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INTRODUCTION
Wagstaff and Associates has engaged Carey & Co., Inc. to prepare a Historic Resources Technical Report for the environmental impact report (EIR) being prepared pursuant to the California Environmental Quality Act (CEQA) on the proposed Visitacion Valley Redevelopment Plan (the “Plan”) in San Francisco. The San Francisco Redevelopment Agency and the City and County of San Francisco Planning Department propose to implement this Plan to counter blight within the Visitacion Valley Project Area (the “Project Area”) with new commercial and residential development. The Plan involves implementation of a mixed use residential and retail development concept for the 20-acre Schlage Lock site\(^1\) east of Bayshore Boulevard, as well as zoning revisions and a Leland Avenue streetscape improvement plan. The Schlage Lock site currently contains a number of built resources, some of which are over fifty years old. The Project Area includes industrial and commercial properties along Bayshore Boulevard, as well as zero-lot-line commercial properties along the north and south sides of Leland Avenue, generally between Bayshore Boulevard and Rutland Street.

Carey & Co. has conducted a building-by-building survey within the Project Area. This report provides Wagstaff and Associates with (1) a historic context statement for the Project Area, including the Schlage Lock site; (2) existing setting narratives describing existing conditions and historic resources within the Project Area, including an assessment of the eligibility of the Schlage Lock site for state or federal listing as a historic resource; (3) State of California Department of Parks and Recreation (DPR) 523A Primary Records and 523B Building, Structure and Object Records for all identified potential cultural and historic resources in the Project Area; and (4) 523A forms for all other individual parcels in the Project Area containing structures over 40 years old.

METHODOLOGY
Carey & Co. prepared this report by conducting two reconnaissance level surveys of properties within the Area of Potential Effect (APE). Properties within the APE located on either side of Leland Avenue, as well as those along Bayshore Boulevard, were surveyed on October 20, 2006. The Schlage Lock site was surveyed on November 19, 2006. During these site visits, Carey & Co. staff took digital photographs, noted the existing conditions, historic features, and architectural significance of each the surveyed properties.

Historical research on the properties within the APE was undertaken at: the San Francisco Public Library, the Northwest Information Center at Sonoma State University, the San Francisco

\(^1\) Throughout this report, the terms “Schlage Lock Factory site” and “Schlage Lock Factory Historic Site” are meant to refer only to those buildings that were part of the Schlage Lock Factory. The “Schlage Lock site” and “Schlage Lock Historic Site,” however, also include the adjacent buildings associated with the Southern Pacific Railroad.
Assessor/Recorder’s office, Planning Department and Department of Building Inspection. Carey & Co. staff also met with local historians from the Visitacion Valley History Project during the site visit on October 20, 2006.

This report contains four appendices:

A. Map of the APE  
B. Survey Matrix of Evaluated Properties  
C. State of California Department of Parks and Recreation Inventory Forms (523A and 523B) for potential historic resources within the APE  
D. California Historical Resources Information System (CHRIS) Record Search Result

This report summarizes the survey results and historic information that were used to evaluate structures and properties within the Project Area for historic significance, with an emphasis on identifying those structures and properties that may meet the CEQA definition of a “historic resource” (see “Impacts and Mitigations” section below).

**Area of Potential Effect**

The Area of Potential Effect (APE) consists of (1) approximately 97 parcels along Leland Avenue, Blanken Avenue and Bayshore Boulevard and (2) The Schlage Lock Site, bounded by Blanken Avenue to the north, Tunnel Avenue to the east, Bayshore Boulevard to the west, and the county line to the south. Of the 14 buildings on this site, nine of these buildings are associated with the Schlage Lock Factory and the remaining five are associated with the Southern Pacific Railroad.

See Appendix A for detailed maps of the APE. See Appendix B for a Survey Matrix of Evaluated Buildings. Note that because some parcels contain zero or multiple buildings, and, conversely, some buildings extend over multiple parcels, the number of buildings within the APE differs from the number of parcels. Appendix B is organized by APN, with a separate entry for each building.
SUMMARY OF APE SURVEY FINDINGS
The following is a summary of the results of Carey & Co.’s APE survey and evaluation:

Previously Identified Potential Historic Resources
• 58 Leland Avenue (1976 Citywide Survey)
• 2201 Bayshore Boulevard, Schlage Lock Factory Building A – Old Office Building (1976 Citywide Survey)

Potential Individually Significant Historic Resources
• 2400-2420 Bayshore Boulevard
• 445-447 Visitacion Avenue
• 37-45 Leland Avenue
• 58 Leland Avenue
• 191 Leland Avenue
• 196 Leland Avenue
• 198 Leland Avenue
• 2201 Bayshore Boulevard, Schlage Lock Factory Building A – Old Office Building

Potential Schlage Lock Historic Site Contributors
Associated with Schlage Lock Factory
• 2201 Bayshore Boulevard (Building A – Old Office Building)
• 2201 Bayshore Boulevard (Building B – Plant 1)
• 2201 Bayshore Boulevard (Building C – Plant 1, ancillary building)
• 2201 Bayshore Boulevard (Building D – Plant 1X)
• 2201 Bayshore Boulevard (Building F – Plant 2)
• 2201 Bayshore Boulevard (Building G – Plant 3)
• 2201 Bayshore Boulevard (Building H – Plant 3X)
• 2201 Bayshore Boulevard (Building I – Plant 1X, ancillary building)

Associated with Southern Pacific Railroad
• 2201 Bayshore Boulevard (Building J – Workers’ Dining Hall)
• 2201 Bayshore Boulevard (Building K – Storage)
• 2201 Bayshore Boulevard (Building L – Sheds/Pump Car Storage)

State of California Department of Parks and Recreation Inventory Forms (523A and 523B) for these potential historic resources are located in Appendix C of this document.
I. HISTORIC CONTEXT

Visitacion Valley
The neighborhood of Visitacion Valley is in the southeastern quadrant of San Francisco, bounded by McLaren Park to the north and west, U.S. Highway 101 to the east, and the city/county boundary to the south. The neighborhood physically extends beyond San Francisco’s southern boundary into Daly City and Brisbane. Before Spanish settlers claimed the land now known as the City of San Francisco, it was home to the Yelamu tribe of the Ohlone Indians. The Yelamu villages of Amuctac and Tubsinte were located in the present day Visitacion Valley neighborhood. This southeastern section of the city was “discovered” by a group of Spanish soldiers and Franciscan friars in 1777 when the party, having become lost in a thick fog, decided to camp overnight and in the morning found themselves in a picturesque valley. The date was July 2, also known in the Catholic Church as the Feast of the Visitacion of the Most Blessed Virgin to her cousin St. Elizabeth. Thus, the Catholic Church claimed the land, named it Visitacion Valley and used the area for agricultural and grazing purposes. In 1834, the Mexican government seized these lands from the Church, and ownership was later granted to favored Californios.²

Some of the earliest inhabitants of Visitacion Valley included Europeans hailing from countries such as France, Germany, Italy and Malta, who began to cultivate the land with flower gardens, plant nurseries, and farms.³ Henry Schwerin, a German immigrant, came to the valley in 1850 and purchased several acres near the San Francisco-San Mateo county line where he kept a herd of dairy cows. In what is currently the location of the Cow Palace parking lot, Schwerin established a nursery that produced cut flowers and shrubs for the San Francisco flower markets. Schwerin Street, as it exists today, marks the general location of Henry Schwerin’s land holdings.

The Rossi family settled in Visitacion Valley after the end of the Civil War and became prominent land owners after purchasing a number of acres of rich farmland. The family, one of many Italian families that settled in this area, operated large vegetable gardens and later opened the Visitacion Valley Pharmacy on Leland Avenue, which they operated for several decades. By the early 1900s, a portion of the Rossi land holdings became the first section to be divided into residential lots.⁴

In 1883, Italian immigrants Michael Perata and son-in-law Antonio Sechini bought a ranch in the area for a sum of $5,541 in gold coin. The Sechini Ranch, located in the southern portion of the valley, was worked by members of the Sechini, Pisoni, and Armanino families as well as a number of Italian farmhands. The ranch produced herbs and vegetables that sold at local markets such as the Colombo Market in downtown San Francisco.

² Cynthia Cox et al., eds., Images of America: San Francisco’s Visitacion Valley (San Francisco: Arcadia Publishing, 2005), 7-11. Californios were Spanish-speaking inhabitants of New Spain’s, and later Mexico’s Alta California, the area later annexed by the United States following the Mexican-American War in 1848. Californios included the descendants of European settlers from Spain and Mexico, as well as Mestizos and local Native Americans who adopted Spanish culture and converted to Catholicism.
³ Ibid., 7.
Though the rural character of Visitacion Valley continued well into the twentieth century, there was a gradual shift in land use over the years to accommodate increasing industrial and residential development. By the late nineteenth century, a number of industries had begun to locate in Visitacion Valley. These included the Union Pacific Silk Manufacturing Company organized in 1876 by W.C. Ralston, numerous breweries, two quarries and the Pacific Coal and Fertilizer Company in 1890. The Bodinson Manufacturing Company, which produced custom mining machinery and other industrial equipment, also settled in the area in the early years of the twentieth century. The plant, which later sold property to the Schlage Lock Company, employed around 50 laborers and had a weekly payroll of approximately $2,500. The Spring Valley Water Company established its Bayshore pumping station at 31-33 Leland Avenue near the turn of the century; the pumping station regulated the flow of water from the reservoir on the top of the hill to the west near what is now McLaren Park. In 1905, Pacific Gas & Electric built a plant in Visitacion Valley and, with the arrival of Southern Pacific Railway Company’s freight station in the early twentieth century, Visitacion Valley became established as a major crossroads in the burgeoning industrial center of the Southern Pacific.

According to a history of Visitacion Valley compiled by the Schlage Lock Company, “by 1905, the ‘finest building sites’ could be purchased for as little as $125.00 - $1.00 down and $1.00 a week.” Charles A. Louis was then the sales agent for the Reis Tract, at that time the largest housing development in the valley. In the years following the 1906 San Francisco earthquake and fire, from which Visitacion Valley emerged relatively unscathed, the area experienced a steady population increase as refugees from the city’s center stayed and settled in the community. Also at that time, the Southern Pacific Railway filled a portion of the bay in order to construct a roundhouse and extensive train yards that extended south of the county line. Two streetcar lines in operation by 1910 – one running northeast along Bayshore Boulevard from Wilde Street and connecting to Market Street via Third Street, the other running along Geneva Avenue from Bayshore Boulevard to Mission Street – provided further catalysts for the development of the Visitacion Valley community. Single-family houses were first built in the area in the 1930s. These organized rows of modest one-family stucco houses followed a design pattern similar to the residential streets in other newer neighborhoods of San Francisco, such as the Sunset District. Over the next 15 years, Visitacion

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5 Cox et al., 7. Southern Pacific filled in the bay to create more land for train tracks and tunnels. Tunnel Number 4, located just west of the Schlage Lock site, was constructed in 1905 and is now used by Caltrain.
6 Ibid., 23.
7 Ibid., 25. Bayshore has also been documented as “Bay Shore.” Originally, Bayshore was probably two words that were later shortened into one. Historic photographs indicate the two-word spelling. For consistency, Bayshore will be spelled as one word in this document.
8 Ibid., 24
9 The Visitacion: Story of Visitacion Valley, San Francisco (San Francisco: Committee on Press and Publicity for the Benefit of the Church of the Visitacion, 1907).
10 Danforth, 4.
11 Danforth, 2.
13 Danforth, 8.
Valley continued to change as farmland gave way to residential development, roads were paved, and Leland Avenue became the valley’s core commercial thoroughfare.

From 1940 through the mid 1960s, Visitacion Valley was the setting for various federal housing projects. Many of these projects were part of the San Francisco Housing Authority’s effort to provide housing for the 35,000 service members, war workers, and their families who had come to San Francisco in the 1940s. These projects have often been blamed for fostering Visitacion Valley’s decline over the second half of the twentieth century. The largest such project, the Geneva Towers, was initially built (in 1967) as a private housing complex for middle-income renters. When such renters failed to materialize in large numbers, the owner instead filled the two 20-story towers with low-income tenants whose rents were subsidized by the federal government under Section 8. Due in part to this change, the share of families in Visitacion Valley dependent on public aid increased from less than 18 percent in 1970 to 26 percent in 1980. Over the next three decades, the Geneva Towers fell into disrepair and became a haven for crime and violence. The U.S. Department of Housing and Urban Development assumed ownership of the buildings in 1991, the first time the agency had foreclosed on a property due to unsafe living conditions. The Geneva Towers were demolished in May 1998.

Leland Avenue Commercial District
Visitacion Valley does not appear on Sanborn maps until 1913, though some development existed prior to that time along Leland Avenue and Bayshore Boulevard (then San Bruno Avenue), which would later become the commercial core of the neighborhood. Bayshore Boulevard was created in the 1860s and was called the San Bruno Toll Road. By 1913 the road was called San Bruno Avenue and sometimes Bay Shore Boulevard. By 1925 Sanborn maps indicate that the road name had been officially changed to Bayshore Boulevard. According to published interviews with Al Cinti, a resident of the area in the early part of the twentieth century, Leland Avenue was only paved to Rutland Street and wooden sidewalks lined the nascent commercial district. He states, “Mr. Rossi [the pharmacist] was here on Leland, and then the water pump company was down the street, and the hotel and bar on the corner. Across the street where the bank is now they had a hotel.”

The former Bay Shore Hotel, built in 1905, still stands at the southwest corner of Leland Avenue and Bayshore Boulevard and was the first building constructed at that intersection. The Bay Shore Hotel rented its upstairs hotel rooms to visitors, operated a café on the ground level selling “lager on draught,” and was the set for a few scenes of a silent movie starring Swedish actress Anna Q. Nilsson in the early 1920s. Since its construction, the building has undergone a number of alterations including storefront window modifications and an addition of exterior stucco cladding.

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14 Kneerim, 5.
15 Ibid., 5.
18 Cox et al., 20.
19 Based on historic photos (Cox et al., 25) and Sanborn maps (Sanborn Fire Insurance Maps, “San Francisco, California,” 1913-1915), Bay Shore was generally spelled as two words before later being shortened to Bayshore.
20 Cox et al., 25. The film was either Ten Nights in a Bar Room or A Half-Dollar Bill.
The Visitacion Valley neighborhood first appears on the 1913-1915 San Francisco Sanborn maps. By that time, Leland Avenue featured a mix of residential and commercial establishments. The surrounding residential neighborhoods were sparsely populated, with dwellings of one to two stories set back from the lot lines. The 1913-1915 map indicates that, between Rutland Street and San Bruno Avenue, Leland Avenue had a budding commercial district containing approximately ten one-story dwellings, a French laundry complete with a windmill and water tower, a drugstore, a Hay & Grain, storage facilities, a Feed and Fuel Hall and the Bay Shore Hotel, in addition to roughly 20 assorted stores.

As indicated by the 1913 Sanborn map updated to 1950, the number of retail establishments and other commercial properties on Leland Avenue had nearly doubled by 1950. Census data indicate that, between 1940 and 1950, San Francisco’s population increased 22 percent (from 635,000 to 775,000), as an influx of defense workers and other laborers flooded the city during World War II. A number of mixed-use retail and residential buildings had been constructed and a bakery, the Visitacion Valley Post Office, an upholstering business, a furniture store, a branch library, a doctor’s office, and a bank had all been added to the growing commercial core of Visitacion Valley. The Schlage Lock Factory on Bayshore Boulevard was in full operation at that time, and the residential neighborhoods surrounding the facility were becoming more densely populated.

Leland Avenue still provides the local community with its commercial core. Although today a mixed-use neighborhood with deteriorating buildings and dwindling commercial activity, the APE retains elements of the valley’s history dating from the early twentieth century.

Bayshore Boulevard
By 1860, what is now Bayshore Boulevard, originally called the San Bruno Toll Road, came into being. The traffic at this time primarily consisted of dairy workers traveling in horse-drawn wagons to dairy farms in South San Francisco and Brisbane. Tolls were collected for the road at the toll gate located at the seven-mile house, which still stands on the site. By 1913, when Visitacion Valley first appeared on Sanborn Fire Insurance maps, the road was called San Bruno Avenue and, in a few instances, Bayshore Boulevard.

According to the 1913-1915 Sanborn map, development along Bayshore Boulevard (then called San Bruno Avenue) between Arleta Avenue and the county line to the south was sparse. South of Leland Avenue on San Bruno, between Visitacion and Sunnydale Avenues, was a T-shaped saloon surrounded by a number of outbuildings including a water tower and a chicken coop, a buggy shed and a building for playing shuffleboard. Just south of this, also on the west side of the street, was a one-story “Hall” building. Across the street were two rectangular buildings marked as “vacant” and another saloon with a collection of outbuildings including a windmill and water tower. Between Sunnydale Avenue and the county line were a blacksmith shop to the east and four buildings to the west that included an office building, a retail establishment with two shops, a saloon and a restaurant. Of these buildings, only 2600 Bayshore Boulevard remains; this building has been significantly altered.

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22 Danforth, 4.
Sanborn maps dating to 1950 show that the 2400 block of Bayshore Boulevard, just south of the Bay Shore Hotel, was primarily comprised of a set of retail buildings as well as a theater that showed moving pictures. The theater later became the Rose Olivet Baptist Church, sometime between 1950 and the mid-1960s, and has recently been replaced by new construction. Continuing south, the west side of the 2500 block of Bayshore Boulevard contained a set of automotive establishments including three auto repair shops and two gas and oil stations. The west side of the 2600 block was lined with a set of five retail establishments of varying size and a restaurant; the map ends at the county line. Across Bayshore Boulevard, on the southeast corner of Bayshore’s intersection with Visitacion Avenue, is another gas and oil station and auto service shop. This collection of buildings was at one time known as the Tower Inn (and later Babe’s Bar). In addition to renting rooms, the Tower Inn included a restaurant and a gas station. The Schlage Lock Factory was well established by this time, with numerous industrial buildings lining the eastern side of Bayshore Boulevard.

Existing Setting and Conditions
Visitacion Valley is today home to an estimated 14,000 residents. The demographics have shifted from the valley’s early European settlers. The population is now comprised of 59 percent Asian American residents and the other 41 percent is made up of nearly equal percentages of Hispanics, Whites, and African Americans. Visitacion Valley is one of San Francisco’s comparatively poorer neighborhoods, with median household income at $43,700 (compared to the city median of $50,800).23

Largely overlooked by the building boom of the 1990s, the neighborhood has fallen into a state of decline, partially due to the closure of the Schlage Lock Factory in 1999 and the resulting loss of a key source of employment for community residents. These changes, along with dwindling businesses, rising property vacancies, and a loss of key community amenities, have contributed to the neighborhood’s decline and have been key motivating factors in the recent efforts to revitalize Visitacion Valley.

Leland Avenue, the community’s commercial core, is characterized by a variety of residential, retail and service-related uses. The scale of buildings ranges from single-story commercial buildings to three-story, mixed commercial and residential structures. The street has a pattern of narrow lots, generally 25 feet in width. Buildings typically front on the sidewalk and lack significant setbacks. Though the small lot width results in a large number of storefronts along the street, the commercial density is not as great as in other San Francisco neighborhoods due to the large number of first floor residential uses that line the street.24

Community amenities include a greenway park (described below), a post office, a branch library, a bank, produce markets and other small-scale businesses. In the past 40 years, however, the area has been in a state of economic and physical decline and the district now suffers from dwindling commercial activity and deteriorating building conditions. Many storefronts are vacant and have been boarded up, and graffiti and litter have become increasingly problematic for the commercial corridor.

The Visitacion Valley Greenway is a linear series of six publicly owned parcels that is the product of a cooperative effort by members of the greenway project and the San Francisco Recreation and Park

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24 City and County of San Francisco Planning Department. “Planning: Leland Avenue Existing Conditions Memo.”
Department (SFRPD). The greenway is intended to serve “as an outdoor classroom and recreation area beautifying the landscape and uniting the diverse groups and generations of Visitacion Valley. [Its] pathways will provide a pedestrian connection from the lower to the upper Valley.” The Hans Schiller Plaza is located on the north side of Leland Avenue, between Rutland and Alpha Streets, and marks the southern terminus of the greenway. According to the Visitacion Valley Planning Alliance website, this public plaza recently received the San Francisco Beautiful “Award for Beautification.”

Bayshore Boulevard, a major transit corridor between Arleta Avenue and the city/county line, contains a mix of industrial, residential, and commercial properties, most located along the west side of the street. The large industrial buildings of the former Schlage Lock Factory dominate the east side of Bayshore Boulevard. The southern extension of the recently completed MUNI T-Third light-rail line runs down the center of Bayshore Boulevard here, ending just south of the San Francisco city/county line. The 5.6-mile T-Third extends south from San Francisco’s Fourth Street Caltrain terminal through some of the city’s most isolated neighborhoods. Proposed almost two decades ago, the light-rail extension has been under construction since May 2002 and formally began full service in April 2007.

The Visitacion Valley Schlage Lock Strategic Concept Plan was released in 2002, a product of community workshop and planning efforts to determine the future of the Schlage Lock Factory site. The Initial Redevelopment Proposal included discussions between Ingersoll Rand and Home Depot about potentially developing a store on the Schlage Lock site. This proposal was met with opposition from the surrounding community due to various concerns, including the effect that type of development would have on transit and traffic, and was ultimately dropped. Working together with the Planning Commission, Urban Ecology and the community produced a set of ten Community Goals. Several consensus points were developed, including the provision of housing, neighborhood-serving retail, open space and community services. In addition, planners and community members expressed the desire that any new development help support and revitalize existing Leland Avenue and Bayshore Boulevard businesses. In July 2005, the Board of Supervisors designated the Schlage Lock site and surrounding parcels along portions of Leland Avenue and Bayshore Boulevard a “Survey Area” in order to promote further study and future redevelopment. The Draft Visitacion Valley/Schlage Lock Design Guidelines were released in early 2006 by the Planning Department with the intention of facilitating new development within the Leland/Bayshore area. The Planning Department is currently in the process of developing changes to the planning code and has drafted streetscape improvements to further the vision advanced by the 2002 Concept Plan.

Schlage Lock Site
The history of the Schlage Lock site is discussed below in two sections, as the site was formerly occupied by two major companies, the Schlage Lock Company and the Southern Pacific Railroad Company. The western portion of the site along Bayshore Boulevard belonged to the Schlage Lock Company since the mid-1920s and the eastern portion of the site along Tunnel Avenue was owned by the Southern Pacific Railroad Company since the turn of the twentieth century. Although these were two distinct businesses, company operations were interdependent.

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Southern Pacific Railroad
The former Southern Pacific Railroad Company rails form the eastern boundary of the Schlage Lock site. Many industrial sites benefited from a proximity to the Southern Pacific Railroad for the distribution of goods and the transportation of clients and employees to and from the factory site. The presence of the Southern Pacific Railroad presumably influenced Walter Schlage’s decision to locate his company’s headquarters in the area.

The Southern Pacific Railroad Company was founded in 1865 by a group of San Francisco businessmen (including Timothy Guy Phelps, who served as the railroad’s first president) seeking to build a rail connection between San Francisco and San Diego. The “Big Four” (Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins) purchased the Southern Pacific Railroad, merging it with the Central Pacific Railroad in 1870. In 1881, the company merged with the Atchison, Topeka and Santa Fe Railroad Company to become the second transcontinental railroad. By the beginning of the twentieth century, Southern Pacific had acquired various smaller railroad companies, extending its reach north to Oregon, east to Nevada and Utah, and south to Arizona, New Mexico, and Louisiana, monopolizing freight coming in and out of the San Francisco Bay. By March 31, 1901, the Southern Pacific Railroad had established a western coastal route that extended from San Francisco to Los Angeles.

At the turn of the twentieth century, the Southern Pacific Railroad Company had begun filling the bay and building a tunnel, now used by Caltrain, at the corner of Blanken and Tunnel Avenues. Southern Pacific provided commuter service to Visitacion Valley on the line called the “Bayshore Cutoff.” Its first track was laid in 1906, and the cutoff opened in 1907. The creation of the cutoff was the product of massive efforts to fill, level, and dig through the land in order to spur development by connecting the burgeoning industrial factory district of the South Bay to the downtown San Francisco. Prior to completion of the cutoff, the ten miles of track extending between the freight depot at Townsend Street to that of San Bruno were recognized as “most important, even as it is the most costly, ten miles of railroad in California.” Burrowing its way under five ranges of hills with two miles of tunnels, the Bayshore Cutoff also included the construction of two miles of trestles and a 95-foot cut dug under a dozen city streets at a cost of several million dollars.

The old depot was given the name of “Bayshore Park” and the railroad’s roundhouse was constructed in 1916-17. Concurrent with Southern Pacific’s filling of the bay and laying of the track was the erection of

27 This route was eventually completed by the California Southern Railroad in the 1880s. (Douglas L. Lowell, “The California Southern Railroad and the Growth of San Diego,” The Journal of San Diego History, Fall 1985, Volume 31, Number 4.)
28 “SP Helps Develop the West,” 22.
29 Earl Heath, Seventy-five years of Progress: Historical Stretch of the Southern Pacific (December 1945), 21.
31 Rufus Steele, “The Spread of San Francisco: The wonderful impetus to manufacturing on the Peninsula resulting from the making of Bayshore factory sites. Recent remarkable industrial development of California,” Sunset Magazine (Volume XIX, No. 3, July 1907), 264.
32 Ibid., 265.
33 Ibid.
various buildings in order to serve its workers.\textsuperscript{34} Wood and metal-framed worker accommodations and offices were built along the western perimeter of the tracks. Some of these buildings, extant today, are located within the APE.

In 1996, Southern Pacific Railroad Company was succeeded by Union Pacific Railroad. The former lots belonging to Southern Pacific are currently under the ownership of Universal Paragon, and the buildings are now occupied by various commercial organizations.

\textbf{Schlage Lock Factory}

Walter Reinhold Schlage was born in Thuringia, Germany in 1882.\textsuperscript{35} At the age of 14, he was accepted at Carl Zeiss Optical Works in Jena for a four-year student-apprentice program where he studied drafting, applied mechanics, and engineering and was awarded for his scholastic achievements. Schlage moved to London to work for Hilger, Ltd. for a year before immigrating to the United States in 1901 where he came to be employed by the San Francisco-based Western Electric Company.\textsuperscript{36} As a ship engineer, Schlage traveled extensively, including Brazil, the West Indies, and Central America. He later came back to the Western Electric Company in San Francisco. Apart from his job, Schlage spent his time experimenting with lock devices and by 1909 had patented his first invention, a door lock that switched lights on and off.\textsuperscript{37}

In 1920, Schlage left Western Electric and founded a shop south of Market Street at 229 Minna Street. He later moved to 461 Bush Street where his first lock, one comprised of a cylindrical shaft with a door knob and push-button locking device, was designed and created.\textsuperscript{38} In conjunction with the cylindrical push-button lock, Schlage implemented an “interchangeably manufactured” design, as it came to be called, which meant that, for the first time, lock parts could be chosen at random and assembled without the need for custom fitting.\textsuperscript{39}

Schlage’s company would make another move before realizing that more space was required to meet the great increase in staff and production volume. Schlage purchased a tract of 2.5 acres in the Visitacion Valley neighborhood in 1925. The new factory and administration buildings of Schlage Lock Company at 2601 Bayshore Boulevard were dedicated on Friday, June 25, 1926. Present at the ceremony were Joseph B. Ruegg, President; James Rolph Jr., Mayor of San Francisco; E.W. Milburn, President of the Downtown Association, and George Gay of the Chamber of Commerce. Southern Pacific provided a special train from Third and Townsend for guests attending the ceremonies.\textsuperscript{40}

By the mid-1920s, overextension of company funds, in part due to the development of the new Bayshore facility, threatened the financial stability of the Schlage Lock Company. Local businessman and manufacturer Charles Kendrick responded to the company’s plea for support with sizeable investments in the company. Kendrick’s financial commitment to the company led to his appointment to Chief

\footnotesize{\textsuperscript{34} Danforth, 11.  
\textsuperscript{35} State of California, California Death Index, 1940-1997.  
\textsuperscript{37} “The History of Schlage.”  
\textsuperscript{38} Van Slambrouck, 29.  
\textsuperscript{39} Ibid.  
\textsuperscript{40} Danforth.}
Executive of Schlage Lock Company in 1926 until his retirement in 1969. During the Great Depression, Kendrick worked for years without salary and advanced his own credit to keep the company afloat, enabling the company to survive the Great Depression.

During World War II, Schlage’s activity was curtailed by the severe restrictions the U.S. government had placed on non-war-related manufacturing. The company produced shell casings, bomb tail fuses, a variety of aircraft parts, and proximity fuses for the Navy. For its support of the wartime cause, the company was awarded the Army-Navy E for Excellence in War Production.

The Schlage-Kendrick partnership proved extremely successful and lasted until Schlage’s death in 1946. The Schlage Lock Company continued to thrive under Kendrick and later his son. Gradual expansion of the company from the 1950s to the 1970s resulted in the acquisition of smaller companies including the California Lock Company, Peabody Company, LCN Closers, the Von Duprin Factory, and the General Lock Company of Pontiac, Michigan.

In 1964, Schlage gained international status when it supplied all the lock hardware for the Pan American Building in New York City, the largest commercial office structure in the world at the time. After Kendrick’s retirement in 1969, the lock factory was acquired by the Ingersoll Rand Company in 1974 and became part of the Ingersoll Rand Door Hardware Group. The Schlage Lock Company continued to thrive and expand under the new management, entering markets in New Zealand, Australia, Canada, and Asia, as well as Central and South America. For decades, Schlage was an economic stronghold of Visitacion Valley, employing thousands from the neighborhood.

In 1974, San Francisco Business reported that Schlage Lock Company in San Francisco employed some 1,600 people, making it the city’s largest manufacturing firm. The factory played a significant part in the economic and employment base of the Visitacion Valley community for over 70 years, providing a number of jobs to people living in the surrounding neighborhoods.

**Notable Architects**

**William P. Day**

William P. Day (1883-1966), an Ohio native, moved to the Bay Area and was trained as an engineer at U.C. Berkeley. In 1916, Day joined Charles P. Weeks (1871-1928). The partnership of Weeks & Day architects became one of San Francisco’s most successful architectural firms in the first half of the twentieth century. Known for several high-profile projects including hotels, schools, and movie theaters.

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42 Ibid.
43 Ibid.
44 “The History of Schlage.”
45 Van Slambrout, 31.
46 Ryan Blitstein, “Not for Sale by Owner,” SF Weekly (March 8, 2006).
47 State of California, California Death Index, 1940-1997.
throughout California, Weeks & Day drew from a variety of architectural vocabularies to create their eclectic designs. Some of Weeks & Day’s most prominent designs in San Francisco include the Sir Francis Drake Hotel, the Mark Hopkins Intercontinental Hotel, and the Don Lee building at 1000 Van Ness Avenue.\(^49\) The elaborate ornamentation of their theaters and hotels reflected their intended function of providing fantastical exotica.

Although more well-known for their commercial projects, the firm of Weeks & Day was also given important industrial projects around the city, such as the large warehouses along the Central Waterfront at Pier 70 in San Francisco. Weeks would have been familiar with industrial design, having worked on industrial projects through his former partnership of Sutton & Weeks (1902-1916) on the notable Baker & Hamilton (1905) warehouse and office building at 700 7th Street in the Showplace Square area of San Francisco. After the partnership, Day would continue practicing as an architect and using his engineering skills for important industrial designs all over the city. In 1926, Day designed the Spanish Colonial-style Old Office Building, and the modernized warehouse, Plant 1 at the Schlage Lock site. In 1947, he designed Plant 2. He would also continue to experiment with designs, winning second place in the competition for the Oregon State Capitol Building in Salem.\(^50\) Before his retirement in the late 1950s, Day was instrumental in surveying and planning of both Treasure Island for the 1939 Exposition\(^52\) and the main terminal building at the San Francisco International Airport.\(^53\)

**Alfred F. Roller**

Alfred F. Roller (1891-1981),\(^54\) architect of Plant 3 at the Schlage Lock site, was a prominent San Francisco-based architect, most notably known for his concrete commercial buildings and public projects throughout the Bay Area. Frequently featured in *Architect and Engineer*, Roller was interested in the design of office structures, particularly how modern materials and design could provide the ideal working environment. Prior to the construction of Plant 3 in 1950, Roller had worked on various large-scale projects including a housing project,\(^55\) a federal building, a production plant,\(^56\) and multiple office buildings. Experimenting with concrete, Roller found it to be an ideally variable material that he used for a range of buildings from the Romanesque Oak Hill Mausoleum in San Jose\(^57\) and neoclassical Federal


\(^{50}\) “S.F. Architect Given Honor,” *San Francisco Chronicle* (May 28, 1936), 7.


\(^{52}\) “Engineer of Golden Gate International Exposition,” *San Francisco Chronicle* (March 5, 1939), 6.


\(^{54}\) State of California, California Death Index, 1940-1997.


Building in Redding, California, to the modern, streamlined NBC Building in San Francisco and World Headquarters Office for the Rexall Drug Company in Los Angeles. The horizontal emphasis of Plant 3, particularly the continuous bands of steel-sash windows and the projecting eaves, blends contextually with Day’s warehouse to the north (Plant 2), which exhibits a streamlined effect with its rounded corner and continuous band of windows. Of his design for the World Headquarters Office Building for the Rexall Drug Company, Roller states that he wished to use “aluminum windows and architectural concrete exterior…to express horizontal elements in continuous form rather than a veneer with joints…concrete was the only medium.” In 1956, a few years after the construction of Plant 3 for the Schlage Lock Company, Roller was appointed to the City’s Art Commission.

Hertzka & Knowles
The New Office Building at the Schlage Lock site, constructed in 1974, was designed by the San Francisco architecture firm Hertzka & Knowles. They were most likely recruited for the commission because of their experience with office building design; they were known primarily for their high-rise office buildings in downtown San Francisco. High-rise office buildings associated with the firm include 555 Market Street (c.1964), 575 Market Street (c.1975), 100 Pine Center (c.1972), the Crown Zellerbach Building at 1 Bush Street (c. 1959), and the Pacific Gas & Electric Co. Tower at 77 Beale Street (1971).

II. PROPERTY DESCRIPTIONS AND HISTORIC RESOURCE EVALUATIONS – BAYSHORE BOULEVARD AND LELAND AVENUE

This section provides a brief description of each property’s history and development. See Appendix C for DPR 523A Primary Record forms for each property listed below except for those built after 1967. Those properties that were found to be potentially eligible for listing as historic resources are further documented with DPR 523B Building, Structure, and Object (BSO) forms.

The following properties are considered historic resource for CEQA purposes:

- 2400-2420 Bayshore Boulevard (1905)
- 37-45 Leland Avenue (1933)
- 58 Leland Avenue (1941)
- 191 Leland Avenue (1910)
- 196 Leland Avenue (c. 1900)
- 198 Leland Avenue (c. 1900)
- 445-447 Visitacion Avenue (1934)

61 Ibid., 30.
62 “Mayor’s Art, Planning Aides Sworn into Office,” San Francisco Chronicle (January 12, 1956), 16.
Property Descriptions – Structures Built c. 1900-1913
Properties constructed before the 1906 earthquake and fire and those associated with the City’s recovery and revival.

2400-2420 Bayshore Boulevard
The two-story building at the southwest corner of Bayshore Boulevard and Leland Avenue was built in 1905 according to the San Francisco Office of the Assessor-Recorder. Historic photographs indicate that this building was the first to be constructed at this intersection. The earliest available building permit application for the address dates to September 27, 1906. The owner of the two-story building already extant on the site, J.B. Potter Realty Co., had applied to add additional stories, but this request was rejected as the project did not comply with a City building ordinance requiring heavier foundations for taller buildings. A permit application dated June 17, 1907 proposed construction of an office building on the site, but this permit is faded so as to be largely unreadable. A third permit application, dated July 3, 1907 (later withdrawn), indicates the intention to erect a shed and barn on the site.

Additional window and door openings were created in 1920 and the rear stairs and porches were replaced by owner C. A. Lewis; the building housed a hotel and retail stores at this time. By 1934 the building was known as the Bayshore Inn and permits indicate that the building was still functioning as a hotel and bar with stores by 1971. By 1978, portions of the interior were being transformed into living space as 25 living rooms were converted to eight apartments, each with their own bathroom and kitchen. Other changes to the building over the years included various interior alterations as well as exterior façade alterations and signage adjustments for the ever-changing commercial establishments. A number of the original windows have been replaced and the building has been covered with a cladding of stucco. The building at 33A-33N Leland Avenue is similar in style to the Bay Shore Hotel with its combination of rounded and squared bays, one-over-one, double-hung windows, molded belt course and storefront assembly. Both buildings appear on the 1913-1915 Sanborn Map, flanking the Municipal Pumping Plant. It is unclear whether 33A-33N Leland Avenue was once connected to the Bay Shore Hotel and later moved, or whether the smaller building was constructed separately.

In Carey & Co.’s professional opinion, the Bay Shore Hotel is historically significant for its association with the broad patterns of development of commercial uses along Bayshore Boulevard and Leland Avenue and should be considered a historical resource for purposes of CEQA. A full discussion of the building’s significance is included in Appendix C below.

2600 Bayshore Boulevard
According to San Francisco Office of the Assessor-Recorder records, this two-story, mixed-use building was constructed in 1906. The earliest building permit on record dates to 1934 when owner Lillian G. Robertson made a number of alterations to the interior of the building, including the installation of new flooring in the kitchen and main dining room as well as new plaster on the ground floor walls. The building was being used as a hotel at that time. New signage was installed on the building in 1935 advertising for the Bay Side Tavern. By 1948 the building was still owned by Lillian Robertson and was functioning as a restaurant. Alterations were made at that time to create office space. In 1959, J. Loew owned the building, now used as a “café and hall.” In the early 1960s the building was owned and operated by the grocery chain Safeway as Safeway Store #624. The building use changed yet again in
1964 when it became the Bayside Café. Over the years the building underwent a number of alterations to both the interior and exterior, including a full window replacement and installation of a canvas awning.

2610 Bayshore Boulevard
According to the San Francisco Office of the Assessor-Recorder, this commercial building was constructed in 1910. The earliest building permit dates to 1945 when the building, a supermarket and lunch counter, was owned by E. Nolan, Emmanuel Lupo, and Angelina Guaryna. A storage room was added to the rear of the building in 1946 when the building was known as Lupo’s market. A new foundation on the front of the building was installed in 1964, as was the new stucco front. The aluminum front door and fixed, metal sash windows were also installed at this time. Mr. F. E. Smith came to own the building around the mid-1960s and soon thereafter the store was dubbed Smitty's, as it is still called today.

31-35 Leland Avenue
On the 1913-1915 Sanborn map, the building appears with the address 35-39 Leland Avenue and displays two squared bays on the front elevation and a rounded bay at the front, northeast corner. The east section of the building contains a store and the east portion, which extends farther back on the lot, is labeled as the “Feed and Fuel Hall.” In 1933, owner G. Baumann applied to make alterations to the then-vacant building. Baumann installed a center wall with two new front doors and windows. He also lowered the mezzanine floor and the building was to be used as a barber shop and shoe shop. By 1950, the Feed and Fuel Hall section of the building had been removed and 35 Leland had been divided into two stores. The building lost one of its squared bay windows in this structural modification.

In 1981, a delicatessen and grocery store was in operation at 35 Leland Avenue and a television repair business occupied unit 33A in 1984. The building received a new roof in the year 2000. Today, the building appears to contain residential units on the second level and one operating retail unit on the ground level.

46 Leland Avenue
According to sales ledger research, the property at 46 Leland Avenue was sold to Thomas Murphy by the Bayshore Building Company in June 1915. The 1913-1915 Sanborn map indicates that the building is the local “Hay and Grain.” In August 1915, Murphy sold the building to Producers Hay Company who owned the building for four years before selling it to Thomas P. McDonald in 1919. Charles A. Louis, who operated a dry goods store at 9 Leland Avenue in the 1920s, purchased the property that same year and owned it until 1938 when he sold it to Alfred C. and Emilia M. Quie. Frances Milburn bought the building in 1942, later selling it to Victor and Bernadette Losurdo in 1944. The Losurdos owned the property through the late 1970s.

The earliest building permit application for the building dates to 1928 when the owner applied to “brace and repair [the] coal barn.” The permit indicates that the property’s current use at that time was as a coal barn. In 1955, owner Victor Losurdo was operating the building as a “Pet and Garden Supply” and had a “new front” put on the building, likely the one there today. In 1966, Losurdo undertook renovations totaling $26,000 to remodel the existing store and add a two-unit living area to the building. Today the building contains residential units on the second floor and Royal Pacific Mortgage operates out of the
commercial space on the ground level. The primary façade of this building has been greatly altered from its original form and appearance.

50 Leland Avenue
This two-story, mixed-use building first appears on the 1913-1915 Sanborn map. The building was at that time used as a store, located next to the Leland Avenue “Hay and Grain.” The earliest building permit on record, submitted by a Mr. Centi, dates to 1949 and is for minor interior alterations and a storefront alteration. At that time, the building housed a cleaning store, according to the permit. In 1974, owner W. Meadors installed wood shingles on the front of the building along with a new front door, and converted the former store space for use as an office. A single-family residential unit was located on the second level. By 1984, the office had converted back to a store. Owner William Meadors installed two plate glass windows with vents on the storefront in July of that year. Today the building houses the business “Nails by Jenny” on the first level and a residential unit on the second story.

57-61 Leland Avenue
This building was constructed c. 1900 according to the Office of the Assessor-Recorder and first appears on the 1913-1915 Sanborn map as a one-story store, rectangular in plan and with a concrete foundation. This map also shows a one-story outbuilding at the rear of the lot. The property retains the same plan and outbuilding in the 1950 Sanborn map, although the store has changed to a two-story building. In the 1964 Sanborn map the outbuilding is no longer extant and a small, two-story addition has been added to the rear of the store. U.S. Census records indicate that Samuel Tisma, a Serbian immigrant, lodged at 71 Leland Avenue in 1920 and worked as a laborer at the steam railway. A 1923 building permit application indicates that Samuel Tisma owned the building at 57 Leland Avenue and in that year installed a new foundation and second-story windows. According to a 1965 report by the City's Urban Renewal Division, the building was altered in 1947 to a single-family dwelling and a store. Alterations were made to the property in 1965 to comply with San Francisco housing and building code and included installation of sprinklers and the provision of a second means of egress for each dwelling. The building also appears to have been clad in stucco and undergone storefront modifications over the years. The Leonetti family has owned the property since the 1960s.

93-95 Leland Avenue
According to the building permit history for this property, Samuel Yellish applied to erect a one-story frame building at this address in 1907 for use as a store. The property first appears on a 1913-1915 Sanborn map indicating that the building contained two stores and had a one-story, rectangular storage building at the rear of the lot. U.S. Census records show that Samuel Yellish immigrated to the United States in 1903 and by 1920 was employed as a shoemaker. Samuel, his wife Katherine and daughter Helen resided at this address in the 1920s, where the family operated a shoe store. In 1942, the property housed a residential unit as well as an ice cream store, and by 1949, when the storefront was replaced, the retail use had changed to a floral shop. The 1950 Sanborn map shows the commercial property as it was in the earlier map, though the storage building had been converted to a dwelling and two small outbuildings had been attached to its eastern elevation. Forty-Niner Cleaners, still operating on Leland Avenue but from another location, operated from this address in the late 1950s. The 1964 Sanborn map

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63 This report is filed with the property’s building permit records at the San Francisco Department of Building Inspection.
shows the plan and use of the buildings at this address as the same. In 1967, the foundation walls and cellar steps were rebuilt and the building underwent minor interior alterations. The exterior stair was rebuilt both in 1999 and in 2003, according to permit records. Today, the building is owned by Andreas G. Korbes and houses the Casketorium, Inc., a funeral facility.

100 Leland Avenue
The pharmacy building at 100 Leland Avenue was constructed in 1908 according to the Office of the Assessor-Recorder. Sales ledgers show the property was sold from J.J. and M. Jennings to Virginio and Theodore Rossi in November 1924, although building permit records indicate that the Rossi Brothers owned the building as early as 1921. The Rossi family settled in Visitacion Valley after the end of the Civil War and became prominent land owners after purchasing a number of acres of rich farmland. The family, one of many Italian families that settled in the area, operated large vegetable gardens and later opened the Visitacion Valley Pharmacy on Leland Avenue, which they owned and operated for more than 70 years. By the early 1900s, a portion of the Rossi land holdings became the first section to be divided into residential lots.

It is possible that a less substantial, wood-frame building functioned as the Visitacion Valley Pharmacy beginning sometime around 1908. Later, when the area became more populated and business expanded, alterations were made to improve and expand the building. According to building permit records the building was raised on jacks in 1921 in order to install a new concrete foundation and mudsills. The building was being used as a drug store and residence at that time. In 1927, a storeroom was added to the rear of this two-story building. The structure received a coating of stucco on the front and east side in 1939 as well as new plate glass windows in the front elevation. In 1940, a garage and two additional rooms were added to expand the residential space. Oliver W. Fami now owns the building.

101 Leland Avenue
The building at 101 Leland Avenue first appears on the 1913 Sanborn map updated to 1950, at the rear of Lot 36, Block 6250. The building is shown as a one-story dwelling and appears to retain the same use today. The property is currently owned by Sam Leonetti and is in deteriorated condition.

107 Leland Avenue
The building at 107 Leland Avenue is a simple, rectangular, wood-frame building with a horizontal wood clad false front. The structure appears on the 1913-1915 Sanborn map as a rectangular storage building with an L-shaped dwelling (109 Leland Avenue) at the rear of the lot. By 1950, historic maps indicate the building was then being used as a store and the rear dwelling had been removed. The building has recently been used as a restaurant, though at the time of this survey, the property was for sale.

116 Leland Avenue
An early application (date illegible) for the construction of this property states that the intended structure was to be a two-story, three-family, frame dwelling with a flat roof. The builder and owner is listed as Ch. McWam of South San Francisco. In 1949, owner Raymond Rios, a baker by trade, made a number of alterations to the property. These included adding a stucco cladding to the front elevation, removing and reconstructing interior stairwells, replacing windows on the front façade, and replacing

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64 Danforth, 4.
some interior doors. In 1950, the Rios family completed further alterations to the house, including the addition of a sun porch, a bathroom remodel, new flooring, and kitchen windows. Asbestos siding was added to the front and west walls in 1958. By 1966, the building was owned by Sam Leonetti and was being used for storage. In 1983 stairs were removed from the side of the house and the front door relocated. The building appears to currently be used as a residence and has been highly altered.

185 Leland Avenue
The house at 185 Leland Avenue is one of the oldest on the street, appearing on the 1913-1915 Sanborn map as a one-story dwelling with a smaller, one-story, rectangular addition to the rear (south elevation) of the building. Another dwelling, 187 Leland Avenue, is located behind this property on the same lot. Sales ledger research indicates that Joseph A. Heck, executor of the estate, sold the property to Frank and Ida Meyers on November 5, 1914. Frank and Ida Meyers immigrated to the United States from Switzerland in the 1860s and became naturalized citizens in 1884. Frank was employed as a laborer with a contractor in 1920, according to U.S. Census records. The Meyers’ sold the property to Oscar Sahlberg in 1934. Sahlberg, a Swedish immigrant, was employed as a boat builder at the shipyards in 1930 and lived in the house with his wife Isabel and two daughters, Helen and Fern. The Sahlbergs later sold the property to Domenico Cressa, a marble worker from Italy, in 1941 and the property remained in his ownership until his death in 1973. Building permit records show that Cressa had a new concrete foundation installed in 1946 and the front of the house covered in white asbestos shingles in 1947. The house underwent a full kitchen and bath remodel in 1994.

187 Leland Avenue
This property sits behind 185 Leland Avenue on the same lot. It appears on the 1913-1915 Sanborn map as a single-story dwelling. The 1920 U.S. Census lists the tenants renting the house as George Elliott and Jeremiah Sullivan. Both born in the United States, Elliott worked as a bricklayer with a contractor and Sullivan was employed as a shipyard worker. Directory research suggests various tenants rented this property over the years.

191 Leland Avenue
This one-story house with basement appears on the 1913-1915 Sanborn map and is located at the rear of the lot. In plan, the house remains much today as it stood in its original form. The first building permit on record for the property dates to 1924, when owner G. Felice made repairs to the porch. Minor upgrades were made in 1965 and the house was reroofed in 1996.

Sales ledgers show that Francis J. and Mary T. Kelly sold the property to Felice and Maria Luccini in November 1925. According to 1930 U.S. Census records, Felice worked as a general laborer and the couple had two daughters, Angelina and Inez as well as a son, Joseph. In 1950, the house was transferred as a gift to the three children, who continued to own portions of the property in 1998.

In Carey & Co.’s professional opinion, the house at 191 Leland Avenue is historically significant for its association with the early development of Leland Avenue and should be considered a historical resource for purposes of CEQA. A full discussion of the building’s significance is included in Appendix C below.
196 Leland Avenue
The modest Greek revival style cottage at 196 Leland Avenue is one of three buildings on Block 6247, Lot 042, and one of the older buildings on Leland Avenue. Generally square in plan and of frame construction, this building appears on the 1913-1915 Sanborn map as a dwelling with a bay window on the front elevation. Some small outbuildings, including a rectangular stable, are shown at the rear of the lot. Little information was found about ownership history for this property. Originally a residence, the building functioned as a store during the 1960s, according to Sanborn maps, and today appears vacant. Signage for the “Cancun Taqueria” has been attached to the front gable, the front door has been replaced and the bay window has been secured with wooden boards.

In Carey & Co.’s professional opinion, the cottage at 196 Leland Avenue is historically significant for its association with the early development of Leland Avenue and should be considered a historical resource for purposes of CEQA. A full discussion of the building’s significance is included in Appendix C below.

198 Leland Avenue
The building at 198 Leland Avenue is one of three structures on Block 6247, Lot 042, and one of the older buildings on Leland Avenue. Rectangular in plan and of frame construction, this building appears on the 1913-1915 Sanborn map as a one-story store with a poured concrete foundation. Some small outbuildings, including a rectangular stable, are shown at the rear of the lot behind 198 Leland and the adjacent dwelling at 196 Leland Avenue.

Sanborn maps indicate that, by 1950, both 196 and 198 Leland Avenue were dwellings and the third property on the lot (186 Leland Avenue, a store) had been constructed, incorporating the former stable building at the rear of the lot. Sanborn maps updated to 1964 indicate that at that time all three buildings on the lot were being used as retail establishments. Building permits show that 198 Leland Avenue underwent a number of interior alterations in the 1960s. On the front elevation, new windows have been installed and commercial signage has been attached to the false front. Today the building houses a restaurant and bakery.

In Carey & Co.’s professional opinion, the building at 198 Leland Avenue is historically significant for its association with the early development of Leland Avenue and should be considered a historical resource for purposes of CEQA. A full discussion of the building’s significance is included in Appendix C below.

Property Descriptions – Structures Built 1914-1930
These properties were built after the period generally defined as the earthquake recovery period, through the prosperity of the 1920s, to the beginning of the Depression era.

2440-2442 Bayshore Boulevard
This two-story, mixed-use building is quite similar in design to its neighbor at 2434-2436 Bayshore Boulevard. Built in 1926, this building is shown on the 1950 Sanborn map as a store. On the 1964 update of this map the building’s use had changed to that of a restaurant.
2434-2436 Bayshore Boulevard
This two-story, mixed-use building is similar in design to its neighbor at 2440-2442 Bayshore Boulevard. Built in 1925, this building contained a steel oven, according to the 1950 Sanborn map. On the 1964 update of this map the building’s use had changed to that of a restaurant.

2446-2458 Bayshore Boulevard
This large, two-story corner building was constructed in 1930, according to the Office of the Assessor-Recorder. It contains three separate retail spaces and appears to have residential units on the second floor.

2500 Bayshore Boulevard
Built in 1929, this building operates in conjunction with 521 Visitacion Avenue as an automotive repair shop. The 1950 Sanborn map shows 2500 Bayshore Boulevard as an L-shaped gas and oil station with accompanying grease pit. The buildings to the west (521 Visitacion Avenue) and south (2520 Bayshore Boulevard) are both auto repair shops. The 1964 Sanborn map indicates the building is constructed of brick and concrete and has been divided into three sections. Today, T.W. Automotive is located at this address and though it retains generally the same plan, the building appears to have undergone a recent roof and façade improvement.

2520 Bayshore Boulevard
Built in 1929, this reinforced concrete building operated as an automobile repair shop and contained a metal spray painting booth. By 1964, the building functioned as a store and is today occupied by a business called Roverland Incorporated. With its stepped parapet, stucco façade, and metal roll-up door, the structure can be classified as an early-twentieth-century industrial-style building.

2598 Bayshore Boulevard
The building at 2598 Bayshore Boulevard was built in 1930, replacing an earlier one-story dwelling and three outbuildings that were located on the site around 1913-1915, according to Sanborn maps. A rectangular building appears at this address on the 1950 Sanborn map and is labeled as an auto repair shop. Shown projecting from the center of the front (east) elevation on this map is an oil and gas station, both one-story. The 1964 Sanborn map just shows the rectangular auto repair shop, constructed with a steel truss roof and reinforced concrete walls, and notes a filling station is adjacent to the east. Today the building is owned by Michael Giannini and is called Bayshore Service, an automotive repair service station.

2635 Bayshore Boulevard
Currently owned by the Silvestri family, this property spans the San Francisco-San Mateo County line and is comprised of a number of adjoining buildings. Although the actual date of construction is unknown, the property may have developed from the contiguous office and saloon that appear on the 1913-1915 Sanborn map. Historic photographs indicate that the building, as it appears today with the log veneer façade, existed in the 1930s. The 1950 Sanborn map shows that the saloon building had been converted to a restaurant. The map also indicates that both of the two earlier buildings had been encompassed by a collection of later one-story buildings. Half of this complex is located in San Mateo County. By 1964, the building is shown as a commercial building on Sanborn maps and the San Mateo
County portion has been omitted. Today the building and its associated additions operate as a sister retail establishment to the Silvestri garden ornament store across the street at 2630 Bayshore Boulevard.

26 Leland Avenue
The building at 26-28 Leland Avenue was built in 1924, according to the Office of the Assessor-Recorder, and appears on the 1950 Sanborn map as a one-story over basement dwelling with a poured concrete foundation. It retains the same use and configuration in the 1964 Sanborn map. The use has recently been changed to that of a restaurant and the front façade has been renovated to reflect the new use.

30 Leland Avenue
According to the Office of the Assessor-Recorder, this mixed retail and residential building was constructed in 1923. Sanborn maps indicate that the building was a two-story store as of 1950. The 1964 Sanborn map indicates the building contained a restaurant and a one-story dwelling. The property appears to have undergone a complete façade improvement in the 1960s and does not retain the appearance it had at the time it was constructed. The building is currently owned by Wu Yu Tong and Chen Bing Yan. The Sun Fai Restaurant appears to be out of operation.

34-36 Leland Avenue
The building at 34-36 Leland Avenue was built in 1916, according to the Office of the Assessor-Recorder, and appears on the 1950 Sanborn map with a number of rear additions. All buildings are shown to be one-story with a paint store at the south end and a warehouse at the north end of the lot. The property housed Johnson & Son Hardware Co. in the late 1950s. The building retains the same configuration on the 1964 Sanborn map as it did in 1950. Today, the building is three stories tall and appears to have undergone a recent renovation to the entire front façade, including storefront reconfiguration, full window replacement, and the addition of stucco cladding.

44 Leland Avenue
The mixed-use building at 44 Leland Avenue exhibits elements of the Greek Revival style with its front facing pediment gable and dentiled cornice. It was built in 1916, according to the Office of the Assessor-Recorder, although it appears on the 1913-1915 Sanborn map as a two-story store with a rectangular, one-story dwelling at the rear of the lot. The Sanborn map from 1950 indicates that the building retained the same configuration, but by 1964 the map indicates that the two-story building contained both retail and residential uses. The building is currently owned by Ngoc and David Linh and houses the Bay Wash Laundry on the ground level and residential units on the second story.

51 Leland Avenue
The mixed-use building that stands at 51 Leland Avenue was constructed in 1926, replacing a smaller, one-story dwelling that occupied the lot in 1913-1915, according to Sanborn maps. The 1950 map shows the building as being of frame construction and containing two flats and two retail units, one each at the north and south ends. The 1964 Sanborn map indicates that the retail space at the building’s south end had, by that time, been divided into three smaller retail spaces. The Jay-Vee clothing store once occupied the retail space in this building. Today, the sole commercial use of the building is the Forty-Niner Cleaners, who have been tenants since 1989.
69-73 Leland Avenue
This simple, two-story frame building first appears on a 1950 Sanborn map, which indicates that the building was a store. By 1964, the building was operating as Fox’s Restaurant and Fountain. Today the building is still in use as a restaurant and appears to have a residential unit on the second floor. The building is simple in plan and lacks architectural ornamentation. It is currently owned by the Vincent and Della Leonetti trust.

110-112 Leland Avenue
This two-story, mixed-use building first appears on the 1950 Sanborn map as a retail property. By 1964, the Sanborn map shows that the building contained “some paint” and retains its earlier use and configuration. Today, the building contains the Luen Fat Bakery and Restaurant and has undergone façade modifications including a storefront assembly remodel, a second-story window replacement, and an addition of an exterior cladding of textured stucco. The building is now owned by Nazario Reyes.

117 Leland Avenue
This two-story, frame building was constructed in 1928, according to the Office of the Assessor-Recorder. It appears on the 1950 Sanborn map as a two-story retail unit with a poured concrete foundation, and on the 1964 Sanborn map as a commercial property. Today, the original ground-floor retail space has been replaced by a garage, flanked on either side by entry doors that presumably lead to the residential units above. The building is currently owned by Tsiu Wan Ng and Kwok Cheung.

128-130 Leland Avenue
This simple, mixed-use building was constructed in 1930 and shows on the 1950 Sanborn map as a two-story store with a poured concrete foundation. The 1964 Sanborn update indicates that the building was a commercial property. Today owned by the Chang Family Trust, the building appears vacant.

159-161 Leland Avenue
This two-story frame building was built in 1926 for Gaetano and Matilde Bisaro by builder James Neish. The Bisaro family came to the United States from Italy in 1909, and by 1926 Gaetano was employed as a laborer for the railroad. In 1930, the couple’s two oldest sons were working as butchers in a local butcher shop. There was no architect involved in the design or construction of this mixed commercial and residential building. Alterations, including the addition of a bathroom and rear garage, occurred in the 1940s. Asbestos siding was applied to the exterior sides and rear of the building in 1964. Two garages were added to the structure in 1986.

176 Leland Avenue
This simple, frame residential building was built in 1922 and is shown as a one-story with basement dwelling on the 1950 Sanborn map. The plan, configuration, and use remain the same on the 1964 Sanborn map. Today the building is owned by Waixian Huang.

180-182 Leland Avenue
According to the Office of the Assessor-Recorder, this two-story, mixed-use building was constructed in 1927. It is first shown on the 1950 Sanborn map, which indicates the retail unit was located in the

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building's southeast corner and the residential unit was much larger in size. By 1964, the former retail space was marked as “public” and the residential space had been converted to a “club.” The building is currently owned by Donald Wong and appears to have residential units on the upper floor; the retail unit is vacant.

**Property Descriptions – Structures Built 1931-1950**

This phase of development includes buildings constructed during the Depression era through World War II. The Visitacion Valley neighborhood remained largely pastoral through the 1920s and between 1931 and 1950 became more fully developed with both commercial and residential properties.

**2320 Bayshore Boulevard**

This one-story commercial building first appears on the 1950 Sanborn map where it is labeled as containing both a bank and a retail space. This map also indicates that another small retail space was attached to the north side of the building. Arthur Resnick operated Arthur Realty Company at this location, likely from one of the smaller retail spaces, in the late 1950s. On the 1965 Sanborn map it appears that the retail spaces were vacant or had both been incorporated into the building's use as a bank. Today, the Visitacion Valley branch of the Bank of America occupies the entire property.

**2510 Bayshore Boulevard**

This simple concrete building first appears on the 1950 Sanborn map as a store, flanked on either side by automotive repair businesses. The location is listed in a local church bulletin in 1958 as Valley Auto Supply, operated by Geo. O'Brien and Stan Donahue. By 1964, Sanborn maps indicate that the building housed an upholstering business.

**6 Leland Avenue**

This one-story commercial building first appears on the 1950 Sanborn Map where it is labeled as containing both a bank and a retail space. This map also indicates that another small retail space is attached to the north side of the building. Arthur Resnick operated Arthur Realty Company at this location, likely from one of the smaller retail spaces, in the late 1950s. On the 1965 Sanborn it appears that the retail spaces are vacant or have both been incorporated into the building's use as a bank. Today, the Visitacion Valley branch of the Bank of America occupies the entire property.

**21-29 Leland Avenue**

In May 1942, John and Mildred Oreglia purchased Lot 2 of Block 6249 from the City and County of San Francisco. Four years later, in March 1946, owner John Oreglia applied to construct this stucco-clad frame building. The building was constructed for the purpose of housing three retail spaces and the cost of construction was $10,000. The owner is listed as the contractor and no architect is associated with the building. During the construction process it was necessary to remove a portion of the rounded bay window protruding from the neighboring property to the west. By July 1946, Valley Liquor Store occupied 25 Leland Avenue and Lisota’s Beauty Service moved into 21 Leland in October of that year. Princess Baby Shop occupied the remaining retail space, 29 Leland, by January 1949. By 1958, 21 Leland housed Annette’s Beauty Service and 29 Leland Avenue was occupied by B.S.C. Cleaners and Laundry. In 1973, 29 Leland Avenue became Roy Castro Karate School.
Three colored glass panels were removed from the front of the building in 1977 and replaced with stucco cladding. The storefronts have been altered over the years to accommodate the needs of various commercial entities that leased retail space. The Credit Union currently occupying 29 Leland Avenue completed a storefront and entry remodel, as well as an interior remodel, in December 2005.

37-45 Leland Avenue
The building housing 37, 41, and 45 Leland Avenue is situated on Lots 12, 13, and 14 of Block 6249 along Visitacion Valley's commercial corridor. According to the Office of the Assessor-Recorder, this building was constructed in 1933. According to sales ledger research, the property was granted to Mary L. Baumann from the estate of G. E. Baumann in October 1938. Mary Baumann, also from Switzerland, is listed in the 1930 Census as resident and owner at 200 Somerset Street, near Visitacion Valley. The 1950 Sanborn map shows the San Francisco branch public library occupying 37 Leland Avenue and 41 and 45 Leland as stores. A 1950 building permit application indicates that 45 Leland was, at that time, functioning as a grocery store and vegetable market, and was operated by George Edwards and Thomas F. White. The market was the Bayshore Grocery through the late 1950s, and 41 Leland was the Bayshore Meat Market in 1958.\(^6\) By 1964, 45 Leland is marked as Public and 41 and 37 Leland are marked as commercial spaces. Today, the San Francisco branch library operates from 45 Leland Avenue and retail establishments occupy the remaining two spaces.

In Carey & Co.’s professional opinion, the building at 37-45 Leland Avenue is historically significant for its association with the commercial development of Leland Avenue and should be considered a historical resource for purposes of CEQA. A full discussion of the building’s significance is included in Appendix C below.

58 Leland Avenue
The building at 58 Leland Avenue was given a summary ranking of 1 in the San Francisco Planning Department’s 1976 Architectural Survey, indicating that the building was considered to have contextual importance.\(^6\) Sales ledger research indicates that Thomas Clement sold Lot 15 on Block 6248 to Theodore A Pedersen in 1920. Pedersen owned the land for more than 15 years before selling it to Bernard and Charlotte Romer in 1941. Bernard Romer was employed as a pharmacist at a drug store according to U.S. Census records (1930). According to the building permit history for the property,

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\(^{6}\) Between 1974 and 1976, the San Francisco Planning Department conducted a citywide inventory of architecturally significant buildings. An advisory review committee of architects and architectural historians assisted in the final determination of ratings for the 10,000 buildings, which became an unpublished 60-volume inventory. Both contemporary and older buildings were surveyed, but historical associations were not considered. Typically, each building was numerically rated from a low level of importance of “-2” to a high rating of “5.” The inventory assessed architectural significance, which included design features, the urban design context, and overall environmental significance. When completed, the 1976 Architectural Survey was believed to represent the top 10 percent of the city’s architecturally significant buildings. Buildings rated 3 or higher represent approximately the top 2 percent of all of San Francisco’s buildings in terms of architectural importance. Summary ratings of 0 or 1 are generally interpreted to mean that the property has some contextual importance. As described below, inclusion of the building at 58 Leland Avenue in the 1976 Architectural Survey makes it a “Category B” resource, which is to say a property requiring further consultation and review to establish its possible status as an historical resource for purposes of CEQA.
Bernard Romer applied to build a one-story frame building at this address in December 1941, for use as a store. A double-faced, horizontal neon sign was attached to the center of the building over the marquee in 1942. Bernard and Charlotte Romer owned the property until 1970, when the ownership was granted to John P. and Yvonne Creighton as part of the Romer’s estate. The property is currently owned by Trinidad Lopez, who completed a full interior remodel in 2004.

In Carey & Co.’s professional opinion, the building at 58 Leland Avenue is historically significant for its association with the commercial development of Leland Avenue and should be considered a historical resource for purposes of CEQA. A full discussion of the building’s significance is included in Appendix C below.

65 Leland Avenue
Built in 1950, this building was constructed as a grocery store and retains this use today. The store was known as Brownie’s Super Market in 1958 and today is La Loma Produce # 2. Like many properties along this street, the building is owned by Vincent and Della Leonetti.

66-68 Leland Avenue
This U.S. Post Office building was constructed in 1950, with a reinforced concrete frame, curtain wall construction, a wood truss roof, wire glass skylights and a concrete floor. Two window openings with wired glass are located on the rear (north) elevation. The building continues to retain its original use as a post office.

76-78 Leland Avenue
Built in 1936, according to the Office of the Assessor-Recorder, this mixed-use building contains a retail establishment on the ground level and a residential unit upstairs. The building is currently owned by Lan Foon Mok and the business D & A Wireless operates from the retail space.

83 Leland Avenue
Lot 29 of Block 6250 was sold by Annie E. Donovan to Vincent J. Leonetti in November 1943, after she had owned the property since 1920. The one-story commercial property at 83 Leland Avenue was constructed in October 1946 by owner and contractor Vincent Leonetti for $4,000. The building housed a furniture store in the 1950s; the faded lettering that remains on the front façade indicates the store once offered “Furniture Varieties.” The commercial use of the building has continued over the years: it housed a record shop in the late 1980s and was converted to a coin-operated laundry in 1990. Today, the building is owned by Tim Mar, who purchased it in 1978, and continues to be used as a commercial laundry.

96-98 Leland Avenue
This large, rectangular frame building was constructed at the northeast corner of Leland Avenue and Alpha Street in 1940. The 1950 Sanborn map indicates that the building was constructed as a bakery and contained a steel oven as well as a corner retail space. A two-story partition is shown attached to the

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St. James Presbyterian Church, 10.
A permit application dated February 12, 1908 to build a frame building at 83 Leland Avenue is on file with the San Francisco Department of Building Inspection. It appears, however, that this building was never constructed, as the building does not appear on the 1913-1915 Sanborn map.
north elevation. The 1964 Sanborn map shows the building with two adjoining retail units along Leland Avenue (96 and 98 Leland Avenue). Today the building houses the Hernandez Taqueria and Bakery and the two retail spaces along Leland Avenue now contain a service counter and adjoining restaurant area.

106-108 Leland Avenue
106 Leland Avenue appears on the 1913-1915 Sanborn map as a French laundry. However, the Office of the Assessor-Recorder lists this property with a construction date of 1931. It is likely that the building was constructed sometime around 1910 and later remodeled in 1931, when it received a Spanish Colonial-style treatment. The 1950 Sanborn map indicates that the building retained its use as a French laundry, and by 1964 it is labeled simply as “Laundry.” Today, the building, owned by Carol Lee-Tung, appears to have a retail/commercial unit on the ground level and a residential unit on the second level.

121-125 Leland Avenue
This three-story with basement residential building was constructed in 1933, according to the Office of the Assessor-Recorder. The building is of wood-frame construction and remains a residential building today. The building is currently owned by Thanh Phu Truong.

144 Leland Avenue
According to the Office of the Assessor-Recorder, this two-story, mixed-use building was constructed in 1950. The property appears on the 1950 Sanborn map as a store. The original building permit for the property was not on file at the San Francisco Department of Building Inspection and the earliest permit dates to 1959, when owner Albert De La Pena applied to install a plastic sign on the building. At this time, the building contained a television store on the ground level and a residential unit on the second floor. By 1972, the building housed a dress shop and two upstairs residential units. A 1976 permit indicated that the retail space had again changed function and was operating as Shelley’s Ice Cream. Today, Dragon City Aquarium occupies the ground floor and the second story retains its residential use. The property is currently under the ownership of the Vincent and Della Leonetti Trust.

156-158 Leland Avenue
160-162 Leland Avenue
166-168 Leland Avenue
170-172 Leland Avenue
The four mixed-use buildings at 156-158, 160-162, 166-168, and 170-172 Leland Avenue were all constructed in 1945, according to the Office of the Assessor-Recorder. Each is three stories tall and similar in style, with retail units on the ground level and two stories of residential units on the upper levels. Two of the buildings (156-158 and 166-168) exhibit quoined corners and hipped pent roofs atop the projecting squared bay. The remaining buildings (160-162 and 170-172) have a front facing gable atop the projecting bay and exhibit similar details such as decorative trim and exterior cladding.

Today, the building at 156-158 Leland Avenue is owned by Joe Yip Lin and the ground-floor retail space appears vacant; the building at 160-162 Leland Avenue is owned by Guen Cheong Chu and a barber shop is located in the ground-floor retail space; the building at 166-168 Leland Avenue is owned by Jimmy and Lucia Hau and the ground-floor retail space appears vacant; and the building at 170-172 Leland Avenue is owned by Wai Chi Cheung and the ground-floor retail space appears vacant.
186 Leland Avenue
The building at 186 Leland Avenue is one of three structures on Block 6247, Lot 042. George Gibson applied to build a one-story frame building at this address in 1932 to be used as a store “situated on [the] north side of Leland Avenue, 32 ft. east of Rutland Avenue.” The building has a concrete foundation and the roof was originally covered in tar and gravel. The 1950 Sanborn map shows the building as a one-story commercial building. Owner Helen Doherty, who is listed in the 1930 U.S. Census as a resident of 198 Leland Avenue, added a restroom to the building in 1954. Through the mid to late 1950s, this building housed Norma’s Beauty Shop. The building was being used for retail purposes as of April 1997 when a new roof was added to the building. In July of that year, a restaurant operated at this location and a laundromat was added as an additional use. Today, the building houses the Coin Wash & Dry Laundry.

445-447 Visitacion Avenue
According to sales ledger research, Joseph and Alfrieda Rodiack bought the property in 1921 from John F. Eisele. The property was held by the Rodiack family for over 70 years, until it was sold to Patricia McKenzie in 1989. Joseph Rodiack emigrated from Austria in 1907 and by 1920 was living with his wife Alfreda and three sons at 7 Teddy Avenue in Visitacion Valley. Joseph was working as a painter for the steam railway. His sons, Joseph Jr., Charles, and Victor, were also working for the steam railway as a machinist, storekeeper, and messenger, respectively. According to U.S. Census records, Alfreda was a widow by 1930 and living at the same address with her son Victor who, at that time, was working with a bookkeeper as a clerk.

Mrs. A. Walsh applied to the City in March 1933 to erect a two-story frame building at the southeast corner of Bayshore Boulevard and Visitacion Avenue. The building permit indicates that the building was to contain two flats with three rooms each. At that time there were no other buildings on the lot. J.M Rodiack, the owner's son, prepared the plans and specifications and supervised the construction process between 1933 and 1935. On May 4, 1963, fire struck the building, causing the Rodiack family to make repairs and alterations to the now three-story property. Charred material was removed and sprinklers installed. Fire escapes were to be built and more means of egress were to be provided for each unit, according to the building permit for repairs and alterations. Also according to this permit, the building was being used as “apartments and grease rack,” and Rodiack Electric and Construction Co. was the general contractor for the repair work. In 1964, storage space was added over the existing driveway for the three single-family apartments in the building. In 1974, the building still had three apartments as well as a commercial lube area. Other alterations over the recent years include a partial reroofing, in which some of the clay tile roofing was replaced with asphalt shingles, as well as infill of the gothic arched entryways on the east and north elevations. On the whole, however, this building retains a high degree of integrity. The property is currently owned by Vincent Leonetti, according to records from the Office of the Assessor-Recorder.

In Carey & Co.’s professional opinion, the building at 445-447 Visitacion Avenue is historically significant for its association with the development of commercial (specifically traveler- and automobile-related) uses along Bayshore Boulevard and should be considered a historical resource for purposes of CEQA. A full discussion of the building’s significance is included in Appendix C below.
Property Descriptions – Structures Built 1951-1967

These properties were built after the end of World War II through the end of the historic period.

2260 Bayshore Boulevard
This commercial building was constructed in 1960, according to the Office of the Assessor-Recorder. According to the 1964 Sanborn map, the building is of reinforced concrete construction and had a square, one-story iron structure with wood roof on the lot, southeast of the main building. The map indicates that the property was a gas and oil station. Today, the square structure has been removed and the main building is Bayshore Auto, a used car business.

2550 Bayshore Boulevard
According to the Office of the Assessor-Recorder, this commercial building was constructed in 1955. The 1964 Sanborn map shows a gas and oil station at this address, although the configuration of buildings and plan types appear to have changed somewhat since that date. Today the building houses Visitacion Auto Repair and is owned by Georgette Re and Chafic Sayegh.

2605 Bayshore Boulevard
This architecturally indistinct structure was built in 1967, according to the Office of the Assessor-Recorder. The building was constructed as a self-serve car wash establishment and continues the use to this day.

2630 Bayshore Boulevard
This large concrete building was constructed in 1960, replacing a collection of wood-frame buildings, some of which had been standing on this site since 1915. The building sits back from the street on a large paved lot and is the sister location to the Silvestri garden ornament store at 2635 Bayshore Boulevard.

38 Leland Avenue
This long, rectangular building was built in 1957 and is of frame construction. The 1964 Sanborn map denotes the building as a store. Today it houses a church, the Iglesia El Espiritu Santo.

82 Leland Avenue
Constructed in 1955, this one-story commercial building is of reinforced concrete construction and has three wire glass skylights. The 1964 Sanborn map also shows two, small two-story additions at the rear (north) end of the building. This building was occupied by Leland Variety Store in the late 1950s and today houses North East Medical Services.

88-90 Leland Avenue
Though the Office of the Assessor-Recorder indicates that this property was constructed in 1924, it does not appear on Sanborn maps until 1964. It is shown as a two-story building that contained a store and a one-story dwelling unit. Today the building is owned by Jack and Lisa Lam and remains a mixed-use property.

182-184 Leland Avenue
This two-story residential building was constructed in 1951, according to the Office of the Assessor-Recorder. The 1964 Sanborn map indicates that this frame building contained a doctor’s office in the
basement (ground level), although the building is otherwise labeled as residential. A square storage
building is located at the rear of the lot. The building is currently owned by Thomas Lippman and is
currently vacant.

201 Leland Avenue
This large, rectangular building was constructed in 1955, according to the Office of the Assessor-
Recorder. It was constructed as a grocery store and continues this use today. Some alterations have been
made to the building, including a rectangular addition to the rear (south) elevation, likely for
refrigerated storage facilities, and minor window alterations for security purposes.

Property Descriptions – Structures Built Post-1967
The following properties are less than 40 years old:

- 2566 Bayshore Boulevard
- 2428-2430 Bayshore Boulevard
- 2200 Bayshore Boulevard
- 60-62 Leland Avenue
- 120 Leland Avenue
- 129-135 Leland Avenue
- 134 Leland Avenue
- 136 Leland Avenue
- 141 Leland Avenue
- 151-153 Leland Avenue
- 167-169 Leland Avenue
- 175-177 Leland Avenue
- 199v Leland Avenue

Historic Resources Evaluation
This subsection summarizes the historic significance evaluations of the Bayshore Boulevard and Leland
Avenue properties discussed in the preceding subsections.

Structures built before 1914:
Apart from the four properties built during this period found to be historic resources (2400-2420
Bayshore Boulevard, 191 Leland Avenue, 196 Leland Avenue and 198 Leland Avenue), the buildings
constructed during this phase of development do not, in Carey & Co.’s professional opinion, qualify for
listing as historic resources. These 17 properties, built between c.1900 and 1913, consist primarily of two-
story, mixed use properties and include a grocery store and the Visitacion Valley Pharmacy. While these
buildings meet the age requirement for listing on the California Register of Historical Resources
(CRHR), none of these properties was found to be significant for their associations with events or
persons significant important to local or regional history, or to the cultural heritage of California or the
United States. The architectural features of the buildings may not be considered so unique as to warrant
individual listing on the CRHR, and furthermore, many have had extensive alterations resulting in
diminished integrity. Though some of these buildings were constructed early in the development of the
valley’s commercial core, many have been significantly altered – a result of years of changes in ownership
and use. None of the buildings in this group was found to embody distinctive characteristics of a type,
period, or method of construction, and do not represent the work of a master or possesses high artistic values. Further, these resources do not appear to have the potential to yield information important to the prehistory or history of the local area, California, or the nation and therefore cannot be considered historic resources for CEQA purposes.

**Structures built between 1914 and 1930:**
These 19 properties, built between 1914 and 1930 consist primarily of two-story, mixed retail and residential properties and include properties along Bayshore Boulevard related to the rise of the automobile in the 1920s. Though they meet the age requirement for listing on the California Register of Historical Resources (CRHR), none of these properties was found to be significant for their associations with events or persons significant important to local or regional history, or to the cultural heritage of California or the United States. The architectural features of the buildings may not be considered so unique as to warrant individual listing on the CRHR, and furthermore, many have had extensive alterations resulting in diminished integrity. None of the buildings in this group was found to embody distinctive characteristics of a type, period, or method of construction, and do not represent the work of a master or possesses high artistic values. Further, these resources do not appear to have the potential to yield information important to the prehistory or history of the local area, California, or the nation and therefore cannot be considered historic resources for CEQA purposes.

**Structures built between 1931 and 1950:**
Apart from the three properties built during this period found to be historic resources (445-447 Visitacion Avenue, 37-45 Leland Avenue, and 58 Leland Avenue), the buildings constructed during this phase of development do not, in Carey & Co.’s professional opinion, qualify for listing as historic resources. These 20 properties, built between 1931 and 1950, consist primarily of one-story, retail and service-oriented buildings including a grocery store, post office, and bank. While these buildings meet the age requirement for listing on the California Register of Historical Resources (CRHR), none of these properties was found to be significant for their associations with events or persons significant important to local or regional history, or to the cultural heritage of California or the United States. The architectural features of the buildings may not be considered so unique as to warrant individual listing on the CRHR, and furthermore, many have had extensive alterations resulting in diminished integrity. Though these buildings were constructed during a peak of commercial development along Leland Avenue and Bayshore Boulevard, the buildings were constructed in a range of architectural styles and many have been significantly altered – a result of years of changes in ownership and use. None of the buildings in this group was found to embody distinctive characteristics of a type, period, or method of construction, and do not represent the work of a master or possesses high artistic values. Further, these resources do not appear to have the potential to yield information important to the prehistory or history of the local area, California, or the nation and therefore cannot be considered historic resources for CEQA purposes.

**Structures built between 1951 and 1967:**
These nine properties, built between 1951 and 1967, consist primarily of one-story commercial properties. Though they meet the age requirement for listing on the California Register of Historical Resources, none of these properties was found to be significant for their associations with events or persons significant important to local or regional history, or to the cultural heritage of California or the United States. These buildings are architecturally unremarkable; none of the buildings in this group was
found to embody distinctive characteristics of a type, period, or method of construction, and certainly do not represent the work of a master or possesses high artistic values. Further, these resources do not appear to have the potential to yield information important to the prehistory or history of the local area, California, or the nation and therefore cannot be considered historic resources for CEQA purposes.

Structures built after 1967:
In general, buildings less than 40 years old can be considered historic resources only if they constitute an exceptional achievement in architecture or engineering, or are of otherwise exceptional importance. In Carey & Co.’s professional opinion, none of the buildings in the project area built since 1967 could be considered architecturally exceptional, and thus none can yet be considered historic resources.

III. PROPERTY DESCRIPTIONS AND HISTORIC RESOURCE EVALUATIONS – SCHLAGE LOCK SITE

Construction History – Schlage Lock Factory
The former Schlage Lock Factory is located in the Visitacion Valley neighborhood on a site bounded by Arleta Avenue to the north, Tunnel Avenue to the east, the county line to the south, and Bayshore Boulevard to the west. The collection of industrial and administrative buildings, while still extant, has not functioned as a lock factory since the plant was vacated in 1999. Prior to the Schlage Lock Company’s establishing its Visitacion Valley headquarters, a portion of the site, mainly an area at the site’s eastern edge, was used by the Southern Pacific Company.

Although the earliest documentation of the Schlage Lock Factory on Sanborn maps and City of San Francisco building permits dates to the 1940s, historic photos indicate that the original office and administration building at 2201 Bayshore Boulevard (Old Office Building), as well as the main production plant (Plant 1) with the sawtooth roof, were constructed in the 1920s. Architect and engineer William P. Day and associate architect H. M. Michelsen designed these two buildings. Historic photos of the dedication and flag-raising ceremony at the opening of the Schlage Lock Company show the Old Office Building and the main production plant in 1926 on Bayshore Boulevard between Blanken and Raymond Avenues. The production plant was built in 1925, prior to the construction of the office building in 1926. The location chosen was strategic for several reasons. Land was readily available in what was still largely a pastoral setting, while several burgeoning industrial areas – including Potrero Point and the central waterfront to the north and Hunter’s Point to the south – were close by. Most important, the newly laid Bayshore Cutoff commuter line connecting the valley to downtown San Francisco linked the area to the city core, and the Schlage factory and offices faced what was anticipated to become a major automobile highway within the next few years.

The Old Office Building and the main production plant (Plant 1) were constructed on the initial piece of land bought by the Schlage Company and are indicated on Sanborn maps dating to 1950. This 2.5-acre piece of land (roughly city lot numbers 5087-003), acquired from Bodinson Manufacturing by 1925, was bounded by Bayshore Boulevard to the west, Southern Pacific Railroad to the east, Blanken Avenue

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70 Danforth, 11.
71 Danforth, 11. This most likely refers to U.S. Highway 101 along Bayshore Boulevard.
to the north, and Leland Avenue to the south. Also according to these Sanborn maps, Bodinson still occupied property along Bayshore Boulevard between Leland and Visitacion Avenues.

Schlage had expanded its facilities by the early 1940s, with the addition of a varnishing and lacquering factory building located on Bayshore Boulevard at the intersection of Visitacion Avenue. Designed by architect Alfred F. Roller, this reinforced concrete structure was constructed in a similar fashion as the first warehouse designed by Day & Michelsen with a redwood ceiling and skylights. Warehouse additions (Plant 1X, Plant 2) continued south along Bayshore Boulevard, and by 1950 the entire block of Bayshore Boulevard between Visitacion and Sunnydale Avenues had been acquired and developed by the Schlage Lock Company.

Schlage Lock expanded its reputation in the 1960s as the sole lock provider for some of the most high-profile buildings in the United States, including the Pan American Building in New York City and the Bank of America world headquarters in San Francisco. To accommodate a growing business, the company built its new office building on Bayshore Boulevard at the intersection of Leland Avenue in 1974. At this time, the Old Office Building at Blanken Avenue assumed mainly payroll functions and company-wide administration functions were transferred to a new three-story office building (New Office Building). Throughout the 1960s and 1970s, the buildings on the Schlage Lock Factory site underwent various interior alterations to accommodate the needs of the facility and its employees. Alterations included office partition removal, relocation and installation, existing wall modifications; seismic retrofit; and demolition of warehouse space for new office construction.

The only documented instance of demolition on the Schlage Lock Factory site was the removal of a 6,000-square-foot rectangular warehouse addition to Plant 1 in September 1974 when the lot was taken over by the railroad.\(^{72}\)

**Construction History – Southern Pacific Railroad Buildings**
Southern Pacific constructed a train tunnel in 1904\(^{73}\) and various buildings to the east of what would become Schlage’s complex. The Bodinson Manufacturing Company, a steel manufacturing factory for custom mining machinery, entered the area in 1924 after purchasing the land from the Crocker Estate Co. Bodinson Manufacturing acquired most of the land west of the Southern Pacific Railroad that would later be purchased by the Schlage Lock Company.\(^{74}\) The land is now owned by Sunquest/Universal Paragon.

A few Southern Pacific Railroad Company structures remain along the eastern boundary of the Schlage Lock site (Buildings J, K, L, M, and N). As the oldest buildings on the Schlage Lock site, these simple wood structures functioned as railroad worker accommodations and pump car storage. These retain a high degree of integrity with original wood siding, doors, and windows. According to Sanborn maps, Buildings K and L were iron-clad, wood-framed shed storage buildings for pump cars. Building J is also a wood-framed building, and served the Southern Pacific Railroad (SPRR) as an office building. Farther south of these buildings was Building M, a corrugated iron structure noted on Sanborn maps as a one-

\(^{72}\) San Francisco Building Permit #439635.
\(^{73}\) Signor.
\(^{74}\) Danforth, 11.
story structure belonging to the SPRR. Building N, also known as 200 Sunnydale Avenue, lies at the southernmost edge of the Schlage Lock site and is noted on Sanborn maps as a one-story iron-clad office structure serving the SPRR. Today, all of these structures are owned by Sunquest/Universal Paragon.

**Historic Resources Evaluation – Schlage Lock Site**

The Schlage Lock site is located east of the Leland Avenue/Bayshore Boulevard survey area. The site is actually composed of two adjacent subareas, the Schlage Lock Factory Historic Site and the Southern Pacific Railroad Historic Site. As described below, Carey & Co. believes that both sites are eligible for listing in the National Register of Historic Places. Given their spatial continuity and common industrial history, Carey & Co. recommends that the two historic sites be treated as a single Schlage Lock Historic Site.

The buildings on the proposed Schlage Lock Historic Site have not been surveyed previously, except for the Old Office Building (Building A) which was recognized in the 1976 Architectural Quality Survey with a summary rating of 3. The following Historic Resource Evaluation of the Schlage Lock site includes separate analyses for the proposed Schlage Lock Factory Historic Site and the proposed Southern Pacific Railroad Historic Site.

**Statement of Significance for Schlage Lock Factory Historic Site**

The proposed Schlage Lock Factory Historic Site derives its overall significance as the historic headquarters of the Schlage Lock Factory, nationally renowned for its revolutionary breakthroughs in lock-making. As such, it appears to be eligible as a historic site at the local and national levels according to the criteria listed by the California Register of Historical Resources and the National Register of Historic Places. These define a historic site as “the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure.” The proposed Schlage Lock Factory Historic Site qualifies as a historic site because it fulfills Criterion A of the National Register of Historic Resources as having made significant contributions to the broad patterns of our history.

The proposed Schlage Lock Factory Historic Site also qualifies under Criterion B of the National Register of Historic Places because of its association with inventor Walter Schlage (1882-1946). The first buildings, Building A and B, were commissioned by Schlage, after whom the Schlage Lock Company was named. Trained in mechanics and engineering, Schlage had begun experimenting with lock devices and created his first patent for a door lock in 1909. When he formed a partnership with Charles Kendrick in 1926, Schlage had allied himself with one of San Francisco’s most prominent businessmen and manufacturers. In 1940, Schlage was honored with the Modern Pioneer Award which recognized outstanding American inventors. After Schlage’s death in 1946, Kendrick continued to play an integral part in directing management of the company.

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75 See footnote 67 above, regarding the San Francisco Planning Department inventory. Summary ratings of 3 or higher represent approximately the top 2 percent of all of San Francisco’s buildings in terms of architectural importance.

76 San Francisco Preservation Bulletin No. 16: CEQA Review Procedures for Historic Resources.

In addition to being the location of the historic Schlage Lock Factory, the individual buildings on the site are also significant for their associations with some of San Francisco’s most prominent twentieth-century architects, fulfilling Criterion C of the National Register of Historic Places. These architects include William P. Day and Alfred F. Roller. Analysis of the company’s history and the development of the site have established the Period of Significance for the site as beginning in 1926, when its first buildings were constructed, and continuing until 1950, when construction of factory facilities was considered “complete” under the Schlage Lock Company’s ownership. During its operation, the company provided locks to buildings throughout the nation. Some of its most important commissions included the Bank of America Headquarters Building in downtown San Francisco and the Pan American Building in New York City. In 1974, the Schlage Lock Company was bought by Ingersoll-Rand as a subsidiary of their Door Hardware Group. Under this new ownership, the collection of industrial and administrative buildings on the former Schlage site continued operation until 1999.

Schlage Lock Factory machinery remnants are located in Plant 1 and Plant 2. These rare pieces of industrial equipment qualify the site under Criterion D of the National Register of Historic Places, because of their ability to yield information important to industrial history.

There are a total of eight buildings on the proposed Schlage Lock Factory Historic Site. Of the eight buildings, seven of them have construction dates within the Period of Significance and thus appear eligible as contributory resources to the site. The New Office Building is the only non-contributory resource to the site.

Building A – Old Office Building
This one-story building is rectangular in plan and sits over a daylight basement. The Spanish Colonial-style building is clad in stucco and has a clay-tile side-gable roof. The primary façade, facing the intersection of Bayshore Boulevard and Blanken Avenue, is symmetrically composed with a central projecting gabled entry vestibule. Round arched multi-pane steel sash awning windows are located at the first-story level. The basement level exhibits fixed, multi-pane, steel sash windows. The main entrance is has access via a flight of brick stairs under a round arched opening that is surrounded by decorative voussoirs in the form of a lancet arch. The interior of the building retains original security vaults and wood details including flooring, wall paneling, and post-to-post stair balustrades.

Building A, constructed in 1926, is a contributing resource to the proposed Schlage Lock Factory Historic Site. As one of the first buildings to be constructed on the site commissioned by Walter Schlage, it housed the main administrative and executive functions of the business from 1926 to 1974. The Spanish Colonial Revival architectural styling was designed by prominent San Francisco architect and engineer, William P. Day, and represents an important shift in Day’s career from the ornate and eclectic designs of his earlier commercial and institutional buildings to a modernized and more simplistic design aesthetic intended for industrial functions. The building retains a high level of integrity with no significant alterations. The original clay tile roofing is one of the most notable features of the building. Other character-defining features on the interior include original wooden stair balustrades, wood flooring, and metal vaults.
Building B – Plant I
This two-story concrete building, complex in plan, is located south of the Old Office Building. Its roof exhibits a sawtooth design and is constructed of a redwood ceiling supported by metal girders. Steel sash, multi-pane, awning windows are located throughout the building. The upper portion of the west elevation exhibits steel sash, multi-pane hopper windows. The interior of the building still retains original machinery, including a boiler that is encased in a brick and metal structure at the east elevation with access via a large rolling metal door. The east elevation has brick walls and stucco sawtooth roof parapets.

Plant 1, constructed in 1926, is a contributing resource to the proposed Schlage Lock Factory Historic Site. Plant 1 was the first warehouse building to be built for the Schlage Lock Factory. According to Sanborn maps, the building is noted as a one-story, large warehouse with a series of rooms that included the shipping department, assembling department, machinery shop, finished products warehouse, and a die and tool division. This building was also designed by William P. Day. Like Building A, Plant 1 represents a shift in Day's style from the eclectic to the modern. One of the most distinctive characteristics of the building is its sawtooth roof. Though the interior is in poor condition, it retains its original redwood ceiling, skylights, and steel trusswork. A large boiler, housed in a wood-framed cage with rolling wooden doors, is located at the building's east elevation and was known to have been serviced only by in-house Schlage mechanics. The building retains a high level of integrity because of minimal alterations or additions.

Building C – Plant I, Ancillary Building
This one-story structure, rectangular in plan, is located on the east side of Bayshore Boulevard between Arleta and Raymond avenues. There are two main entrances into the building located on the east and south elevations. The building has a flat roof and steel sash, multi-pane awning windows. An overhang wraps around the southeast corner of the building; on the east elevation, the overhang has a curved edge. A metal sliding window is located at the south elevation. The building sits on a platform that is supported by concrete and steel columns.

According to Sanborn maps, Plant 1's ancillary building was constructed as a one-story over basement, steel reinforced concrete office building with four door openings. The only major alteration to the building was made to the stairs. The original set of stairs leading up to the main entrance leading up from the west was replaced by a new set of stairs with metal railing leading up from the east. Otherwise, the building retains a good level of integrity.

Building D – Plant IX
This two-story concrete structure is located to the east of the main office building (New Office Building) and is connected at its north elevation to the main production warehouse (Plant 1), and at its west elevation to Plant 2. The interior has earthquake retrofit bracing. A concrete ramp is located in the interior of the building at the north end. Steel sash multi-pane awning windows are located at the upper portions of the east and west elevations. A metal railing lines the perimeter of the roof.

This industrial building is noted on Sanborn maps as a two-story, concrete building, with a tool and die shop on the first floor, offices at the second floor, and parking on the roof. The most notable feature of the interior is the concrete ramp used by forklifts at the northern end of the warehouse. The building
also has shuffleboard and volleyball courts, and a kitchen. The design of the warehouse most resembles the parts delivery warehouse (Plant 3X) with its concrete grid-patterned roof. The building has a number of interior additions, particularly office partitions installed in the 1960s, but its overall condition and integrity are good.

**Building F – Plant 2**
This one-story, steel reinforced, concrete structure is located at the northeast corner of the intersection at Bayshore Boulevard and Visitacion Avenue. It is connected to the warehouse complex at its eastern and southern elevations. It has steel sash, multi-pane, awning and fixed windows and a redwood ceiling with multiple skylights. The southwest corner of the building is curved. The roof is flat and clad with a gravel membrane.

This industrial building, constructed c. 1947, is a significant resource to the proposed Schlage Lock Factory Historic Site, as it historically functioned as the varnishing and lacquering warehouse and later the plating shop. This building was also designed by William P. Day and his associate H. M. Michelsen, the same architects who designed the main production plant (Plant 1). Its design is in keeping with the original warehouse space in Plant 1. Some slight differences from Plant 1 include the arrangement of the redwood beams in the ceiling, and the wooden instead of steel supporting columns. Noted on Sanborn maps to have historically served as the varnishing and lacquering warehouse, the building was also known as the department for manufacturing primus keys as well as housing the plant’s air compressor, which was custom-made and assembled just for the Schlage factory. From the exterior, the warehouse is distinguished by its curved corner at the corner of Visitacion Avenue and Bayshore Boulevard. There is no evidence of major alterations or additions, and the building retains a high level of integrity.

**Building G – Plant 3**
This one-story concrete structure is located on the east side of Bayshore Boulevard between Visitacion and Sunnydale Avenues. The interior of the building exhibits a redwood ceiling supported by metal girders. The east and west façades have steel sash, multi-pane, awning windows. Offices are located on the interior of the building at the southeast wall.

This industrial building was constructed in 1950 and designed by successful San Francisco architect Alfred F. Roller, with engineer H. J. Brunnier. According to 1964 Sanborn maps, the building historically functioned as the shipping and assembly department and was originally connected at its south end to Building H through openings in the partition wall. A large ramp is currently located at the center of the south wall that leads into Plant 3X. Roller and Brunnier maintained a design approach similar to the previous warehouses designed by William P. Day and H. M. Michelsen, employing redwood beams and metal trusses in the ceiling and alternating between wood and steel supporting columns. The building is in fair condition but retains a high level of structural integrity.

**Building H – Plant 3X**
This two-story concrete structure, rectangular in plan, is located at the northeast corner of the intersection at Bayshore Boulevard and Sunnydale Avenue. It is connected to the rest of the complex at its north elevation. Metal awning windows are found at the south elevation. Metal roll-up doors are located at the south end of the east elevation. Although a distinct entity, it was constructed in conjunction with Plant 3 to the north.
This industrial building was constructed in 1950 and designed by successful San Francisco architect Alfred F. Roller, with engineer H. J. Brunnier. It is noted on Sanborn maps as a two-story concrete warehouse building with a projecting metal awning on its east elevation. It was originally connected to Plant 3 to the north via openings in the partition wall. Remnants of railroad tracks leading into the building are visible near the south wall of the interior, as this building functioned as the main delivery dock, receiving freight from railroad trains. It also functioned as the main point of entry and exit into the Schlage Lock Factory. This part of the warehouse is in good condition with no major alterations or additions.

**Building I – Plant IX, Ancillary Building**

This one-story freestanding structure is located east of the receiving and shipping plant (Plant IX). It is constructed with a corrugated metal gable roof and corrugated metal siding. There are no eaves at the gabled ends. A round vent is located at the gable face on the south elevation. The building has access through a pair of corrugated metal doors at its north elevation.

This structure, most likely constructed around the same time as the erection of the shipping and receiving plant (Plant IX) c. 1950, historically functioned as a carpenters’ workshop for the factory. It is noted on Sanborn maps as a one-room metal clad warehouse structure and exhibits no alterations or additions. Although it served ancillary functions to Schlage’s primary production and manufacturing activities, it nonetheless was important to the factory’s ongoing operation.

**Building E – New Office Building**

This three-story office building, rectangular in plan, is located on the east side of Bayshore Boulevard at Leland Avenue. The main entrance for the Schlage complex and the building is aligned with Leland Avenue and has a large overhang. The ground floor held meeting conference rooms and the upper two stories held administrative offices. A courtyard is located at the east elevation. Employee parking is located on the roof, with access via a ramp at the northwest corner of the building. The main Bayshore façade is a concrete grid with brick veneer panels flanked by fixed, metal framed windows. It is connected to neighboring buildings via bridges located at the north and east elevations.

Constructed in 1974, this office building is the newest building on the site. The building retains its integrity with minor office partitions added to the interior. Although designed by prominent San Francisco architects Hertzka & Knowles, it does not fall within the Period of Significance (1926-1950) for the proposed Schlage Lock Factory Historic Site and does not meet any National Register criterion. Although main administrative functions were transferred here from the Old Office Building when Ingersoll Rand had bought the Schlage Lock Company in 1974, these operations were not under Schlage Lock Company’s ownership. It has thus been determined that this office building is a non-contributing resource to the proposed Schlage Lock Factory Historic Site.

**Statement of Significance for Southern Pacific Railroad Historic Site**

The Southern Pacific Railroad Company was one of the most powerful and prominent of American railroad companies in the nineteenth and twentieth centuries. Founded in 1865 by Sacramento businessmen, with the aim to construct a line between San Francisco and San Diego, Southern Pacific merged with the Central Pacific Railroad Company in 1870, expanding the reach of the western portion of the Transcontinental Railroad. In 1881, the western portion of the Southern Pacific Railroad
Company merged with the Atchison Topeka and Santa Fe Railroad Company to become the second transcontinental railroad. In 1904, the Southern Pacific Railroad Company began filling in land along the bay and building a tunnel, still extant, at the corner of Blanken and Tunnel avenues. Southern Pacific provided commuter service to Visitacion Valley on the line called the “Bayshore Cutoff,” which was known as the most important access route to the San Francisco Peninsula.78

The creation of the cutoff was the product of massive efforts to fill, level, and dig through the land in order to connect the burgeoning industrial factory district of the South Bay to the heart of the city and thereby spur development. In 1907, the cutoff was complete and gave Southern Pacific trains a quick and more direct route into San Francisco. Shop facilities for repairing cars and locomotives were constructed along the cutoff. A freight yard was established adjacent to the tracks and was noted as the major classification yard for the San Francisco terminal.

Freight traffic in the Bay Area experienced a gradual decline in the 1970s, and by 1979 the Bayshore freight yard began moving yard activity to South San Francisco. In 1996, Southern Pacific Railroad Company was bought out by Union Pacific Railroad. The former lots belonging to Southern Pacific are currently under the ownership of Universal Paragon, and the buildings are now occupied by various commercial organizations.

Adjacent to the Schlage Lock Factory Historic Site are five buildings, three of which served the Southern Pacific Railroad Company since approximately 1906. These structures derive their significance from being associated with the historic railroad company. As they all shared a similar function in serving the Bayshore Cutoff line, they appear to be eligible as a historic site at the local and national levels according to Criterion 1 of the California Register of Historic Resources and Criterion A of the National Register of Historic Places. These define a historic site as “the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure.” The Period of Significance for the site extends from 1906, when the first tracks were laid in the area, to 1920, when the 17-stall Bayshore roundhouse and supporting car repair and locomotive shops were completed for the freight yard. As such, three of the five buildings are considered contributory resources to the proposed Southern Pacific Railroad Historic Site. The metal buildings (Building M and Building N) at the site’s south end are considered non-contributory resources to the historic site.

**Building J – Workers Dining Hall**

This one-story structure, rectangular in plan, exhibits a gabled roof clad in asphalt shingles, wood horizontal shiplap siding, and two over two, wood double-hung windows with vertical muntins and lambs tongues. The interior retains its original redwood flooring. The building appears to be in overall good condition.

This wood-frame building is noted on Sanborn maps as an office building for the Southern Pacific Railroad Company. It is also known to have functioned historically as a dining hall for railroad workers.

78 Steele, 264.
The building retains a high degree of integrity, with its original windows, siding, and interior redwood flooring.

**Building K – Storage**
This wood-frame structure, rectangular in plan, has a gable roof and wood, horizontal, shiplap siding. Two sets of wood double doors are constructed of vertical beams and cross-braced. The interior ceiling exhibits a wood truss system. The building appears to be in fair condition.

Noted on Sanborn maps as one of three wood-frame buildings in the area, the construction of this storage building suggests that it also dates to c. 1906 when Southern Pacific Railroad Company had begun laying tracks for the Bayshore Cutoff. Like the two smaller wood-frame buildings (Building L), Building K historically functioned as a storage building as well, serving the Southern Pacific Railroad’s maintenance workers.

**Building L – Sheds/Pump Car Storage**
Two wood-frame buildings are partially encased at their west elevations within a single corrugated metal structure. The metal structure has a corrugated metal flat roof and sliding doors. Both buildings have corrugated metal clad gable roofs. One structure is clad with wood shiplap siding, the other is of vertical wood siding. One of the structures is missing its front door. The other retains its wood door.

These two small, wood-frame buildings were originally free-standing structures, noted on Sanborn maps as having been covered in metal cladding. This is not the same metal cladding as the current metal structure surrounding the buildings. Historically they functioned as storage spaces for the pump car vehicles that were used as transport in the maintenance of the railroad tracks. Because these structures are partly sheltered from the elements by metal siding, they retain a high level of integrity and are both in good condition.

**Building M – Southern Pacific Railroad Building**
This one-story rectangular building is located west of Tunnel Avenue and south of Visitacion Avenue next to the Schlage Lock Factory Historic Site. Clad with vertical sheets of metal, its roof is gabled with standing seam metal cladding and surrounded by wide fascia. Small metal fixed windows are located throughout the building under the eaves.

This metal clad building is first documented in 1964 Sanborn maps as belonging to the Southern Pacific Railroad Company. Although its historical function is unknown, it presumably served the same office/storage function as the other railroad buildings belonging to the Bayshore Cutoff freight yard. The building is in fair condition with broken and boarded windows, metal corrosion and graffiti throughout the exterior. There is no evidence of additions or alterations. The building is less than 50 years old and is not considered to be a contributory resource to the Southern Pacific Railroad Historic Site.

**Building N – Southern Pacific Railroad Building**
This one-story rectangular building exhibits a broad gabled roof and is clad in corrugated metal. The entrance is located on the north elevation and is covered by a projected overhang. A metal fixed storefront window assembly surrounds the metal-framed double-door entrance. Other metal windows on the north elevation are boarded up. At the south elevation, various windows and wooden doors have
metal screens. A number of wood post and metal shed roofed additions are found west of the doorways. The building appears to be in fair condition.

This large metal clad building is first documented in 1964 Sanborn maps as having belonged to the Southern Pacific Railroad Company. It served the railroad company as offices for the Bayshore freight yard. The shed additions made to the building have not made significant changes to the building’s integrity. The building is less than 50 years old and is not considered to be a contributory resource to the Southern Pacific Railroad Historic Site.

IV. IMPACTS AND MITIGATIONS

This section evaluates potential impacts to historic resources that could occur as a result of the Redevelopment Plan and identifies appropriate programmatic mitigation measures.

California Environmental Quality Act

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

A “substantial adverse change” is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” Further, that the “significance of an historic resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources;” or “demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources...” or demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.”

CEQA effectively requires preparation of a mitigated Negative Declaration or an EIR whenever a project may adversely impact historic resources. Current CEQA law provides that an EIR must be prepared whenever it can be fairly argued, on the basis of substantial evidence in the administrative record, that a project may have a significant effect on a historical resource (Guidelines Section 15064). A mitigated Negative Declaration may be used where all potentially significant effects can be mitigated to a level of insignificance (Section 21080). For example, a mitigated Negative Declaration may be adopted for a project which meets the Secretary of Interior’s Standards for Rehabilitation and local historic preservation regulations, and so will not adversely affect the resource.
For purposes of CEQA (Guidelines Section 15064.5), the term “historical resources” shall include:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et.seq.).

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (Public Resources Code Section 5024.1, Title 14 CCR, Section 4800.3) as follows:

   A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;

   B. Is associated with the lives of persons important in our past;

   C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

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

   (Guidelines for the California Environmental Quality Act)

City of San Francisco Definitions
San Francisco Preservation Bulletin 16, “CEQA Review Procedures for Historic Resources,” divides recognized and potential historic resources into two general groups, “Category A” and “Category B.” Category A resources are generally those listed on or formally determined eligible for the California Register, as well as those listed in formally adopted local surveys or registers. Category B resources are those that, based on their age or surveys not formally adopted by the San Francisco Planning Department or Board of Supervisors, appear to be of potential historic significance.

According to Preservation Bulletin 16, Category A resources are automatically treated as historic resources for purposes of CEQA. For resources listed on or formally eligible for the California Register of Historic Resources, “only the removal of the property’s status as listed in or determined to be eligible for listing in the California Register of Historic Resources by the California Historic Resources Commission...
will preclude evaluation of the property as an historical resource under CEQA.”

For Category A buildings drawn from local registers and other historical resource surveys, “only a preponderance of the evidence demonstrating that the resource is not historically or culturally significant will preclude evaluation of the property as an historical resource.”

There are no Category A resources within the Survey Area. No building within the Survey Area, and no district within or intersecting the survey area is currently listed on, nor has been formally determined eligible for listing on, the National Register of Historic Places or the California Register of Historical Resources.

Category B resources may, pending further research, be considered historic resources for purposes of CEQA. According to Preservation Bulletin 16, after further review, “those properties deemed significant pursuant to the criterion in Public Resources Code section 5024.1 will be evaluated as historic resources. MEA [the San Francisco Planning Department's Major Environmental Analysis section] will request that the Neighborhood Planning Team's Preservation Technical Specialists review each property in this category to determine if the property could be deemed significant pursuant to the criterion provided in Public Resources Code section 5024.1(c).”

Among the buildings in the Project Area that, according to Preservation Bulletin 16, would fall into Category B, Carey & Co. has identified the following as potentially significant historical resources for purposes of CEQA:

**Previously Identified Potential Historical Resources**
- 58 Leland Avenue (1976 Citywide Survey)
- 2201 Bayshore Boulevard, Schlage Lock Factory Building A – Old Office Building (1976 Citywide Survey)

**Potential Individually Significant Historical Resources**
- 2400-2420 Bayshore Boulevard
- 445-447 Visitacion Avenue
- 37-45 Leland Avenue
- 58 Leland Avenue
- 191 Leland Avenue
- 196 Leland Avenue
- 198 Leland Avenue
- 2201 Bayshore Boulevard, Schlage Lock Factory Building A – Old Office Building

**Potential Schlage Lock Historic Site Contributors**
Associated with Schlage Lock Factory
- 2201 Bayshore Boulevard (Building A – Old Office Building)
- 2201 Bayshore Boulevard (Building B – Plant 1)
- 2201 Bayshore Boulevard (Building C – Plant 1, ancillary building)

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80 Ibid., 8.
• 2201 Bayshore Boulevard (Building D – Plant 1X)
• 2201 Bayshore Boulevard (Building F – Plant 2)
• 2201 Bayshore Boulevard (Building G – Plant 3)
• 2201 Bayshore Boulevard (Building H – Plant 3X)
• 2201 Bayshore Boulevard (Building I – Plant 1X, ancillary building)

Associated with Southern Pacific Railroad
• 2201 Bayshore Boulevard (Building J – Workers’ Dining Hall)
• 2201 Bayshore Boulevard (Building K – Storage)
• 2201 Bayshore Boulevard (Building L – Sheds/Pump Car Storage)

It is reiterated in Preservation Bulletin 16 that “as a general rule, a significant impact is considered mitigated if the property follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.” If all potential impacts on historic resources are so mitigated, the project will generally qualify for a Class 31 (CEQA Guidelines Section 15331) exemption, a negative declaration, or a mitigated negative declaration. An environmental impact report (EIR) will be prepared, however, “if it cannot be demonstrated with certainty that there will be no substantial adverse change to the historical resource.”

Impacts and Mitigations
For the portion of the Project Area along Leland Avenue and the west side of Bayshore Boulevard, the provisions of the Redevelopment Plan could foster (1) street improvements, (2) building rehabilitation, (3) infill development, and (4) replacement of dilapidated or underutilized uses with new development. For the portion of the Project Area associated with the Schlage Lock site (including the Southern Pacific Railroad buildings), the Plan includes provisions that would foster demolition of all existing buildings other than the Old Office Building.

Impact: Destruction or Degradation of Historic Resources. The Redevelopment Plan may cause substantial adverse changes in the significance of one or more identified historic resources. Substantial adverse changes that may occur include demolition, destruction, relocation or alteration of one or more resources, such that the resource is “materially impaired.” The significance of a historic resource is considered to be “materially impaired” when a project demolishes or materially alters the physical characteristics that justify the determination of a historic resource’s significance (CEQA Guidelines Section 15064.5[b]). Such an adverse change to a CEQA-defined historic resource would constitute a potentially significant impact.

Conformance with Secretary of Interior’s Standards. Generally, for any future discretionary action within the Redevelopment Plan area that the City determines through the CEQA-required Initial Study review process may cause a “substantial adverse change” to (a) one or more of the resources identified in this EIR or (b) one or more previously unidentified historic resources, the City and applicant shall incorporate measures that would seek to improve the affected historic resource in accordance with either of the following publications:

81 Ibid., 10.
82 Ibid.
Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or

Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Successful incorporation of these measures would reduce the impact to a **less-than-significant level** (in accordance with CEQA Guidelines Section 15126.4[b]). This mitigation shall be made enforceable by its incorporation into the proposed rezoning as a City-adopted policy and requirement to be implemented through subsequent permits, conditions, agreements, or any other measures, pursuant to CEQA Guidelines Section 15064.5(b)(3-5).

If these measures cannot be incorporated, other mitigation measures would need to be identified to reduce impacts on historic resources. The following six mitigation measures should be considered for any future discretionary action that would result in the demolition of an identified historic resource or would otherwise cause the significance of the resource to be “materially impaired,” and for which the Secretary of the Interior’s Standards cannot be incorporated: (a) documenting the affected resource, (b) conducting oral histories, (c) relocating the resource, (d) salvaging material from the resource, (e) commemorating the resource and/or (f) contributing to a historic preservation fund (see further description below). While implementation of these measures would reduce the impact on the historic resource, the impact would remain **significant**. (Note: Relocation is a possible exception. If a historic resource were relocated to a site sufficiently in keeping with its original context, the impact on that resource may be deemed less than significant.)

**Mitigation Measure: Documentation.** In consultation with a Planning Department Preservation Technical Specialist, the project applicant shall have documentation of the affected historic resource and its setting prepared. Generally, this documentation shall be in accordance with one of three documentation levels associated with the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER). The Specialist, possibly in consultation with the National Park Service Regional Office, can decide the most appropriate form of documentation, depending on the significance of the affected resource. The three documentation levels are:

**Documentation Level I**
1. Drawings: a full set of measured drawings depicting existing or historic conditions.
2. Photographs: photographs with large-format negatives of exterior and interior views; photocopies with large format negatives of available existing drawings or historic views.
3. Written data: history and description in narrative or outline format.

**Documentation Level II**
1. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar.

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83 These are drawn from Burns, John A. (ed.), *Recording Historic Structures* (Secretary of the Interior, National Park Service, Washington, DC, 1989).
2. Photographs: photographs with large-format negatives of exterior and interior views, or historic views, where available.
3. Written data: history and description in narrative or outline format.

Documentation Level III
1. Drawings: sketch plan.
2. Photographs: photographs with large-format negatives of exterior and interior views. (If large-format photography is not possible, 35mm photography may be deemed acceptable, if the negatives are processed according to HABS standards.)
3. Written data: one-page summary.

For all levels of documentation, material standards regarding reproducibility, durability, and size shall be met. The HABS/HAER standards are:

Measured Drawings:
Readily Reproducible: Ink on translucent material
Durable: Ink on archivally stable materials
Standard Sizes: Two sizes: 19” x 24” or 24” x 36”

Large Format Photographs:
Readily Reproducible: Prints shall accompany all negatives
Durable: Photography must be archivally processed and stored. Negatives are required on safety film only. Resin-coated paper is not accepted. Color photography is not acceptable.
Standard Sizes: Three sizes: 4” x 5”, 5” x 7”, 8” x 10”

Written History and Description:
Readily Reproducible: Clean copy for Xeroxing.
Durable: Archival bond required.
Standard Sizes: 8 1/2” x 11”

Note: Photographic specifications tend to change with changing technologies. The HABS/HAER document “Photographic Specifications” provides useful guidelines for photographing historic buildings, including specifications regarding film and processing types." The National Register of Historic Places recently began accepting digital photographs as official documentation, subject to its 75-year permanence standard.85

The agreed-upon documentation shall be filed with the San Francisco History Center at the Main Library, as well as with other local libraries and historical societies, as appropriate.

Mitigation Measure: Conducting oral history. The project applicant shall undertake an oral history project that includes interviews of several long-time residents of Visitacion Valley and former employees

of the Schlage Lock Factory. This program shall be conducted by a professional historian in conformance with the Oral History Association’s Principles and Standards (http://alpha.dickinson.edu/oha/pub_eg.html). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco History Room of the Main Library.

**Mitigation Measure: Relocation.** If preservation of the affected historic resource at the current site is determined to be impossible, the building shall, if feasible, be stabilized and relocated to other nearby sites appropriate to their historic setting and general environment. A moved building or structure that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. After relocation, the building’s preservation, rehabilitation, and restoration, as appropriate, shall follow the Secretary of the Interior’s Standards to ensure that the building retains its integrity and historical significance.

**Mitigation Measure: Salvage.** If the affected historic resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the project applicant shall consult with a Preservation Technical Specialist and other local historical societies regarding salvage of materials from the affected historic resource for public information or reuse in other locations. Demolition may proceed only after any significant historic features or materials have been identified and their removal completed.

**Mitigation Measure: Commemoration.** If the affected historic resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the project applicant shall, with the assistance of a Preservation Technical Specialist or other professionals experienced in creating historical exhibits, incorporate a display featuring historic photos of the affected resource and a description of its historical significance into the publicly accessible portion of any subsequent development on the site. In addition, the factory machinery in Schlage Plants 1 and 2 should be cleaned and moved to a public space (such as a park or plaza on-site) for public viewing.

**Mitigation Measure: Contribution to a Historic Preservation Fund.** If an affected historic resource can neither be preserved at its current site nor moved to an alternative site and is to be demolished, the project applicant may be eligible to mitigate project-related impacts by contributing funds to the City to be applied to future historic preservation activities, including survey work; research and evaluation; and rehabilitation of historic resources within Visitacion Valley in accordance with the Secretary’s Standards. Contribution to the preservation fund would be made only after the documentation, oral history, salvage and commemoration mitigations specified above had been completed. The details of such an arrangement would be worked out on a case-by-case basis. As part of any such arrangement, the project applicant shall clearly demonstrate the economic infeasibility of other mitigation measures that would mitigate impacts to historic resources, including preservation, relocation, and project modification.

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V. REFERENCES


Biography Resource Center Database, San Francisco Public Library.


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Property Information Report, City and County of San Francisco Planning Department, San Francisco, California.


San Francisco Block Books, 1894, 1901, 1906, 1907.

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Internet Resources


### Appendix B: Survey Matrix of Evaluated Properties

<table>
<thead>
<tr>
<th>APN Number</th>
<th>Street</th>
<th>Name</th>
<th>Property Type</th>
<th>Year Built</th>
<th>Construction Type</th>
<th>Carey &amp; Co. Rating</th>
<th>DPR Form?</th>
</tr>
</thead>
<tbody>
<tr>
<td>5066B-009</td>
<td>Bayshore Blvd</td>
<td>Piccolo Pete International Delicatessen/Red Carpet Liquors/Candlestick Coffee &amp; Espresso</td>
<td>Commercial</td>
<td>1953</td>
<td>Wood frame</td>
<td>Not historic</td>
<td>Yes</td>
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<tr>
<td>5066B-009</td>
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<td>1953</td>
<td>Wood frame</td>
<td>Not historic</td>
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<tr>
<td>5066B-003</td>
<td>Bayshore Blvd</td>
<td>Cliff's BBQ and Seafood</td>
<td>Commercial</td>
<td>1932</td>
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<td>Not historic</td>
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<td>6237-055</td>
<td>Bayshore Blvd</td>
<td>7-11 Convenient Mart</td>
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<td>1980</td>
<td>Masonry/Concrete</td>
<td>Not historic</td>
<td>No</td>
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<td>Bayshore Blvd</td>
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<td>1926</td>
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<td>Schlage Lock Factory-Building B</td>
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<td>Masonry/Concrete</td>
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<td>Bayshore Blvd</td>
<td>Southern Pacific Railroad-Building I</td>
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<td>Southern Pacific Railroad-Building K</td>
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<td>Southern Pacific Railroad-Building L</td>
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<td>Bayshore Blvd</td>
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<td>Bayshore Blvd</td>
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<td>6308-001</td>
<td>Bayshore Blvd</td>
<td>T.W. Automotive</td>
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<td>A. Silvestri Co.</td>
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<td>5107-005</td>
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<td>6249-006</td>
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<td>n/a</td>
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<td>Commercial</td>
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<td>Lee Chang International</td>
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<td>6248-008</td>
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<td>Joe Leland Café</td>
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<td>Leland Avenue</td>
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<td>Leland Avenue</td>
<td>Iglesia El Espiritu Santo</td>
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<td>Bay Wash</td>
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<td>Leland Avenue</td>
<td>Royal Pacific Mortgage</td>
<td>Commercial/Residential</td>
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<td>Nails By Jenny</td>
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<td>JayVee</td>
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<td>Street</td>
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<td>Property Type</td>
<td>Year Built</td>
<td>Construction Type</td>
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<td>Casa Lopez Produce</td>
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<td>Government Building</td>
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<td>Casketorium, Inc.</td>
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<td>Hernandez Taqueria &amp; Bakery</td>
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<td>Luan Fat Bakery and Restaurant</td>
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<td>Dragon City Aquarium</td>
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</tr>
<tr>
<td>6247-014</td>
<td>160-162</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Commercial/Residential</td>
<td>1945</td>
<td>Wood frame</td>
<td>Not historic</td>
</tr>
<tr>
<td>6247-015</td>
<td>166-168</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Commercial/Residential</td>
<td>1945</td>
<td>Wood frame</td>
<td>Not historic</td>
</tr>
<tr>
<td>6247-018</td>
<td>170-172</td>
<td>Leland Avenue</td>
<td>Two Jack's/Little Quiapo</td>
<td>Commercial</td>
<td>1986</td>
<td>Wood frame</td>
<td>Not historic</td>
</tr>
<tr>
<td>6247-016</td>
<td>175-177</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Commercial/Residential</td>
<td>1945</td>
<td>Wood frame</td>
<td>Not historic</td>
</tr>
<tr>
<td>6251-019</td>
<td>176</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Residential</td>
<td>1976</td>
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<td>Not historic</td>
</tr>
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<td>6247-017</td>
<td>176</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Residential</td>
<td>1922</td>
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<td>Not historic</td>
</tr>
<tr>
<td>6247-018</td>
<td>180-182</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Commercial/Residential</td>
<td>1927</td>
<td>Wood frame</td>
<td>Not historic</td>
</tr>
<tr>
<td>6247-019</td>
<td>182-184</td>
<td>Leland Avenue</td>
<td>n/a</td>
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<td>1951</td>
<td>Wood frame</td>
<td>Not historic</td>
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<tr>
<td>6251-018</td>
<td>185</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Residential</td>
<td>1900</td>
<td>Wood frame</td>
<td>Not historic</td>
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<tr>
<td>6247-042</td>
<td>186</td>
<td>Leland Avenue</td>
<td>Coin Wash &amp; Dry Laundry</td>
<td>Commercial</td>
<td>1932</td>
<td>Wood frame</td>
<td>Not historic</td>
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<tr>
<td>6251-028</td>
<td>187</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Residential</td>
<td>1900</td>
<td>Wood frame</td>
<td>Not historic</td>
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<td>6247-042</td>
<td>191</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Residential</td>
<td>1910</td>
<td>Wood frame</td>
<td>Historic-individual</td>
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<tr>
<td>6247-042</td>
<td>196</td>
<td>Leland Avenue</td>
<td>Cancun Taqueria</td>
<td>Commercial</td>
<td>c. 1900</td>
<td>Wood frame</td>
<td>Historic-individual</td>
</tr>
<tr>
<td>6251-016</td>
<td>199v</td>
<td>Leland Avenue</td>
<td>n/a</td>
<td>Residential</td>
<td>c. 2006</td>
<td>Unknown</td>
<td>Not historic</td>
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<tr>
<td>6252-036</td>
<td>201</td>
<td>Leland Avenue</td>
<td>Super Fair Market Grocery</td>
<td>Commercial</td>
<td>1955</td>
<td>Wood frame</td>
<td>Not historic</td>
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<tr>
<td>5102-009</td>
<td>222</td>
<td>Tunnel Avenue</td>
<td>Southern Pacific Railroad-Building M</td>
<td>Industrial</td>
<td>1964</td>
<td>Metal</td>
<td>Not historic</td>
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<tr>
<td>5102-009</td>
<td>222</td>
<td>Tunnel Avenue</td>
<td>Southern Pacific Railroad-Building N</td>
<td>Industrial</td>
<td>1964</td>
<td>Metal</td>
<td>Not historic</td>
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<tr>
<td>5100-007</td>
<td>445-447</td>
<td>Visitacion Avenue</td>
<td>The Tower Inn, Babe's Bar</td>
<td>Commercial/Residential</td>
<td>1934</td>
<td>Wood frame</td>
<td>Historic-individual</td>
</tr>
</tbody>
</table>

*Note: Schlage Lock Factory-Building A was given a rating of 3 in the 1976 Architectural Survey.*