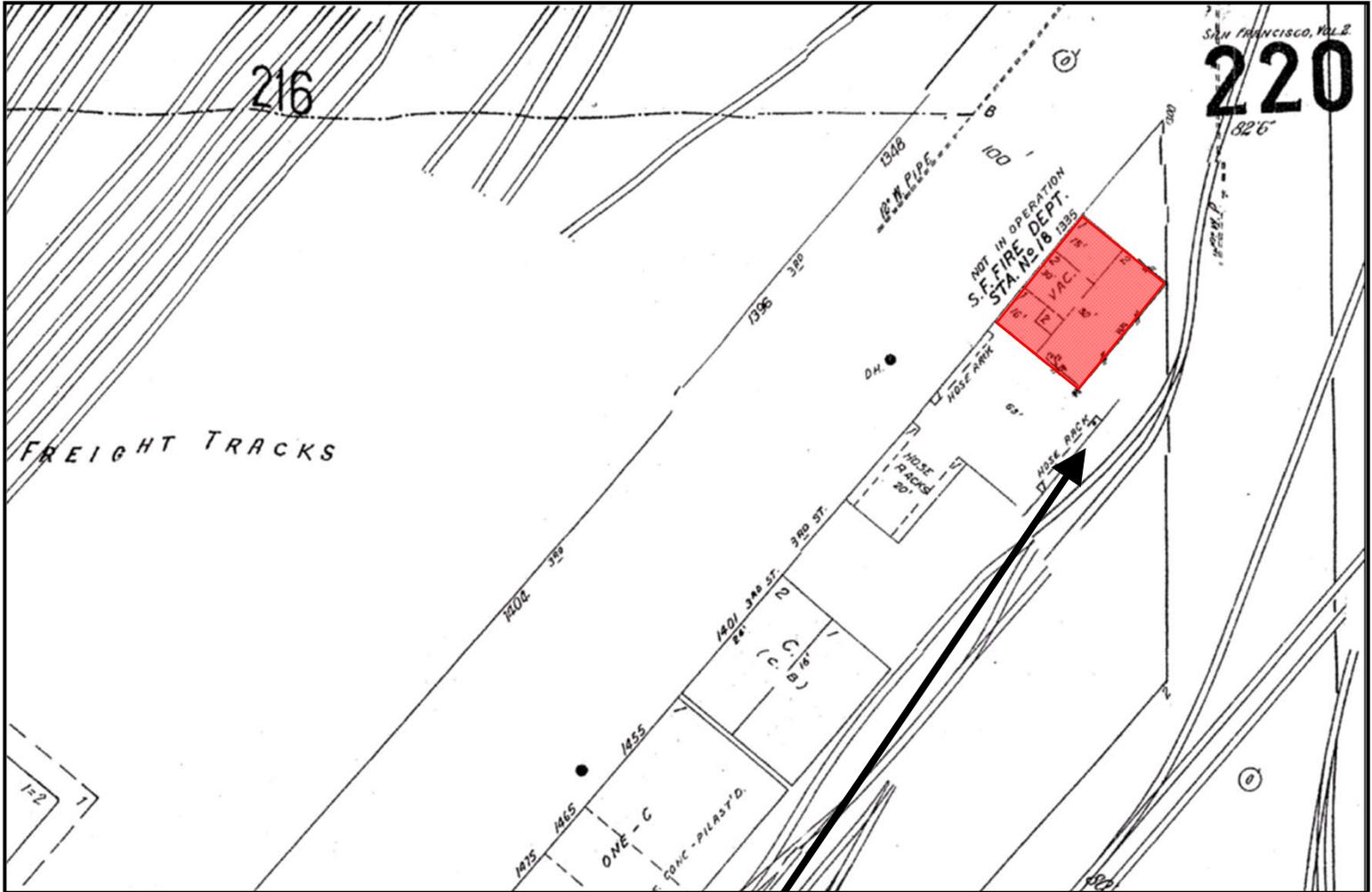


**SUBJECT PROPERTY**



Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Sanborn Map\*



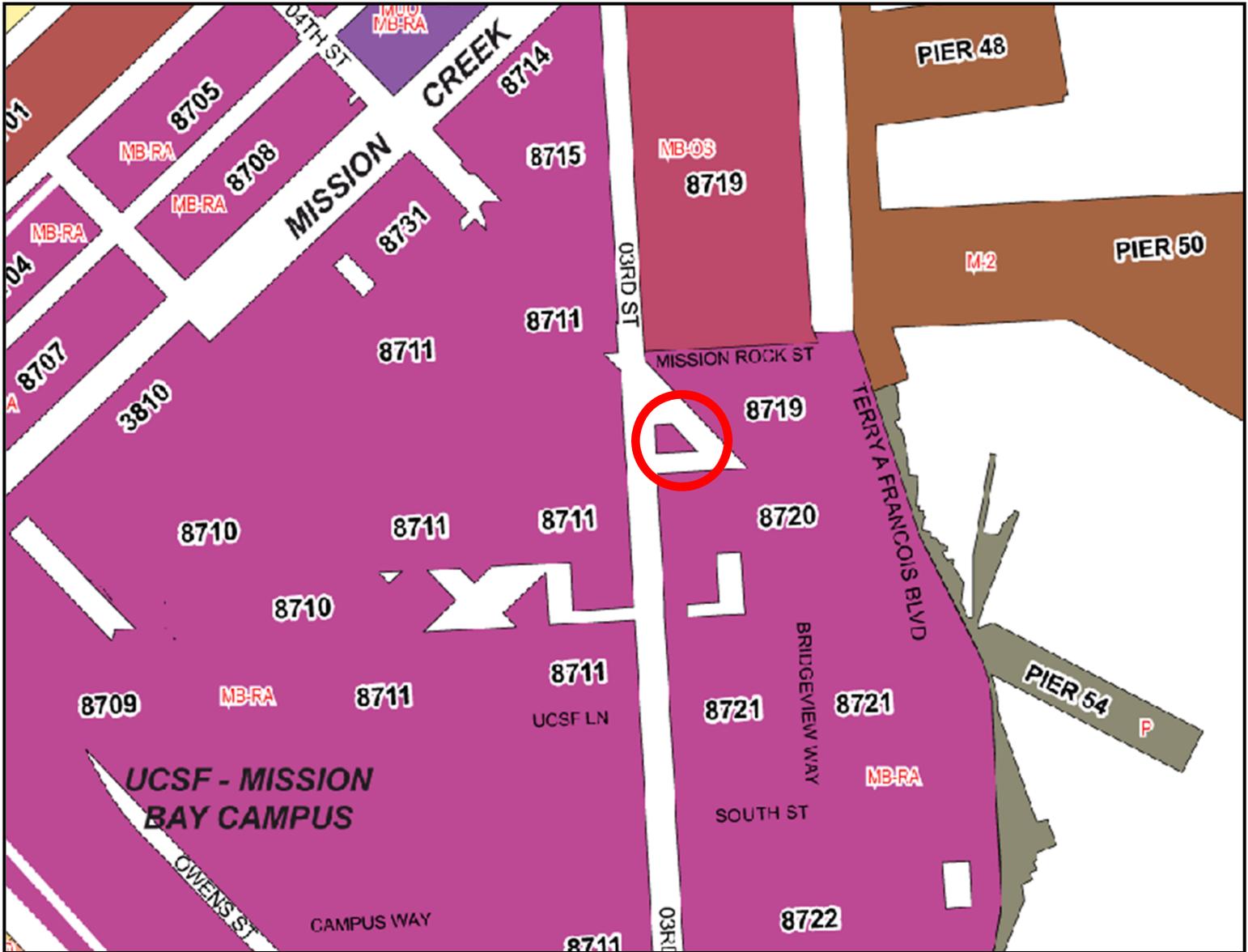
**SUBJECT PROPERTY**

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



Review and Comment  
**Case Number 1996.771E; Addendum #7**  
Fire Station No. 30, 1300 Third Street

# Zoning Map



Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Aerial Photo



SUBJECT PROPERTY



Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo

SUBJECT PROPERTY



Fire Station No. 30, West Façade, View along Third Street

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, North and West Façades

Review and Comment

**Case Number 1996.771E; Addendum #7**

Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of Non-Historic Main Entry Door and Historic Sidelights

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of Arches adjacent to Main Staircase

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of Main Staircase

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of Hearth

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of Apparatus Room

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of Living Room showing typical Window Trim

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of 2<sup>nd</sup> Floor Office showing typical Window Trim

Review and Comment  
Case Number 1996.771E; Addendum #7  
Fire Station No. 30, 1300 Third Street

# Site Photo



Fire Station No. 30, Interior, View of 2<sup>nd</sup> Floor Corridor showing historic Skylight

Review and Comment  
**Case Number 1996.771E; Addendum #7**  
Fire Station No. 30, 1300 Third Street



# SAN FRANCISCO PLANNING DEPARTMENT

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## Historic Preservation Commission Draft Resolution

HEARING DATE: August 3, 2011

*Date:* August 3, 2011  
*Case No.:* **1996.771E**  
*Project Address:* **Fire Station No. 30, 1300 Third Street**  
*Zoning:* MB-RA (Mission Bay Redevelopment Area) Zoning District  
*Block/Lot:* 8720/002  
*Project Sponsor:* San Francisco Redevelopment Agency &  
San Francisco Department of Public Works, Bureau of Architecture  
*Staff Contact:* Richard Sucre – (415) 575-9108  
richard.sucre@sfgov.org  
*Reviewed By:* Tim Frye, Preservation Coordinator  
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ADOPTING FINDINGS RELATED TO MITIGATION MEASURE D.02A OF THE MISSION BAY FINAL ENVIRONMENTAL IMPACT REPORT AND ADDENDUM #7 FOR THE PROPOSED REHABILITATION OF FIRE STATION NO. 30 AT 1300 THIRD STREET (ASSESSOR'S BLOCK 8720, LOT 002), LOCATED WITHIN MB-RA (MISSION BAY REDEVELOPMENT AREA) ZONING DISTRICT.

### PREAMBLE

1. On January 7, 2010, the San Francisco Redevelopment Agency published an Addendum to Subsequent Environmental Impact Report for the Mission Bay Subsequent Final Environmental Impact Report (Case No. 1996.771E). The addendum confirmed the Mitigation Measure D.02a for the proposed project at Fire Station No. 30 and the associated Mission Bay Public Safety Building.
2. As part of the Mission Bay Final Subsequent Environmental Impact Report (EIR) (Case No. 1996.771E) and Redevelopment Agency Addendum #7 (Redevelopment Agency Case No. ER 919-97, Addendum #7), Mitigation Measure D.02a stated that the Project Sponsor (San Francisco Redevelopment Agency and San Francisco Fire Department) would:

Retain an architectural historian to prepare an evaluation of the architectural integrity and historical importance of Fire Station No. 30 prior to development on this site. If the building is determined to be eligible for the National Register, preserve, rehabilitate, and reuse the building in a manner that is consistent with the Secretary of the Interior's guidelines for historic preservation.

This mitigation measure would need to occur prior to the alteration or demolition of the subject building, and would be reviewed for compliance by the Planning Department Environmental Review Office (ERO) and the San Francisco Landmarks Preservation Advisory Board (LPAB). In January

2009, the Historic Preservation Commission was conveyed as per Charter Section 4.135, and has jurisdiction over the duties and responsibilities of the LPAB.

3. On August 3, 2011, the Department presented the proposed project to the Historic Preservation Commission. The Commission's comments on the compliance of the proposed project with the Secretary of the Interior's Standards for Rehabilitation would be forwarded to the Environmental Review Officer for confirmation of compliance with Mitigation Measure D.02a of Addendum #7 of the Mission Bay Subsequent Final Environmental Impact Report.

**THEREFORE BE IT RESOLVED** that the Historic Preservation Commission has reviewed the proposed project at 1300 Third Street, known as Fire Station No. 30, on Lot 002 in Assessor's Block 8720, and this Commission has provided the following comments:

- 

**BE IT FURTHER RESOLVED** that the Historic Preservation Commission hereby directs its Recording Secretary to transmit this Resolution, and other pertinent materials in the Case File No. 1996.771E to the Redevelopment Agency and Environmental Review Officer (ERO).

I hereby certify that the foregoing Resolution was ADOPTED by the Historic Preservation Commission at its regularly scheduled meeting on August 3, 2011.

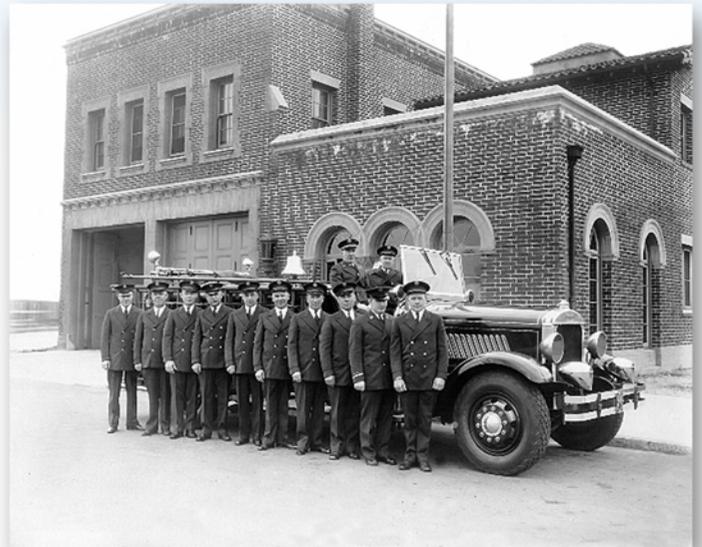
Linda D. Avery  
Commission Secretary

PRESENT:

ABSENT:

ADOPTED: August 3, 2011

**HISTORICAL RESOURCES EVALUATION  
OF FIRE STATION No. 30 AND  
EVALUATION OF PROPOSED PROJECT,  
ADAPTIVE REUSE OF FIRE STATION No. 30**



**July 5, 2011**



**Prepared for the  
City and County of San Francisco  
Department of Public Works**

**By  
Tetra Tech, Inc.  
San Francisco**



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# MEMORANDUM

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**DATE:** June 29, 2011

**TO:** Frank Filice, Manager of Capital Planning San Francisco Department of Public Works

**FROM:** Julia Mates, Historian, Tetra Tech, Inc.

**RE:** ADDENDUM TO SUMMARY OF HISTORICAL EVALUATION OF FIRE STATION #30 AND EVALUATION OF PROPOSED PROJECT, ADAPTIVE REUSE OF FIRE STATION #30, ACCORDING TO THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

**CC:** Charles A. Higuera  
Jim Buker

## INTRODUCTION

This is an addendum to the 2010 memo concerning Fire Station #30 at 1300 Third Street, San Francisco. It was prepared by Tetra Tech for the San Francisco Department of Public Works (DPW) to assist in the rehabilitation and reuse of Fire Station #30 as a community center and Fire Department Arson Task Force (ATF) office. Preparation of this memorandum fulfills mitigation measures included in the Mission Bay Final Subsequent Environmental Impact Report which requires that the building, because it is eligible for listing in the National Register of Historic Places, be rehabilitated in a manner that is consistent with the of the Secretary of the Interior's Standards for Rehabilitation of Historic Properties (the standards).<sup>1</sup> Therefore, this memorandum includes project-specific impact information and analysis of the project's compliance with the standards, which will provide guidance for the reuse of the building while preserving its historic character.

### Existing Building Condition

Although the building is generally in good condition on the exterior, its periodic use and irregular maintenance has caused some places to be in disrepair. The exterior brick cladding appears to have been previously sandblasted, and portions of the building, such as some windows and decorative trim, are damaged or missing.

The interior spaces are particularly poorly maintained, with patches of flooring and portions of the ceiling missing; the fireplace has cracking, the fire poles have been removed, and the heating system is not functioning adequately. Changes in grading along Third Street have caused the first floor of the property to become flooded at times. A HAZMAT survey indicates that materials and finishes are extensively contaminated with asbestos and lead. Due to the nature of the required renovation, all interior materials and finishes would need to be removed by specialists and replaced.

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<sup>1</sup> City & County of San Francisco and San Francisco Redevelopment Agency, Final Mission Bay Subsequent Environmental Impact Report, (San Francisco)1998, 1.

## HISTORIC CHARACTER-DEFINING FEATURES

Most of the historic character-defining features of the property are on the exterior. There are some interior significant elements as well, although there are fewer distinguishing characteristics. The historic character-defining elements of this building are the following:

### Exterior

- Two-story footprint;
- Brick wall cladding;
- Bell/stair tower;
- Romanesque and Mediterranean stylistic elements, including cast stone ornaments and decorative detailing at the window sills, arches, and ornamented cornices over doors and windows;
- Bifold, wood-paneled garage/apparatus room doors<sup>2</sup>;
- Spanish-style roof sheathed in clay tiles;
- Original windows, including wire sashes;
- Original doors;
- Original copper downspouts;
- A projecting cement plaster cornice with cast cement detailing above a nine-inch, angled brick course, both of which run along the entire building;
- Cement plaster quoins;
- Cement pilasters that separate the truck doors with concrete wheel guards at the corners;
- The shield with “SFFD” (for San Francisco Fire Department) embossed in cement, with cast stone detailing and a concrete keystone arch above pedestrian door; and
- The brick chimney, visible on the second story of the west side of the building.

### Interior

- Staircase (including handrails, newels, balustrades, landing, and strings);
- Original front door;
- Arches;
- Hearth;
- Wainscoting in eating room and apparatus room;
- Window trim and surrounds;
- Original windows;
- Paneled doors in apparatus room;
- Columns and piers in apparatus room;
- Openings once used for fire pole;
- Large bay (apparatus room); and
- Skylights.

## PROJECT-SPECIFIC IMPACTS

This section analyzes the project-specific impacts of the proposed project at Fire Station No. 30 on the environment, as required by the California Environmental Quality Act (CEQA).

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<sup>2</sup> Throughout this memorandum, the terms “garage doors” and “apparatus bay doors” refer to the same historic character-defining feature, the paneled bifold entrance into the original apparatus room and garage that housed the fire engine.

## **Proposed Project Description**

The proposed project at Fire Station No. 30 involves its rehabilitation and design for reuse as a community facility and the offices for the Fire Department ATF. At the south side, the existing but not original shed will no longer be used and can be removed.

Current building codes require adding multi-fixture bathrooms to the Community Meeting room as well as a new exit stair from the ATF. Current accessibility codes require the addition of an elevator as well as providing ramps to exits at grade variations. Current structural codes require seismic reinforcing of the existing unreinforced masonry bearing walls which indicates adding shotcrete and steel bracing to most of these walls. Current Fire codes encourage installation of sprinklers throughout buildings.

Updated Mechanical, Plumbing, and Electrical Considerations:

Due to new codes and the new program, mechanical, plumbing, and electrical systems will be fully renovated. At the exterior, a large, unattractive flue will be removed, equipment and penetrations will be added to roofs, and a window currently hidden by the shed to be removed will be exposed and infilled with a grille. Interior ceilings will need to be replaced and soffits and shafts introduced to obscure new vents, ducts, electrical wiring, plumbing, and sprinkler piping.

### **Exterior**

**All facades**—At grade, an approximately 18-inch (or wider) paving recess would be provided along the north, east, and south facades, such that the structure as currently visible would remain visible in spite of the new raised grades around the site.

The wood sash windows would be removed, refurbished, and reinstalled. Broken panes would be replaced, and operating mechanisms would be refurbished. No windows are expected to need replacing. The metal sash windows would be removed, refurbished, and reinstalled.

All metal security grilles and security doors, although not original, would be removed. Where the originals are missing, new painted metal scuppers and downspouts would be installed.

The brick wall cladding would be washed to remove dirt and paint. Contrasting color patching material would be removed. Mortar would be repointed to match existing, as required. Extensive cracks at corners would be repaired, and missing or damaged beyond repair bricks would be replaced. Cement plaster ornament and trim would be repaired, where possible, and replaced to match original design, where repair is not possible. An invisible water repellent coating may be installed on the exterior masonry surfaces to address water intrusion damage caused by previous sand blasting.

As much as possible, new mechanical, electrical and plumbing systems would be located in rooms, shafts, and soffits in the building, and vents would go through the roofs.

**West facade (original main pedestrian entry and proposed ATF entry)**—At grade, the sidewalk, although not original, would be replaced as necessary to achieve proper drainage away from the building. This would include raising the area at the entry door approximately two inches.

At the first floor, the existing entry door, though not original, would be replaced with a new glazed door. If feasible, the surrounding windows would be refurbished and retained. The severely deteriorated decorative cement plaster coat of arms would be replaced.

**North facade (original apparatus entry and proposed community facility entry)**—At the first floor, the western-most window would be replaced with an entry door.

The original apparatus bay/garage door openings would be in-filled with a narrow, metal stile, glass storefront. The doors would be refurbished and reinstalled in their existing location, such that they would be visible through the new storefront. They would remain operable.

**South facade**—At the first floor, the shed, though not original, would be removed. The doors to the apparatus bay/garage would be replaced with frameless obscured glass windows. The window would be replaced with louvers to ventilate the mechanical room beyond.

**East facade**—At the first floor, a new exit door would be installed from the new stair. The door would be a fully glazed, narrow metal stile door to indicate it is a modification from the original structure. It would align with the window opening above it.

**Roof**—The clay tile roof would be removed to install a waterproof roofing substrate and diaphragm. The tile would be cleaned and reinstalled. The flat roof areas would be reroofed with a similar system, although a lighter color may be selected to reduce heat gain for the building and environment.

At the lower roof at the southeast corner of the building, up to four flues and one fan would be installed, all terminating at approximately 18 inches above the adjacent roof and therefore would be obscured from below by the adjacent 20- to 24-inch parapet.

At the upper roof, up to seven flues or vents, up to three fans, and three air handlers would be installed. The flues and fans would terminate approximately 24 inches above the roof and therefore would be hidden from below by the adjacent 42- to 48-inch parapet. The air handlers may be up to 60 inches tall and therefore up to 18 inches above the parapet and would be inboard from the roof edges. The skylight would be refurbished and retained.

### **Interior**

General, both floors—At all exterior walls, plaster would be removed and a furred wall would be installed. This is to provide space for the required new structural steel bracing and shotcrete reinforcement as well as space for insulation and electrical and plumbing systems. All plaster ceilings would be replaced with drywall ceilings to accommodate new mechanical, electrical, and plumbing systems.

Baseboard heating would be installed throughout the building. Existing, but not original light fixtures would be removed. Sprinklers would be installed throughout.

### **Level 1**

Community Facility Area—A raised concrete floor would be installed, approximately 11 inches above the apparatus bay floor and 5 inches above the living room floor. The concrete apparatus bay floor and adjacent slab below the living room would be hidden but retained. The floor finish in these areas is proposed to be wood.

In the living room, the fireplace surround would be repaired and cleaned as required. If feasible, the hearth would be raised to align with the new floor, or a new concrete hearth would be installed. The existing paneling would be removed due to the reduction in room size once insulation and structural reinforcing has been installed. The trim around the windows would be refurbished. The ceiling would be lowered to accommodate a new ventilation system. A chair and table storage closet,

audio/visual closet, and wet bar would be provided to service the new community meeting room. Two new openings would be added to access the new community meeting room.

In the apparatus bay, the ceiling would be dropped to accommodate new mechanical, plumbing, and sprinkler equipment. A new ceiling, boxed beams, and pilasters would be built. Two shallow reveals would be incorporated at the ceiling to indicate the locations of the original fire pole drops. A restroom structure would be added at the southern end; it is being held off of the adjacent walls such that the articulation of windows and pilasters would still be read from the meeting room. Ramps would be added at the southern end of the room and through the new stairwell to access the raised grade at the south east corner of the building.

The mechanical room would be shifted east.

The entry door would be raised two inches to improve resistance to water intrusion. The new foyer floor would slope down in order to set the floor level at the base of the stair to match the existing floor and therefore retain the historic stair. The floor finishes in these areas are proposed to be carpet and rubber.

Partitions and equipment would be removed from the kitchen, bathrooms, utility closets, and mechanical room and these areas would be reconfigured into a reception area and storage. An machine room-less elevator would be installed. The existing stair would be refurbished and would remain. If the handrail is required to be raised to conform with code, it would be removed, refurbished, and reinstalled.

Ventilation of the ATF would be through operable windows, augmented by ceiling fans. The Community Facility would have operable windows and a heating, ventilation, and air conditioning system.

## **Level 2**

All partitions, equipment, and finishes would be removed from the second floor. Raised floor areas at existing bathrooms would be removed to make the entire level accessible, but load-bearing walls would remain. This level would be reconfigured into office, bedroom, kitchen, bathrooms, and related support facilities for the ATF. The floor finishes in these areas are proposed to be carpet and rubber.

Ventilation would be through operable windows, augmented by ceiling fans. Supplemental air would be provided through ducts to the central office areas that do not have direct access to windows.

## **SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES**

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (the standards) provide guidance for working with historic properties.<sup>3</sup> Federal agencies and local governments use the standards to evaluate proposed rehabilitative work on historic properties. The Standards for Rehabilitation (36 CFR, Part 67) make up that section of the overall historic preservation project standards and address the most prevalent treatment. Rehabilitation is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an

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<sup>3</sup> National Park Service, Kay D. Weeks and Anne E. Grimmer, *The Secretary of the Interior Standard's for the Treatment of Historic Properties: with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (US Department of the Interior: Washington, D.C.: 1995)

efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.”

The standards are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. In accordance with CEQA Section 15064.5(3), complying with the standards is considered sufficient to mitigate the impact on historical resources to a level of less than significant (including historic districts and individually eligible resources).

There are four sets of standards used to guide the treatment of historic properties. The description of the four sets of standards, below are taken from the guidelines:

- **Preservation**—The standards for preservation “require retention of the greatest amount of historic fabric, along with the building’s historic form, features, and detailing as they have evolved over time.”
- **Rehabilitation**—The Standards for Rehabilitation “acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.”
- **Restoration**—The Standards for Restoration “allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods.”
- **Reconstruction**—The Standards for Reconstruction “establish a limited framework for re-creating a vanished or non-surviving building with new materials, primarily for interpretive purposes.”<sup>4</sup>

Normally, one set of standards is chosen for a project, based on the proposed project activities. With regard to the proposed project at Fire Station No. 30, the most appropriate standard to apply is the Secretary of the Interior’s Standards for Rehabilitation, as the project includes altering the fire station to meet the changing use of the building while retaining its historic character-defining features.

### **Standards for Rehabilitation**

The analysis below applies each of the ten individual Standards for Rehabilitation to the proposed project at Fire Station No. 30, based on the proposed project description and plans Tetra Tech received from the City and County of San Francisco’s Bureau of Architecture and Mark Cavagnero Associates. The drawings are included in Appendix A. The proposed project is analyzed for its compliance with the standards. If a character-defining feature would not be altered under the proposed project—for example the brick chimney or the bell/stair tower—it is not discussed in this analysis.

**SOI Rehabilitation Standard 1:** *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Fire Station No. 30 was originally constructed in 1928 and ceased to operate as a fire station July 1, 1976, due to budget cuts to the Fire Department. In 1976, the Toys Program of the SFFD was housed in the fire station, where it continues to operate. In more recent times, the fire station also housed the Sisters of Mother Theresa Missionaries of Charity soup kitchen.

The property has not been used as a fire station for over thirty years. Under the proposed project, the building would not be used as a fire station; however, it would continue to serve the community as a safety building as it would be the ATF office and a community meeting facility. Although the

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<sup>4</sup> Weeks and Grimmer, *the Secretary of the Interior Standard’s*, 2.

property would not be used as it was historically, the new use requires minimal change to the exterior, and it would retain its historic appearance as a fire station.

### **Exterior**

Modifications to the fire station would not change its appearance as a recognizable fire station constructed in the 1920s. The stair/bell tower, brick wall cladding, and garage/apparatus bay doors, as well as the building's massing and height, would remain the same. Therefore, those historic character-defining features that identify the building as a significant fire station would remain. The building's proposed new use would allow it to maintain virtually all of its historic character-defining exterior features.

### **Interior**

The proposed interior modifications to the building would reconfigure rooms in order to accommodate both uses, a community facility and ATF offices. The historic character-defining interior features of a historic fire station would remain: the large apparatus bay, columns and piers throughout the first story, and shallow reveals to indicate the location of fire poles (which were removed before this rehabilitation project). The new use of this building would allow the interior space to retain most of the historic character-defining features.

As designed, the proposed project is in compliance with Rehabilitation Standard 1.

**SOI Rehabilitation Standard 2:** *The historic character of a property will be maintained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

### **Exterior**

The proposed project would retain the building's distinctive exterior character-defining materials, features, and spaces. The proposed alterations would not detract from the building's significance as one of the first fire stations in Mission Bay. The primary facades would not be heavily altered, aside from replacing or repairing features. Where there are damaged or missing features, such as missing or damaged brick, the brick would be refurbished and retained, if possible. If these elements were beyond repair, they would be replaced with in-kind or comparable substitute materials. No original sashes are expected to be replaced, but if there are original windows that are broken or damaged beyond repair, new sashes would be fabricated to match the original. A window on the north side of the property would be modified as an entrance for the community room; however, the new door would be sympathetic to the design of the original adjacent windows but would be differentiated so that it does not give false historicism. Likewise, the new exit door on the east side would be installed from the new stair. The door will be a fully glazed narrow metal stile door to indicate it is a modification from the original structure. It will align with the existing window opening above.

The original bifold garage doors would be preserved, but they would be in-filled with a narrow, metal stile, glass storefront to preserve the original doors from weathering, while allowing this character-defining feature to be visible. The doors would remain open during the daylight to provide a natural light source into the community room. Photograph 1 shows an example of a similar style glass storefront. The existing doors would be rehabilitated and would remain operable.

The shed that was added to the building's south facade is not original. Its removal would restore the building to its original appearance. Modifying the doors to windows on this south side would not diminish the spatial relationship of the openings along this side of the building.

The roof tiles will be removed, cleaned and reinstalled over a new waterproof roofing substrate and diaphragm. Any necessary replacement tiles will be selected to match existing.

Fire Station No. 30 would retain its Eclectic architectural style and the elements of Mediterranean and Romanesque styles found throughout the exterior of the property. These historic character-defining features would be maintained and preserved.

### **Interior**

The interior of the property would be modified with the changes in the room configurations, cutting new entrances and windows, installing insulation and shotcrete at the walls, adding a curb to the original staircase, and altering the hearth in the community meeting room. These proposed interior alterations are required to ensure the property's continued use, but they would not radically change, obscure, or destroy character-defining spaces, materials, finishes, or features. The interior spaces were modified when the property ceased to be a fire station, so some of these spaces have already lost some historic integrity. Many of the character-defining interior features, including the hearth, main staircase, and apparatus room, would be preserved.

As designed, the proposed project is in compliance with Rehabilitation Standard 2.

**SOI Rehabilitation Standard 3:** *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties will not be undertaken.*

### **Exterior**

The design for the rehabilitation of Fire Station No. 30 does not include false historicism or any added conjectural features. The proposed exterior and interior alterations would be designed in a style that is sympathetic to the design of original character defining features but would have a contemporary style so that it is distinguished from original historic elements.

The western-most window of the north facade, which would be replaced by an entry door to serve as the main entrance for the community meeting room, would be designed as a fully glazed, narrow, metal stile door. It would complement the original sashes, but with a contemporary design and materials so as to differentiate it from historic elements. The same is true for the new entrance at the south facade and for the frameless, obscured glass windows that would be placed at the secondary entrances at the east and south facades.

### **Interior**

There are no proposed changes to the interior that would alter the character of the building's interior and create a false historicism. While there are changes in the interior configuration, none of these changes would create false historicism nor add conjectural features.

As designed, the proposed project would comply with SOI Rehabilitation Standard 3.

**SOI Rehabilitation Standard 4:** *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

### **Exterior**

Fire Station No. 30 does not contain exterior features that were added at a later date and that are considered to be historic character-defining elements. The removal of security grilles over windows and doors and the shed on the south facade is beneficial to the property as it would restore it to its original historic-era appearance.

### **Interior**

Fire Station No. 30 does not contain interior features that were added at a later date and are considered historic character-defining elements.

As designed, the proposed project would comply with SOI Rehabilitation Standard 4.

**SOI Rehabilitation Standard 5:** *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

#### **Exterior**

The proposed project would remove distinctive finishes, construction techniques, and examples of craftsmanship, but these elements are minimal. Most of the distinctive finishes along the exterior of the building, such as the original sashes, doors, copper downspouts, clay roofing tiles, brick wall cladding, bifold apparatus doors, cornices, and ornamental elements, would be preserved and maintained. If any of the original sashes, bricks, or decorative/ornamental elements were damaged or missing, they would be repaired and/or replaced with in-kind materials.

#### **Interior**

The proposed project would remove some of the distinctive interior finishes, such as the wainscoting in the eating room and apparatus room. The walls of these rooms must be brought up to the current structural seismic retrofitting codes, which require shotcrete and bracing to be added to unreinforced masonry walls. Additional code, safety, accessibility and building system modifications will be incorporated in a manner that is compatible with preserving materials, features, finishes, and construction techniques. The brick structure of the columns and piers would remain behind the new walls and pilasters in the apparatus room, however the columns and piers would not remain as decorative elements because all plaster must be removed for HAZMAT clean-up, to enclose new structural and mechanical, electrical, and plumbing systems, and to insulate exterior walls. Interior ceilings will need to be replaced and soffits and shafts introduced to obscure new vents, ducts, electrical wiring, plumbing, and sprinkler piping. A new ceiling, boxed beams, and pilasters will be built to allude to the original features but in a simplified, contemporary style. Two shallow reveals will be incorporated at the ceiling to indicate the locations of the original fire pole drops.

The wainscoting would not be replaced after the shotcrete and bracing has been installed because the wainscoting would no longer fit geometrically. Replacing the wainscoting was an alternative to the proposed project, however, it was decided that not replacing the wainscoting would maintain the historic scale and size of the community and apparatus room, whereas replacing it would be visually unappealing because the wainscoting would no longer fit correctly. The new drywall would be installed with a smooth finish that would be similar to the original plaster.

Interior character-defining features, such as the arches over the doorways, the hearth, window trim and surrounds, bifold paneled doors in the apparatus room, and large apparatus room bay and skylights, would all be preserved and maintained under the proposed project. Undistinguished room partitions, floors, and ceilings would be altered, but those interior elements that are characterized as historic and character defining would be maintained. The hearth in the community meeting room would be preserved. It would be raised to be aligned with the first story of the community, which must be raised due to accessibility from the new grades around the building. If the original hearth could not be raised, a new concrete hearth would be designed with similar materials and style as the original hearth.

As designed, the proposed project would comply with SOI Rehabilitation Standard 5.

**SOI Rehabilitation Standard 6:** *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.*

## **Exterior**

Original character-defining features that have deteriorated, such as sashes, portions of the brick wall cladding, decorative and ornamental cornices, quoins, and Spanish style clay tiles, would be repaired and preserved. Where these elements have deteriorated or are missing, they would be replaced to match the original elements in design and with in-kind materials. These alterations are substantiated in the drawings in Appendix A.

## **Interior**

The interior character-defining features, such as the window trim and surrounds, hearth, and staircase would be preserved and maintained. If the original hearth could not be raised, which is necessary for it to align with the new first floor, a new concrete hearth would be designed with similar materials and style as the original hearth. Elements that have deteriorated would be repaired with in-kind materials and would match the original design. These alterations also are substantiated in the drawings in Appendix A.

As designed, the proposed project would comply with Rehabilitation Standard 6.

**SOI Rehabilitation Standard 7:** *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that can cause damage to historic materials will not be used.*

## **Exterior**

The proposed project involves the installation of new waterproofing materials and the cleaning of the clay tiles along the roof. The brick wall cladding would be washed and a water repellent would be applied to masonry surfaces. These treatments would be undertaken with the gentlest means possible and only treatments that would not damage historic materials would be used.

## **Interior**

Treatments such as cleaning, repairing, and surface refinishing of interior historic character-defining features would be undertaken with the gentlest means possible and only treatments that would not damage historic materials would be used.

As designed, the proposed project would comply with Rehabilitation Standard 7.

**SOI Rehabilitation Standard 8:** *Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

## **Exterior**

There are no known archaeological resources that are expected to be encountered during the proposed project, which does not include any major excavation. An 18-inch or wider paving recess would be constructed to allow visibility to the building at its full depth and to reduce the chances of flooding into the property. This paving recess was chosen over the alternative of raising the building, which would require excavation and could impact unknown subsurface archaeological resources. If any archaeological materials should be encountered during this project, construction would be halted and proper mitigation would be undertaken.

## **Interior**

The proposed project does not include any actions that would encounter archaeological resources.

As designed, the proposed project would comply with SOI Rehabilitation Standard 8.

**SOI Rehabilitation Standard 9:** *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be*

*differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.*

### **Exterior**

The proposed project does not include new additions. Replacing the western-most facing window on the north facade with a pedestrian door, converting pedestrian entrances at the south facade, and creating a pedestrian entrance on the east facade would not destroy distinctive historic materials or features that characterize the property. New features would be differentiated from the old building and would be compatible with the historic features, as substantiated in the design drawings.

The City and County of San Francisco Bureau of Architecture considered alternatives to modifying an existing window to a pedestrian door on the north facade, including placing the door on the east facade instead. That alternative was not implemented as part of the proposed project because the main entrance to the community facility would be more difficult for community members to find, coming from Third Street and around the east side of the building. Locating the entrance along the east side of the building would require walking through an alley between Fire Station No. 30 and the new public safety building, which would make the community facility more difficult to find and access. This alternative was also not chosen because it would mean that people entering the community facility would have to walk farther along the paved recessed area in order to access the main entrance on the east side of the building. Locating the entrance at the north wall was determined to be the most accessible entrance to the community facility.

### **Interior**

Alterations proposed for the interior would not destroy distinctive features that characterize the property. In the community room, where wainscoting would be removed in order to add structural reinforcing and shotcrete to walls, new drywall would be installed with a smooth finish similar to the existing plaster. The original staircase, window trim, arches, and skylights would be maintained.

As designed, the proposed project would comply with SOI Rehabilitation Standard 9.

**SOI Rehabilitation Standard 10:** *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

### **Exterior**

The proposed project does not include additions to the exterior of Fire Station No. 30.

### **Interior**

The proposed project would construct partitions and reconfigure rooms within Fire Station No. 30. Most all of the interior character-defining features would be retained, so the new construction would not impair the form and integrity of the historic fire station.

As designed, the proposed project would comply with SOI Rehabilitation Standard 10.

## **CONCLUSION**

The proposed project would comply with all of the SOI Rehabilitation Standards. The proposed project does not include any additions or major exterior alterations that would affect the building's relationship to the surrounding neighborhood and the building would maintain its exterior historic appearance as a fire station.



**Photograph 1:** Example of proposed glass storefront



## M E M O R A N D U M

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**DATE:** July 2, 2009

**TO:** Frank Filice, Manager of Capital Planning San Francisco Department of Public Works

**FROM:** Julia Mates, Historian, Tetra Tech, Inc.

**RE:** SUMMARY OF HISTORICAL EVALUATION OF FIRE STATION #30 AND EVALUATION OF PROPOSED PROJECT, ADAPTIVE REUSE OF FIRE STATION #30, ACCORDING TO THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION

**CC:** Charles A. Higuera  
Jim Buker

### INTRODUCTION

This memo concerns Fire Station #30 at 1300 Third Street and has been prepared by Tetra Tech for the San Francisco Department of Public Works (DPW) to assist in the planning process of the parcel adjacent to Fire Station #30. The memo addresses the results of the historical evaluation and whether the mitigations listed in the 1998 Final Mission Bay Subsequent Environmental Impact Report ("Mission Bay SEIR") adequately reduce the impacts on this historic resource to a less than significant level.

This memo is based on the historical significance evaluation of Fire Station #30, conducted by Tetra Tech. Julia Mates, Tetra Tech Historian, conducted a site visit, photographed and recorded the building on Department of Parks and Recreation (DPR) 523 forms, and evaluated the historic significance of Fire Station #30. Besides the site visit, Ms. Mates reviewed primary and secondary historic materials regarding the Fire Station #30 and the history of the site in Mission Bay. This research included visits to the San Francisco Fire Department Headquarters, the San Francisco History Room of the Main Library, the San Francisco Planning Department, and a review of historic maps.

Ms. Mates concluded that Fire Station #30 appears to meet the criteria for listing in the National Register of Historic Places (NRHP) under Criterion C for its distinctive characteristics of a type and period, as defined by 36 CFR, Part 79. Furthermore, the property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and the property appears to meet the criteria for listing on the California Register of Historical Resources (CRHR) under Criterion 3. Therefore, it is a historical resource for the purposes of CEQA. The fire station may also be eligible for listing as a local landmark.

This memo is a summary of the historical evaluation of Fire Station #30; the full architectural description and statement of significance is detailed in the attached DPR 523 forms.

## ARCHITECTURAL DESCRIPTION

Fire Station #30 is at 1300 Third Street on a 1.5-acre parcel on Block 8 in the Mission Bay South Redevelopment Area, bounded by Mission Rock Street to the north, Third Street to the West, and China Basin Street to the south. The two-story building is at the southwest corner of the parcel. The building's south and east sides are surrounded by wood and chain-link fencing, and it is the only structure on the block. Adjacent blocks are planned for development, but are currently vacant. The station was designed in the Eclectic architectural style with elements of Mediterranean and Romanesque styles.

The station, constructed in 1928, rests on a concrete foundation, is sided in brick masonry, and is capped with multilevel roof formations: flat roofs on the first and second stories on the northern and southern extensions; a stair tower is topped with a Spanish-style roof, sheathed in Spanish-style clay tiles. A front gable roof shelters the second story on the west extension and also is sheathed in Spanish-style clay tiles. The vertical stair tower is clad in stucco. The building features two main façades. One façade faces north and contains two fire truck entrances (labeled “apparatus room” on original plans), which are accessed by two sets of wood-paneled bifold doors. The second façade faces west and contains the pedestrian entrance, a wood-paneled, glazed front door that is covered by a metal security gate. Fenestration throughout the building consists of original sets of large, rectangular, multi-light windows, with elliptical fanlights, along the first story and four-over-four and three-over-three, double-hung, metal and wood sashes on both the first and second stories. Each window contains an arched or squared head. Many of the sashes contain lug sills, are flanked by cement pilasters, and are covered by metal security bars. The building was constructed with a complete structural steel frame, including exterior wall columns and brick curtain walls. The station was designed with fireproof materials, such as a steel frame, brick wall cladding, concrete floor in the apparatus room, and tile roof. The use of steel for the sashes along the first story where the fire engines were contained, and thus an area more susceptible to fire, was also part of the fireproof design.

The original plans show the apparatus room, truck entrance, utility closets, kitchen, and living room on the ground floor. The truck bays and apparatus room were on the east side of the building; the living room, kitchen, patrol platform, stairwell, and lavatory were on the west side. The living room windows overlooked Third Street. All floors on the first story were wood, except the floor in the apparatus room, which was reinforced concrete, as mentioned above. The east half of the building's second story contained the dormitory, a large locker room, and lavatory, all above the apparatus and truck engine room. A fire pole led to the apparatus room from the dormitory. The officers' room, lavatory, and a linen closet were on the west half of the second story. The north and south extensions of the flat roof that tops the first story flank the officers room and lavatory on this west side of the building.<sup>1</sup> In the 1950s, a study of fire stations in San Francisco listed Fire Station #30 (then known as Engine Company 18) as being able to quarter 25 men, with three toilets, three showers, and four washrooms.<sup>2</sup>

The main stylistic elements of this building are a projecting cement plaster cornice with cast cement detailing above a nine-inch, angled brick course, both of which run along the entire building. The station features Romanesque and Mediterranean stylistic elements, including cast stone ornaments and decorative detailing at the window sills, arches and ornamented cornices over doors and

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<sup>1</sup> Fredrick Meyer, [Plans for] *Engine House #18 [later #30] Situated at the Corner of Third and Fourth Streets*, (San Francisco, CA) 1927; Carey and Co., Department of Parks and Recreation 523 forms Evaluation of Firehouse No. 25, 1994.

<sup>2</sup>H. C. Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco: 1951), 39.

windows, and cement plaster quoins. The north and west sides of the building contain little architectural relief, except for the cornice and nine-inch brick course, mentioned above. The truck entrance doors are separated by cement pilasters, and each door has concrete wheel guards at the corners. Above the pedestrian door is a shield with "SFFD" (for San Francisco Fire Department) embossed in cement, with cast stone detailing and a concrete keystone arch. A brick chimney is visible on the second story of the west side of the building, which also features original copper downspouts (now tarnished). The large arched windows on the first story, Spanish-style roofs, brick masonry, cornice and ornamental work, and wood-paneled truck doors are the chief character-defining features of this station.

Fire Station #30 was designed by San Francisco-born architect Frederick Meyer. Although he received no formal training, Meyer learned the art of designing commercial buildings through his work as a draftsman and through his experience as an apprentice. Fire Station #30 is another example of Meyer's design of a municipal/utilitarian building to be aesthetically pleasing. Meyer designed Fire Station #30 in a style similar to that of other fire stations in the neighborhood, such as Fire Station #25. John Reid, Jr., designed several fire stations in San Francisco in the 1920s, including Fire Station #25, also located on Third Street, approximately two miles south of Fire Station #30. Fire Station #25 was constructed in 1927 with similar materials and architectural elements as Fire Station #30. Meyer's design and materials selection for Fire Station #30 fit in well with the architectural character of the area, which in 1928 contained buildings related to railroading, shipping, warehousing, and light industry. The fire station would also have blended in with the character of other neighborhoods south of Market Street, just northwest of King Street, where buildings were typical warehouses originally designed for easy rail or truck access. These warehouses were large in bulk, with brick facades and often with large arches and openings.

#### ALTERATIONS

This station has undergone few modifications since its construction. The few alterations that have been made are the addition of a one-car garage to the south side of the building that is sided in stucco, topped with a metal shed roof, and accessed by a metal roll-up door. This south side is also surrounded by a modern wood fence, where the original, more decorative iron fence has been removed. Metal security screens have been added to cover the first story windows and doors. The original hose drying yard and racks have been removed. The exterior brick has been sandblasted, and portions of the brick have cracked and have been patched. The north cornice is missing an ornament, another fixture is missing near the truck doors, and the SFFD shield is cracked.

#### HISTORICAL SIGNIFICANCE OF FIRE STATION #30

The following is a summary of the evaluation of Fire Station #30's historic integrity and under each NRHP/CRHR criteria. The property may be eligible for local listing, but that determination is beyond the scope of this evaluation. The property is significant as an individual resource but not eligible for listing as part of a historic district.

#### Evaluation Criteria

The criteria for evaluating historical resources under CEQA are in Section 15064.5(a)(2)-(3) of the CEQA Guidelines, which provide the criteria from Section 20424.1 of the California Public Resources Code. The CRHR is in the California Code of Regulations, Title 14, Chapter 11.5. According to this code, properties listed on or formally determined eligible for listing on the NRHP are automatically eligible for listing on the CRHR. The CRHR criteria are largely based on the

NRHP, which are codified in 36 CFR, Part 60, and are explained in the guidelines published by the Keeper of the National Register.<sup>3</sup>

Eligibility for listing on either the NRHP or CRHR rests on the two factors of significance and integrity. A property must have both in order to be considered eligible. Loss of integrity, if sufficiently great, will trump the historical significance a property may have and render it ineligible. At the same time, a property may have complete integrity, but if it lacks historical significance, it is also considered ineligible.

Historic significance is determined by applying the NRHP and CRHR criteria. The NRHP criteria are identified as Criteria A through D, the CRHR as Criteria 1 through 4. The NRHP guidelines state that a historic resource's "quality of significance in American history, architecture, archaeology, engineering and culture" be determined by meeting at least one of the four main criteria. Properties may be significant at the local, state, or national level:

- Criterion A: Association with events or trends significant in the broad patterns of our history;
- Criterion B: Association with the lives of significant individuals;
- Criterion C: A property that embodies distinctive characteristics of a type, period, or method of construction, represents the work of a master, or that possesses high artistic values;
- Criterion D: Has yielded, or is likely to yield information important to our history or prehistory.

Integrity is determined by applying seven factors to the historical resource: location, design, setting, workmanship, materials, feeling, and association. These seven can be grouped into three types of integrity considerations. Location and setting related to the relationship between the property and its environment; design, materials, and workmanship apply to historic buildings as they relate to construction methods and architectural details; feeling and association pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

The CRHR criteria are very similar to those of the NRHP. Each resource must be determined to be significant at the local, state, or national level under one of the four criteria, paraphrased below:

- Criterion 1: Resources associated with important events that have made a significant contribution to the broad patterns of our history;
- Criterion 2: Resources associated with the lives of persons important to our past;
- Criterion 3: Resources that embody the distinctive characteristics of a type, period, or method of construction or represents the work of a master;
- Criterion 4: Resources that have yielded, or may be likely to yield information important in prehistory or history.<sup>4</sup>

The CRHR definition of integrity is slightly different from that of the NRHP. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resources period of significance." Eligible resources "must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the resources for their significance." The CRHR goes on to list the same aspects of integrity used for evaluating properties under the NRHP criteria.

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<sup>3</sup>The most widely accepted guidelines are contained in the US Department of the Interior, National Park Service, "Guidelines for Applying the National Register Criteria for Evaluation," National Register Bulletin 15 (Washington DC: US Government Printing Office, 1991, revised 1995 through 2002).

<sup>4</sup>California Public Resources Code, Section 4850 through 4858; California Office of Historic Preservation, Instructions for Nominating Historical Resources to the California Register of Historical Resources," August 1997.

### Evaluation of Fire Station #30

Fire Station #30 is not significant under Criterion A/1 because it is not important for its association with significant events or trends. It was among the first fire stations constructed in Mission Bay. Fire Stations, like many urban safety buildings, such as police stations and hospitals, are inherently important for safety to the communities they serve. However, in order to be eligible under Criterion A/1, a safety building must be historically and significantly important to its community or neighborhood. No historical evidence was found to substantiate that the fire station was essential or significantly important to events and trends in San Francisco or Mission Bay history.

Similarly, the property is not significant under Criterion B/2 because it is not important for its association with any significant historic person. The fire station was designed by architect Frederick Meyer, a prominent San Francisco architect. However, it would be inappropriate to use the association of the fire station with Meyer under Criterion B or 2 for the evaluation purpose because this would be better considered under Criterion C or 3, for the work of a master. Thus, it does not appear to meet the criteria for listing on the NRHP or CRHR under this criterion.

Fire Station #30 is significant under Criteria C/3 for its distinctive characteristics of a type and period. The property embodies distinctive characteristics of a fire station constructed in the late 1920s in San Francisco's Mission Bay in plan, structure, and design. Fire Station #30 contains many distinctive elements of its type, a fire station designed in the mid-1920s. The station's two-story plan, with a large apparatus room that dominates the first story, along with a kitchen and some living space and a second story that contains the dormitory, locker room, and office space, is consistent with fire stations constructed during this period. The station features a tower, which was not used for drying hoses (a hose drying rack was located at the east side of the building) but was designed like many other fire stations to stand out and make the building recognizable within the neighborhood. The exterior design of the building is in keeping with the history of fire stations as public government buildings that were constructed with dignity but also harmonized with their surrounding buildings, in this case, warehouses and factories with brick wall cladding and Mission Revival style train depots. Before 1947, brick was commonly used for wall cladding of fire stations.

Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and can be significant under Criterion D/4. The building at 1300 Third Street does not appear to be a principal source of important information in this regard.

Fire Station #30 has retained a very good level of integrity in all measures, with the exception of setting. Modern construction along Third and Mission Rock Streets has diminished the integrity of setting, as have the realignment of adjacent streets. However, the property retains sufficient aspects of the remaining factors of historic integrity to convey its significance. This property has undergone few alterations and is still in its historic location. Intact are the original design, the original workmanship, stylistic details, and virtually all of the building's original materials. The addition of a one-car garage at the south side of the property does not diminish the building's integrity, including that of its design; the historic character of the building continues to convey a sense of feeling and association to its period of significance, from 1928 until 1976. While the tracks, warehouses, produce stand and SPRR buildings that were on the block and on neighboring parcels are gone, the fire station still conveys its historic significance as a public safety building constructed in the late 1920s in Mission Bay and retains all of the remaining six elements of integrity.

## CHARACTER-DEFINING FEATURES OF FIRE STATION #30

The character-defining features of this 1928 fire station are in Eclectic style with Mediterranean and Romanesque style elements: two-story footprint, its bifold wood-paneled garage doors, brick wall cladding, ornamental details, Spanish-style roof sheathed in clay tiles, bell/stair tower, arches, and ornamented cornices.

Fire Station #30 appears to meet Criterion C/3 for listing on the NRHP and CRHR, as a distinct example of a late 1920s fire station constructed in the Eclectic style with Mediterranean and Romanesque elements in Mission Bay. The property's period of significance is from its construction in 1928 until 1976, when it was no longer used as a fire station.

## PROPOSED PROJECT

The proposed project would develop a 265,000-gross-square-foot complex on Block 8 in the Mission Bay South Redevelopment Area, bounded by Mission Rock, Third, and China Basin Streets. The complex would include a police station, a police headquarters, a fire station, and a parking area. The project would also include adaptive reuse of Fire Station #30. The project would comply with all design guidelines contained in the Mission Bay South Design for Development, adopted March 16, 2004, and would conform to all other codes and development standards in order to achieve entitlements from the San Francisco Redevelopment Agency. The DPW will consult with the San Francisco Planning Department on the design for the complex and regarding raising Fire Station #30 before construction.

## CONCLUSION

As the eligibility for the NRHP and the adaptive reuse of Fire House #30 has already been considered in the Mission Bay SEIR, no new information has emerged that would materially change any of the analyses or conclusions of the Mission Bay SEIR. Therefore, the adaptive reuse of the Fire House #30 in a manner that is consistent with the Secretary of the Interior's guidelines for historic preservation does not entail any substantial changes that would require major revisions to the Mission Bay SEIR, nor would new significant environmental effects or a substantial increase in the severity of previously identified significant effects occur. The project would comply with all design guidelines contained in the Mission Bay South Design for Development and would conform to all other codes and development standards in order to achieve entitlements from the San Francisco Redevelopment Agency.

PREPARER'S QUALIFICATIONS:

Tetra Tech Historian Julia Mates prepared this memo and the attached historical evaluation. Ms. Mates coordinated with DPW regarding project details, reviewed project information, conducted research and examined records regarding Fire Station #30, Mission Bay, and the San Francisco Fire Department to assess known and potential historical resources. Ms. Mates meets the History and Architectural History professional qualifications as outlined by the federal government in Title 36 Code of Federal Regulations Part 61. She has an M.A. in History/Public History from California State University, Sacramento.

## REFERENCES

Meyer, Frederick. *Plans for Engine House #18 [later #30] Situated at the Corner of Third and Fourth Streets*, City of San Francisco, 1927.

Carey and Co., *Department of Parks and Recreation 523 forms Evaluation of Firehouse No. 25*, San Francisco, CA, 1994.

Office of Historic Preservation. *Instructions for Nominating Historical Resources to the California Register of Historical Resources*, Sacramento, California, 1997.

U.S. Department of the Interior, *National Park Service, Guidelines for Applying the National Register Criteria for Evaluation National Register Bulletin 15*, Washington D.C., US Government Printing, 1991, revised 1995 through 2002.

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

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\*Resource Name or # Fire Station #30

**P1. Other Identifier:** Fire Station #30

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad San Francisco North Date 1995 T 2S; R 5W;

c. Address 1300 Third Street City San Francisco Zip 94158

d. UTM: (give more than one for large and/or linear resources) Zone 10; 553854 mE/ 4180720 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Block 8720, Lot 002

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

Fire Station #30 is at 1300 Third Street on a 1.5-acre parcel on Block 8 in the Mission Bay South Redevelopment Area, bounded by Mission Rock, Third, and China Basin Streets. The two-story building is at the southwest corner of the parcel and is accessed by a driveway along Mission Rock Street, at the building's north side. The building's south and east sides are surrounded by wood and chain-link fencing, and it is the only structure on the block. Adjacent blocks are developed with new construction. (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) (HP39) Other (HP45) Unreinforced Masonry Building

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



P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, March 5, 2009

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

1928/San Francisco Fire Department Records

\*P7. Owner and Address:

City and County of San Francisco  
Real Estate Division  
25 Van Ness Avenue, Suite 400  
San Francisco, CA 94102

\*P8. Recorded by: (Name, affiliation, address)

Julia Mates  
Tetra Tech, Inc.  
180 Howard Street, Suite 250  
San Francisco, CA 94105

\*P9. Date Recorded: March 5, 2009

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Tetra Tech, Inc. "Historical Evaluation of Fire Station #30" prepared for the Department of Public Works, May 2009.

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

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\*NRHP Status Code 3  
\*Resource Name or # Fire Station #30

B1. Historic Name: Engine Company 18, Engine Company 19

B2. Common Name: Fire Station #30

B3. Original Use: Fire Station B4. Present Use: San Francisco Fire Department Toys Program

\*B5. Architectural Style: Eclectic with elements of Romanesque and Mediterranean

\*B6. Construction History: (Construction date, alteration, and date of alterations) 1928; fire hose drying racks removed (date unknown); parking lot at north side removed (after 1997, exact date unknown); removal of iron fence on east side and construction of wood fence (after 1997, exact date unknown); construction of one-car garage, circa 1995.

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

\*B8. Related Features:

B9. Architect: Frederick Meyer b. Builder: Unknown

\*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

Fire Station #30 appears to meet the criteria for listing in the National Register of Historic Places (NRHP) for its significance under Criterion C for its distinctive characteristics of a type and period, as defined by 36 CFR, Part 79. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and the property appears to meet the criteria for listing in the California Register of Historical Resources (CRHR) under Criterion 3. Therefore, it is a historical resource for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

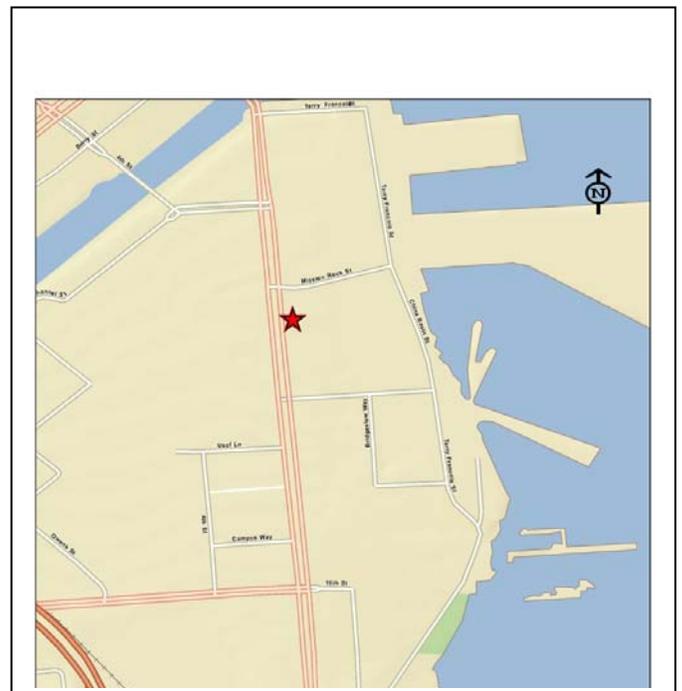
\*B12. References: See footnotes in Significance, B10

B13. Remarks:

\*B14. Evaluator: Julia Mates

\*Date of Evaluation: March 5, 2009

(This space reserved for official comments.)



### **P3a. Description (continued):**

The station rests on a concrete foundation, is sided in brick masonry, and is capped with multilevel roof formations: flat roofs on the first and second stories on the northern and southern extensions; a stair tower is topped with a Spanish-style roof, sheathed in Spanish-style clay tiles, as shown in **Photographs 1, 2, and 3**. A front gable roof shelters the second story on the west extension and also is sheathed in Spanish-style clay tiles. The vertical stair tower is clad in stucco. The building features two main façades. One façade faces north and contains two fire truck entrances (labeled “apparatus room” on original plans), which are accessed by two sets of wood-paneled bifold doors. The second façade faces west and contains the pedestrian entrance, a wood-paneled, glazed front door that is covered by a metal security gate. Fenestration throughout the building consists of original sets of large, rectangular, multi-light windows, with elliptical fanlights, along the first story and four-over-four and three-over-three, double-hung, metal and wood sashes on both the first and second stories. Each window contains an arched or squared head. Many of the sashes contain lug sills, are flanked by cement pilasters, and are covered by metal security bars. The building was constructed with a complete structural steel frame, including exterior wall columns and brick curtain walls.<sup>1</sup> The station was designed with fireproof materials, such as a steel frame, brick wall cladding, concrete floor in the apparatus room, and tile roof. The use of steel for the sashes along the first story where the fire engines were contained, and thus an area more susceptible to fire, was also part of the fireproof design.

The original plans show the apparatus room, truck entrance, utility closets, kitchen, and living room on the ground floor. The truck bays and apparatus room were on the east side of the building; the living room, kitchen, patrol platform, stairwell, and lavatory were on the west side. The living room windows overlooked Third Street. All floors on the first story were wood, except the floor in the apparatus room, which was reinforced concrete, as mentioned above. The east half of the building’s second story contained the dormitory, a large locker room, and lavatory, all above the apparatus and truck engine room. A fire pole led to the apparatus room from the dormitory. The officers’ room, lavatory, and a linen closet were on the west half of the second story. The north and south extensions of the flat roof that tops the first story flank the officers room and lavatory on this west side of the building. In the 1950s, a study of fire stations in San Francisco listed Fire Station #30 (then known as Engine Company 18) as being able to quarter 25 men, with three toilets, three showers, and four washrooms.<sup>2</sup>

The main stylistic elements of this building are a projecting cement plaster cornice with cast cement detailing above a nine-inch, angled brick course, both of which run along the entire building (**Photograph 4**). The station features Romanesque and Mediterranean stylistic elements, including cast stone ornaments and decorative detailing at the window sills, arches and ornamented cornices over doors and windows, and cement plaster quoins (**Photograph 5**). The north and west sides of the building contain little architectural relief, except for the cornice and nine-inch brick course, mentioned above. The truck entrance doors are separated by cement pilasters, and each door has concrete wheel guards at the corners. Above the pedestrian door is a shield with “SFFD” (for San Francisco Fire Department) embossed in cement, with cast stone detailing and a concrete keystone arch (**Photograph 6**). A brick chimney is visible on the second story of the west side of the building, which also features original copper downspouts (now tarnished). The large arched windows on the first story, Spanish-style roofs, brick masonry, and wood-paneled truck doors are the chief character-defining features of this station.

The building has an eclectic design with elements of Romanesque and Mediterranean architecture and has undergone few modifications since its construction. The few alterations that have been made are the addition of a one-car garage to the south side of the building, which is sided in stucco, topped with a metal shed roof, and accessed by a metal roll-up door (**Photograph 7**). This south side is also surrounded by a modern wood fence, where a more decorative iron fence has been removed. Metal security screens have been added to cover the first story windows and doors. The original hose drying yard and racks on the east side of the building have been removed. The exterior brick has been sandblasted, and portions of the brick have cracked and have been patched. The north cornice is missing an ornament, another fixture is missing near the truck doors, and the SFFD shield is cracked.

<sup>1</sup> Fredrick Meyer, [Plans for] *Engine House #18 [later #30] Situated at the Corner of Third and Fourth Streets*, (San Francisco, CA) 1927; Carey and Co., *Department of Parks and Recreation 523 forms Evaluation of Firehouse No. 25*, 1994.

<sup>2</sup>H. C. Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco: 1951), 39.

## **B10. Significance (continued):**

### **Background History**

#### **History of the Neighborhood and Site**

The context for Fire Station #30 is its role in the history of the Mission Bay neighborhood and site. Mission Bay was extensively filled by the middle and late nineteenth century, and the newly filled land became an industrial area for a variety of businesses. The industrial character of the area was established by the interaction between the waterfront and railroads. Shipbuilding and railroads serving the shipbuilding industry became the dominant industries in Mission Bay. Secondary industries, such as glass making, chemical manufacturing, lumber and related industries, trash dumping, oil operations, food processing, iron and brick industries, and wool factories, were established in the area to serve and take advantage of the dominant industries nearby.<sup>3</sup> The presence of these industries attracted workers, who resided near their work. Thus, enclaves of houses, flats, hotels, restaurants, shops, and bars sprang up to accommodate the dock and factory workers who settled in the area.

Fire Station #30 was constructed in the midst of train tracks, rail yards, and platforms. A produce market was also located near the station.<sup>4</sup> Railroads had a great influence in the development of Mission Bay. In 1868, sixty acres of Mission Bay land was granted to the Southern Pacific Railroad (SPRR) and the Western Pacific Railroad to build a terminal. Another 200-foot right-of-way was granted to the SPRR later on. These lands were south of Channel Street on what became the site for Fire Station #30. SPRR and the Santa Fe Railroad established a network of tracks, warehouse complexes, and roundhouses, which made it convenient to transport goods from warehouses to trains and onto ships. The availability of land and the proximity of the SPRR spur resulted in the construction of many warehouses and factories along the waterfront. Two other railroads, the Atchison Topeka and Santa Fe and the Western Pacific, also had their termini in San Francisco and had rail yards within Mission Bay.<sup>5</sup> These railroads served piers and industries in Mission Bay and along the waterfront.

Sanborn Insurance Company maps reveal that by 1913, the variety of industries within Mission Bay had decreased. Although warehouses and manufacturing companies were still present, many smaller business and industries had left. This may be due in some part to the economic depression of the mid-1890s.<sup>6</sup> Warehouses continued to dominate the area because of convenient access to railroads and ships to transport freight. The SPRR continued to dominate the area on which Fire Station #30 would be constructed, with a large SPRR warehouse across the street, a car repair yard on the same block as the station, and several gas and oil yards nearby.<sup>7</sup> By 1915, the waterfront and the intersection of Third and Fourth Streets looked the same as they did in 1928 when Fire Station #30 was constructed<sup>8</sup> (**Figure 1**).

The SPRR no longer dominated the region by the middle of the twentieth century, in part because of the invention of the automobile and increased growth of the trucking industry. The 1928-1950 Sanborn map shows Fire Station #30 (labeled "Fire Station No. 18" on the map) next to machinery sales warehouses, chemical warehouses, and SPRR tracks and affiliated warehouses. However, many of the SPRR buildings that were on the 1913-1915 Sanborn maps are no longer associated with the SPRR. The lumber building, paint shop, and planing mill have been replaced by light-industrial buildings, such as

<sup>3</sup>David Chavez, Jan Hupman, *Archaeological Review for the Mission Bay Project EIR* (Mill Valley 1997), 37.

<sup>4</sup>Bill Koenig, Director Emeritus, San Francisco Fire Department Museum, personal communication with Tetra Tech Historian, Julia Mates, May 30, 2009.

<sup>5</sup>San Francisco Chamber of Commerce, *Facts About the Port of San Francisco: a Brief Handbook Containing Information of General Interest to the Shipper and Business Man Together with Maps, Views and Statistical Information Relative to San Francisco's Foreign Trade* (San Francisco 1921), 18.

<sup>6</sup>Chavez et al, *Archaeological Resources Review for the Mission Bay Project EIR*, 78; Sanborn Map Company, *San Francisco, California* 1913), 220.

<sup>7</sup>Sanborn Map Company, *San Francisco, California*, (1913), 220.

<sup>8</sup>Sally Woodbridge, *San Francisco in Maps and Views*, (New York: Rizzoli International Publications, Inc. 2006), 125.

machinery sales, a magnesite mill warehouse, an industrial chemical warehouse, and a gas and oil depot, as well as storage buildings. The SPRR freight tracks are still present on the 1950s Sanborn maps.<sup>9</sup>

Mission Bay was not the focus of significant urban renewal or redevelopment until the later part of the twentieth century, when plans for redeveloping Mission Bay were to change the area from an industrial commercial center to a more commercial and residential area. During this period, the street patterns in Mission Bay were altered. Fourth Street, which ran along the north side of Fire Station #30 and intersected with Third Street, was altered to run south, parallel to Third Street, and ended before Third Street. New east and west streets have been created. China Basin Street has been constructed to run along the south side of Fire Station #30. **Figure 2** is a historic map of the streets surrounding Fire Station #30, and **Figure 3** shows the street grids as they appear after alignment modifications. San Francisco Municipal Transit Agency (MUNI) light rail tracks and platform have been constructed and are along Third Street, across the street from the station.

### History of Fire Station #30

Fire Station #30 was designed in 1925 by Frederick Meyer, and the City Architect was John Reid, Jr. The station was completed in 1928. (**Figure 4**) Original plans show that Fire Station #30 did stylistically identify itself with its neighborhood in Mission Bay and contained many of the same elements found in buildings south of Market Street, which were characterized by brick wall cladding, arches, multiple stories, rectangular-massed buildings, recessed fenestration, brick corbels, and pilaster-like elements.<sup>10</sup> There were several reasons for the construction of Fire Station #30 at this site. One was the need for a firehouse on the southern side of the China Basin Channel. After the Fourth Street Bridge was constructed in 1917, more development was occurring in the south part of San Francisco, in Mission Bay. Indeed, there was a rise in the construction of fire stations in general in the mid-1920s within the southern district of San Francisco. In an article in the *Municipal Record* of 1926, Mayor James Rolph, Jr., announced that the architect was preparing preliminary plans for Engine Company 18, on Third Street near Merrimac (Fire Station #30). The same publication also reported that during the first six months of the fiscal year of 1925, public building permits in San Francisco were up 100 percent since 1920 and that new fire stations in the Southern District were recently built.<sup>11</sup> As discussed above, during the 1920s, the Mission Bay area had grown in density and contained many industrial warehouses, including lumberyards, railroad lines, docks, and manufacturing plants. The area had also grown with the construction of tenements, restaurants, hotels, saloons, and shops. The Fourth Street Bridge, a drawbridge, was constructed over the China Basin Channel in 1917. The City and County of San Francisco constructed Fire Station #30 in Mission Bay because, if the Fourth Street Bridge was up and there was a fire on the south side of the channel, the fire companies responding from the north side would be delayed by having to go around the bridge by way of Seventh Street or by having to wait for the bridge to be lowered. The SFFD constructed Fire Station #30 on the south side of the bridge so that Engine Company 19 would be able to respond to fires in Mission Bay and not have to rely on fire companies on the north side of the channel.<sup>12</sup> The *Municipal Employee* featured a photograph of the station and the simple statement that "...special attention is also given in this issue to the Fire Department, which has just added a new unit, engine house 19, to the extensive and competent organization headed for so many years by Fire Chief Thomas R. Murphy."<sup>13</sup>

From 1928 until 1927, Engine Company 19 had a daily complement of one officer and five firefighters. In 1970 all engine company crews were reduced by one fire fighter, due to budget cuts. During the mid-1970s, the crews were reduced again by one, also due to budget cuts. Throughout its history, Fire Station #30 housed many fire engine companies other than Engine

<sup>9</sup>Sanborn Map Company, *San Francisco, California*, (1913-1915, 1950), 220.

<sup>10</sup>Appendix I to *Article 10 of San Francisco Planning Code: South End Historic Districts* (San Francisco Planning Department, Amended March 23, 1990) 665.

<sup>11</sup>Monthly Report Bureau of Architecture, Board of Public Works, Construction of Public Buildings, *the Municipal Record*, Vol. XVIII, No. 50, (San Francisco, December 1925), 438; James Rolph, Jr., Public Buildings, *the Municipal Record*, Volume XIX, No. 6 (San Francisco, January 1926), 7.

<sup>12</sup>Koenig, personal communication with Julia Mates, May 30, 2009.

<sup>13</sup>Fire and Water, *the Municipal Employee*, Volume II, No. 10, (San Francisco October 1928), 21.

Company 19. Among them were Hothender Company 3, with one fireman and an occasion officer from 1939 to 1955; Water Tower Company 1, with one firefighter from 1968 to 1973; and Auxiliary Engine Company 13, with extra engines used as civil defense units during World War II. The extra engines remained in service until the 1970s but were not used unless the SFFD reserves were activated.<sup>14</sup>

In 1951, H. C. Vensano, Consulting Engineer for the City and County of San Francisco, and the San Francisco Fire Department conducted a study to determine which fire stations in the city were structurally sound and which were unlikely to withstand an earthquake. They identified specific stations that should be reconstructed and reinforced to withstand earthquakes, those that should continue being used as is, and those stations that should be abandoned. The study included Fire Station #30, at which time the engineer who inspected the station noted that, although Fire Station #30 was constructed with a steel frame, it would not withstand lateral forces of an earthquake and would likely be damaged. The brick work was rated as “good” and the apparatus room floor was noted to be of “reinforced concrete.” However, reconstruction of the fire station was recommended to ensure that it could withstand lateral forces.<sup>15</sup> The study also noted that the fire station “houses one of the heavy types of fire boat tenders with a full standard 11,000 pound wheel load” and concluded that perhaps the building was not strong enough to house the modern heavier equipment.<sup>16</sup> Hose tenders were used to carry thousands of pounds of hose to be used with fire boats to extinguish fires. These hoses were especially heavy equipment. The two hose tenders in the city during this period were in Fire Station #30 and at Fire Boat Station #2, both along the waterfront.

The recommendations of the Vensano report resulted in San Francisco passing a fire bond issue in November 1952 for \$4,750,000 to upgrade its fire stations. Although the Vensano report recommended reconstructing Engine House No. 19 to be “practical and in my opinion will be found to be economically warranted...” Fire Station #30 was not listed as one of the 23 stations that would be reconstructed or rebuilt as part of the bond measure.<sup>17</sup> There is no indication that the structural reinforcement recommendations in the Vensano report were actually acted on or that Fire Station #30 was ever structurally reinforced. On July 1, 1976, Engine Company No. 30 was disbanded due to city directed budget cuts to the Fire Department.<sup>18</sup> In 1976, the Toys Program of the SFFD was housed in the fire station, where it continues to operate.<sup>19</sup> In more recent times, the fire station also housed the Sisters of Mother Theresa Missionaries of Charity soup kitchen.

## Historical Contexts

### **The Architecture of Fire Stations**

Before the 1850s, firefighting was community-oriented and voluntary, and fire stations resembled lodges or clubhouses. Eventually, cities took over the fire service, and fire stations became public buildings. This shift from private fire companies to government run fire departments meant fire stations became public buildings and their design was often part of political decisions. This shift also meant a change in the design of fire stations because they had to provide firefighters with a place to sleep and accommodate firefighting equipment. Fire stations had to combine elements of garages, barracks, and living quarters in one building. As city public buildings they had to appear on the exterior as public institutions and on the interior had to be both functional and residential.<sup>20</sup> Architectural historian Jennifer Zurier describes the national trend of fire stations in which they had to look important but less pompous than other municipal buildings, such as courthouses and city halls. They also had to fit in with their surrounding neighborhoods, which ranged widely from commercial areas to residential

<sup>14</sup>Koening, personal communication with Julia Mates, May 30, 2009.

<sup>15</sup>Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco 1951), B32

<sup>16</sup>Vensano, *A Survey of the Fire Houses in San Francisco*, B32

<sup>17</sup>St. Francis Hook and Ladder Society, *San Francisco Fire Department, 1866-1974* (San Francisco 1974), no page; Vensano, *A Survey of the Fire Houses in San Francisco* (San Francisco, 1951), 55; SFFD file,

<sup>18</sup>Koening, personal communication with Julia Mates, May 30, 2009.

<sup>19</sup>Sally Casazza, Chairperson San Francisco Firefighters Toy Program (personal communication with Julia Mates, Tetra Tech Historian, April 13, 2009)

<sup>20</sup>Rebecca Zurier, *The American Firehouse: an Architectural and Social History* (New York: Abbeville Press 1982), 13.

neighborhoods.<sup>21</sup> As technology changed, the design of fire stations changed as well. The shape of fire stations that housed horse-drawn and steam-driven fire engines in the mid-nineteenth century had different criteria than those stations that housed gasoline-powered engines before World War I. Fire stations with motor engines could be smaller than those built to house horse-drawn steam engines. Fire stations throughout history have also had to look like fire stations. This poses another factor in fire station design, that of the status of fire stations within their communities: fire stations must look the way people in the community think they should. Throughout history, society has had a vision of firefighters as heroes and firefighting as a symbol of civic pride. Fire stations represent a commitment to safety and protecting life and property, so they have historically been designed to represent distinctive architectural qualities that make them recognizable as fire stations by their communities.<sup>22</sup>

Many features of fire stations have roots dating back to the 1800s. For example, during the period of volunteer fire companies, many fire stations were constructed with large towers which provided a place to hang the long leather hoses used for extinguishing fires so that they could dry. By the 1850s, drying racks at the rear or to the side of the stations were used for drying hoses instead of towers. Fire stations continued to be designed with towers even after the functional use was moot because they caused the building to stand out, and they were often the most decorated part of the station.<sup>23</sup> Red brick was also commonplace in fire station design in the US. After 1870, the use of red brick dominated fire station architecture, a design style taken from industrial and commercial buildings.<sup>24</sup>

Eventually, budgets for public buildings increased and the task of designing fire stations was given to leading architects. This led to a variety of fire station designs. Fire stations had few criteria: they needed only two or three stories, a door large enough for the engines, and windows for living quarters. Fire stations had to be distinguishable from other municipal buildings, yet had to fit into their neighborhood surroundings. For example, a residential neighborhood might contain a fire station that was in the Tudor style, but this style would not be appropriate for a station in a downtown area. Thus, architects had room to create balconies, porches, turrets, and towers as they saw fit. Many architects incorporated the sentimental feelings associated with fire safety with their designs, creating stations that looked official and at the same were creative, using decorative elements, ornaments, and firefighting symbols.<sup>25</sup>

### San Francisco Fire Stations

San Francisco's Fire Department followed the national trend of firefighting, as described above. It was a volunteer department from 1850 until 1866, and fires were extinguished by volunteers who would assemble and haul apparatuses to fires. However, the time it took for volunteers to gather and respond to fires often meant valuable time lost. A demand for fire personnel that were always on duty was needed to replace the volunteer team (although many had day jobs and fought fires only when called).<sup>26</sup> It was during this time that fire stations transitioned into buildings that contained living spaces as well as large rooms for engines and equipment. The increased number of personnel and the increased amount of time spent in the fire station waiting for a fire to occur transformed the design of fire stations.

The fires that destroyed numerous buildings in San Francisco after the 1906 earthquake resulted in San Franciscans having a renewed respect for fire safety. Fire stations were rebuilt in the years immediately after the earthquake, with a variety of styles across the city, depending on when they were constructed and in what areas. Styles included Mission Revival, Romanesque, Craftsman/Tudor Revival, and Beaux Arts.<sup>27</sup>

<sup>21</sup>Zurier, *The American Firehouse: an Architectural and Social History*, 13.

<sup>22</sup>Zurier, 14-15.

<sup>23</sup>Zurier, 65.

<sup>24</sup>Zurier, 111.

<sup>25</sup>Zurier, 132.

<sup>26</sup>The Evolution of the Fire Department, *the Municipal Record*, Vol. II (San Francisco 1926) 365.

<sup>27</sup>Ann Bloomfield, *National Register Nomination for Station 31* (San Francisco, 1987): Item 8 Sheet 3.

Structural designs of fire stations in San Francisco changed after 1876, leading to better and stronger designs. The need for increased living space and upgraded facilities for quartering firefighters led to larger and wider fire stations with large dormitories and apparatus rooms to house truck engines. Between 1906 and 1918, San Francisco fire stations were constructed with increased strength in apparatus room floors because of the increased use of motorized equipment, which was heavier than horse-drawn vehicles. Many of the fire stations built during this time were constructed with the apparatus room floors resting directly on the ground to produce maximum vertical load carrying capacity.<sup>28</sup> Fire stations constructed between 1913 and 1947 were generally built with brick or concrete walls, which designers used to further strengthen the buildings to resist increasing vertical loads.

Fire Station #30 is similar in plan to other stations in San Francisco built after the 1850s: the main floor on the street level, a tall (or arched) wide engine doorway, with the second story used as a dormitory for firefighters.<sup>29</sup> By 1921, all of the fire stations within the SFFD were motorized, which meant that fire stations constructed after this period were built to house motorized apparatuses. Buildings and entries to fire stations were constructed wider than those of stations that were built before the use of motor-powered fire engines, and greater distances between fire stations were acceptable because of the speed and efficiency of motorized engines.<sup>30</sup>

### **Frederick H. Meyer, Architect**

Fire Station #30 was designed by San Francisco-born architect Frederick Meyer. Although he received no formal training, Meyer learned the art of designing commercial buildings through his work as a draftsman and through his experience as an apprentice. Meyer was influenced by visits to Chicago's downtown skyscrapers, and he and his partner Smith O'Brien designed the Rialto Building (southwest corner of Mission and New Montgomery Streets) following Chicago's building style.<sup>31</sup> Meyer was a versatile architect who designed buildings for a variety of uses, including civic, residential, and utilitarian. Examples of Meyer's work in San Francisco include the Pacific Gas and Electric Company office building at 445 Sutter Street, the Kohler and Chase Building at 20-26 O'Farrell Street, and the Financial Center at 405 Montgomery Street.<sup>32</sup> While Meyer designed many large skyscrapers, he also designed several buildings along the San Francisco waterfront, such as Building 101 on Pier 70, and eight projects for the City and County of San Francisco, including firehouses and branch libraries.<sup>33</sup> Meyer was teamed with John Reid, Jr. (the City Architect when Fire Station #30 was planned) in influencing the design of the Civic Center, one of Meyer's most famous contributions to San Francisco's architecture. Meyer also designed the Exposition Auditorium with John Reid, Jr., and Galen Howard. The Civic Center was an example of the influence that the City Beautiful Movement had on Meyer. Followers of this movement believed that improving the architecture of a city would promote economic prosperity and civic pride through the use of public open spaces and classically designed buildings. Meyer put these ideals into his design of utilitarian buildings, such as the Pacific Gas and Electric Company substations, Station S, constructed in 1913, and Station J, constructed in 1914. Meyer designed these substations in the

<sup>28</sup>Vensano, *A Survey of the Fire Houses in San Francisco*, 11.

<sup>29</sup>Bloomfield, *National Register Nomination for Station 31*, Statement of Significance.

<sup>30</sup>Bloomfield, *National Register Nomination for Station 31*, Section 8 page, 3; San Francisco Hook and Ladder Society, *SF Fire Department 1866-1974* (San Francisco, California, 1974), no page.

<sup>31</sup>Michael Corbett, "Splendid Survivors: San Francisco's Downtown Architectural Heritage" (In: *San Francisco: the Foundation for San Francisco's Architectural Heritage* 1979), 52.

<sup>32</sup>Ivan Frickstad, *Some Sub-Stations of the Pacific Gas & Electric Company*, *The Architect and Engineer*, 43:2, November 1915, 55; Christopher VerPlanck, "Frederick H. Meyer: Versatile Architect of the 'old school.'" In: *Heritage News*, Vol. XXVII, No. 6, 19, on file at San Francisco Architectural Heritage, File name 1300 4<sup>th</sup> Street/1301 Third Street.

<sup>33</sup>Letter from Ashley, Keyser, and Runge Architects, March 6, 1961 (268 Market Street, San Francisco). On file at San Francisco Architectural Heritage, Folder name "1300 Third Street"; the letter does not include which fire stations in San Francisco were designed by Meyer; "The Work of Frederick H. Meyer, Architect." In: *Architect and Engineer*, Vol. XVIII, No. 3, October 1909.

Beaux Arts style, with classical elements around entrances and at cornice levels. Instead of designing windowless boxes, the aesthetically pleasing buildings added to the streetscape and contributed to the city's physical environment.<sup>34</sup>

Fire Station #30 is another example of Meyer's design of a municipal/utilitarian building to be aesthetically pleasing. Meyer designed Fire Station #30 in a style similar to that of other fire stations in the neighborhood, such as Fire Station #25. John Reid, Jr., designed several fire stations in San Francisco in the 1920s, including Fire Station #25, also located on Third Street, approximately two miles south of Fire Station #30. Fire Station #25 was constructed in 1927 with similar materials and architectural elements as Fire Station #30.<sup>35</sup> Meyer's design and materials selection for Fire Station #30 fit in well with the architectural character of the area, which in 1928 contained buildings related to railroading, shipping, warehousing, and light industry. The fire station would also have blended in with the character of other neighborhoods south of Market Street, just northwest of King Street, where buildings were typical warehouses originally designed for easy rail or truck access. These warehouses were large in bulk, with brick facades and often with large arches and openings.<sup>36</sup>

### Evaluation

The following is an evaluation of Fire Station #30's historical significance in each NRHP/CRHR criteria. This evaluation is focused on this property's significance as an individual resource. Fire Station #30 does not appear to be eligible for listing as part of a historic district.

### Significance

Fire Station #30 is not significant under Criterion A/1 because it is not important for its association with significant events or trends. It is among the first fire stations constructed in Mission Bay. Fire stations, like many urban safety buildings, such as police stations and hospitals, are inherently important for safety to the communities they serve. However, in order to be eligible under Criterion A/1, a fire station must be historically significantly important to its community or neighborhood. No historical evidence was found to substantiate that the fire station was essential or significantly important to events and trends in San Francisco or Mission Bay history, and no adequate context was developed for evaluation under this criterion.

Similarly, the property is not significant under Criterion B/2 because it is not important for its association with any significant historic person. It does not appear to meet the criteria for listing on the NRHP or CRHR under this criterion.

Fire Station #30 is significant under Criteria C/3 for its distinctive characteristics of a type and period. The property embodies distinctive characteristics of a fire station constructed in the late 1920s in San Francisco's Mission Bay in plan, structure, and design. Fire Station #30 contains many distinctive elements of its type, a fire station designed in the mid-1920s. The station's two-story plan, with a large apparatus room that dominates the first story, along with a kitchen and some living space and a second story that contains the dormitory, locker room, and office space, is consistent with fire stations constructed during this period. The station features a tower, which was not used for drying hoses (a hose drying rack was located at the east side of the building) but was designed like many other fire stations to stand out and make the building recognizable within the neighborhood. The exterior design of the building is in keeping with the history of fire stations as public government buildings that were constructed with dignity but also harmonized with their surrounding buildings, in this case, warehouses and factories with brick wall cladding and Mission Revival style train depots. Before 1947, brick was commonly used for wall cladding of fire stations.

<sup>34</sup>Alice Ross Carey, *National Register of Historic Places Registration Form, San Francisco Fire Department (SFFD) Engine Co. Number 2*, (San Francisco 2001) 7.

<sup>35</sup>Fredrick Meyer, [Plans for] *Engine House #18 Situated at the corner of Third and Fourth Streets*, (San Francisco, CA) 1927; Carey and Co., Department of Parks and Recreation 523 forms *Evaluation of Firehouse No. 25*, 1994; Fire Station #25 contains arched windows and a dentilled cornice and is described as "a 1920s interpretation of the Romanesque style."

<sup>36</sup>City and County of San Francisco and San Francisco Redevelopment Agency, *Final Mission Bay Subsequent Environmental Impact Report*, Prepared by EIP Associates, (San Francisco 1998), V.D.5-V.D.7.

Fire Station #30 was distinctive on this block as a fire station and it was a prominent public building from its exterior, yet it also contained elements consistent with its neighborhood. Meyer's choice of Mediterranean and Romanesque architectural elements (cornices, arched windows, and Spanish-style roof and tiles) blended well with nearby buildings.<sup>37</sup> The reinforced concrete floor of the apparatus room is another distinctive characteristic that was characteristic of fire stations designed during the period, in which fire stations were required to house motorized heavy equipment and needed to have strong apparatus room floors. Fire Station #30 is an important example of a fire station constructed during a period when fire prevention in the south district of San Francisco was underrepresented and exemplifies the status fire stations had in society in the mid-1920s. Its importance is also in the fact that it is the only unaltered fire stations with this style and design that exists in Mission Bay.

Fire Station #30 has undergone few modifications over time. While other fire stations constructed with similar styles during the same period of construction exist, unlike Fire Station #30, they have been heavily altered. **Photographs 8 and 9** show the fire station shortly after it was constructed, and few changes to the building are apparent. The property's period of significance is from 1928, when it was constructed, until 1976, when it was no longer used as a fire station.

Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and can be significant under Criterion D/4. The building at 1300 Third Street does not appear to be a principal source of important information in this regard.

### **Integrity**

Integrity of a historic resource is measured by applying seven factors: location, design, setting, workmanship, materials, feeling, and association. Fire Station #30 has retained a very good level of integrity in all measures, with the exception of setting because the buildings on adjacent parcels and neighboring blocks have been replaced with modern construction. The CRHR definition of integrity is "the authenticity of [a] historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The CRHR goes on to state that eligible resources "must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance," and then it lists the seven aspects of integrity.<sup>38</sup>

Despite the diminished integrity of setting due to modern construction along Third and Mission Rock Streets, Fire Station #30 retains sufficient historic integrity to convey its significance. This property has undergone few alterations and is still in its historic location. Its original design remains intact, with the exception of the addition of a one-car garage at its south side. This addition does not diminish the overall design of the building. The original workmanship, ornamental detailing, tower, arches and decorative work have not been altered and most of the building's original materials are still present and have not been replaced. The original materials of brick and concrete are still in place, and most of the sashes are original. The brick wall cladding appears to have been sandblasted, but this relates more to the condition of the property than to its integrity.<sup>39</sup> While the original tracks, warehouses, and SPRR buildings that were on the block and on neighboring parcels are gone, the fire station does convey the significance of its importance as a fire station constructed in the late 1920s in Mission Bay, and it retains all of the remaining six elements of integrity.

The character-defining features of this fire station of the late 1920s construction are its Eclectic with elements of Mediterranean and Romanesque style elements: its two-story footprint, two wood-paneled garage doors, brick wall cladding, Spanish-style roof sheathed in clay tile, decorative ornaments, arches, ornamented cornices, and bell/stair tower. Fire Station

<sup>37</sup>Virginia and Lee McAlester, *a Field Guide to American Houses* (New York: Alfred A. Knopf Publisher: 1984), 410.

<sup>38</sup>California Public Resources Code, Section 4850 through 4858; California Office of Historic Preservation, *Instructions for Nominating Historical Resources to the California Register of Historical Resources* (Sacramento, California: Office of Historic Preservation 1997).

<sup>39</sup>Jay Correia, (State Historian III, Office of Historic Preservation). E-mail correspondence to Julia Mates (Tetra Tech Historian), April 28, 2009.

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\*Resource Name or # (Assigned by recorder)

\*Recorded by Julia Mates \*Date March 5, 2009  Continuation  Update

#30 appears to meet Criterion C/3 for listing on the NRHP and CRHR as a distinct example of a late 1920s fire station constructed in the Mediterranean and Romanesque style in Mission Bay.

This property has been evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it is a historical resource as defined in these guidelines.



**Photograph 2:** Fire Station #30, west façade, camera facing east, 3/5/2009.



**Photograph 3:** Fire Station #30, east side, camera facing south, 3/5/2009.



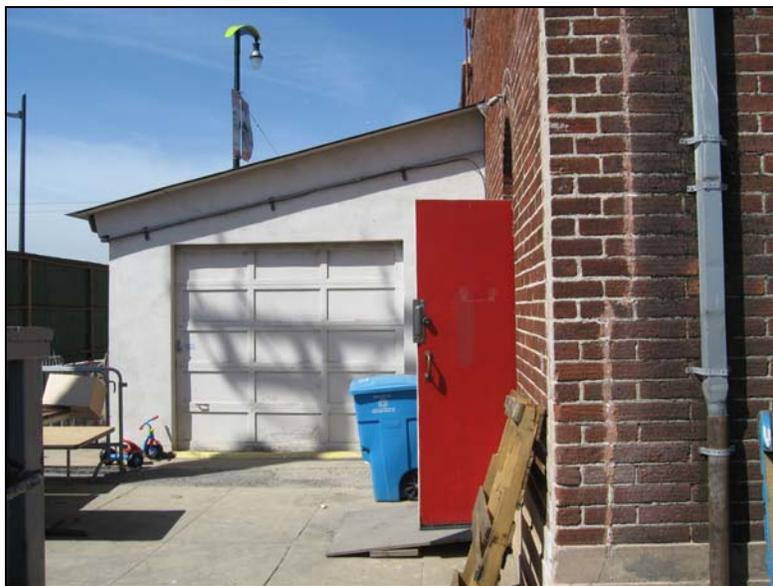
**Photograph 4:** Fire Station #30, cornice and decorative brickwork, 3/5/2009.



**Photograph 5:** cast stone elements and detailing at window arches and pilasters, camera facing east, 3/5/2009.



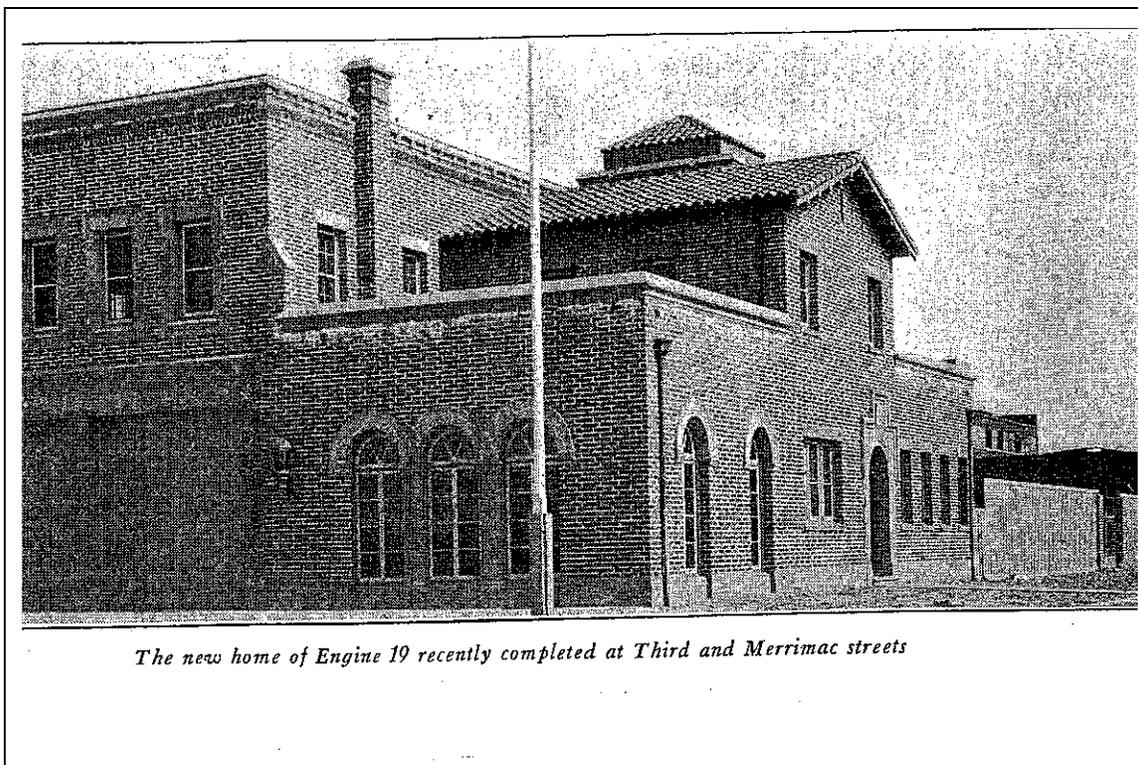
**Photograph 6:** Entrance to Fire Station #30 on west side, fire station shield, 3/5/2009.



**Photograph 7:** Fire Station #30, one-car garage at south side, camera facing west, 3/5/2009.

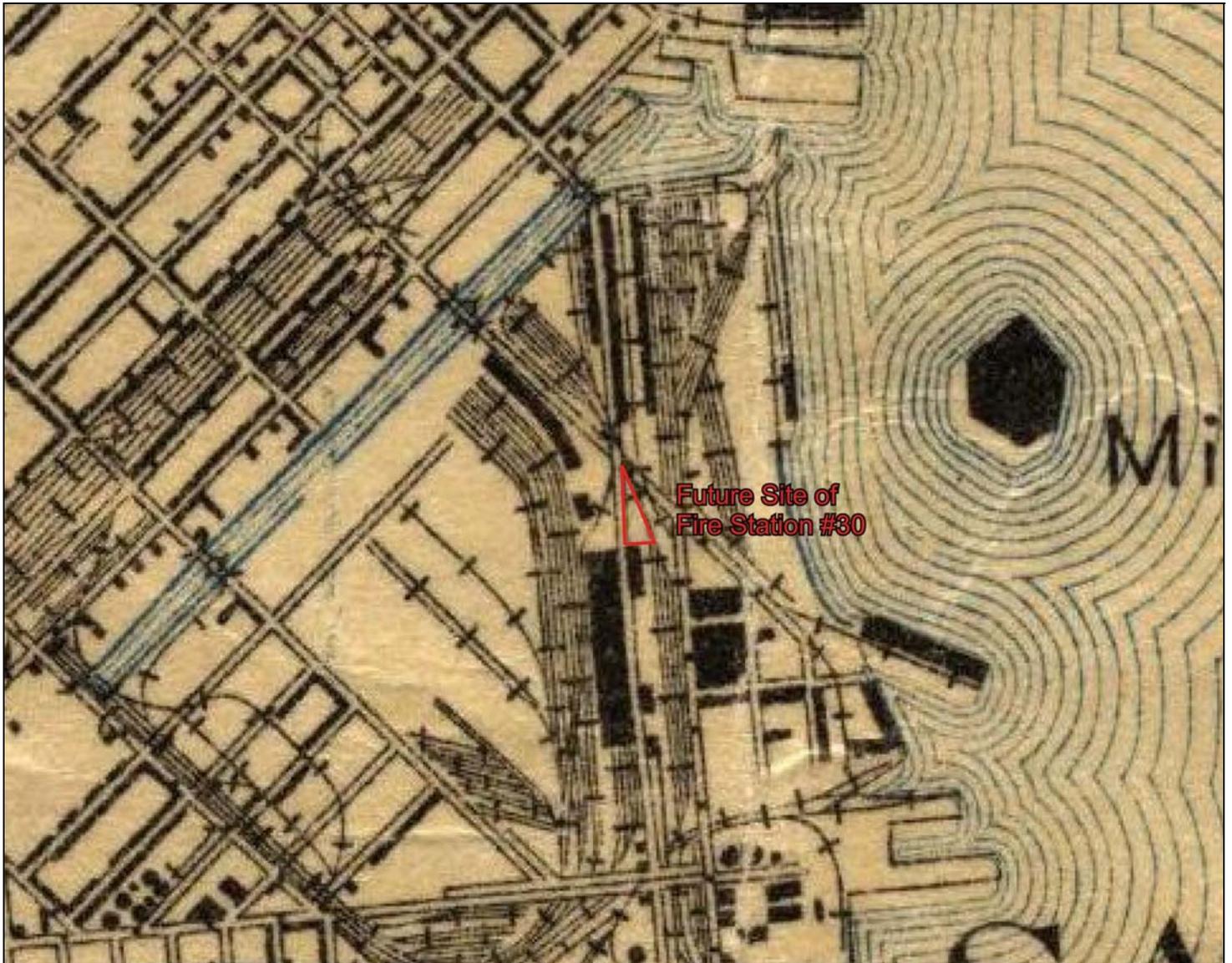


**Photograph 8:** 1928 photograph of “Old Engine Company 19,”  
Courtesy of San Francisco Fire Department Historical Society.

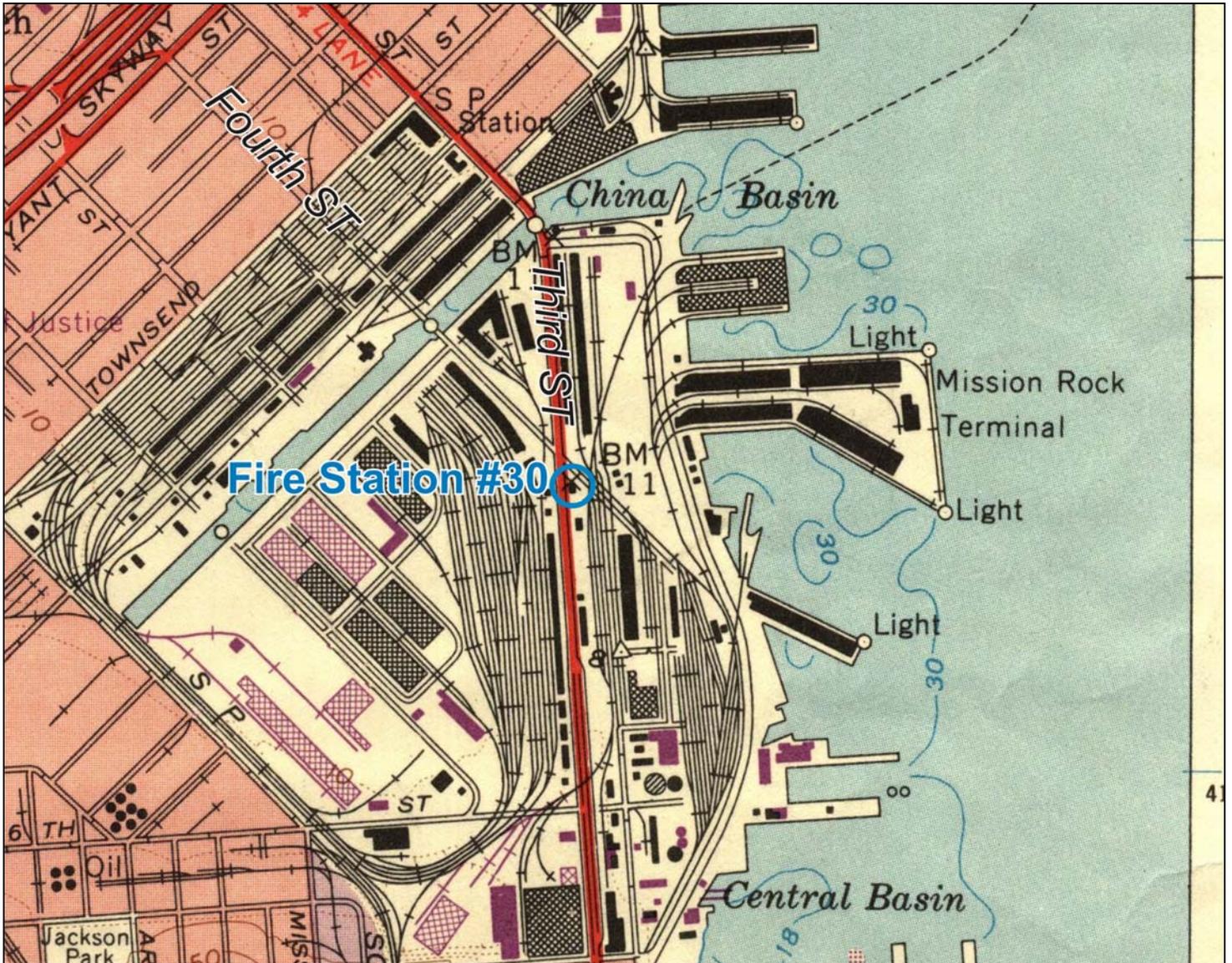


*The new home of Engine 19 recently completed at Third and Merrimac streets*

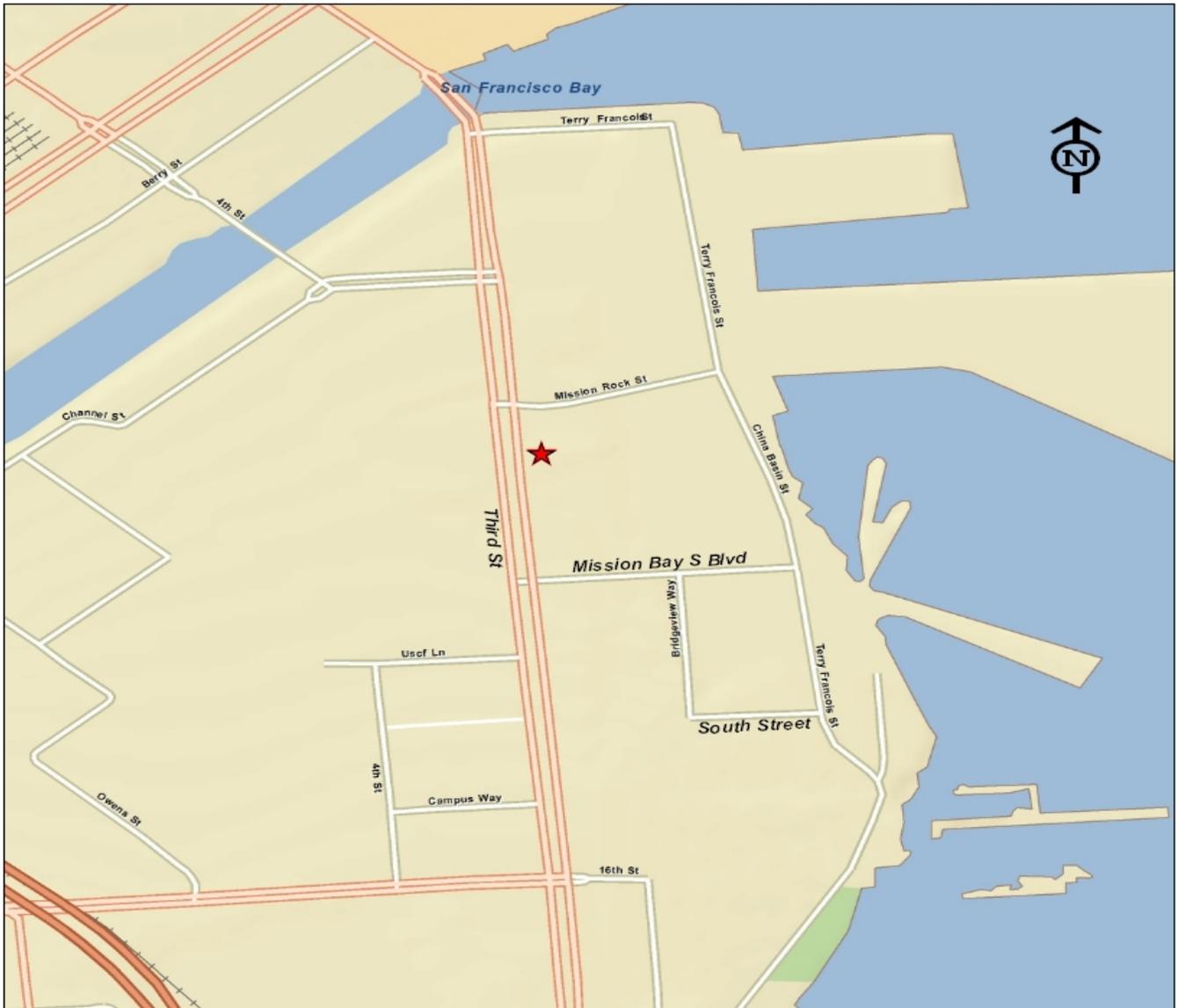
**Photograph 9:** Historic Photograph of Fire Station #30 as it appeared in the *Municipal Engineer*, October 1928.



**Figure 1:** Site of 1300 Third Street Prior to construction of Fire Station #30, 1915



**Figure 2:** Streets prior to realignment, note that Fourth Street intersects with Third Street to the north of Fire Station #30



**Figure 3:** Streets after realignment, 2009

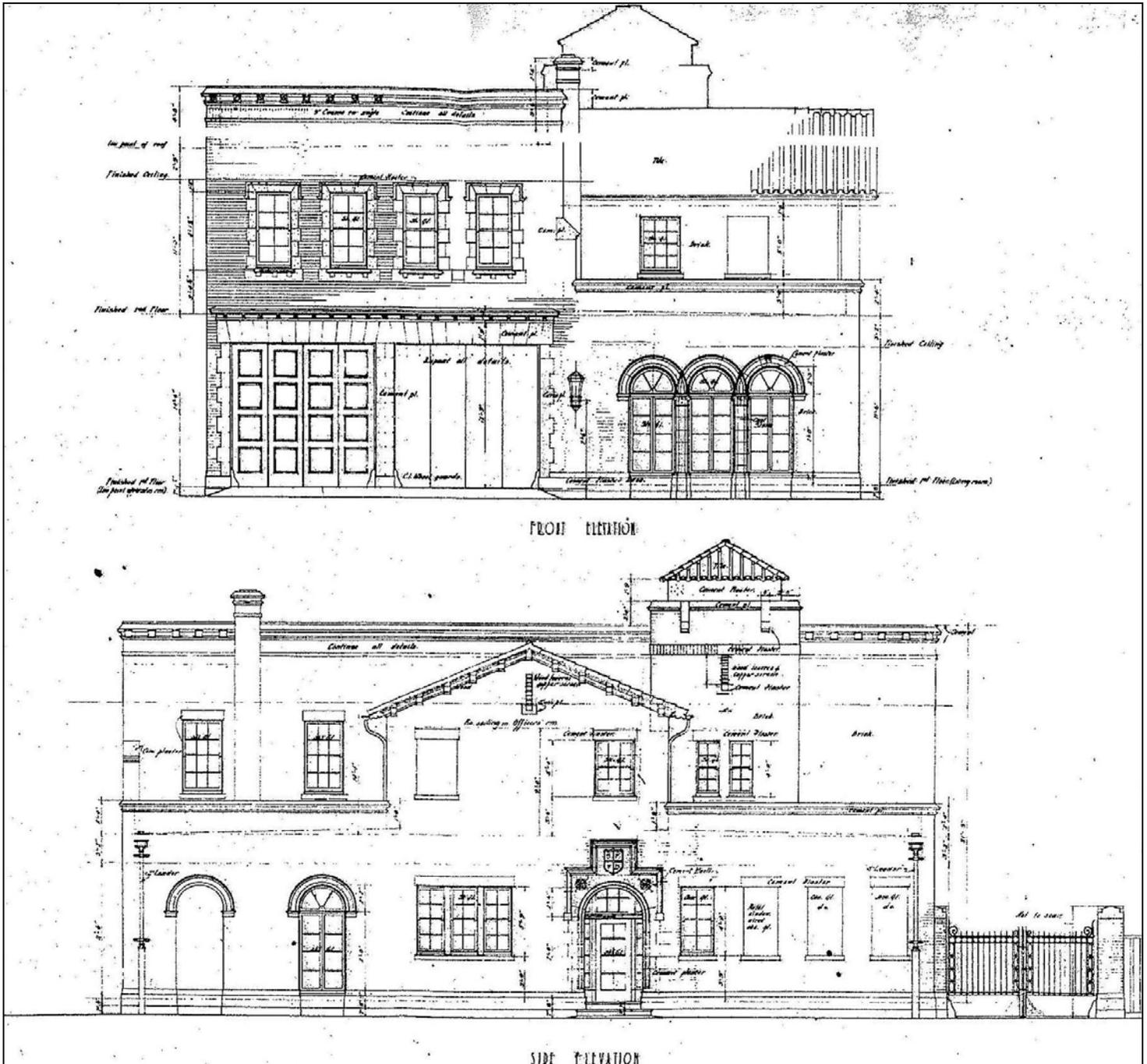


Figure 4: Original Plans for Fire Station #30 (Engine Company 18), front elevation, 1925.

# **APPENDIX A**

## **Drawings**



# SAN FRANCISCO HISTORIC FIRE STATION #30

BLOCK 8, THIRD STREET  
SAN FRANCISCO, CA

SFDPW / BUREAU OF ARCHITECTURE

HOK + MARK CAVAGNERO ASSOCIATES

JULY 5, 2011 (REVISED JULY 25, 2011)

HISTORICAL RESOURCES EVALUATION

























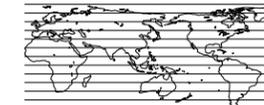


client logo placed here

San Francisco  
Public Safety Building  
Fire Station 30  
Block 8 Third Street

Prepared for  
City of San Francisco

Client Location  
Contract No.



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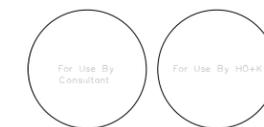
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Key Plan

Professional seals



No. Issue Description Date  
HISTORIC PRESERVATION SUBMITAL 5/11/11

Drawn by: \_\_\_\_\_ Reviewed by: \_\_\_\_\_

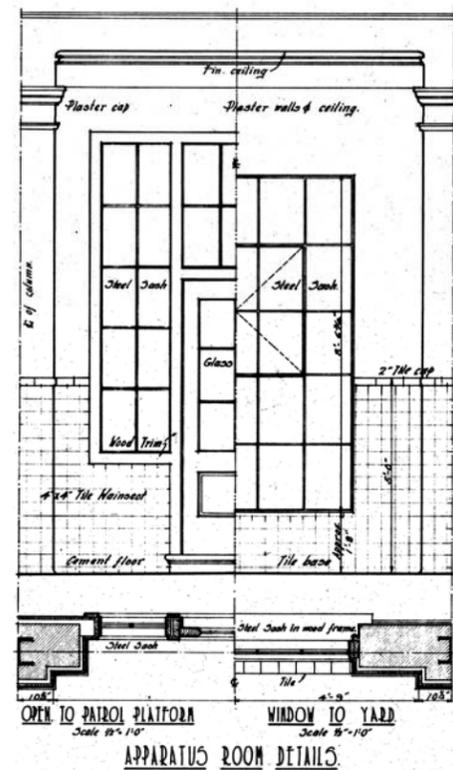
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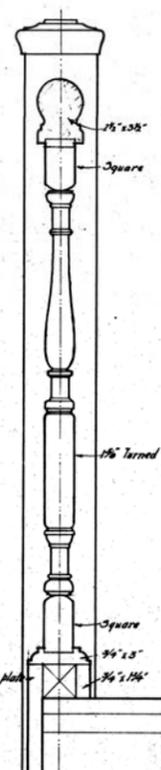
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& APPARATUS

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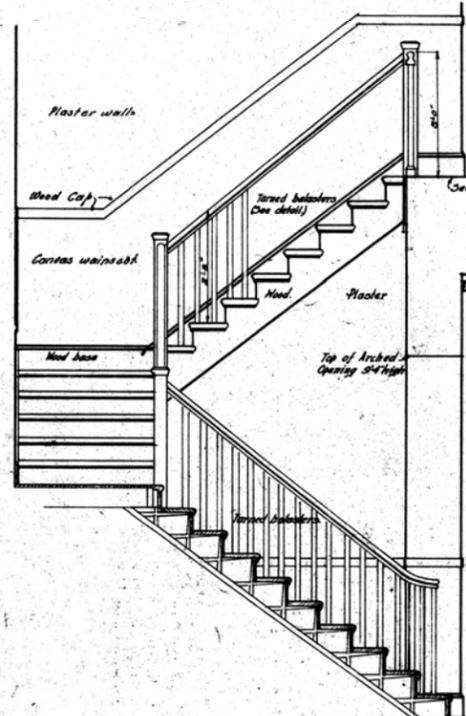
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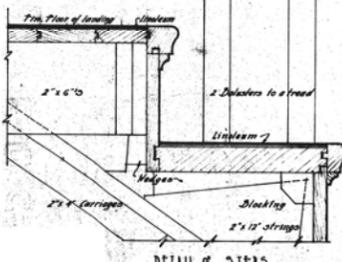
APPARATUS ROOM DETAILS  
Scale 1/4" = 1'-0"



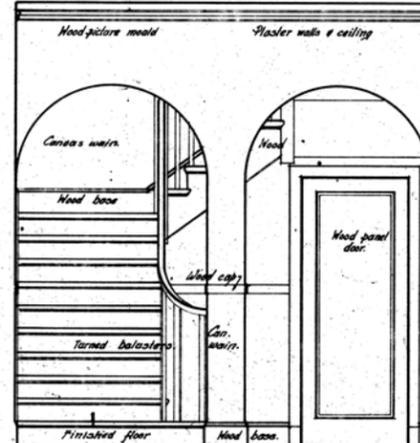
DETAIL OF BALUSTER  
Scale 3/4" = 1'-0"



SECTION THRU STAIRS  
Scale 1/2" = 1'-0"



DETAIL OF STAIRS  
Scale 3/4" = 1'-0"



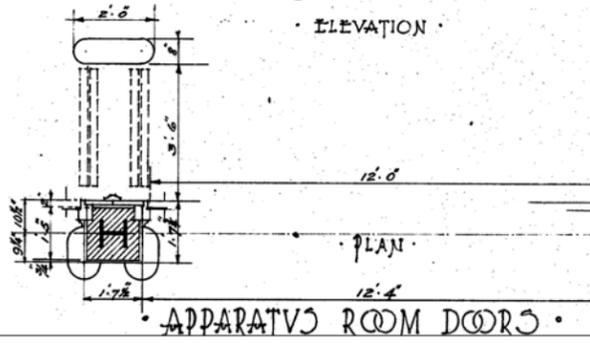
ELEVATION OF STAIRS  
Scale 1/2" = 1'-0"

DETAILS OF STAIRWAY



ELEVATION

SECTION C-C



PLAN

APPARATUS ROOM DOORS

Drawn By C.H.	Checked By C.H.	DATE
Issued By C.H.	Checked By C.H.	DATE
Approved By [Signature]	Checked By [Signature]	DATE







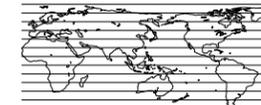


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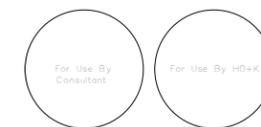
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Key Plan

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No. Issue Description Date

HISTORIC PRESERVATION SUBMITAL 5/11/11

Drawn by: \_\_\_\_\_ Reviewed by: \_\_\_\_\_

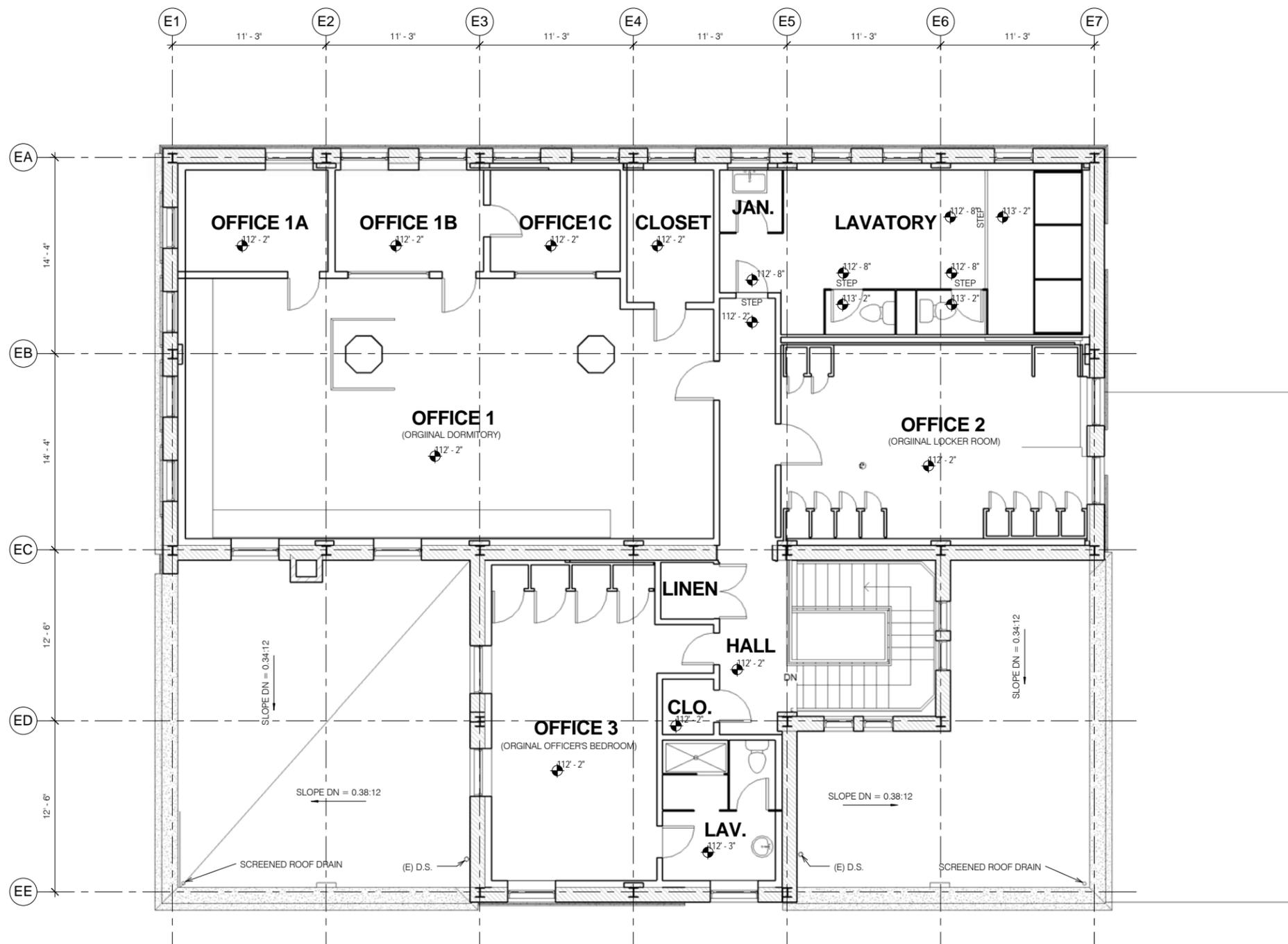
Project No: 09-04009-00

Sheet Titles:

LEVEL 2 EXISTING

Sheet Number:

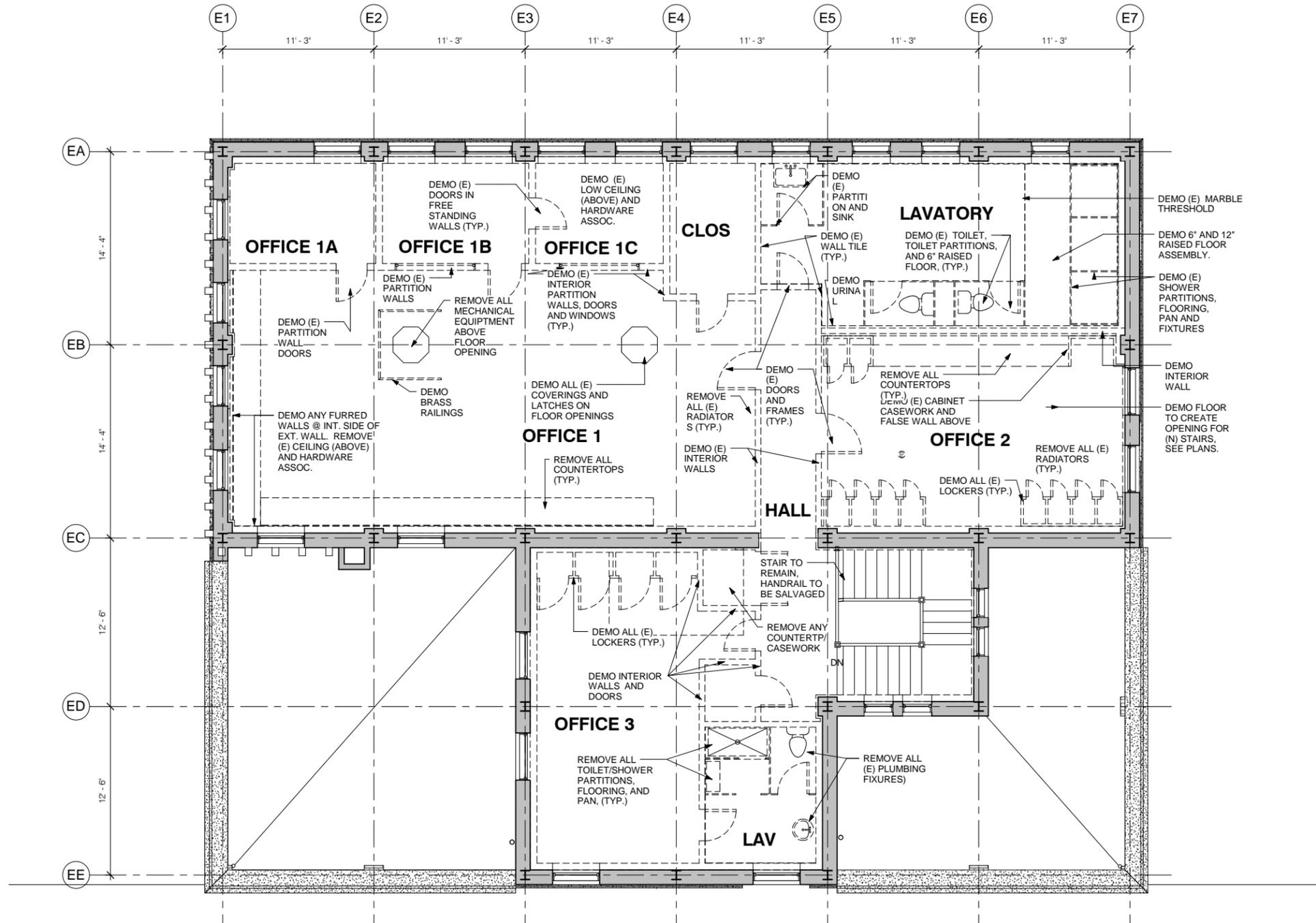
A202



1 EB LEVEL 2 - EXISTING FLOOR PLAN  
SCALE: 1/4" = 1'-0"







- DEMOLITION GENERAL NOTES**
1. REMOVE PLASTER FINISH FROM INTERIOR FACES OF ALL WALLS INCLUDING ANY TILE OR TRIM U.N.O. SALVAGE AND REINSTALL TRIM AS NOTED.
  2. REMOVE ALL FLOOR FINISHES U.N.O.
  3. REMOVE ALL CEILING FINISHES U.N.O.
  4. CONTRACTOR TO DISPOSE OF ALL REMOVED MATERIALS U.N.O.
  5. REMOVE ROOF MEMBRANE AT ALL FLAT ROOFS, ALL LEVELS, TYP. PROTECT UNTIL (N) MEMBRANE AND ROOFING FINISH INSTALLED
  6. ALL WINDOWS TO BE REMOVED, REFINISHED, AND REINSTALLED U.N.O.

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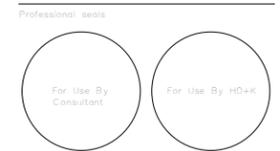
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CONCEPT DESIGN SUBMITTAL		6/18/11
HISTORIC PRESERVATION SUBMITTAL		6/23/11
HISTORIC PRESERVATION SUBMITTAL		7/25/11

Drawn by: \_\_\_\_\_ Reviewed by: \_\_\_\_\_

Project No: 09-04009-00

Sheet Title:

**1** EB LEVEL 2 - DEMOLITION FLOOR PLAN  
 SCALE: 1/4" = 1'-0"



**LEVEL 2  
 DEMOLITION**

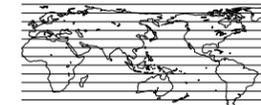
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**A212**

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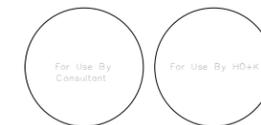
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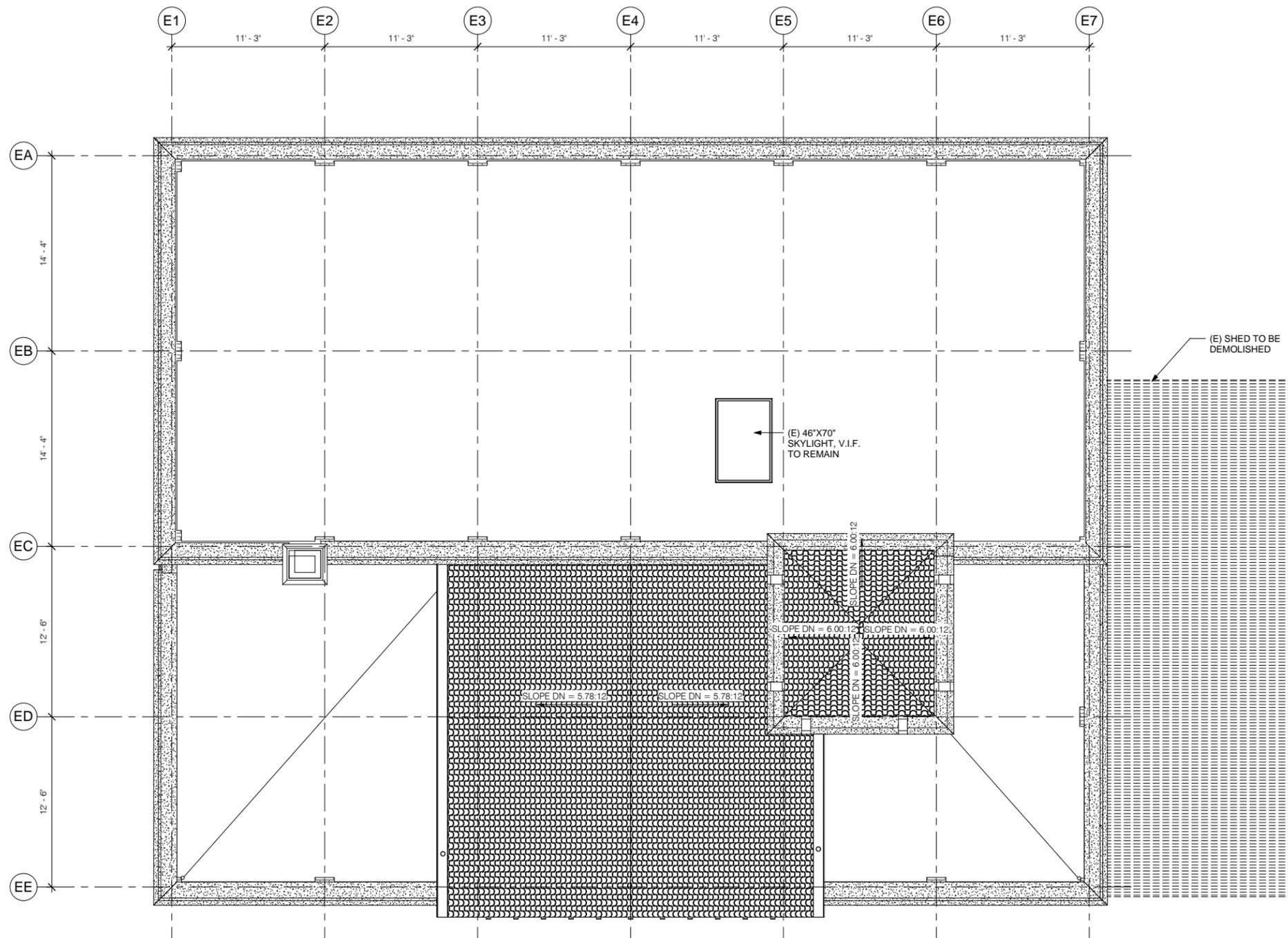


No.	Issue Description	Date
PROGRESS PRESERVATION SUBMITTAL		5/11/11
CONCEPT DESIGN SUBMITTAL		6/18/11
HISTORIC PRESERVATION SUBMITTAL		6/23/11
HISTORIC PRESERVATION SUBMITTAL		7/25/11

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Project No: 09-04009-00

Sheet Title:

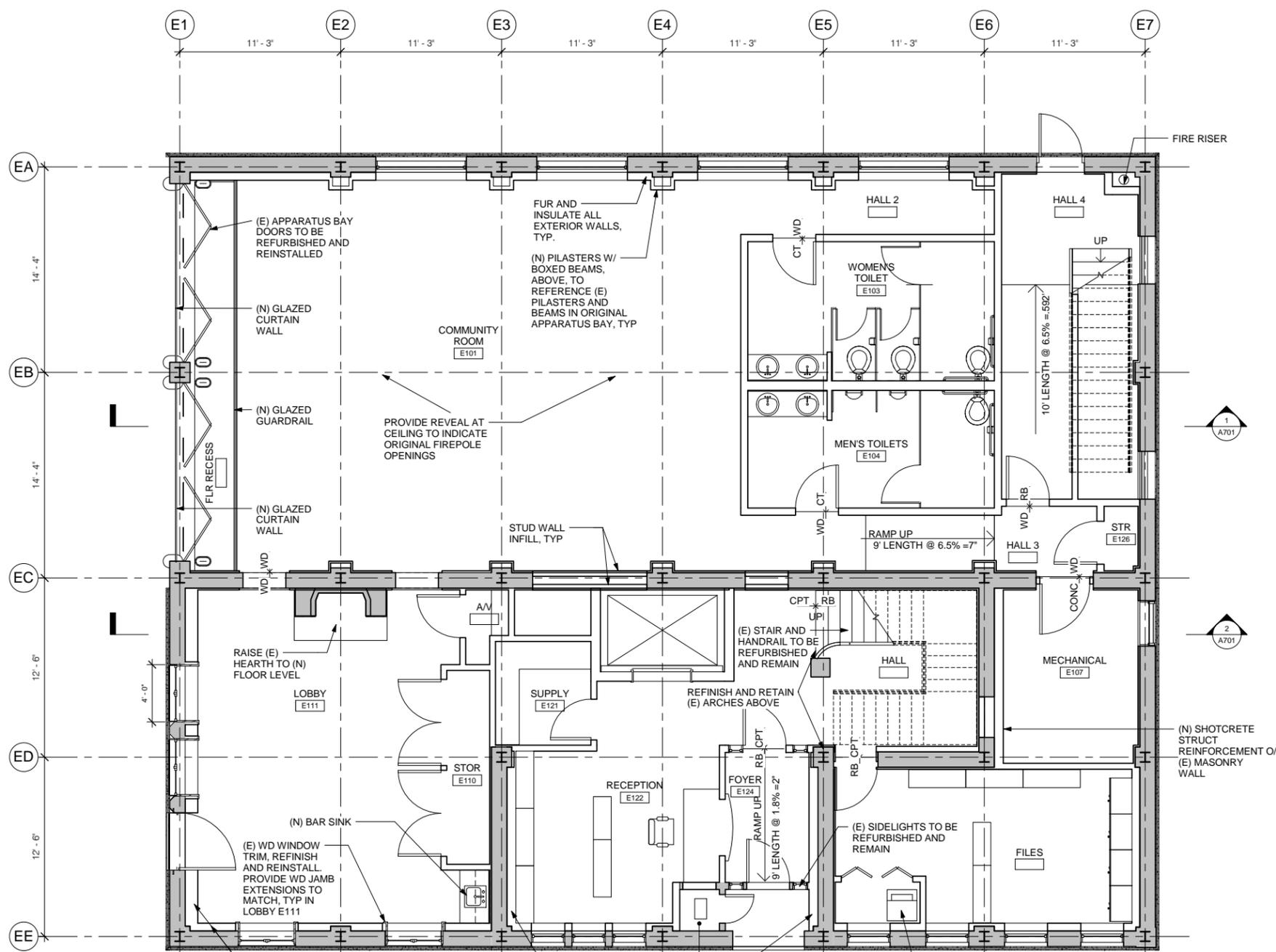


1 EB ROOF - DEMOLITION PLAN  
SCALE: 1/4" = 1'-0"

ROOF LEVEL  
DEMOLITION

Sheet Number:

A213



**NEW PLANS GENERAL NOTES**

1. ALL NEW WALLS, PILASTERS, BOXED BEAMS, ARCHES, AND DRYWALL CEILINGS TO HAVE SMOOTH, PAINTED DRYWALL FINISH.
2. FLOOR MATERIALS AS FOLLOWS:  
CPT CARPET  
CT CERAMIC TILE  
RB RUBBER  
WD WOOD
3. LEVEL 2 FLOORS TO HAVE (N) FLOOR SHEATHING, (S.S.D.)
4. ALL NEW INTERIOR PARTITION WALLS TO BE STL. STUD W/ DRYWALL EA. SIDE, PAINTED.

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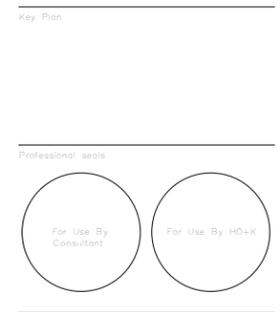
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PROGRESS PRESERVATION SUBMITTAL		5/11/11
CONCEPT DESIGN SUBMITTAL		6/18/11
HISTORIC PRESERVATION SUBMITTAL		6/23/11
HISTORIC PRESERVATION SUBMITTAL		7/25/11

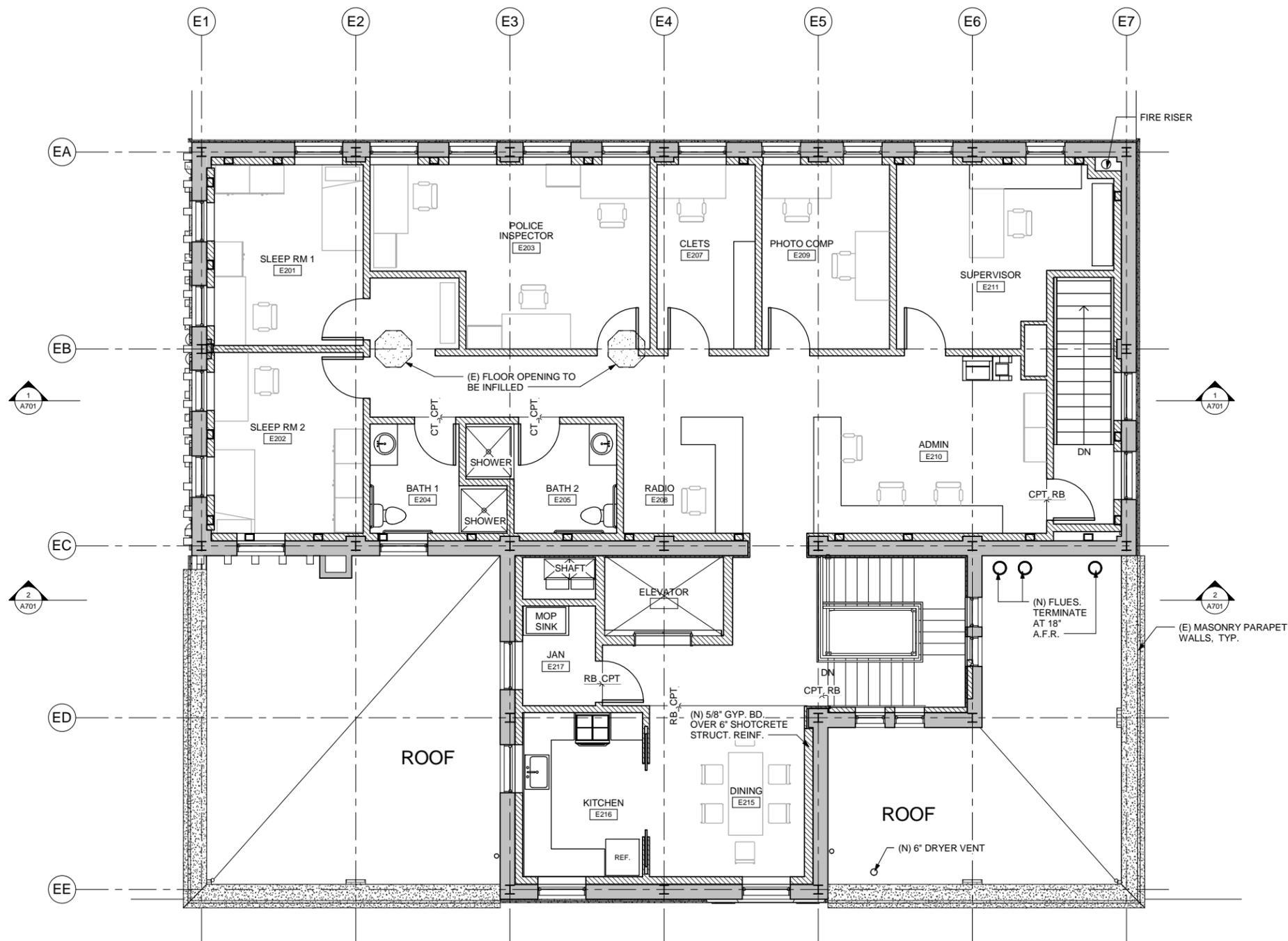
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 Project No: 09-04009-00  
 Sheet Title:



**1** EB LEVEL 1 - NEW FLOOR PLAN  
 SCALE: 1/4" = 1'-0"

**LEVEL 1 NEW**

Sheet Number:  
**A221**



**NEW PLANS GENERAL NOTES**

1. ALL NEW WALLS, PILASTERS, BOXED BEAMS, ARCHES, AND DRYWALL CEILINGS TO HAVE SMOOTH, PAINTED DRYWALL FINISH.
2. FLOOR MATERIALS AS FOLLOWS:  
CPT CARPET  
CT CERAMIC TILE  
RB RUBBER  
WD WOOD
3. LEVEL 2 FLOORS TO HAVE (N) FLOOR SHEATHING, (S.S.D.)
4. ALL NEW INTERIOR PARTITION WALLS TO BE STL. STUD W/ DRYWALL EA. SIDE, PAINTED.

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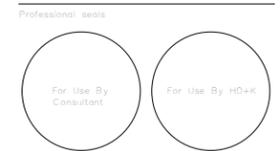
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PROGRESS PRESERVATION SUBMITTAL		5/11/11
CONCEPT DESIGN SUBMITTAL		6/18/11
HISTORIC PRESERVATION SUBMITTAL		6/23/11
HISTORIC PRESERVATION SUBMITTAL		7/25/11

Drawn by: \_\_\_\_\_ Reviewed by: \_\_\_\_\_  
 Project No: 09-04009-00  
 Sheet Title: \_\_\_\_\_



**1** EB LEVEL 2 - NEW FLOOR PLAN  
 SCALE: 1/4" = 1'-0"

**LEVEL 2 NEW**

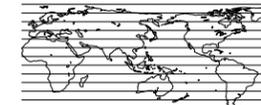
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**A222**

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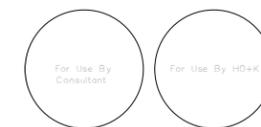
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CONCEPT DESIGN SUBMITTAL		6/18/11
HISTORIC PRESERVATION SUBMITTAL		6/23/11
HISTORIC PRESERVATION SUBMITTAL		7/25/11

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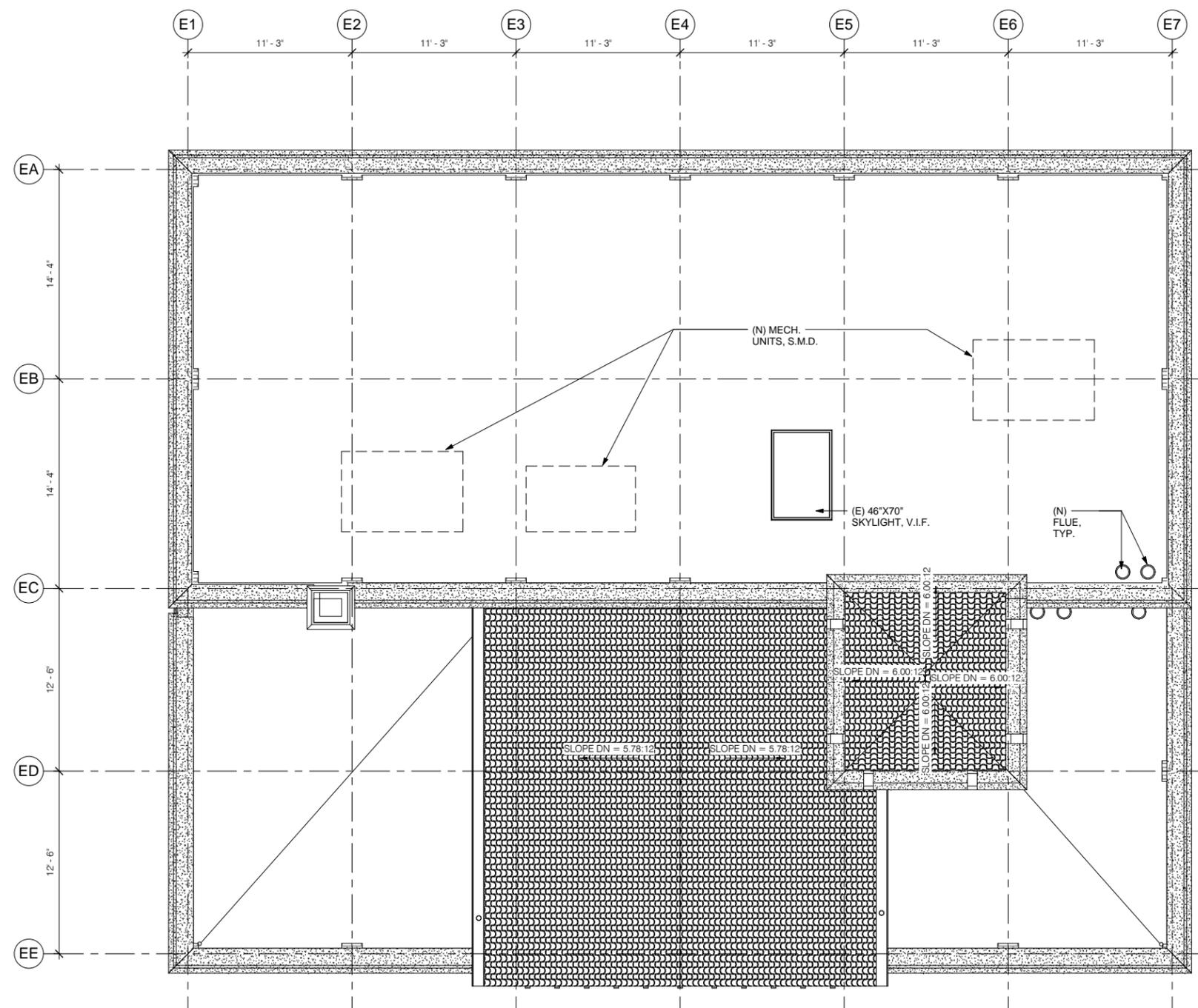
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Sheet Title:

ROOF LEVEL NEW

Sheet Number:

A223



1 EB ROOF - NEW PLAN  
SCALE: 1/4" = 1'-0"













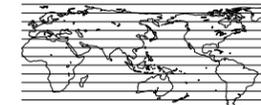


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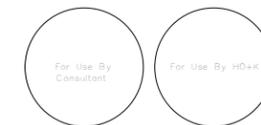
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No.	Issue Description	Date
HISTORIC PRESERVATION	SUBMITAL	5/11/11

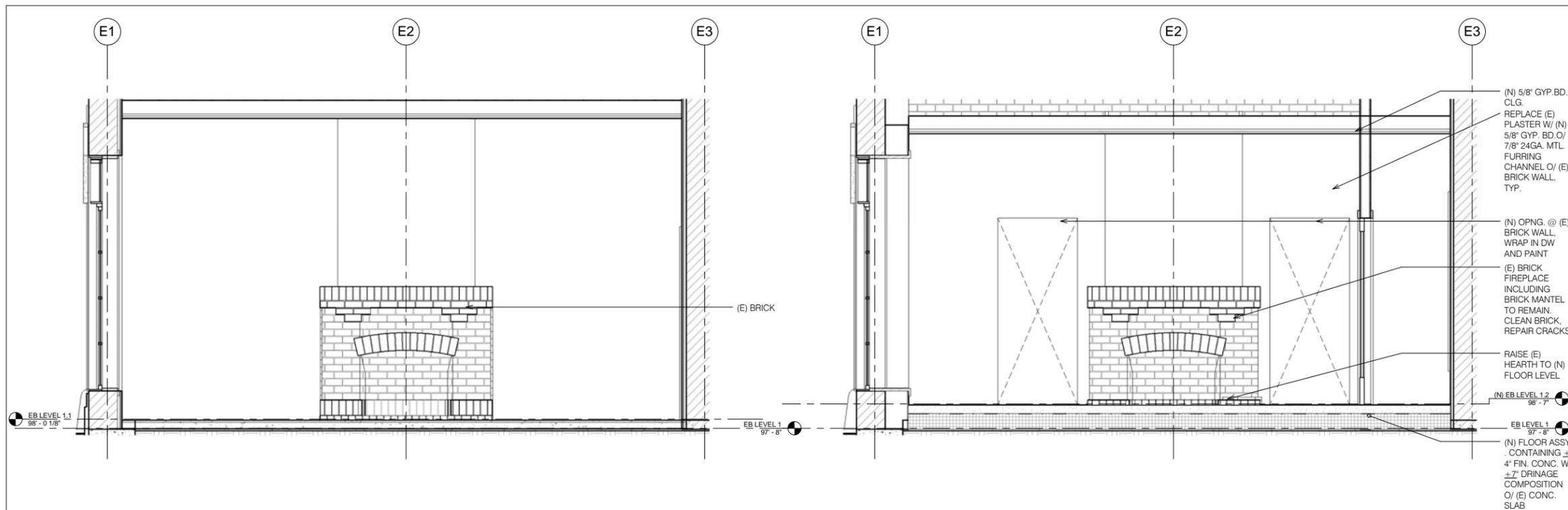
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Sheet Title:

INTERIOR  
ELEVATIONS

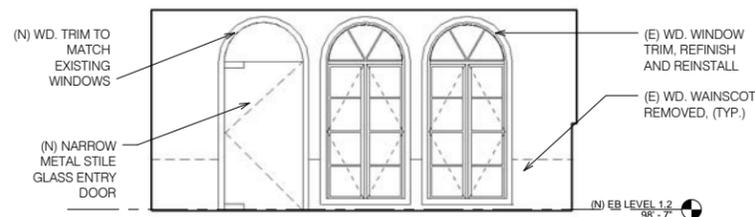
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A601

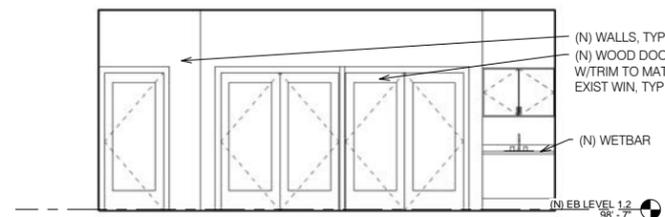


1 LOBBY - E (EXISTING)  
SCALE: 1/2" = 1'-0"

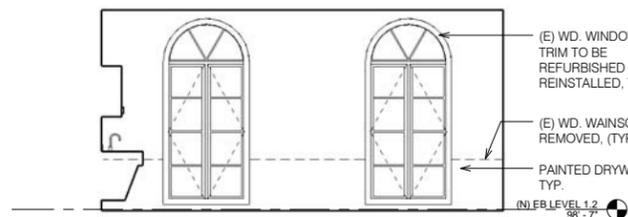
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SCALE: 1/2" = 1'-0"



3 LOBBY - N (NEW)  
SCALE: 1/4" = 1'-0"



4 LOBBY - S (NEW)  
SCALE: 1/4" = 1'-0"



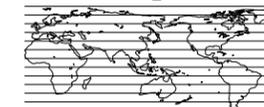
5 LOBBY - W (NEW)  
SCALE: 1/4" = 1'-0"

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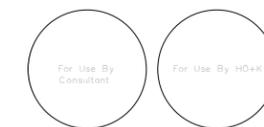
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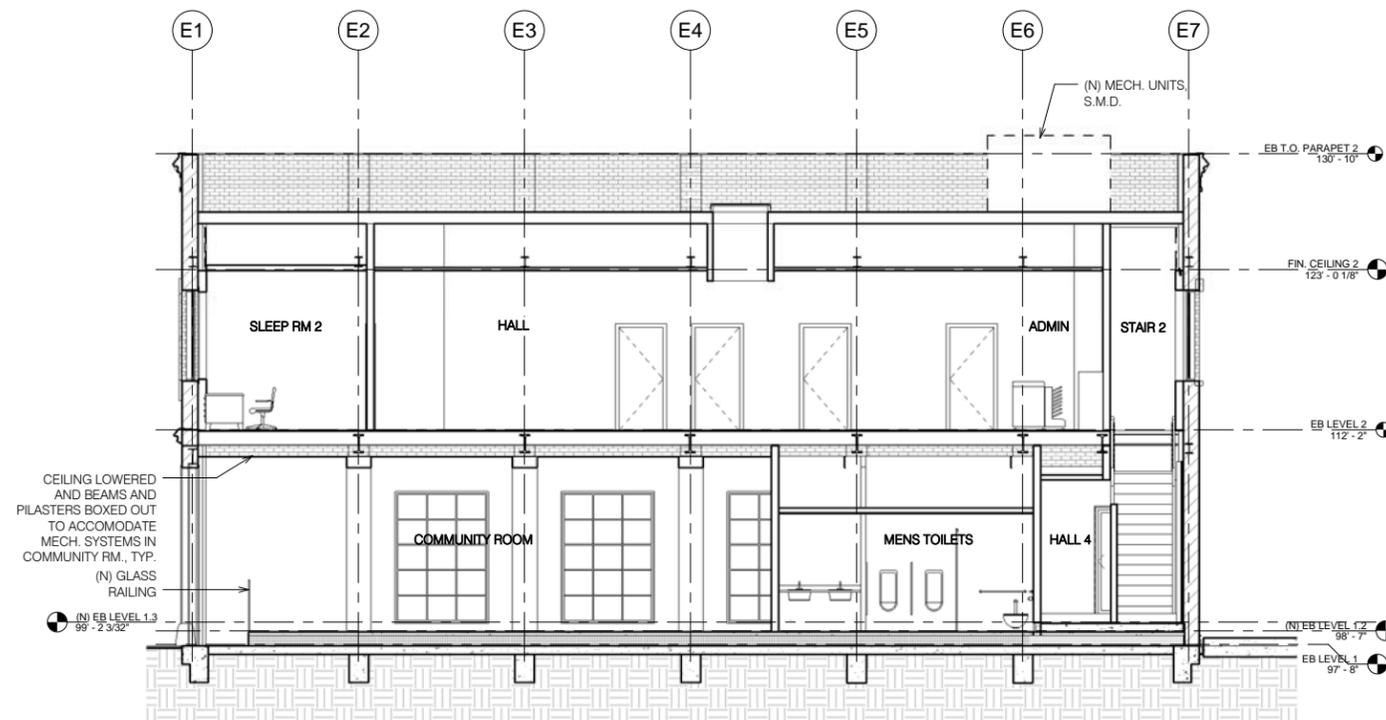
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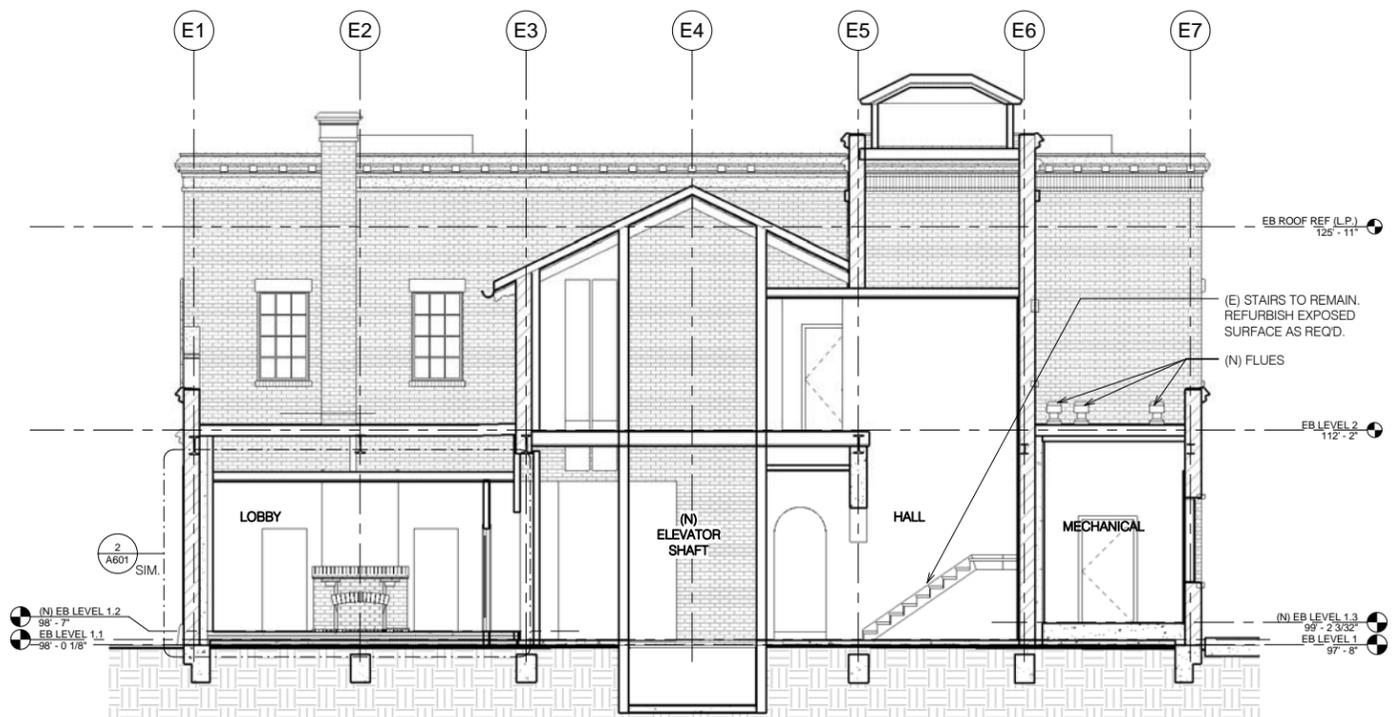
**BUILDING  
SECTIONS NEW**

Sheet Number:

**A701**



**1** NEW NS COMMUNITY ROOM  
SCALE: 3/16" = 1'-0"



**2** NEW NS STAIR 1  
SCALE: 3/16" = 1'-0"