

April 6, 2022

100 E. GRAND AVE. & 105 ASSOCIATED RD., SOUTH SAN FRANCISCO
Historic Resources Evaluation

This report provides an historical evaluation of two properties and buildings located at the above addresses. The purpose of this evaluation effort is to determine if the subject properties and their buildings do or do not qualify as historic resources under the California Register of Historical Resources criteria as per the California Environmental Quality Act.

This evaluation effort is based on site visits to record the subject buildings and their setting; the collection and review of applicable records, including historic maps, newspapers and telephone directories; building permit and deed research at the City of South San Francisco and San Mateo County, respectively; along with supplemental historical and architectural research.

The first of the subject properties, 100 E. Grand Ave. (APN 015-031-020), is located on and fronts the south side of E. Grand Ave., directly east of the Bayshore Freeway and the South San Francisco Caltrain station and railway, at the juncture of Industrial Ave., and with a secondary road, Sylvester Rd., at its east side. This 2-acre property houses a tall 1-story light industrial building. The building and its property are also associated and adjoined with a second parcel directly south (lot #16) that is a paved surface lot for access, parking, storage and loading, without built resources, so that parcel is not specifically addressed herein. At the northwest corner of subject lot #2 is a small parcel (lot #1) and building that are not associated, so that property is also not addressed herein.

The second of the subject properties, at 105 Associated Rd. (APN 015-031-120), is located south of and in the same block as 100 E. Grand Ave., on the west end and north side of Associated Rd. (which, like Sylvester Rd., is an easement rather than dedicated street). The 105 Associated Rd. parcel is just under 1 acre, also houses a tall 1-story light industrial building and, likewise, has a second open, paved parcel at its north side (lot #13) with a leg that extends down the east side of 105 Associated, providing access to both lots as well as the 2 adjoining properties to the east. As there are no built resources on lot #13, that parcel is again not further addressed herein other than to note that these four parcels are contiguous, with the 2 subject building lots separated by the 2 open lots (figs.1-4).

Evaluation Summary

In sum, the extant buildings at 100 E. Grand Ave. and 105 Associated Rd., South San Francisco, are common light industrial/warehouse structures of tilt-up concrete wall construction with wood bow-trussed roofs. Their ubiquity is in evidence throughout the immediate vicinity, where there are a number of other, nearly matching mid-20th century buildings of the same type and construction. Beyond, such resource types are found throughout the region's industrial zones.

In this case, there was and is no architectural or artistic enhancement in the original or present buildings. Their designs were utilitarian and expedient. Based on empirical as well as historical evidence, the subject building designs are without historical design or construction distinction. Additionally, there are no associated events of any potential historical importance because no individual discoveries, innovations or inventions of importance are identifiably associated, nor is there any direct association between this mid-20th century development and any person or persons of potential historical importance. Consequently, as further detailed herein and per the California

Register evaluation criteria, the properties and buildings at 100 E. Grand Ave. and 105 Associated Rd. do not have any potential, individually or collectively, for a finding of historical significance.

Summary History

The still future South San Francisco was first mapped in 1881 when the subject land was then in lot 3 of the Land of Charles Lux (fig.5). In addition to his land acquisition talent, Lux was a butcher in the livestock and meat packing industry serving nearby San Francisco from his lands.¹

A 1920 land map next shows the land divisions of South San Francisco, when the subject spot of land lies within a smaller subdivision under the ownership of the South San Francisco Land and Improvement Company (fig.6).² At that time, Grand Ave. was named Swift Ave. and which was the namesake of the director of that company, Gustavus W. Swift. Chicago based Swift & Co. succeeded Lux both in the land acquisition and meat industries.

While the subject and adjoining parcels were as yet undeveloped and while there is not a subsequently recorded map specific to this block, the 1950 Sanborn maps are otherwise salient because they show the surrounding context, including the incomplete construction progress of the directly adjacent freeway and which, as the 1950 map starkly illustrates, had by 1950 reached just south of Grand Avenue.³ So, the development of 100 E. Grand, 105 Associated Rd. and their immediate neighbors was assuredly related to the new freeway, which was directly adjacent as well as open by the time the 100 E. Grand Ave. and 105 Associated Rd. buildings were completed in 1954 and 1955, respectively.

The 1950 Sanborns also depicted the heavy industry that then largely occupied the lands of South San Francisco east of the highway and railway, just prior to the initial development of the subject parcel and its block. The most dominant, Bethlehem Steel, filled the site between E. Grand and Butler avenues (the latter, today's Oyster Point Blvd.) on both sides of the railroad tracks and Industrial Avenue. Another as yet dominant industry was the meat packing facilities and stock yards of Swift & Co., Lux's successor, whose facilities and yards then stood on both sides of E. Grand at Allerton Ave. (along with an associated property with a group of South San Francisco Land & Improvement Co. dwellings). In 1950, other surviving heavy industries were metal welders, refiners, foundries and recyclers (Thermit; Wildberg Bros.; U.S. Pipe), paint and coating manufacturers (W.P. Fuller; Du Pont De Nemours), along with another meat packing facility (Armour).

Those heavy industrial uses were not unique to the post-World War II period as many were extant in the 1920 Map of South San Francisco, when Swift & Co. of Chicago was, in their SSF location, the Western Meat Company. The heavy industries that survived into the 1950s were clearly illustrated in the 1920 map (fig.7).

¹ See, for example, "History of South San Francisco" @ https://www.californiahistorian.com/south_san_francisco (accessed March 2022).

² Map of South San Francisco San Mateo County, California, 1920 @ <https://digicoll.lib.berkeley.edu/record/59028?ln=en#?c=0&m=0&s=0&cv=0&r=0&xywh=7209%2C6406%2C4901%2C2628> (accessed March 2022).

³ Digital Sanborn Maps, South San Francisco, Apr.1925-Sept.1950, sheets 1, 17-19, 21-27 @ https://digitalsanbornmaps-proquest-com.ezproxy.sfpl.org/browse_maps/5/863/3677/3928/61253?accountid=35117

Based on general deed research, it is understood that the South San Francisco Land and Improvement Co. sold the subject and directly adjoining properties to their respective and subsequent owners post-WWII.

Re: 100 E. Grand Ave., per record drawings, in 1953, thus at the time of the extant building's initial design and construction, the landowner was Josephine A. Sargent, a resident of Oakland, who in turn leased and, upon its completion in March 1954, sold the site to the Spice Islands Co., which spice company undertook the design, construction and occupancy of the original building and where they were first listed in the 1954 San Mateo County directory.

That original 1954 building was some two-thirds of the existing building, as its western one-third was added in 1956, also for Spice Islands Co., who thereafter remained at this location until 1973, following which the Spice Islands plant was located on nearby Allerton Ave. Thereafter, again per permit records, 100 E. Grand's next identifiable owner was Harvey Rifkin/Rifkin Investment Co., San Francisco, who in 1978 subdivided the building into five tenant spaces and also proposed a new building in the rear lot, yet which was evidently not built. The next permit iteration, dated April 1983 and under Rifkin's ownership, again showed proposed improvements to the rear lot, including a new building and new access from the south via Associated Rd. However, like the 1978 plan, there is no evidence those proposed improvements were even started. Permit-wise, lastly, a 1997 permit showed the building under a single user, Perini Van & Storage, and which plans illustrated overall exterior alterations, including new site work, landscaping, doors, windows, awnings and signage.

The 105 Associated Rd. building was permitted and constructed in 1955 for the Morris Manufacturing Co., who designed and manufactured store fixtures and cabinets. Permit records listed the landowner as Eugene A. Mignacco. Like the 100 E. Grand parcel, Mignacco was deeded the property by the Associated Construction and Engineering Company just prior to development. The Morris Co. operated at this location until c1970, when the building was identified in permit records as vacant. The Stanley Sales Co. next occupied the building in 1976, when the Mignacco family retained ownership. In 1978, per a Certificate of Occupancy for the Palm Distributing Co., the San Francisco Spice Co. (no found association to Spice Islands Co.) were then listed as the owner of 105 Associated Rd., which ownership was reiterated in a 1982 permit for alterations for Faulkner Enterprises, an auto sales tenant. In that period, per permit related correspondence, the S.F. Spice Co. was located in Orinda California and its owner was Ken W. Vinnicombe.

While each of the adjoining parcels on the subject block have not been specifically researched, it is evident that Associated Construction and Engineering Co., a partnership founded in 1952, consolidated the parcels between E. Grand Ave. (north), the railroad spur (south), the east line of Sylvester Rd. and the freeway to the west, for industrial development. From permit records specific to the property at 170 Sylvester, a 1954 plot plan labeled "Associated Construction and Engineering Co. Industrial Development," is the only found illustration of the consolidated ownership of a portion of this block, while that plan illustrated a different arrangement of parcels and, in part, internal roads (fig.8). The Spice Island building and parcels were also indicated therein as a separate development.

As noted, the 2 roads that pass through and serve these parcels are easements, not dedicated streets, and Associated Rd. is evidently eponymous of its developers. A 1988 San Mateo County map delineated another road, Baker Rd., that paralleled Sylvester within the eastern leg of lot 13, and which name was again internally related, in that case to the building owners of parcels #14-15, the Alan Baker Co., who still occupy 160 Sylvester Rd. (fig.9).

Setting

The subject site is urban industrial. Freeway 101 and Caltrain pass immediately to the west, the former with a directly adjacent exit ramp, the latter the directly adjacent South San Francisco station. The San Francisco International Airport is also located nearby, to the south, so the vicinity is deeply marked by modes of transportation. Today, on the east side of the freeway and railway, where heavy industry that likewise capitalized on transportation connections once predominated, facilities largely servicing light industrial and technological science industrial uses are located (though there are a mix of other uses, including retail and hotel, with a hotel directly north of 100 E. Grand Ave.).

Today bound by the 101 Freeway and Caltrain railway (west), E. Grand Ave. (north), the SPRR railroad right-of-way (south) and the PG&E substation parcel (east), the portion of the block on which 100 E. Grand and 105 Associated stand was, in 1920, mapped as a single parcel (#25). Since its development in the early 1950s into the early 1960s, former lot #25 has housed light manufacturing and warehouse uses on each of its twelve parcels. Each of the existing eleven buildings relate as mid-20th century light-industrial building types, while most are also visibly related for their shared tilt-up concrete construction method. Moreover, like the subject buildings, as summarized below, most others to the west of Sylvester Rd. were constructed by Associated Construction & Engineering, yet without common property owners or users. Thus, despite appearances, each was independently developed, in the following order and, where identifiable, for and by the following property owners and contractors:

<i>date</i>	<i>address</i>	<i>property owner</i>	<i>user</i>	<i>contractor</i>
1954	100 E. Grand	Josephine A. Sargent	Spice Islands Co.	Associated Construction
	170 Associated	--	Coleman Co.	Associated Construction
1955	105 Associated	E. A. Mignacco	Morris Mfg. Co.	Associated Construction
	160-170 Sylvester	--	Mueller Brass Works	Associated Construction
1956	180 Sylvester	Alan Baker	Power Products Inc.	Arthur W. Baum
1957	129 Sylvester	Demartini Trust	Thermoid Co.	Associated Construction
	145 Sylvester	Capital Trust	J.H. Coffman Co.	Associated Construction
1963	101 Associated	Arthur Rude, Sr.	Paragon Wax	Associated Construction

Summary Description

100 E. Grand Ave. (figs.11-19)

Like its building, the subject site is trapezoidal, its angled west side aligned with the freeway off ramp. An approximately 36 foot deep by 42 foot wide independent parcel notches into the subject site's northwest corner. Less that notch, the subject 2 acre parcel measures 315 feet at the front, 240 feet at its east side, its rear 379 feet and its angled west side 216 feet (fig.10).

Standing at the southwest corner of E. Grand Ave. and Sylvester Rd., the building fronts on both yet primarily on E. Grand. At that front is a shallow strip with parking and loading areas and a landscaped space at the entry way at the left (east) of front. Its angled west side wall directly abuts the northward offramp from the Bayshore Freeway (101) to E. Grand. At its east side, on Sylvester Rd., a row of angled parking separates the exterior building wall from the road – though the parking and road are an easement so are not physically separable. Behind, to the south, the building faces a related, open paved lot on a separate parcel.

As noted above, this existing light-industrial warehouse was constructed in two parts, yet altogether of tilt-up concrete walls with wood bow-trussed and cap-sheeted roofs.

The 1954 structure was engineered by Jennings & McClure Structural Engineers, San Francisco, and constructed by Associated Construction & Engineering Co., also of San Francisco. Its plan is 220 feet wide (east-west) by 228 feet deep and its exterior walls are 20 feet high, above which the bowed roofs are partly visible. There is an arrangement of metal framed windows at the northeast corner and a canopied front entry door where offices were and are located. Frontward, there are 5 loading openings with industrial metal loading doors in 3 and metal frame storefronts in 2, plus 2 egress doors. There are 2 more loading doors at the east side along with another egress door, several additional windows and another loading door at the rear.

The trapezoidal 1956 addition – angled at the west side, setback at the front (north) to clear a pump station on an independent parcel, its rear wall in line with the original building wall – measures 80 feet wide at the front, 209 feet deep, 112 feet wide at the rear, its exterior walls again 20 feet high. Its openings are limited to a loading and an egress door at the front (north), and a pair of loading doors and another egress door at the rear.

As also summarized above, the building exteriors were altered in 1997. Those permit plans indicated the exterior removal of original industrial steel doors and windows – which, aside from the concrete, were the only other exterior material in the wall assembly.

105 Associated Rd. (figs.20-24)

The 105 Associated Rd. site is again trapezoidal, with an angled west side property line along the freeway off ramp and with a small toe extending southward at the end of Associated Rd. at the site's southwestern corner. Its 175.5 foot deep by 170 foot wide by 20 foot tall building largely fills the site yet is setback at the south to align with the north edge of the road and has a narrow and angled setback at its west side. The structure has 4 painted, tilt-up concrete walls with a bow-trussed roof in 3 segments. The front entry is at the southeast corner, where there is a canopied entrance flanked by windows and with additional windows at the east side of that front building corner. The entry door and side lites appear to be aluminum, as are the sets of windows, which are divided into 3 large vertical lites. The south, east and north exterior walls each have central loading door opening with industrial metal doors, the west side with another loading door at its south end. There are also several flush metal egress doors at the south and east walls.

Other than permit applications for interior alterations, no original or subsequent plans for this building are on record and there are no recorded exterior alteration permits. Nonetheless, the existing doors and windows at the southeast corner have evidently replaced the originals, which would have been industrial steel. A range of structural plates visible at the exterior appear to have also been added.

Associated Persons

Individuals associated with the subject properties and buildings include the following.

The earliest property owner of the 19th century ranch and wet lands of which the future 100 E. Grand Ave. and 105 Associated Rd. were miniscule spots, and whose lands became the bulk of future South San Francisco, was Charles Lux (1823-1887).

The subsequent property owner of the peninsular industrial lands of South San Francisco was G. F. Swift and who, like Lux, was in the meat industry, yet out of Chicago. Circa 1890, Swift & Co. expanded their industrial meat enterprise to the west coast and, specifically, to the former Lux lands in South San Francisco, where they operated stock yards and meat packing facilities on Swift Ave.

(future E. Grand) under the name Western Meat Co. Swift's surrounding and extensive industrial and wetlands were held and marketed under the South San Francisco Land & Improvement Co., whose holdings included the then undeveloped subject and surrounding plots.

Per deed records, the South San Francisco Land & Improvement Co. sold off their holdings over the course of the early-to-mid 20th century, including the subject block. As noted above, at the time of their development, the owners of the 100 E. Grand and 105 Associated parcels were Josephine A. Sargent and Eugene A. Mignacco, respectively, both of whom were speculative investors.

Re: 100 E. Grand, the 1954 building and its 1956 addition were constructed for the Spice Islands Co., which company was founded in 1941, in San Francisco, by Frederic H. Johnson (1892-1977). As its name implies, Johnson's company produced and distributed culinary spices. Under new leadership since the early 1960s, Spice Island Co. maintained their plant at 100 E. Grand Ave. until 1973, when they relocated the plant to nearby 345 Allerton Rd., prior to which their executive offices were relocated to San Francisco and where they remained until 1978.

The 105 Associated Rd. building was developed for the Morris Manufacturing Co., about which no specific historical information has, at this juncture, been located. Subsequently, the building owner was K. W. Vinnicombe and the S. F. Spice Co. who, in the late-1970s and 1980s, did not occupy the building but leased it to various entities.

Builders & Engineers

The contractor of both original buildings was Associated Construction & Engineering Co., an industrial building contracting and engineering partnership formed in March of 1952 by 4 partners: William H. Acheson, John L. Chapman, Ralph A. Skoog and Earl E. Swanson; and who operated until c1976. Associated was located in San Francisco until 1959, when they relocated to Beacon St. in South San Francisco. An early advertisement – prior to the formal partnership – promoted Associated's experience with industrial steel structures.⁴ Yet, their expertise evidently included concrete tilt-up construction, which Associated did not invent, as the method dates to much earlier in the century.⁵ Nor were they unique in deploying tilt-up construction, as it was then widely deployed by other contractors throughout the Bay Area. One such builder was Carl Holvick & Co., who erected numerous tilt-up industrial buildings on the San Francisco peninsula.⁶

No architect was involved in the original building designs. Rather, they were engineered by Jennings & McClure. Whereas an architect, C. S. Moyer, was engaged for the 1956 addition to 100 E. Grand, as was another contractor, A. L. Holmes & Son. In each case, no additional information of any historical import has been found.

Historic Contexts

The development context of the subject and adjoining blocks is directly situated in the post-World War II, American suburbanization and transportation period, which context also embodied the large-scale suburban and urbanization of agricultural lands. This development context was far-ranging in

⁴ *San Francisco Examiner*; Nov. 7, 1951; p24 (accessed March 2022).

⁵ See, for example, "The History of Tilt-Up Construction; Over 100 years of innovation" <https://tilt-up.org/tilt-uptoday/2006/04/01/the-history-of-tca/> and "Tilt-Up Construction: The Past, The Present, And The Future" @ <https://tiltwall.ca/blog/tilt-up-construction-the-past-the-present-and-the-future/> (accessed March 2022).

⁶ "Holvick, Carl - 1913-2003." *SF Chronicle*, Sat. Aug.2, 2003 @ <http://www.sfgate.com/news/article/HOLVICK-Carl-2562862.php> (accessed Mar.2022). Note: The referenced 1961 new article has not been located.

the post-war period throughout the region, including the towns and cities of the San Francisco Peninsula, each of which then experienced extensive new development, including adaptation of agricultural properties and extensive infill of wetlands.

Given the period of development, the subject resource also relates to and is thus situated in the context of mid-20th century, commercial and industrial design and construction. Based on directly applicable historic contexts, for example, San Jose's modern context statement and the City of San Francisco's, architecturally, the most applicable style is the Midcentury Modern.⁷ As documented in San Francisco's context, characteristics of the style include:

- *Cantilevered roofs and overhangs*
- *The use of bright or contrasting colors*
- *Projecting eaves*
- *Canted windows*
- *Projecting boxes that frame the upper stories*
- *Stucco siding*
- *Spandrel glass*
- *Large expanses of windows*
- *Flat or shed roof forms*
- *Vertical corrugated siding*
- *Stacked roman brick cladding*
- *And, occasionally, vertical wood siding.*
- *New technology and materials, such as plastic laminates, spandrel glass, and anodized metal sheaths.*

While these characteristics are most applicable to architecturally designed resources, the overall characterization is applicable toward gauging the character of built resources from the mid-20th century period.

Evaluation

The subject parcels and buildings have not previously been evaluated for historic resource eligibility. The City of South San Francisco has a range of sites that the City has identified as historic and are mapped and listed on the South San Francisco *Historic Sites* (fig.24) and *Historic Marker Program*.⁸ While some of those sites are located in the industrial lands east of the freeway, the subject properties are not listed thereon, there are no sites within the subject or surrounding blocks, nor (per an over-the-counter review with SSF Planning) is there any evidence of more current or ongoing historical evaluations or designations. Additionally, no historical records for the subject properties are available at the State's *California Historic Resource Information System*, as neither the subject property nor any nearby properties are listed on the State's current *Built Environment Resource Database (BERD)*.⁹

In order to address the requirements of the California Environmental Quality Act (CEQA) specific to historic resources, the current effort has been requested and is intended to provide such historic resource evaluation.

⁷ Mary Brown, San Francisco City and County Planning Department. *San Francisco Modern Architecture and Landscape Design 1935-1970: Historic Context Statement*, September 30, 2010.

⁸ *Historic Marker Program* @<https://www.ssf.net/home/showpublisheddocument/1802/636344246018530000>.

⁹ *BERD* @https://ohp.parks.ca.gov/?page_id=30338 (accessed March-April 2022).

To be eligible for listing on the California Register, a resource must be historically significant at the local, state or national level, under one or more of the following four criteria, each of which is iterated and followed with a summary evaluation statement specific to the 2 subject resources.

1. *It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.*

In their post-WWII development context, there is no potential historical significance associated with these light manufacturing and warehousing uses or buildings, which generally fit a far-ranging post-war commercial development pattern. No individual companies, discoveries, innovations, inventions or products of importance are identifiably associated with either of these properties.

As there is no evidence, individually or collectively, of any historic events directly associated with the subject properties, the properties and buildings at 100 E. Grand Ave. and 105 Associated Rd. do not meet *CR criterion 1*.

2. *It is associated with the lives of persons important to local, California, or national history.*

The earliest property owner of the then ranch and wet lands, of which the future, subject sites were miniscule pieces, and whose lands became the bulk of South San Francisco, was Charles Lux (1823-1887). While an evidently important person in 19th century local and state history, Lux has no direct or applicable association to the mid-20th century commercial development on his former lands.

The subsequent property owner of large portions of the peninsular industrial lands of South San Francisco was G. F. Swift and who, like Lux, was in the real estate and meat industries, though Swift was out of Chicago. Swift's surrounding and extensive industrial and wet lands were held and marketed under the South San Francisco Land & Improvement Co., whose holdings included the then undeveloped subject and surrounding plots. Again, whatever historical importance G. F. Swift and, by extension, Swift & Co. and the South San Francisco Land & Improvement Co. may have, there is again no direct association to the existing, mid-20th century development on the subject or surrounding parcels.

In the early 1950s, at the time of its first development, the 100 Grand Ave. property owner was Josephine A. Sargent of Oakland. Sargent leased the subject parcel for its original development and sold it upon development, so her association to the extant building was as an investor. There is also no evidence to suggest that Sargent has any potential historic importance.

Likewise, the property owner at the time of the development of 105 Associated Rd., E. A. Mignacco, leased that parcel for development for investment purposes. Based on concurrent research by this researcher, Mignacco had other and similar industrial property investments in San Carlos. There is again no evidence that Mignacco has any potential historic importance.

Additionally, the existing 100 E. Grand Ave. building was constructed for the Spice Islands Co., which company was founded in 1941, in San Francisco, by Frederic H. Johnson (1892-1977). Aside from Johnson's association to his spice production company, he does not have any identifiable historic interest. And, lastly, the extant 105 Associated Rd. building was built for the

Morris Manufacturing Co., about whom the lack of available information confirms their lack of historic importance.

Consequently, as no persons of historic importance have direct association to either 100 E. Grand Ave. or 105 Associated Rd., the subject resources do not meet *CR criterion 2*.

3. *It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.*

The subject buildings are generic, light-industrial, tilt-up concrete structures. These buildings lack any distinction in terms of mid-20th century design and construction, as there are no inventive, unique, prototypical or distinctive design forms, building systems or materials. Rather, such light industrial buildings exhibit utilitarian and expeditious design and construction. Additionally, the primary doors and windows of both original building exteriors, which are their only elements other than the flat concrete walls, have been substantially altered.

Further, the original engineers (Jennings & McClure) and contractor (Associated Construction and Engineering Co.) have no identified historic importance.

Lastly, while the subject buildings indirectly relate to surrounding, mid-20th century light-industrial development, there is no evidence of any planning or design interrelationships as each of these utilitarian buildings was developed individually and expediently (figs.25-27).

As the subject buildings do not embody any design or construction distinction in terms of type, period, region or methods; as they are not works of any historically important architect, engineer, designer or builder; nor do they possess any artistic values; the extant buildings at 100 E. Grand Ave. and 105 Associate Rd. are not individually or collectively eligible for the CR under *CR Criterion 3*.

4. *It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the Nation.*

The subject properties and buildings have not yielded and do not appear to have the potential to yield any important historic information beyond the present historical record (prehistory is outside the scope of this historical effort). Thus, relative to the subject of this evaluation – potential historic resources – the subject resources have not yielded and have no identifiable potential to yield important historical information, so do not meet *CR Criterion 4*.

Conclusion

While additional historical research is always possible – in-depth search of the variously associated companies, for example – further details would not alter the unequivocal conclusion of this evaluation effort, which is that the subject properties and buildings have no potential historical or cultural importance.

It is also clear that the removal and replacement of these buildings has no potential to affect any presently identified resources of historical interest in the vicinity – of which there are none within visual range of the subject property. Nor does there appear to be any nearby potential historic resources or, specifically, a group of resources that could comprise an historic district. Re: the latter,

the one and most applicable example is the group of light industrial buildings on the subject block. However, as noted, while this group of buildings are related by their shared building type and construction method, there is no evidence of any overall planned design. Such utilitarian resource types and their construction methods are also ubiquitous rather than unique.

In conclusion, the extant properties and buildings at 100 E. Grand Ave. and 105 Associated Rd. do not meet any applicable criteria so are not eligible for the California Register. This conclusion is also plainly visible, as none of the subject and adjacent light industrial buildings, individually and collectively, suggest or present noteworthy uses, designs or construction.

Signed:

A handwritten signature in dark ink, appearing to read "Mark Hulbert", with a stylized, cursive script.

Mark Hulbert
Preservation Architect

attached: Figs.1-27 (pp.11-21); MH professional qualifications (3pp.)



Fig.1 – 100 E. Grand Ave. /105 Associated Rd. (circled) - Location aerial (Google Earth 2021, north is up)

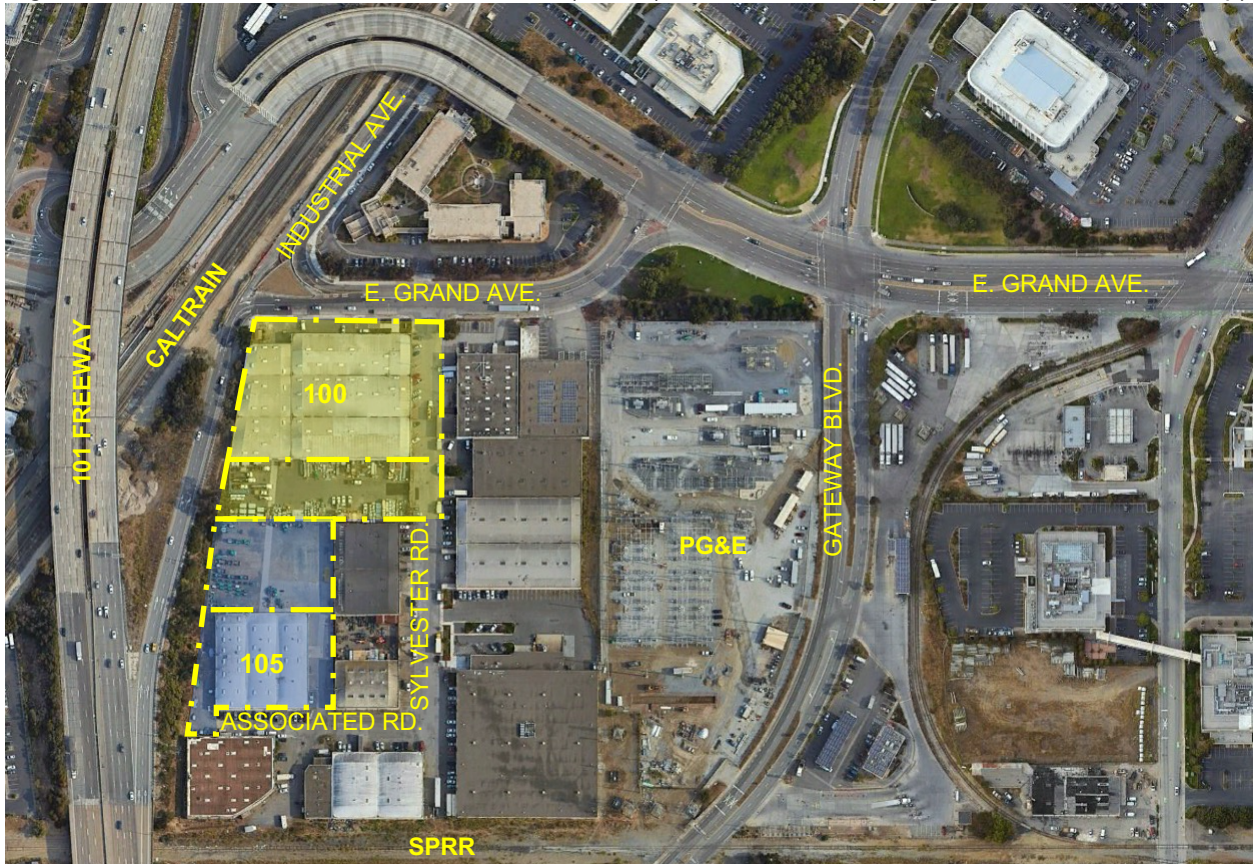


Fig.2 – 100 E. Grand (yellow)/105 Associated (blue) - Location aerial (Google Earth 2021, north is up)



Fig.3 – 100 E. Grand/105 Associated (highlighted) - Site aerial (Google Earth 2021, north is up)



Fig.4 – 100 E. Grand/105 Associated - Assessor's parcel map (incl. parking lot parcels - north is up)

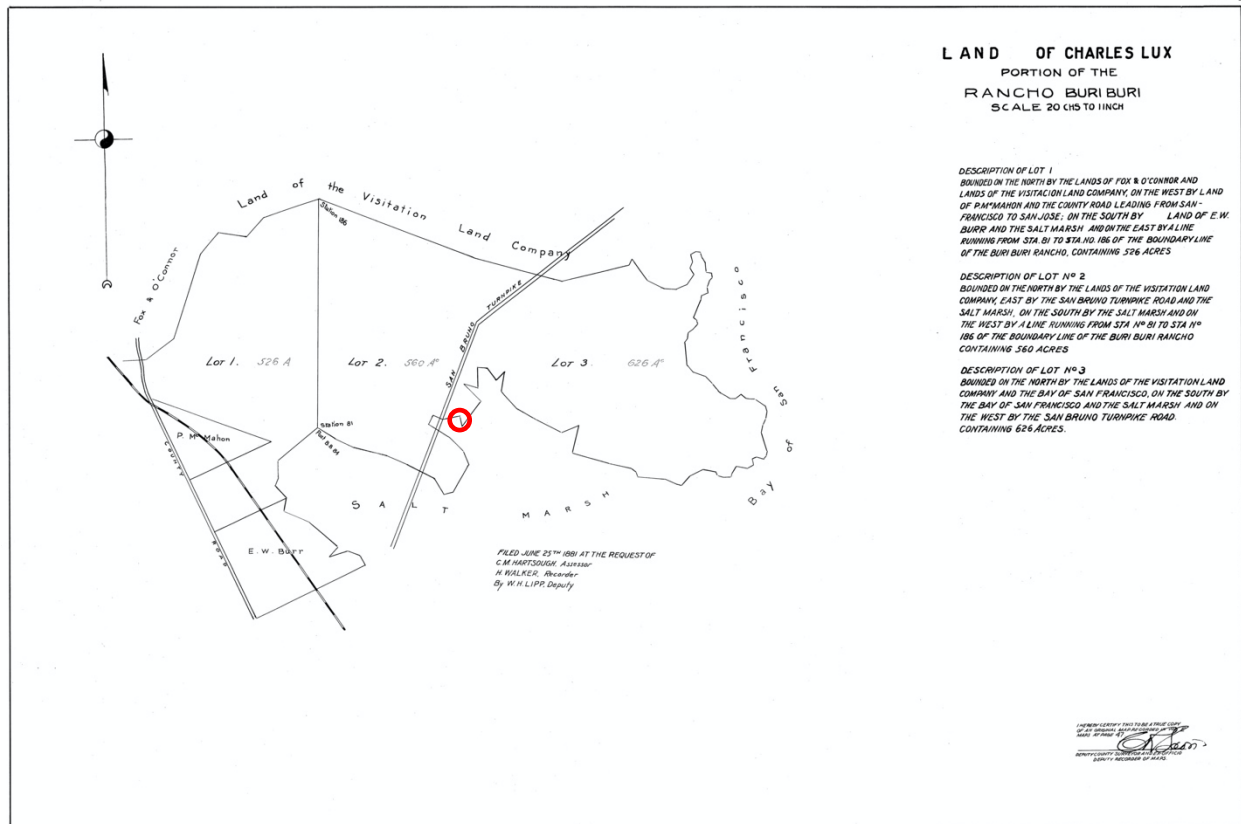


Fig.5 – 100 E. Grand/105 Associated (circled, approx.) - 1881 map (from San Mateo County Assessor)

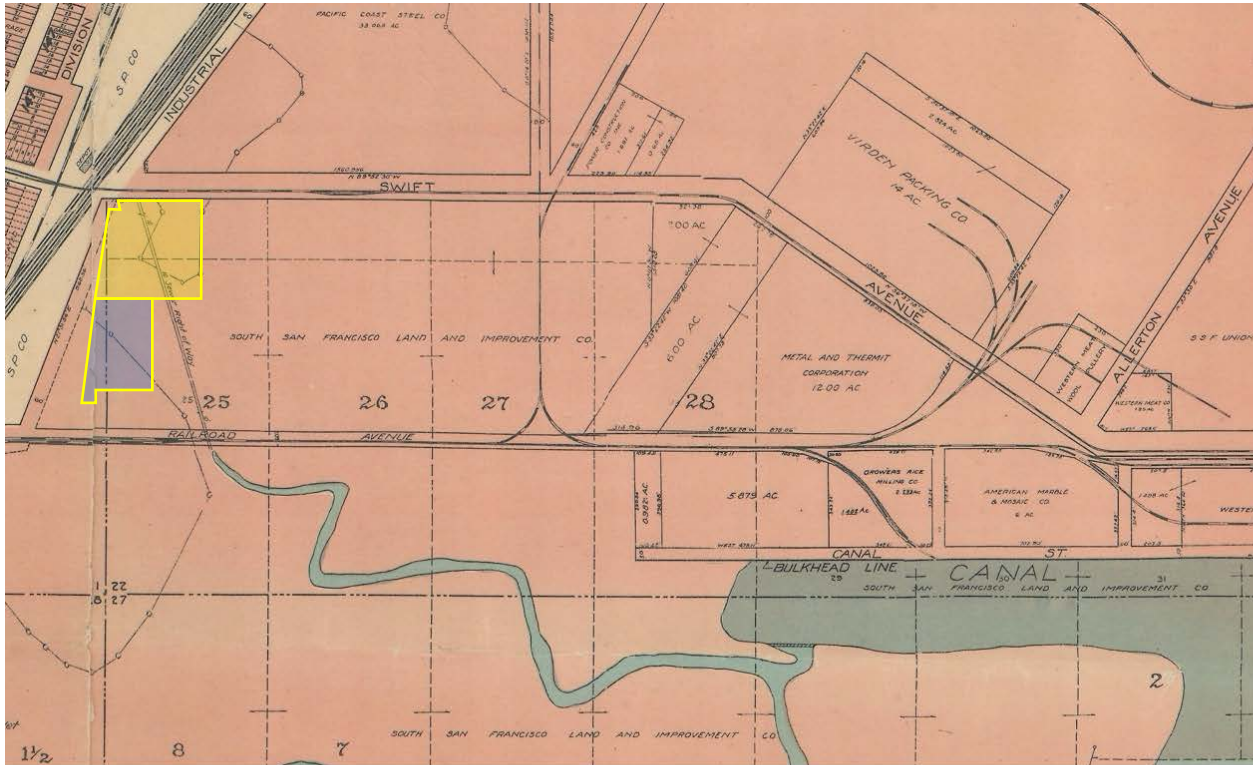


Fig.6 – 100 E. Grand/105 Associated (highlighted, approx.) - from 1920 Map of South San Francisco (from digicoll.lib.berkeley.edu)

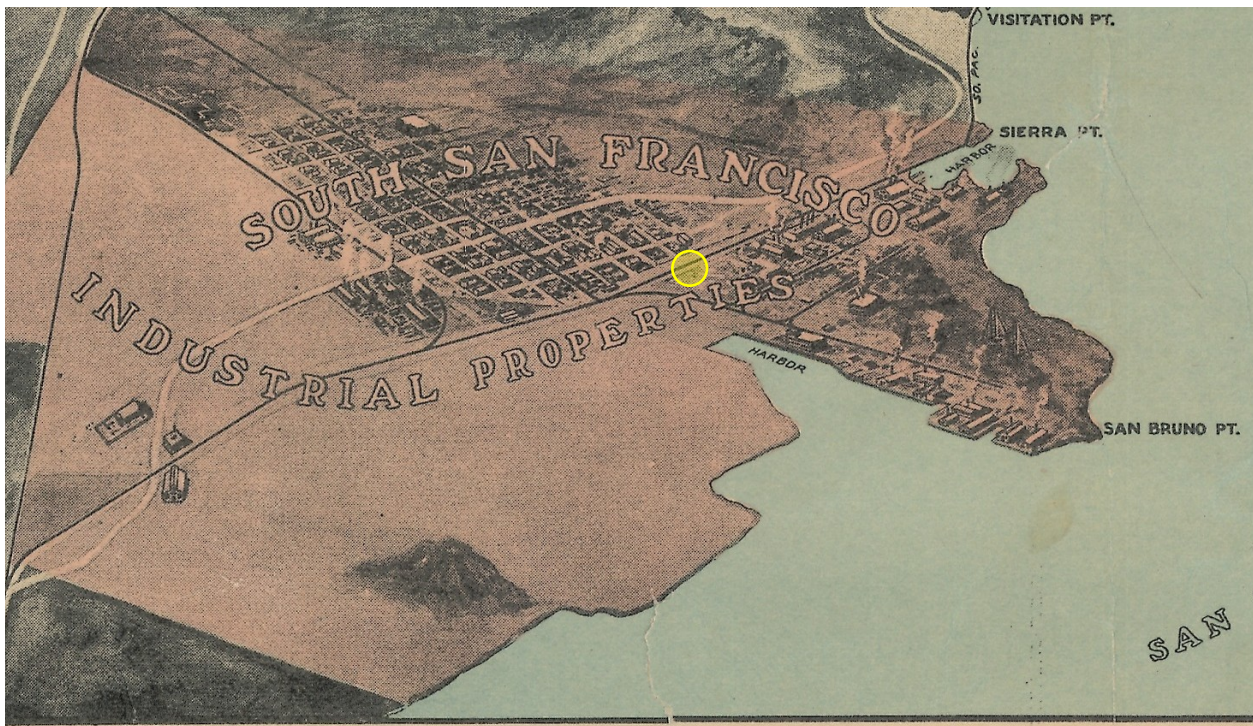


Fig.7 – 100 E. Grand/105 Associated (circled, approx.) - from 1920 Map of South San Francisco (from digicoll.lib.berkeley.edu)

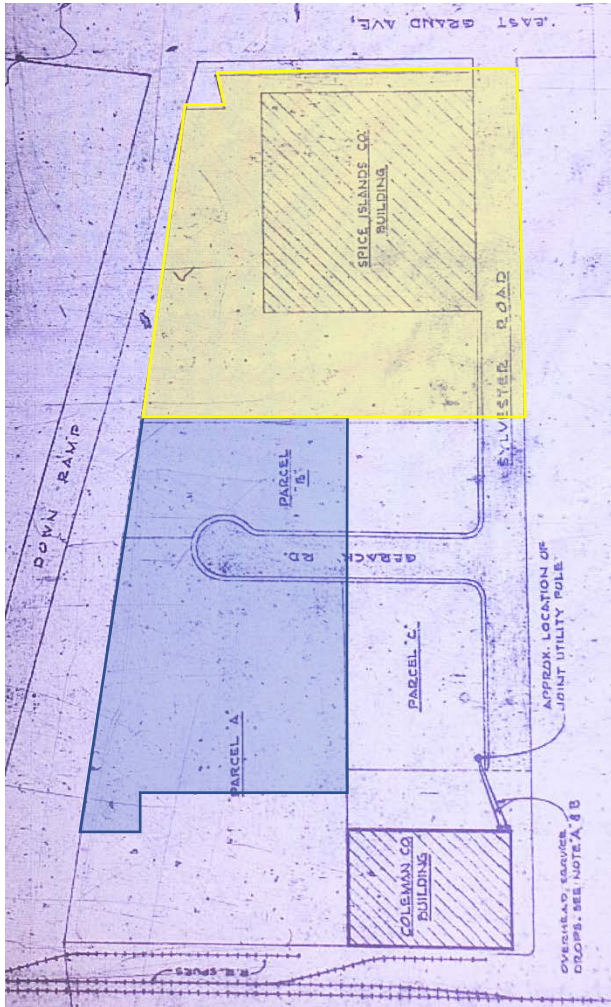


Fig.8 – 100 E. Grand/105 Associated (approx.) - from 1954 plot plan

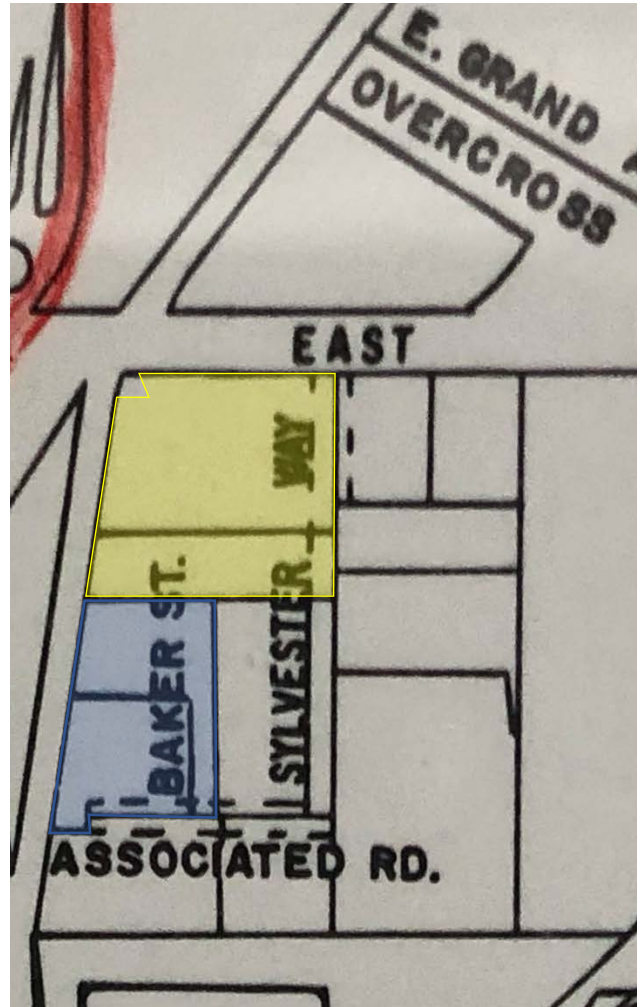


Fig.9 – 100 E. Grand/105 Associated - from 1988 San Mateo County map

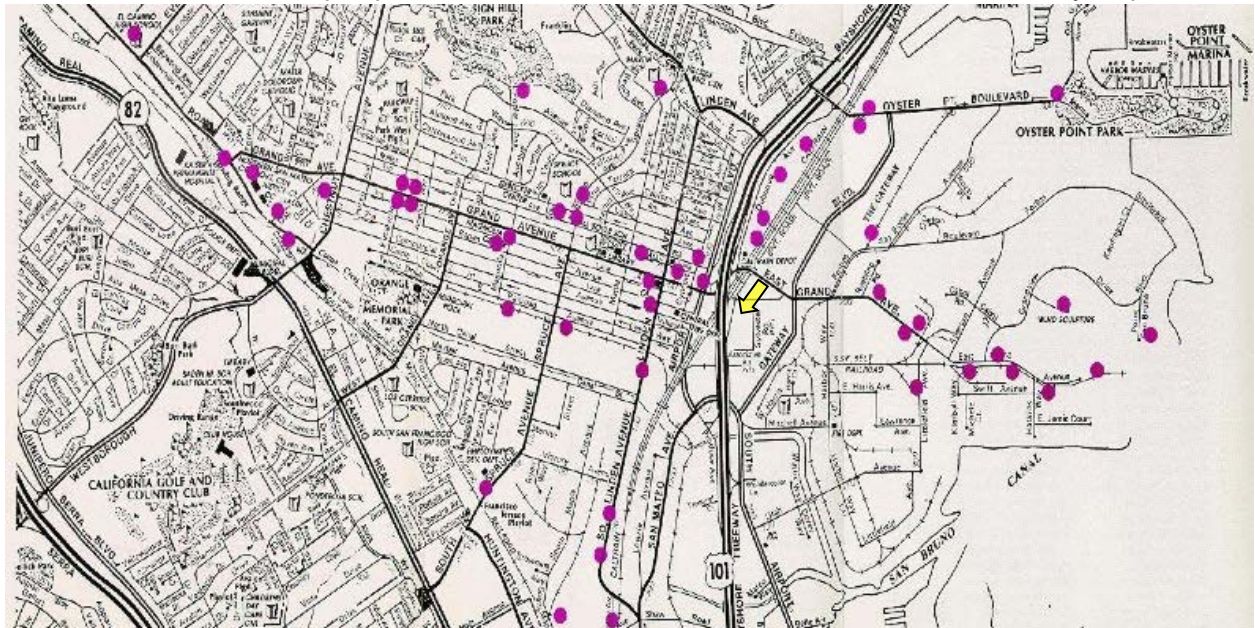


Fig.10 – 100 E. Grand/105 Associated (arrow) - from South San Francisco Historic Sites map, c1989 (colored dots indicate historic sites/markers)

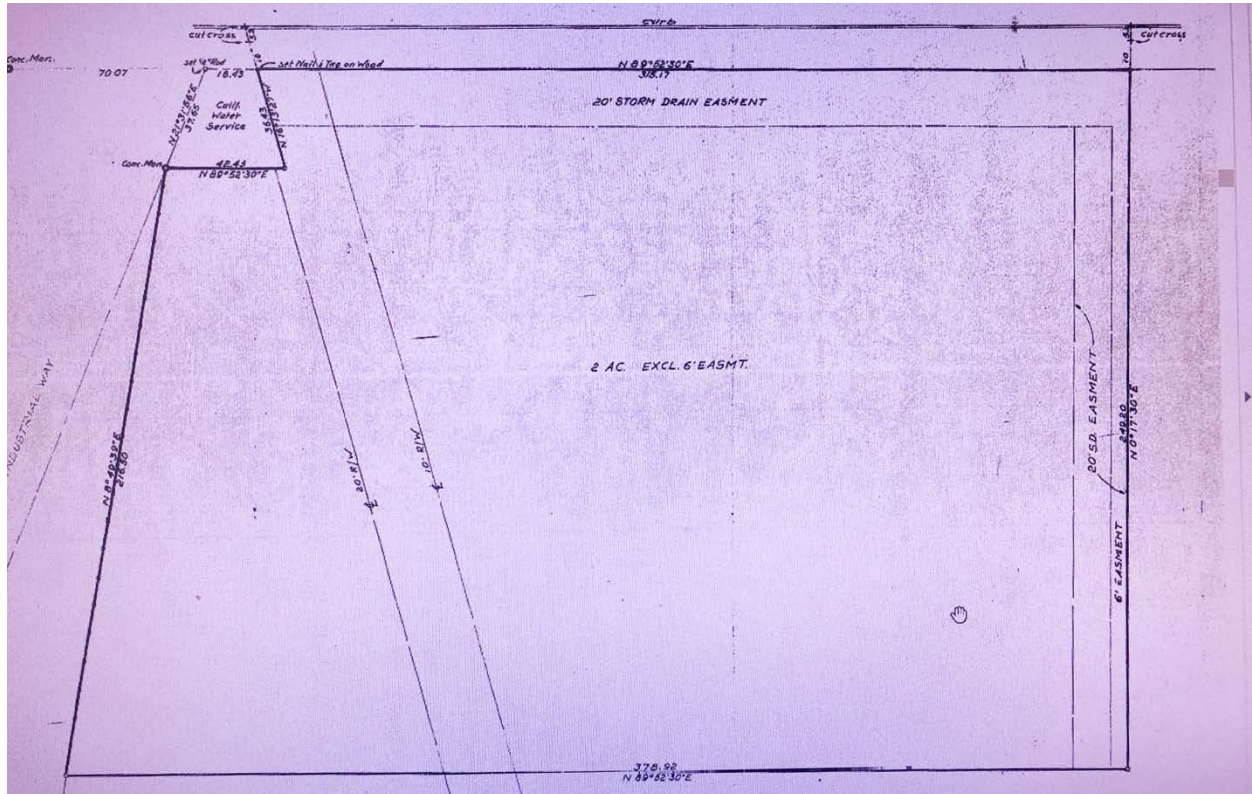


Fig.11 – 100 E. Grand/105 Associated - 1953 property survey, E. Grand Ave. at top - from City of SSF permit records



Fig.12 – 100 E. Grand Ave. - Front (north) of 1953 building (figs.12-27, MH 2022)



Fig.13 – 100 E. Grand Ave. - Front (north) of 1953 building (center and left) w/1956 addition (right)



Fig.14 – 100 E. Grand Ave. - Front (north) of 1956 addition (northbound freeway offramp at right)



Fig.15 – 100 E. Grand Ave. - West side along freeway offramp (looking southward)



Fig.16 – 100 E. Grand Ave. - East side along Sylvester Rd. (looking southward)



Fig.17 – 100 E. Grand Ave. - Rear (south) and east side from Sylvester Rd. (looking northward)



Fig.18 – 100 E. Grand Ave. - Rear (looking westward)



Fig.19 – 100 E. Grand Ave. – Rear, from lot #13 (looking north)



Fig.20 – 105 Associated Rd. – Front (south)



Fig.21 – 105 Associated Rd. – East side (and neighboring building), looking north



Fig.22 – 105 Associated Rd. – East side, looking southwest



Fig.23 – 105 Associated Rd. – Part east side and north side, looking west



Fig.24 – 105 Associated Rd. – Lot at north side, looking northwest



Fig.25 – 160-170 Sylvester Rd.



Fig.26 – 180 Sylvester Rd.



Fig.27 – 170 Associated Rd.

PRESERVATION ARCHITECTURE

Mark Hulbert
Preservation Architect

With thirty-five-plus years of professional preservation experience – including, since 2002, as an independent historical and cultural resources consultant with offices in Oakland – I have been privileged to work on many important historical projects as a preservation consultant, planner, architect and author. The range of my work includes:

- Preservation and rehabilitation consultation to property owners, project sponsors and their project teams;
- The preparation of historic structures reports, landscape reports, and preservation plans;
- Cultural and historical resources evaluation and consultation specific to local, state and national jurisdictional criteria;
- Historic preservation tax credit applications.

My professional qualifications exceed the Secretary of the Interior's Professional Qualifications Standards in the fields of History, Historic Architecture and Architecture; I am listed by the State of California Historical Resources Information System (CHRIS) as a CEQA qualified historical architect and historic preservation consultant; additionally hold a Certificate in Architectural Conservation from UNESCO's International Centre for the Conservation and Restoration of Cultural Property (ICCROM) in Rome, Italy; and have been a registered California Architect since 1989.

Professional Experience

2002- Mark Hulbert Preservation Architecture, Oakland, CA
1998-2002 Associate/Preservation Architect, C David Robinson Architects, San Francisco
1990-1998 Architectural Conservator/Preservation Architect, Page & Turnbull, San Francisco
1986-1989 Architect, Michael Rex Associates, Sausalito, CA
1984-1985 Architecture & Preservation, Buttrick, White & Burtis, NY, NY
1982-1984 Retail Planning, Architectural & Industrial Design, Milton Glaser, NY, NY
1981-1982 Architecture & Preservation, William A. Hall & Associates, NY, NY

Professional Education

International Centre for the Conservation of Cultural Property, Rome, Italy; ARC, 1996.
North Carolina State University School of Design, Raleigh, NC: B-Env.Des.-Arch., 1980-81.
Boston Architectural Center, Boston, MA; 1979-1980
Mercer College, Trenton, NJ: A. Arch., 1977-1979

Professional Registration

Certificate, Architectural Conservation, ICCROM, 1996
California Architect C 21014, 1989

Selected Preservation & Rehabilitation Project Experience

Pier 70/20th Street Historic Buildings (1886-1945), San Francisco
Mare Island Sentry Houses, Mare Island, Vallejo
Tomales Town Hall, Tomales
Napa Post Office (William Corlett, 1933), Napa
Sherwin Factory (The Austin Co., 1920-1938), 1450 Sherwin Ave. Emeryville
Winehaven (1875-1924), Richmond
Hawk Hill/Battery Construction 129, Marin Headlands, GGNRA
Oakland Auditorium (John J. Donovan, 1914), Oakland
La Bahia Hotel/Casa del Rey (William C. Hays, 1926), Santa Cruz

Selected Preservation & Rehabilitation Project Experience-cont.

BPR Hotel/Petaluma Silk Mill (C. Havens, 1892; Brainerd Jones, 1922), Petaluma
Borreo Building (1877), Napa
Eschol/Trefethen Winery Building (Hamden McIntyre, 1886), Napa
The Marshall Houses (C.M. Cook, 1900; Cunningham Bros., 1903), Berkeley
Archer Hotel/1212-1221 First Street (1929), Napa
Phoenix Lake Log Cabin (1893-94), Marin Municipal Water District
Cardiff House (1864), UC Santa Cruz
Mill Valley Lumber Co. (c1892-1926), Mill Valley
Gamble Building (c1850), Big Oak Flat
Buildings 45 and 223, Mare Island
Saint Mary's College (John J. Donovan, 1928; Milton T. Pfeuger, 1960), Moraga
Marin County Civic Center Chambers (Frank Lloyd Wright, 1962), Marin County
Filbert Street Cottages (1906-1946), San Francisco
Shattuck Hotel (Benjamin McDougal, 1909-14; Walter Ratcliff, Jr., 1927), Berkeley
The Valhalla (1893), Sausalito
Hacienda De Las Flores (1916-17), Moraga
Demmel Boathouse, Inverness
Petaluma & Santa Rosa Railroad Trestle (1922), Petaluma
Highland Hospital (Henry H. Meyers Arch., Howard Gilkey Landscape Arch., 1926), Oakland
Claremont Branch Library (James Plachek, 1924), Berkeley
Richmond Civic Center (Pflueger & Pflueger Arch., H. Leland Vaughan Landscape Arch., 1948), Richmond
San Joaquin Experimental Range (1934), Madera County
Ford Assembly Building (Albert Kahn, 1929), Richmond
Clark Kerr Campus Buildings and Landscape (Alfred Eichler, 1930-1950), UC Berkeley
Building 165/Baylink Ferry, Mare Island Naval Shipyard, Vallejo
Chi Theta Chi House (W. Corlett, 1935-1950), Stanford
Municipal Boathouse (John G. Howard, 1907), Oakland
Los Gatos High School Theatre (William Weeks, c1925), Los Gatos
Marshall General Store/Hog Island Oyster Co., Marshall
Cryer Ranch, Hayward
Kingman Hall (Drysdale & Thomson, 1914), Berkeley
YWCA (Julia Morgan, 1914), Oakland
Studio One Arts Center, Oakland
William Colby House (Julia Morgan, 1905), Berkeley
Keeler Residence (Bernard Maybeck, 1902), Berkeley
SummerHill Historic Homes, (904-932 Bryant St., 264-270 Channing Way), Palo Alto
Edwards Stadium, UC Berkeley
Pier 40, San Francisco
Boudrow Residence (Julius Krafft, 1881), Berkeley
Heritage Theatre/Campbell High School Auditorium (William Weeks, 1925), Campbell
The Cliff House (Reid Bros., 1909), San Francisco
Lucie Stern Community Theater (Birge Clark, c1921), Palo Alto
Hearst Memorial Mining Building (John G. Howard, 1907), University of California, Berkeley
Geary Theater (Bliss & Faville, 1910), San Francisco
Pacific Gas & Electric Company (Bakewell & Brown, 1922; Bliss & Faville, 1925), San Francisco
California State Office Building (Bliss & Faville, c1930), San Francisco

Selected Historical Resource and Project Evaluations

Sausalito Yacht Club
Mallard Point, Belvedere
CA Capitol Annex, Sacramento
The Lab, Berkeley
170 Bridge Rd., Hillsborough
Dwight/Milvia Properties, Berkeley
Alexandria, San Carlos
2526 Hawthorne, Berkeley
Hayward Plunge, Hayward
12/14 Onyx Street, Larkspur
2115 Broadway, Oakland
Ladera Winery, Angwin
Kennedy Park House, Napa
Cambrian Park Plaza, San Jose
Stanford Financial Square, Palo Alto
Trefethen Winery, Napa County
Sausalito City Hall, Sausalito
Point Reyes Lodge, Olema
Saint Mary's College, Moraga
94th & International, Oakland
1212-1222 First Street, Napa
1945 Broadway, Oakland
Demmel Boathouse, Inverness
Mill Valley Lumber Co., Mill Valley
450 Hayes Street, San Francisco
565 Throckmorton Avenue, Mill Valley
The Valhalla, Sausalito
167 Lovell Avenue, Mill Valley
Wheeler Plaza, San Carlos
1538 3rd Street, Napa
1501 Third Street, Napa
94th & International, Oakland
136 Ord Street, San Francisco
University/Shattuck Properties, Berkeley
466 Missouri Street, San Francisco
Lick Mansion, Santa Clara
352 Richland Ave., San Francisco
1531 Oak Park Blvd., Pleasant Hill
12 Laurel Way, Kentfield
St. Matthew School, San Mateo
2 Glenwood Avenue, Ross
Claremont Branch Library, Berkeley
Horseshoe Hill Ranch, Bolinas
Menlo Park Fire Station 2, East Palo Alto
Yolanda-Hurd Ranch, Danville
2222 Third Street, Berkeley

Laurel Ranch, Clayton
401 Taylor Blvd., Pleasant Hill
350 Bella Vista, Belvedere
Fire Station 66, Richmond
Masonic Homes, Union City
280 Divisadero Ave., San Francisco
660 Bridgeway Blvd., Sausalito
24829 Palomares Road, Castro Valley
Richmond Public Library, Richmond
San Antonio Hills Neighborhood, Oakland
30935 Vallejo Street, Union City
1 Culloden Park Road, San Rafael
1500 San Pablo Avenue, Berkeley
2600 Shattuck Avenue, Berkeley
St. Brigids Church, San Francisco
2255 Lyon Street, San Francisco
216 Corte Madera Avenue, Mill Valley
Armstrong School Building, Berkeley
First Congregational Church, San Francisco
412 Monte Vista Avenue, Oakland
1849 Van Ness Avenue, San Francisco
Booker T. Washington Center, San Francisco
SF Boys & Girls Club, San Francisco
430 Main & 429 Beale Street, San Francisco
Town & Country Village, Palo Alto
Winters Building, Richmond
3900 Adeline Street, Emeryville
323 University Avenue, Palo Alto
Alto Spring Estate, Berkeley
5924-30 Foothill Blvd., Oakland
Mazda Lamp Works, Oakland
461 Baker Street, San Francisco
Berkland Baptist Church, Oakland
Pier 40, San Francisco
1505 Shattuck Avenue, Berkeley
Harrison Street Properties, San Francisco
2121 Allston Way/Magnus Museum, Berkeley
45 Lansing Street, San Francisco
401 Alice & 420 Third Streets, Oakland
Pier 23, San Francisco
1919 Market Street, Oakland
230 BayPlace, Oakland
Terminal One, Richmond
Saratoga Lanes, San Jose
Macdonald Avenue, Richmond
Clayburgh Building, San Francisco