

APPENDIX C

HISTORICAL RESOURCE EVALUATION



CARLSBAD
FRESNO
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LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

January 10, 2019

Trevor Boucher
Fairfield Residential
5510 Morehouse Drive, Suite 200
San Diego, California 92121

Subject: Historical Resource Evaluation of 200, 206, 210, and 214 Airport Boulevard,
South San Francisco, San Mateo County, California (LSA Project #FFD1801).

Dear Mr. Boucher:

LSA prepared a Historical Resource Evaluation (HRE) of three industrial buildings and one commercial building in downtown South San Francisco (City), San Mateo County, California. These buildings consist of a single-story, pre-fabricated metal industrial building built in 1946 at 200 Airport Boulevard/Assessor Parcel Number (APN): 012-338-050; a single-story industrial building built in 1954 at 206 Airport Boulevard/APN: 012-338-040; a single-story industrial building built 1955 at 210 Airport Boulevard/APN: 012-338-030; and a single-story, pre-fabricated, commercial building built circa 1950 at 214 Airport Boulevard/APN: 012-338-010 (Appendix A: Figures 1 and 2).

LSA prepared this HRE to assess the status of the four project site buildings under Section 21084.1 of the California Public Resources Code and the Criteria for Historic Designation found at Section 2.56.110 of the South San Francisco Municipal Code. This HRE documents background research conducted to provide information about the design, construction history, ownership, and prior occupancy of the buildings and a field review by an architectural historian to document their existing condition.

In 2006, JRP Historical Consulting previously identified the buildings at 200 and 206 Airport Boulevard and found them not eligible for the National Register of Historic Places (NRHP). Based on background research and a field review, LSA concludes that the buildings at 200, 206, 210, and 214 Airport Boulevard do not appear eligible for inclusion in the California Register of Historical Resources (CRHR) due to a lack of historical significance. For the same reason, these buildings do not appear eligible for inclusion in the City's List of Designated and Potential Historic Resources. These buildings do not qualify as historical resources for the purposes of the California Environmental Quality Act (CEQA).

The methods, analysis, and conclusions of the HRE is presented in the sections that follow. Please see Appendix B for official State of California Department of Parks and Recreation 523 (DPR 523) Series forms for individual CRHR and local City of South San Francisco designation eligibility evaluations of 200, 206, 210, and 214 Airport Boulevard.

BACKGROUND RESEARCH

Records Search

LSA conducted a records search (File #18-0519) for the buildings in the project site and adjacent parcels on September 12, 2018, at the Northwest Information Center (NWIC) of the California Historical Resources Information System in Rohnert Park. The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official State repository of cultural resource records and reports for San Mateo County.

As part of the records search, LSA also reviewed the following local and State inventories for built environment cultural resources in and adjacent to the project site:

- *Master List for South San Francisco* (On file at NWIC, 1988a);
- *List of Designated and Potential Historic Resources* (On file at NWIC, 1988b);
- *Historic Sites Master List for San Mateo County* (San Mateo County 1980);
- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976);
- *Five Views: An Ethnic Historic Site Survey for California* (California Office of Historic Preservation 1988);
- *California Points of Historical Interest* (California Office of Historic Preservation 1992);
- *California Historical Landmarks* (California Office of Historic Preservation 1996); and
- *Directory of Properties in the Historic Property Data File: San Mateo County* (California Office of Historic Preservation April 5, 2012). The directory includes the listings of the NRHP, National Historic Landmarks, CRHR, California Historical Landmarks, and California Points of Historical Interest.

Results. The records search identified two previously conducted cultural resource studies within the project site:

- Leach-Palm, Laura and Brian F. Byrd
 2005 *Archaeological Inventory for the South San Francisco Four-Tracking and New Station Project, Caltrain Peninsula Corridor Line, San Mateo County, California. From North of Tunnel Avenue in Brisbane, MP 6.1, To Colma Creek in San Bruno, MP 9.72.* Far Western Anthropological Research Group, Inc., Davis, California. On file (S-30760) at the NWIC, Sonoma State University, Rohnert Park, California.

This report documented the results of background research and intensive field survey for archaeological resources within a 33.4-acre Area of Potential Effect (APE) that included areas under the jurisdiction of the Peninsula Corridor Joint Powers Board (PCJPB) for a proposed South San Francisco Four-Tracking and New Station project. No built environment resources were identified or recorded.

- JRP Historical Consulting
2006 *Finding of No Adverse Effect for the Peninsula Joint Powers Board South San Francisco Station and Track Work Project. Brisbane South San Francisco and San Bruno, San Mateo County, California.* Caltrain Mile Posts: 06.10 to 10.60. JRP Historical Consulting, Davis, California. On file (S-36747) at the NWIC, Rohnert Park, California.

This Finding of No Adverse Effect (FNAE) was prepared for the PCJPB and consisted of consultation with interested parties and preparation of a Historic Properties Inventory and Evaluation Report to assist JPB with project compliance with Section 106 of the National Historic Preservation Act. The FNAE assessed potential effects to one historic property in the APE: the Airport Boulevard Underpass, which appeared eligible under NRHP Criteria A for association with the development of a highway system on the Peninsula; and under NRHP Criterion C for its Classical architectural qualities. The project's Architectural APE included two buildings within the current project site: 200 and 206 Airport Boulevard. The FOE did not find these buildings eligible under any NRHP criteria.

The records search identified two previously recorded built environment cultural resources within the project site:

- **200 Airport Boulevard** (Office of Historic Preservation Property Database Number: 176519). According to the *Directory of Properties in the Historic Property Data File for San Mateo County*, this resource was assigned a California Historical Resource Status Code of "6Y" on August 6, 2007, indicating that it was "determined ineligible for NR[HP] by consensus through Section 106 process – not evaluated for CR[HR] or Local Listing." A California Historical Resources Information System (CHRIS) Primary Number was not assigned to this property as no DPR 523 Series form record was submitted to the NWIC (Office of Historic Preservation 2012:39).¹
- **206 Airport Boulevard** (Office of Historic Preservation Property Database Number: 176518). According to the *Directory of Properties in the Historic Property Data File for San Mateo County*, this resource was assigned a California Historical Resource Status Code of "6Y" on August 6, 2007, indicating that it was "determined ineligible for NR[HP] by consensus through Section 106 process – not evaluated for CR[HR] or Local Listing." A CHRIS Primary Number was not assigned to this property as no DPR 523 Series form record was submitted to the NWIC (Office of Historic Preservation 2012:39).

The records search identified two previously conducted cultural resource studies adjacent to the project site:

¹ The California Historical Resources Information System assigns a Primary Number to each cultural resource, regardless of eligibility status, with a Primary Record on file. A Primary Number consists of the letter P (indicating that a Primary Record is on file), the two-digit code for the county it is located in, and a sequentially assigned six-digit number (e.g., P-41-000010 refers to the tenth Primary Number assigned in San Mateo County). Resources without a Primary Number indicates that a DPR 523 Primary Record (or an earlier Historic Resource Inventory) form was not submitted to the Information Center.

- Bunse, Meta
2008 *Addendum Finding of Effect – Caltrain Electrification Program. San Francisco to San Jose (MP 0.0 to 52.0), San Francisco, San Mateo, and Santa Clara Counties, California.* JRP Historical Consulting, LLC, Davis, California. On file (S-29657g) at the NWIC, Rohnert Park, California.

This Addendum FOE was prepared by JRP to address a reduction of the APE for a proposed Caltrain Electrification Project. The Architectural APE of the Addendum FOE did not include buildings within the project site, but concluded that the electrification project “will have no adverse effects on the identified historic properties within the revised APE.”

- Meloy, Michael
2017 *Historic Resources Evaluation Report for the US 101 Managed Lanes Project. Caltrans District 04, 04-SCL-Post Mile 50.6 to 52.55; 04-SM-101-Post Mile 0.0-22.2 EA 04-1J560 / Project ID 0413000206.* California Department of Transportation, District 4, Oakland, California. On file (S-49125a) at the NWIC, Rohnert Park, California.

This evaluation was prepared for the County of San Mateo and the City/County Association of governments of San Mateo County and the California Department of Transportation (Caltrans) to create and approximately 22 miles of managed traffic lanes. Caltrans District 4 Cultural Resource staff surveyed the APE, which consisted of suburban multifamily apartment buildings constructed between 1941 and 1960 and identified 34 previously-evaluated properties and surveyed an additional 22 properties built before 1972. The current project site was not included in the Architectural APE.

The records search identified two previously recorded built environment cultural resources adjacent to the project site:

- **Grand Avenue Commercial Historic District/P-41-002407.** This district is a collection of one-, two-, and three-story commercial buildings one parcel deep along Grand Avenue between Maple Street on the west and Airport Boulevard on the east. The district contains 30 contributing elements dating from late-19th century to mid-20th century with four non-contributing elements. The district’s period of significance is 1891 to 1941. The district contains According to the *Directory of Properties in the Historic Property Data File for San Mateo County*, this resource was assigned a California Historical Resource Status Code of “3S” on April 1, 1986, indicating that it “appears eligible for NR[HP] as an individual property through survey evaluation” (Office of Historic Preservation 2012:39). It is likely the correct California Historical Resource Status Code is “3D” to reflect the resource’s status as a historic district (Bamburg 1968).
- **U.S. 101 Viaduct, M.P. 09.40/P-41-002435.** This resource consists of an overhead viaduct originally constructed in 1948, later widened in 1969 that carries northbound and southbound U.S. 101 over the former SPRR main line. The viaduct consist of two, multi-beam steel structures that support a road deck of reinforced concrete. This stricture was evaluated in 2001 by JRP Historical Consulting cultural resources staff who determined that the structure did not appear eligible under any evaluative criteria of the NRHP (Bunse 2001). According to the DPR 523 Series form record on file at the NWIC, this resource was assigned a California Historical Resource

Status Code of “6” in December 2001, indicating that it was “Not Eligible for Listing of Designation. This resource is not listed in the *Directory of Properties in the Historic Property Data File for San Mateo County*.

A review of the *Master List for South San Francisco* and the *List of Designated and Potential Historic Resources* did not identify any listed buildings in the project site.

Map Review

LSA reviewed the following maps for historical information about the project site and its vicinity: the *San Mateo, Calif.*, 15-minute topographic quadrangle (U.S. Geological Survey 1896, 1899, 1915, and 1939); the *San Francisco South, Calif.*, 7.5-minute topographic quadrangle (U.S. Geological Survey 1947, 1950, 1956, 1968, 1973, 1980, 1993, and 1995); and the

Sanborn Fire Insurance Company Maps for South San Francisco, California (Sanborn-Perris Map Co., Ltd., 1910, 1922, and 1950).

Results. The *San Mateo, Calif.*, 15-minute quadrangles depict the project site as undeveloped land in a sparsely developed area along a rail line bordering a salt marsh (USGS 1896, 1899, 1915, and 1939). The 1947 and 1950 editions of the *San Francisco South, Calif.*, 7.5-minute quadrangle depicts the buildings at 200 Airport Boulevard. No other buildings in the project site are shown. The 1956 edition of the *San Francisco South, Calif.*, 7.5-minute quadrangle depicts the four buildings in the project site. The buildings are shown repeatedly on the 1968, 1973, and 1980 editions of the *San Francisco South, Calif.*, 7.5-minute quadrangles. The 1993 and 1995 editions of the *San Francisco South, Calif.*, 7.5-minute quadrangle depicts the project site in a shaded gray color, indicating a high density of development in the area (USGS 1947, 1950, 1956, 1968, 1973, 1980, 1993, and 1995).

The 1910 Sanborn map depicts the project site undeveloped and fronting San Bruno Road. East of and behind the project site is a segment of Southern Pacific Railroad labeled “Side Track.” Areas north and west of the project site are moderately built out with two-story commercial buildings, mostly consisting of saloons along with a restaurant and a grocer. A single-story building north of the project site at 43-44 Grand Avenue is labeled “BAY SHORE ST’M LAUNDRY.” Land south of the project site is undeveloped (Sanborn-Perris Map Co., Ltd., 1910:Vol. 1: Sheets 1, 4).

The 1925 Sanborn map depicts a single-story building with a square-shaped footprint with an attached canopy open to the northwest that is labeled “GASOLINE OILS.” A short spur track is located at the rear of the parcel that now contains 200 Airport Boulevard. The spur track terminates in an area labeled “COAL YARD.” No other buildings, structures, or objects are depicted in the project site. The Southern Pacific Railroad east of and behind the project site is depicted as a collection of seven parallel track alignments grouped together and labeled “S. P. R. R. MAIN TRACKS.” A new spur track is depicted branching off the main line north of Grand Avenue and leading to a rectangular building at the intersection of Lux Avenue and Division Street labeled “SPRR FREIGHT DEPOT.” West of and across San Bruno Road (modern Airport Boulevard) is a two-story building labeled “BOARD AND LODGINGS.” North of and across Grand Avenue from the project site are two, two-story commercial buildings and one, single-story commercial building. The laundry service depicted in 1910 and renamed “SUPERIOR STM LAUNDRY.” The other buildings north of and

across Grand Avenue from the project site are depicted as “LODG’S” and a store labeled “SOFT DRINKS CANDY” (Sanborn-Perris Map Co., Ltd., 1925, Vol. 1, Sheets 1, 9, 14).

The 1950 Sanborn map depicts the buildings in project site at 200 and 214 Airport Boulevard (map depicts the street name as “BAY SHORE H’W’Y.” A two-story rectangular building labeled “OFF” is depicted with a deep street setback north of the current building at 214 Airport Boulevard. This building was subsequently demolished. There are two buildings depicted at 200 Airport Boulevard, a larger rectangular metal building resting on a concrete floor labeled “AUTOBODY REP”, and a smaller, square shaped building labeled “SPARAY PAINTING.” The short spur track crossing into the rear of the parcel that contains 200 Airport Boulevard remains in place, however it appears shorter and is no longer associated with a coal yard.

South of and adjacent to the project site is one large parcel containing six, single-story buildings comprised of a gas station, a restaurant, a single-family dwelling, two other buildings whose purpose is illegible, and an industrial building of reinforced concrete labeled “RUBBERIZED HAIR PRODUCTS MANUFACTURING.” A rectangular second-story addition is located along the west-facing façade and is shown as office space. The SPRR tracks are depicted east of and behind the project site along with two overhead structures of reinforced concrete and steel framing labeled “BAY SHORE FREEWAY.” West of and across the Bay Shore Highway (modern Airport Boulevard) from the project site are two gas stations and a “TIRE RE-CAP” facility. North of and across Grand Avenue from the project site are two two-story multi-unit commercial buildings depicted containing restaurants and small individual storefronts (Sanborn-Perris Map Co., Ltd., 1950, Vol. 1: Sheets 1, 9, 14).

Archival Research

LSA architectural historian Michael Hibma, M.A., conducted archival research for the project site on September 20, 2018, at the History Room, Grand Avenue Branch, South San Francisco Library, and the Building Division of the South San Francisco City Building Department, both in South San Francisco. Mr. Hibma examined building permits, listings of previous business occupations based on a review of local telephone directories, and real estate information to identify past occupants and uses of buildings in the project site, as well as alterations to the buildings that have occurred since its construction.

Grand Avenue Branch, South San Francisco Public Library – History Room

Results. Based on archival information, the buildings in the project site were used by various business over the last 70 years. The table below presents a list of their various uses by address:

Table 1: Previous Uses: 200, 206, 210, and 214 Airport Boulevard

Year	Address	Description
1955-1958	200 Airport Boulevard	Machine Shop
1959	200 Airport Boulevard	Larry's Garage
1960-1966	200 Airport Boulevard	Coulter's Carpet & Linoleum Services
1953-1991	206 Airport Boulevard	Borba Manufacturing, Inc.
1961-1965	206 Airport Boulevard	Haber Doors, Inc.
1950	206 Airport Boulevard	Cosmetic Factory
1949-current	210 Airport Boulevard	Clearlite Trophies
1950	210 Airport Boulevard	Machine Shop
1955-1979	214 Airport Boulevard	Greyhound Bus Lines depot and restaurant.
1961	214 Airport Boulevard	Betty's Coffee Shop

Source: History Room, Grand Avenue Branch, South San Francisco Public Library, South San Francisco.

City Building Permits

Results. LSA obtained information about building construction and alterations for 200, 206, 210, and 214 Airport Boulevard by examining building permits on file at the Building Division, City of South San Francisco Building Department and is presented in Tables 2 through 5, below.

Table 2: Building Permit Information – 200 Airport Boulevard

Date	Permit Number	Description
January 15, 1957	00494	Interior remodel of office space and bathroom expansion.
October 19, 1968	10179	Construct detached single-story cinder-block building, (1,092 square feet). Estimated cost: \$3,700.00. New building is depicted with an address of 196 Airport Boulevard.
October 27, 1979	76725	Electrical permit.
May 16, 2004	040771	Siding replacement.
July 26, 2004	040490	Construct a 1,600 square-foot addition at rear of building.

Source: Building Division, City of South San Francisco Building Department, South San Francisco.

Table 3: Building Permit Information – 206 Airport Boulevard

Date	Permit Number	Description
February 7, 1954	N/A	Construct building in project site. Builder: Rolley Industrial Building, South San Francisco, California.
June, 7 1967	08943	Install metal Firestone signs.
October 18, 1973	16355	Increase existing mezzanine 16 feet-by-50 feet (6,400 square feet).
February 21, 1974	16652	Plumbing work.
March 5, 1984	N/A	Warehouse Expansion.
June 7, 1984	84-473	Install metal addition to rear façade. Estimated cost \$15,000.00.
February 21, 1985	85-141	Reroof building – install 4-ply tar and gravel roof.
July 21, 1986	86-918	Illegible.
July 16, 1996	96-676	Interior remodel of existing building. Estimated cost: \$12,000.00.
June, 7 1967	08943	Install metal Firestone signs.

Source: Building Division, City of South San Francisco Building Department, South San Francisco.

Table 4: Building Permit Information – 210 Airport Boulevard

Date	Permit Number	Description
August 6, 1955	N/A	Construct building in project site. Architect: Louis P. Baldini. Client: Borba Manufacturing.
February 6, 1957	00561	Construct 21 foot-by-25 foot addition at rear of building. Architect: Louis P. Baldini. Estimated cost: \$3,000.00.
June 6, 1959	02348	Construct 1,962-square-foot second story addition to Borba Manufacturing Building. Designed by J.E. Peck, consulting engineer. Addition set back from main street façade plane, used for storage.
October 22, 1975	75-301; 18571	Sign installation permit; Electrical sign installation permit.
August 4, 1976	46-768	Reroof building. Overlay tar and gravel roofing.
October 13, 1981	81-685	Cut opening in north side for 12 foot-by-10 foot roll-up shop door. Estimated cost: \$2,000.00.
October 11, 1996	96-1124	Interior remodel of existing office and warehouse building. Contractor: Casagrande Construction, South San Francisco.
March 23, 1999	B99-429	Illegible.

Source: Building Division, City of South San Francisco Building Department, South San Francisco.

Table 5: Building Permit Information – 214 Airport Boulevard

Date	Permit Number	Description
December 7, 1961	04175	4 -by-6 foot illuminated sign. Estimated cost: \$300.00.
May 14, 1974	16905	Install pre-cast stone facing on main, street-facing façade. Estimated cost: \$1,950.00.

Source: Building Division, City of South San Francisco Building Department, South San Francisco.

Please see Appendix B for DPR 523 Series forms that contain information for 200, 206, 201, and 214 Airport Boulevard.

FIELD REVIEW

LSA architectural historian Michael Hibma, M.A., reviewed the exteriors of the buildings on September 20, 2018. The purpose of the review was to characterize the buildings' architectural styles and to identify alterations not documented via official permit records. The field review was recorded with field notes and photographs.

Results

The buildings in the project site are modest examples of Vernacular commercial architecture, and two of them (200 and 214 Airport Boulevard) are pre-fabricated metal construction. The building at 200 Airport Building was manufactured by Galesburg, Illinois-based Butler Manufacturing Company. The other building at 200 Airport Boulevard is of cinder-block construction. The building at 214 Airport Boulevard is also a pre-fabricated metal building with a faux-masonry finish added to the main, street-facing façade. The buildings have rectangular footprints that conform to their parcel configuration, are covered by a very low-pitched or flat roof behind a short parapet, and clad in non-original stucco, galvanized metal, or painted cinder block. The opposite block face west of and across Airport Boulevard from the project site contains a Circle K convenience store/Union 76 gas station at the Grand Avenue intersection and a five-story residential building under construction near the Baden Avenue.

HISTORICAL AND ARCHITECTURAL CONTEXT

Please see Appendix B for DPR 523 Series forms containing the historical and architectural context of the properties.

ELIGIBILITY EVALUATION

Background research and a field review by an architectural historian identified four built environment cultural resources more than 50 years old: a single-story pre-fabricated industrial building at 200 Airport Boulevard; a single-story industrial building at 206 Airport Boulevard; a single-story industrial building at 210 Airport Boulevard; and a single-story pre-fabricated commercial building at 214 Airport Boulevard. Please see Appendix B for DPR 523 Series forms, which contain CRHR eligibility evaluations of each building.

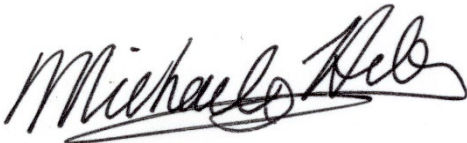
CONCLUSION

Based on the result of this HRE, LSA concludes that these buildings do not appear eligible for inclusion in the CRHR or the City's List of Designated and Potential Historic Resources under any significance criteria. The buildings at 200 and 206 Airport Boulevard were previously identified by JRP Historical Consulting in 2006 and found not eligible for the NRHP. This evaluation also finds that the buildings at 200 and 206 Airport Boulevard as well as buildings at 210 and 214 Airport Boulevard are not eligible for the CRHR or for local designation. The four buildings in the project site are not notable examples of Vernacular architecture, and although background research identified an association with 200 and 210 Airport Boulevard with William Borba Sr., a former City Council Member and Mayor of South San Francisco, his association with either buildings are not of important to the past. Background research did not identify associations with the other buildings in the project site with individuals important in our past. The individual responsible for designing 210 Airport Boulevard was San Francisco-based architect Louis P. Baldini. Background research indicated that Mr. Baldini's architectural output is regarded as unimportant by the architectural profession. The architects and builders of 200, 206, and 214 Airport Boulevard were not identified. For these reasons, these buildings do not appear to qualify as a "historical resource" for the purposes of CEQA (Public Resources Code Section 5024.1).

If you have any questions about this constraints assessment, please contact me by phone at (510) 236-3810, or by email at <michael.hibma@lsa.net>.

Sincerely,

LSA Associates, Inc.



Michael Hibma, M.A., DPH
Associate/Architectural Historian

Attachments: Appendix A: Maps

Appendix B: DPR 523 Series Forms for 200 Airport Boulevard,
206 Airport Boulevard, 210 Airport Boulevard, and
214 Airport Boulevard

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- 2012 *Directory of Properties in the Historic Property Data File: San Mateo County*, April 15, 2012. California Department of Parks and Recreation, Sacramento.

¹ For a full set of references consulted, please see the DPR523 Series forms in Appendix B of this report.

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- 2017 *List of National Historic Landmarks by State – California*. National Historic Landmarks Program. U.S. Department of the Interior, Washington, D.C. Electronic document, <https://www.nps.gov/nhl/find/statelists/ca/CA.pdf>, accessed various.

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Sanborn-Perris Map Co., Ltd.

- 1910 *South San Francisco, San Mateo County, California*. Vol. 1, Sheets #1 and #4. Sanborn Map and Publishing Company, Pelham, New York.
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- 1949 *Depiction and Utilization of the Sanborn Map*. Sanborn Map Company, Executive Offices, New York, New York.
- 1950 *South San Francisco, San Mateo County, California*. Vol. 1, Sheets #1, #9, and #14. Sanborn Map and Publishing Company, Pelham, New York.

San Mateo County

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San Mateo County Department of Environmental Services

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U.S. Geological Survey

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Works Progress Administration

- 1939 *California: A Guide to the Golden State*. American Guide Series. Federal Writers' Project. Hastings House Publishers, New York.

APPENDIX A: MAPS

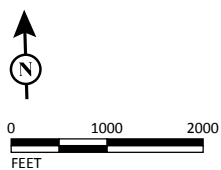
Figure 1: Regional location and Study Area

Figure 2: Study Area



FIGURE 1

LSA



SOURCE: National Geographic (c) 2018; Esri World Street Map (c) 2018.

I:\FFD1801\GIS\Maps\Cultural\Figure 1_Regional Location and Study Area.mxd (9/11/2018)

*Historical Resource Evaluation of 200-214 Airport Boulevard
South San Francisco, San Mateo County, California*

Regional Location and Study Area

APPENDIX B: DPR SERIES 523 FORMS FOR 200-214 AIRPORT BOULEVARD

**200 Airport Boulevard
APN 012-338-050**

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

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings

Review Code: 6Y, Reviewer: California Department of Transportation, Date: 8/6/07

Page 1 of 13

Resource Name: 200 Airport Boulevard

P1. Other Identifier: *Larry's Garage; Coulter's Carpet & Linoleum Services.*

P2. Location: Not for Publication: Unrestricted: ☒

a. County: San Mateo

b. USGS 7.5' Quad: *San Francisco South, Calif.* Date: 1980; T3S/R5W; unsectioned *Rancho Buri Buri*; Mount Diablo B.M.

c. Address: 200 Airport Boulevard City South San Francisco Zip 94080

d. UTM: 10S 552245mN/4167570mE

e. Other Locational Data: APN 012-338-050

P3a. Description: This resource is a single-story general purpose pre-fabricated metal industrial building designed by Butler Manufacturing and constructed on the north side of Airport Boulevard in 1946. The building is located along the western boundary of a rectangular parcel located in a former industrial area east of downtown South San Francisco. The building is a typical example of Vernacular industrial/commercial architecture. The building is covered with a low-pitched, end-gabled metal roof sheathed in galvanized metal, galvanized metal siding, and a concrete slab foundation. The main entrance is a metal roll-up door in the center of the west-facing façade. Structural alterations include a replacement service bay door, replacement siding, installation of a 1,600-square-foot addition at the eastern, rear-facing façade and construction of detached, single-story building of cinderblock construction at the southwestern corner of the parcel. This building is in poor condition and appears currently vacant.

P3b. Resource Attributes: (HP8) Industrial building; (HP46) Walls/gates/fences

P4. Resources Present: ☒ Building

P5a. Photograph:



P5b. Description of Photo: 200 Airport Boulevard. West façade, view east. LSA photograph 9/20/18

P6. Date Constructed/Age and Source: Historic built 1946.

Historic Property Data File – San Mateo County (California Office of Historic Preservation 2012:39).

P7. Owner and Address:

William A. Jr. and Marisa Borba Trust
3955 Foothill Oaks Drive
Auburn, CA 95602

P8. Recorded by:

Michael Hibma, M.A., DPH
LSA
157 Park Place
Point Richmond, California 94801

P9. Date recorded: 10/1/18

P10. Survey Type: Intensive

P11. Report Citation: Hibma, Michael, 2018. *Historical Resource Evaluation of 200-214 Airport Boulevard, City of South San Francisco, San Mateo County, California.* LSA Associates, Inc., Point Richmond, California.

Attachments: ☒ Location Map ☒ Continuation ☒ Building, Structure, and Object Record

DPR 523A (1/95)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 2 of 13

NRHP Status Code: 6Y/6Z
Resource Name: 200 Airport Boulevard

- B1. Historic Name:** *Larry's Garage; Coulter's Carpet & Linoleum Services*
- B2. Common Name:** 200 Airport Boulevard
- B3. Original Use:** Machine shop
- B4. Present Use:** Vacant
- B5. Architectural Style:** Vernacular, pre-fabricated industrial
- B6. Construction History:** According to information on the *Historic Property Data File for San Mateo County* (maintained by the California State Office of Historic Preservation), this pre-manufactured building was constructed in 1946 as a machine shop. Subsequent alterations include a later interior remodel and space partitioning, construction of a detached single-story 1,092-square-foot cinder block building on a rectangular plan. Based on its current appearance and architectural design elements, it appears that several notable alterations to the building have occurred, including service bay door replacement, windows covered over with plywood or painted over.
- B7. Moved?** No
- B8. Related Features:** None
- B9. a. Architect:** Butler Manufacturing Company, Galesburg, Illinois.
b. Builder: Unknown
- B10. Significance: Theme:** Industrial development

Area: South San Francisco, San Mateo County

Period of Significance: N/A

Property Type: Industrial

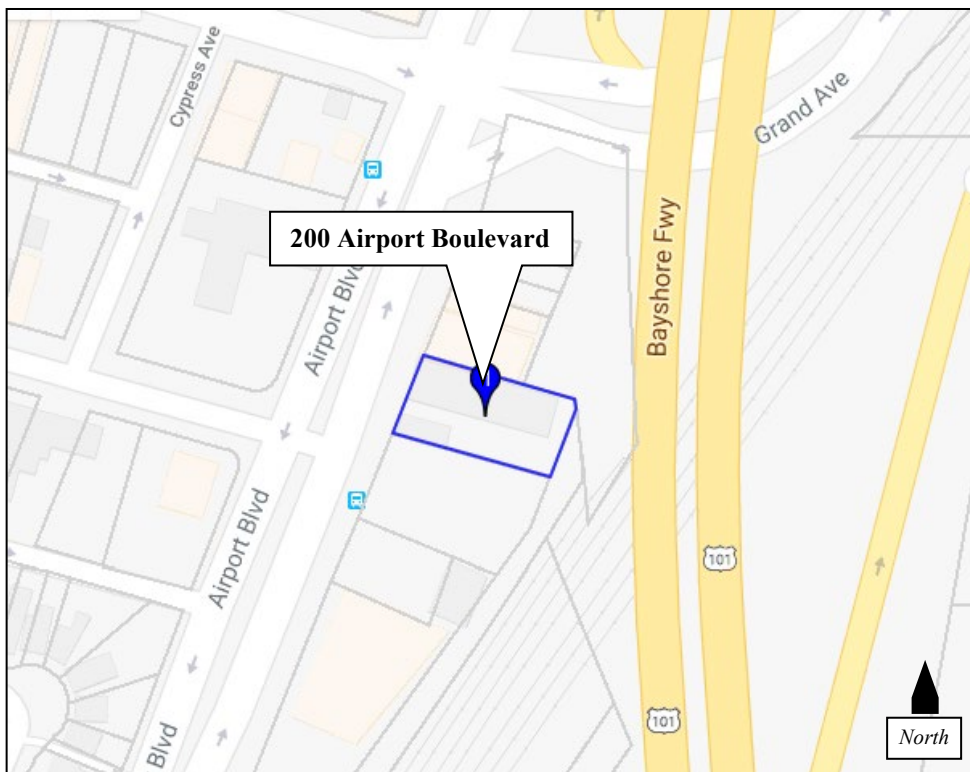
Applicable Criteria: N/A

This industrial building is on a rectangular parcel in a former industrial area east of downtown South San Francisco. Research indicates that the building at 200 Airport Boulevard is associated with the industrial development of mid-20th century South San Francisco. Please see the continuation sheets for the property's historic context and an overview of land use history and property-specific development.

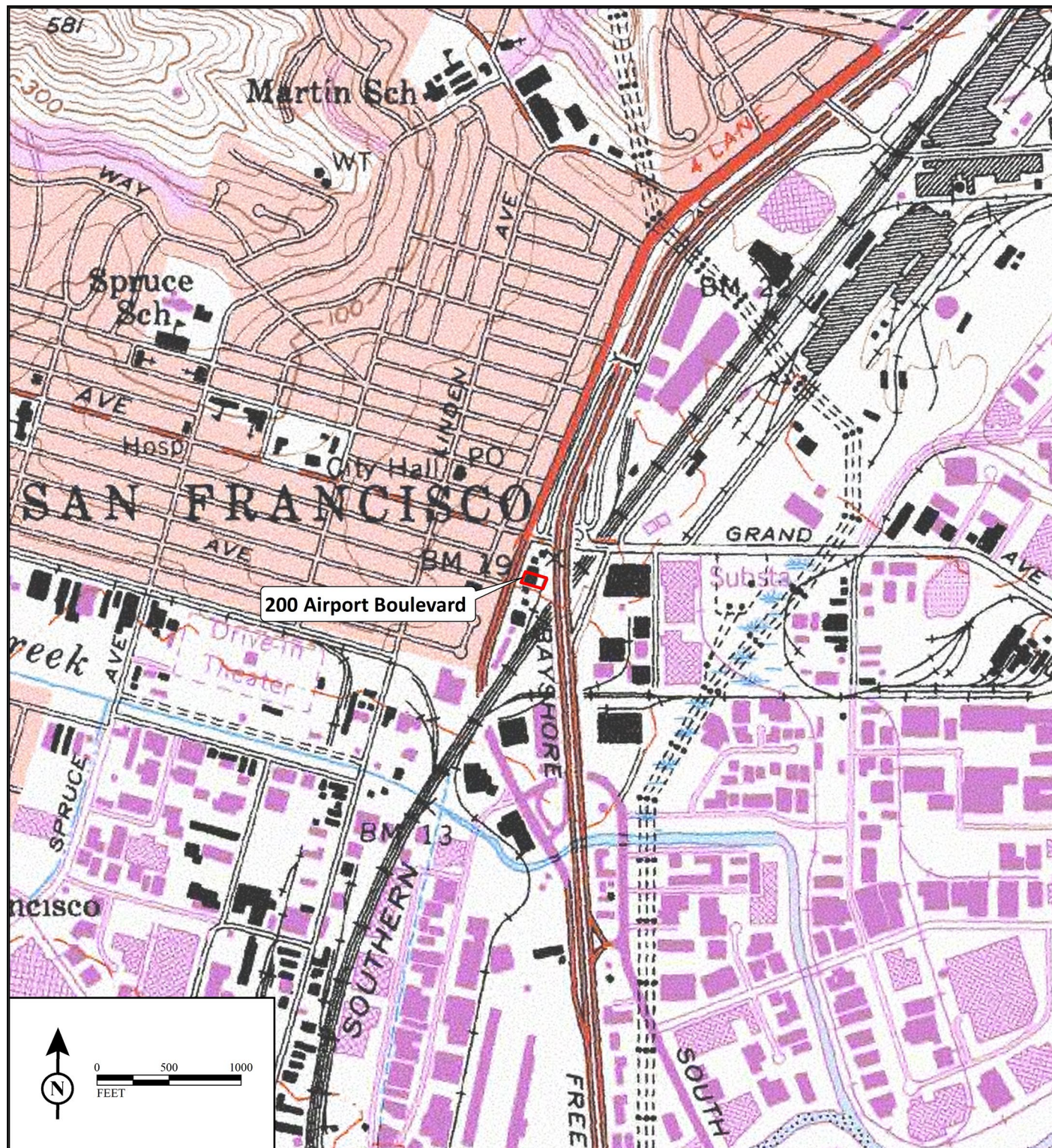
- B11. Additional Resource Attributes:** None
- B12. References:**
Abeloe, William N, et al.
Historic Spots of California.
Third Edition. 1966.
Stanford University Press,
Stanford, California.

See Continuation Sheets.
- B13. Remarks:** None
- B14. Evaluator:**
Michael Hibma, M.A., DPH
LSA Associates, Inc.
157 Park Place
Point Richmond, California
94801

Date of Evaluation: 10/1/18



(This space reserved for official comments.)



D6. Significance (continued)

Precontact Period

The building at 200 Airport Boulevard is located east of downtown South San Francisco, California. Prior to European settlement, the San Francisco Bay was home to numerous tribal groups. These groups included the Ohlone, who inhabited the area what would become San Mateo County. These semi-nomadic people were hunter-gatherers who depended on coastal plant and animal species for food and other resources. Spanish records indicate that by the mid-18th century, 10 to 12 indigenous tribelets with an estimated total population between 1,000 to 2,400 lived within San Mateo County (Postel 2007:72). Intensive Hispanic exploration and settlement of the Bay Area began with the first recorded visit on November 6-11, 1769, when a Spanish expedition led by Lieutenant Gaspar de Portolá, after having accidentally discovered San Francisco Bay from atop Sweeny Ridge, camped beneath a large redwood they named *El Palo Alto*, or “The Tall Stick.” In 1777, the Franciscan Order founded Mission Santa Clara approximately 18 miles east of the project site. The Mission claimed the surrounding area and forced the Ohlone out of their communities and into the new mission-controlled colony, which quickly resulted in the decimation of the native population. The priests located at missions along the peninsula capitalized on the expansive pastureland to raise cattle and horses for the Spanish government. By 1810, the missions grazed more than 10,000 cattle (Postel 2007:78).

Early Settlement in San Mateo County

The newly independent Mexican government disbanded the mission system in 1834 and liquidated the mission holdings into huge land grant ranchos. Due to the remoteness of Alta California, the native English-speaking Hispanic people, known as Californios, soon found themselves ignored by Mexico City. As more Anglo-Americans from eastern states came to California, sympathies to join the United States grew. The Mexican-American War, the Treaty of Guadalupe Hidalgo, and the discovery of gold on the American River in January of 1848 set in motion the Californios’ loss of California (Laffey 1992:5). The Mexican government gradually secularized mission-owned property in California during the 1830s. Mexican governors granted large tracts of mission lands to political allies, as well as to veterans in recognition of their military service. The building at 200 Airport Boulevard is located within Rancho Buri Buri, originally established in 1796 by Spanish Governor Diego de Borcia for use by San Francisco Presidio soldiers (Postel 2007:79). Rancho Buri Buri, a modification of *Urebure*, the name of an Ohlone tribelet inhabiting the area around San Bruno Creek and the southern tip of San Bruno Mountain, includes the south slope of San Bruno Mountain and what would become the modern communities of South San Francisco, San Bruno, Millbrae, and a portion of Burlingame.

The discovery of gold in Coloma in 1849 resulted in exponential population growth in California and caused many ranchos to be subdivided and sold off for development. The abundance of redwood trees represented a valuable resource that was regulated by the government during the Spanish colonial period, which limited logging and levied a 10 percent tax on lumber exports. During the Mexican colonial period these restrictions eased, and many newly arrived American and European settlers participated in the redwood logging industry. In response to peninsula residents seeking to separate from the political corruption and lack of official attention from officials in San Francisco, the Legislature passed an act in 1856 to create the county of San Mateo – named after a creek in the city of San Mateo – by taking the southern 90 percent of San Francisco County. Subsequent annexations of land in northern Santa Cruz County in 1868 (which included the communities of San Gregorio and Pescadero), as well as refinements with the San Francisco County border in 1901, enlarged San Mateo County to its present size (Coy 1923:236, 238-241; Postel 2007:19-21; Hynding 1982:141-142).

Although San Mateo County adjoins densely populated San Francisco County, it remained sparsely settled until the early-20th century. Following the construction of the San Francisco-San Jose Railroad in the 1860s, developers purchased large tracts of land near the rail corridor, spurring settlement and private development throughout San Mateo County (Hynding 1982:63). This would change rapidly following the April 1906 Earthquake and Fire, when, within a week of the disaster, 60,000 survivors fled San Francisco for other peninsula communities via the San Francisco-San Jose Railroad. In the years following the reconstruction and recovery, 10,000 refugees chose to remain in San Mateo County, doubling its population (Hynding 1982:78). During the Great Depression, San Mateo County’s industries provided a diverse economic base to lessen economic hardship; by 1934, only three percent of residents received aid (Works Progress Administration 1939; Hynding 1982:87). At the onset of World War II, defense workers moved to San Mateo County, creating another population boom, and defense housing quickly expanded many communities’ suburban footprints (Hynding 1982:138).

D6. Significance (continued)

Following World War II, many defense industry workers, returning veterans, and migrants from the eastern United States wanted to remain and enjoy the state's warm climate and plentiful jobs. By 1970, the state's population doubled to nearly 20 million, which spurred a 20-year-long construction boom. The majority of the new residents were mostly young people forming families (Self 2003:257), which led to a pace of demographic change that transformed California. Then-Governor Earl Warren characterized the influx of residents as adding "a whole new city of ten thousand people every Monday morning" (Weaver 1967:147). In San Mateo County, the growth of the aircraft industry and passenger air service at San Francisco International Airport spurred growth of maintenance yards, shops, industrial parks, hotels, and restaurants. The popularity of the automobile and suburban development also fostered a boom in countywide transportation-related infrastructure (Hynding 1982:299-305); between 1946 and 1986, the Bayshore Freeway (U.S. 101), the J. Arthur Younger Freeway (State Route 92), the Portola Freeway (State Route 380), and State Route 280 were built and/or expanded. The San Mateo Bridge was built in 1967, and the Dumbarton Bridge opened in 1971 to carry State Route 84 over San Francisco Bay; the bridge was later enlarged in 1984 (Hynding 1982:256-261; Postel 2007:135-137).

San Mateo County's association with technological innovation in what was to become known as Silicon Valley began in 1948, when three scientists at New Jersey-based Bell Laboratories developed the transistor, the first semiconductor. One of the Bell scientists, William Shockley, relocated to Palo Alto in 1955 to be near his ailing mother in Menlo Park. He opened Shockley Transistors and soon assembled a talented staff via students from the University of California, Berkeley and Stanford University. However, many found his abrasive managerial style discouraging and soon left Shockley Transistors, taking their knowledge with them. Many remained in the San Francisco Bay Area and formed their own company, Fairchild Semiconductors in 1957, using venture capital from New York bankers (Postel 2007:136; Storper 2015:81-83). This proved a precursor of a pattern of job hopping and venture capital-based firms that shaped Silicon Valley during the following 60 years.

City of South San Francisco

The building at 200 Airport Boulevard is located in the former Rancho Buri Buri. In 1825, José Antonio Sánchez, a soldier at the Presidio of San Francisco who came to California in 1776 with the De Anza Expedition, petitioned the New Mexican governor for a land grant rancho at Buri Buri, a 14,639-acre land grant in northern San Mateo County. On December 11, 1827, Sánchez was awarded provisional ownership by the Mexican government. In 1835, Mexican Governor José Castro formally granted Rancho Buri Buri to José Antonio Sánchez. He grew vegetables, wheat, and corn on his land, and also grazed cattle. He and his sons built a dock or embarcadero to ship produce and hides, retiring from active service in 1836; he died in 1843. After the Mexican-American War in 1848, California became a territory of the United States. The Treaty of Guadalupe Hidalgo stipulated that sufficiently proven land grants would be honored by the American government. On March 9, 1852, José Antonio Sánchez's eldest son José de la Cruz Sánchez and his seven siblings/co-heirs presented a petition for Rancho Buri Buri. Following the end of the lengthy land claim review process, the Sanchez family was left with five percent of the original 14,639-acre grant as confirmed by the Land Commission in September 1864 (Moore & DePue 1878:10).

The community that would become South San Francisco began as a meatpacking town named "Baden." In 1856, Cattle baron Charles Lux purchased 1,500 acres of Rancho Buri Buri and built a home two years later where he and Henry Miller formed Miller & Lux, the largest cattle company in California history. Miller and Lux cowboys would drive cattle from their Central Valley ranches up the Peninsula to Baden to fatten before slaughter and sale in San Francisco meat markets. The arrival of Miller & Lux signaled a shift to industrial land uses in Baden. The close proximity to San Francisco and overseas markets also attracted other meat merchants such as Chicago-based Gustavus Swift and rival Philip Armour. Swift and Armour joined forces, purchased 3,500 acres (including the Miller & Lux holdings, and built a large meat packing plant off Point San Bruno. The development partnership was called the South San Francisco Land and Improvement Company. Gustavus Swift is credited with originating the name "South San Francisco" from similar earlier developments in south Omaha, Nebraska, and south Chicago (Hynding 1982:102-105; Postel 2007:201). With close proximity to the Southern Pacific freight lines in and out of San Francisco (and the international markets beyond via the piers on the Embarcadero), other companies created factories and set up shop in the area in the 1890s.

D6. Significance (continued)

In 1893, the stock market crash triggered a national economic depression that lasted until 1897. During this time, the economy of South San Francisco stagnated and land sales slowed. The Panic of 1893 wiped out the meat packing industry, creating opportunities for other industries to grow. The early promotion of a broad and diverse industrial and commercial economic foundation allowed Baden/South San Francisco to better weather national economic downturns. When South San Francisco (also known as “South City”) incorporated in 1908, seven other major industries arrived, a paint company, two steel mills, a tannery, two brickyards, and a lumber company. During this time, South City had local trolley car service, telephone service, a local newspaper, and a branch of the Bank of Italy. Over time, residential areas emerged to house workers and support businesses. By 1905, the population of South San Francisco reached 1,500 residents, mostly working class residents with a diverse ethnic range including Irish, Germans, Italians, Portuguese, and Chinese.

For most of the early-to-mid-20th century, South San Francisco remained a growing town spurred by industrial development and an expanding downtown retail commercial core that served northern San Mateo County. During the 1930s the City of South San Francisco was a “closely built conglomeration of steel mills, foundries, smelters, and refineries, machine shops and lumber yards, stockyards, and packing plants” (Federal Writer’s Project 1939:368). These steel mills, foundries, and smelters were the core of a large shipbuilding industry in South San Francisco during both world wars. The development of a state highway system linked South San Francisco’s industrial engine to international markets via San Francisco’s waterfront and internal markets within San Mateo County and beyond. In the mid-to-late 20th century, the economy of South San Francisco transitioned from smokestacks and heavy industry to electronics, computer programming, and biotechnology firms such as Genentech. South San Francisco began to gain economic influence as neighboring communities grew during the post-war period. Developers built new neighborhoods on tracts of rural land east and north of downtown connected by a growing network of highways. To make the downtown more attractive, merchants and owners remodeled their buildings to modernize and improve the downtown aesthetic to appeal to suburbanites. Examples of recent efforts to stimulate the downtown include encouraging mixed-use development projects, streetscape improvements, historic core improvements, and a Caltrain regional rail station to spur residential development. Today, South San Francisco remains an important industrial center for San Mateo County.

200 Airport Boulevard

The building at 200 Airport Boulevard first appears in aerial photographs in 1946 (Nationwide Environmental Title Research 1946). The 1950 Sanborn Fire Insurance Company map of the area depict the building at 200 Airport Boulevard marked as “AUTO BODY REP.” A square-shaped detached building labeled “SPRAY PAINT’G” is depicted south of the building (Sanborn Fire Insurance Company 1950:9). A review of city directories indicates that by 1955, the prefabricated building at 200 Airport Boulevard was later used as a machine shop, the site of Larry’s Garage in 1959, and the site of Coulter’s Carpet & Linoleum Services from 1960-1966. Building permits indicate that 200 Airport Boulevard was part of Borba’s Manufacturing Company. A field survey indicates the building was prefabricated by the Butler Manufacturing Company, of Galestown Illinois.

Butler Manufacturing Company. The Butler Manufacturing Company was founded as a partnership between Emanuel Norquist and brothers Charles and Newton Butler in 1901. The company began manufacturing metal buildings in 1901 (FundingUniverse 2004). After the collapse of the New York Stock Exchange in 1929, Butler remained in business via government contracts to build prefabricated circular storage grain bins for the U.S. Department of Agriculture (Davies 2005:25). Today, Butler is a public company that operates manufacturing facilities, engineering offices, and service centers throughout the United States and in 15 other countries; it is headquartered in Kansas City, Missouri. Today, Butler operates. Butler’s *North American Building Systems Segment* designs, engineers, fabricates, and distributes one- to five-story steel and one- to two-story wood-framed buildings for many industrial, commercial, community, governmental, and agricultural uses, such as manufacturing facilities, warehouses, office buildings, schools, churches, shopping centers, restaurants, convenience stores, livestock, and farm buildings. Butler buildings are a system of standard or custom designed pre-fabricated components that form the structural members, walls, and roof components. These components are the shipped to building sites for assembly primarily by the subsidiary Butler Real Estate, Inc., independent dealers, or contractors. Building components are manufactured for North American sales and export sales in plants located at Galesburg and Charleston, Illinois; Laurinburg, North Carolina; Birmingham, Alabama; Visalia, California; Annville, Pennsylvania; San Marcos, Texas; Lester Prairie, Minnesota; Selmer Tennessee; and Clear Brook, Virginia (Securities and Exchange Commission 2001).

B10. Significance Evaluation (continued)

Architectural Context. The architectural qualities of 200 Airport Boulevard parallels trends elsewhere in California during the mid-20th Century. The section below describes the building at 200 Airport Boulevard, followed by a discussion of the representative aspects of its architectural design.

Vernacular. A useful approach to understanding what Vernacular style is, is by defining what it is *not*. That is, Vernacular architecture is not overly formal or monumental in nature, but rather is represented by relatively unadorned construction that is not designed by a professional architect. Vernacular architecture is the commonplace or ordinary building stock that is built for meeting a practical purpose with a minimal amount of flourish or otherwise traditional or ethnic influences (Upton and Vlach 1986:xv-xxi, 426-432). The use of metal pre-fabricated buildings in California dates to the Gold Rush. The combination of a national falling price of iron along with routine catastrophic fires in San Francisco, the need for a fireproof storage and lodging was urgent (Peterson 1965:318-324).

The historical roots of the Vernacular style in the United States dates from colonial settlement during the 16th and 17th centuries. European immigrants, either of modest independent means, or financed with corporate backing, brought with them a wood-based building tradition. From this combination of a wood-based building tradition, in an open, unsettled and heavily forested land, with a young population developed a vernacular style “characterized by short-lived or temporary dwellings focused on the family and distinct from the place of work” (Jackson 1984:85-87). Typically associated with older, hand-built rural buildings in remote or rural, agricultural settings, Vernacular architecture can also include modern, pre-fabricated, general-purpose steel buildings used as shop space, warehouses, discount-clearance centers and many other uses (Gottfried and Jennings 2009:9-16). Several character-defining features of the Vernacular style include simple roofline, with a medium to low pitch; small building footprint, generally rectangular; minimal ornamentation, simple utilitarian construction techniques and mass-produced materials.

Eligibility Evaluation

The following section presents an evaluation to assess the eligibility of the industrial building at 200 Airport Boulevard for inclusion in the California Register or for local City of South San Francisco designation, thereby qualifying it as a historical resource for the purposes of the California Environmental Quality Act.

Criterion 1: Is it associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage?

Research indicates that the industrial building at 200 Airport Boulevard is associated with the growth of South San Francisco in the mid-20th century. This prefabricated, single-story metal industrial building was designed by the Galesburg, Illinois-based Butler Manufacturing Company and constructed in 1946 by an undetermined builder. The building is one of many Vernacular buildings in South San Francisco associated with this period of growth. No evidence was identified to elevate the building in associative stature. It does not possess specific, important associations within the historic context to distinguish it from other buildings with a similar construction history and use. For these reasons, the building at 200 Airport Boulevard does not appear significant under Criterion 1.

Criterion 2: Is it associated with the lives of persons important in our past?

Background research did not identify an association with any persons important in our past. The building’s architect and builder were not identified. Although background research identified an association with 200 Airport Boulevard with William Borba Sr., a former city council member and mayor of South San Francisco, his association with the building did not appear to make significant contributions to the history of South San Francisco, San Mateo County, or California. For these reasons, the building at 200 Airport Boulevard does not appear significant under Criterion 2.

Criterion 3: Does it embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual, or possess high artistic values?

The building possesses some of the general characteristics of Vernacular commercial architecture, a well-represented style in South San Francisco’s existing building stock. The building’s architect and builder were not identified. For these reasons, the building at 200 Airport Boulevard does not appear significant under Criterion 3.

B10. Significance Evaluation (continued)

Criterion 4: Has it yielded, or may it be likely to yield, information important to history?

This criterion is typically used to evaluate the potential for archaeological deposit to contain information important in understanding past lifeways of modern South San Francisco's early historic-period and pre-European contact inhabitants. Its application to architecture is less common in eligibility assessments due to the prevalence of popular publications that thoroughly document the form, materials, and design of a given building type. Information about the Vernacular architecture style and construction methods, as represented by the industrials building at 200 Airport Boulevard, can be obtained from other widely available sources on this and other common architectural styles. The building is unlikely to yield information important to the history of South San Francisco, San Mateo County, or California. For these reasons, the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard does not appear significant under Criterion 4.

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 §2011)

(a) *Its character, interest or value as a significant part of the heritage of the city, the state or the nation; and*

Background research did not indicate that the character of the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard did not generate sufficient interest or value to the heritage of the city, the state, or the nation.

(b) *Its location as a site of a significant historic event; or*

Background research did find an association between the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard and the mid-20th century development of South San Francisco, a significant event in the city's history. However, this building did not rise in evaluative statue under this association.

(c) *Its identification with a person or persons who significantly contributed to the culture and development of the city, the state or the nation; or*

Background research found an association with the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard and William Borba, Sr., a former Mayor and City Council member of South San Francisco. However, this property was not where Mr. Borba lived, conducted his political activates, and is instead once contained a machine shop business he owned. However, this building did not rise in evaluative statue under this association and this arrangement is not unique in the history of South San Francisco.

(d) *Its exemplification of a particular architectural style or way of life; or*

The pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard is a representative example of prefabricated metal construction, a type of architectural style or method of construction in California since the 1850s. This building is associated with small-scale industrial activities, a lifeway common to residents and workers in South San Francisco since the mid-20th century. However, background research indicated that this building did not rise in evaluative statue under either association.

(e) *Its exemplification of the best remaining example of a particular architectural type in the city; or*

Background research indicated that the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard is not the last or best remaining example of this type of construction.

(f) *Its identification as the creation, design or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation; or*

Background research indicated that the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard is not the creation, design, or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation.

(g) *Its embodiment of elements demonstrating outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship; or*

Background research indicated that the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard does not embody the elements demonstrating an outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship. It is a relatively common building and standardized form of construction.

B10. Significance Evaluation (continued)

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 § 2, 2011)

- (h) *Its relationship to any other historic resource if its preservation is essential to the integrity of the other historic resource (for example, it is a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected, such as the civic center, downtown, or a specific residential neighborhood); or*

Background research and field survey indicates that the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard is not a contributing element to a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected. This building is one of three similar buildings of similar age that are essentially cut off from the downtown area by four-lane Airport Boulevard to the west and south, U.S. 101/Bayshore Freeway and the Caltrans tracks to the east and a four-lane Grand Avenue and north and south-bound freeway on and off ramps.

- (i) *Its unique location or singular physical characteristics representing an established and familiar visual feature of the city; or*

Background research and field survey indicates that the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard is not in a unique location and does not possess singular physical characteristics that form a signature visual feature of the City. The building is an example of a common prefabricated method of industrial and commercial construction common to the City of South San Francisco, San Mateo County and California.

- (j) *Its potential of yielding significant information of archeological interest; or*

Background research and field survey indicates that the pre-fabricated metal general-purpose industrial building at 200 Airport Boulevard is constructed on bay margin lands that were later filled filled-in. This location is not likely to yield information of archaeological interest.

- (k) *Its integrity as a natural environment that strongly contributes to the well-being of the people of the city, the state, or the nation. For example, an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.*

Background research and field survey indicates that the general-purpose industrial building at 200 Airport Boulevard is located in an area that transitions from a commercial downtown to a more industrial area near the bayshore. It is not located in a natural environment or an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.

Integrity

Since the industrial building at 200 Airport Boulevard does not appear significant under the criteria of the California Register and the City of South San Francisco under any criteria, its integrity was not assessed.

Conclusion

The property at 200 Airport Boulevard consists of a single-story pre-fabricated metal general-purpose industrial building constructed in 1946. The building was originally used as auto repair and light manufacturing. Based on background research and field survey, the industrial building at 200 Airport Boulevard does not appear eligible for individual inclusion in the California Register, nor does it appear eligible under the evaluative criteria of the City of South San Francisco, or as a contributor to a potential historic district due to a lack of significant historical associations. For this reason, the industrial building at 200 Airport Boulevard does not appear to be a historical resource for the purposes of the California Environmental Quality Act (California Public Resources Code Section 5024.1).

B12. References (continued)

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State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
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Resource Name: 200 Airport Boulevard

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

B12. References (Continued)

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Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

P5a. Photograph (continued)



200 Airport Boulevard, east and south façades. View north. September 20, 2018.



200 Airport Boulevard, south façade. View northwest. September 20, 2018.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

P5a. Photograph (continued)



200 Airport Boulevard, west façade. View southeast. September 20, 2018.



200 Airport Boulevard. Butler Manufacturing maker's stamp. West façade. September 20, 2018.

**206 Airport Boulevard
APN 012-338-040**

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

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings

Review Code _____ Reviewer _____ Date _____

Page 1 of 13

Resource Name: 206 Airport Boulevard

P1. Other Identifier: *Borba Manufacturing; Haber Doors; Cosmetic Factory; The Furniture Outlet.*

P2. Location: Not for Publication: Unrestricted: ☒

a. County: San Mateo

b. USGS 7.5' Quad: *San Francisco South Calif.* Date: 1980; T3S/R5W; unsectioned *Rancho Buri Buri*; Mount Diablo B.M.

c. Address: 206 Airport Boulevard City South San Francisco Zip 94080

d. UTM: 10S 552243mN/4167587mE

e. Other Locational Data: APN 012-338-040

P3a. Description: This resource is a single-story general purpose industrial building constructed on the north side of Airport Boulevard in 1954. The building is located along the western boundary of a rectangular parcel located in a former industrial area east of downtown South San Francisco. The building is a typical example of Vernacular industrial/commercial architecture. A bow-truss roof sheathed in asphalt roofing covers the building. The reinforced concrete walls are covered in smooth, and rests on a concrete slab foundation. The main entrance is a metal roll-up door in the far left of the west-facing façade. Subsequent alterations include a 6,400 square-foot expansion to the mezzanine in 1973, a warehouse expansion in 1984, a metal-framed addition to the rear façade in 1984, and an interior remodel of office and warehouse in 1996. Based on its current appearance and architectural design elements, it appears that several notable alterations to the building have occurred, including entrance door replacement, and replacement picture-frame windows. This building is in poor condition.

P3b. Resource Attributes: (HP8) Industrial building; (HP46) Walls/gates/fences

P4. Resources Present: ☒ Building

P5a. Photograph:



P5b. Description of Photo: 206 Airport Boulevard. West façade, view to the northeast. LSA photograph 9/20/18.

P6. Date Constructed/Age and Source: Historic built 1954. *Historic Property Data File – San Mateo County* (California Office of Historic Preservation 2012:39).

P7. Owner and Address: William A. Jr. and Marisa Borba Trust
3955 Foothill Oaks Drive
Auburn, CA 95602

P8. Recorded by: Michael Hibma, M.A., DPH
LSA
157 Park Place
Point Richmond, California 94801

P9. Date recorded: 10/1/18

P10. Survey Type: Intensive

P11. Report Citation: Hibma, Michael, 2018. *Historical Resource Evaluation of 200-214 Airport Boulevard, City of South San Francisco, San Mateo County, California.* LSA Associates, Inc., Point Richmond, California.

Attachments: ☒ Location Map ☒ Continuation ☒ Building, Structure, and Object Record
DPR 523A (1/95)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

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NRHP Status Code: 6Y/6Z
Resource Name: 206 Airport Boulevard

- B1. Historic Name:** *Borba Manufacturing; Haber Doors; Cosmetic Factory.*
- B2. Common Name:** 206 Airport Boulevard
- B3. Original Use:** Industrial
- B4. Present Use:** Furniture sales.
- B5. Architectural Style:** Vernacular industrial
- B6. Construction History:** According to information on the *Historic Property Data File for San Mateo County* (maintained by the California State Office of Historic Preservation), this general purpose industrial building was constructed in 1954 as a machine shop. Subsequent alterations include a 6,400 square-foot expansion to the mezzanine in 1973, a warehouse expansion in 1984, a metal-framed addition to the eastern rear-facing façade in 1984, and an interior remodel of office and warehouse in 1996. Based on its current appearance and architectural design elements, it appears that several notable alterations to the building have occurred, including entrance door replacement, and replacement picture-frame windows.
- B7. Moved?** No
- B8. Related Features:** None
- B9. a. Architect:** Unknown
b. Builder: Unknown
- B10. Significance: Theme:** Industrial development

Area: South San Francisco, San Mateo County

Period of Significance: N/A

Property Type: Industrial

Applicable Criteria: N/A

This industrial building is on a rectangular parcel in a former industrial area east of downtown South San Francisco. Research indicates that the building at 206 Airport Boulevard is associated with the industrial development of mid-20th century South San Francisco. Please see the continuation sheets for the property's historic context and an overview of land use history and property-specific development.

- B11. Additional Resource Attributes:**
None

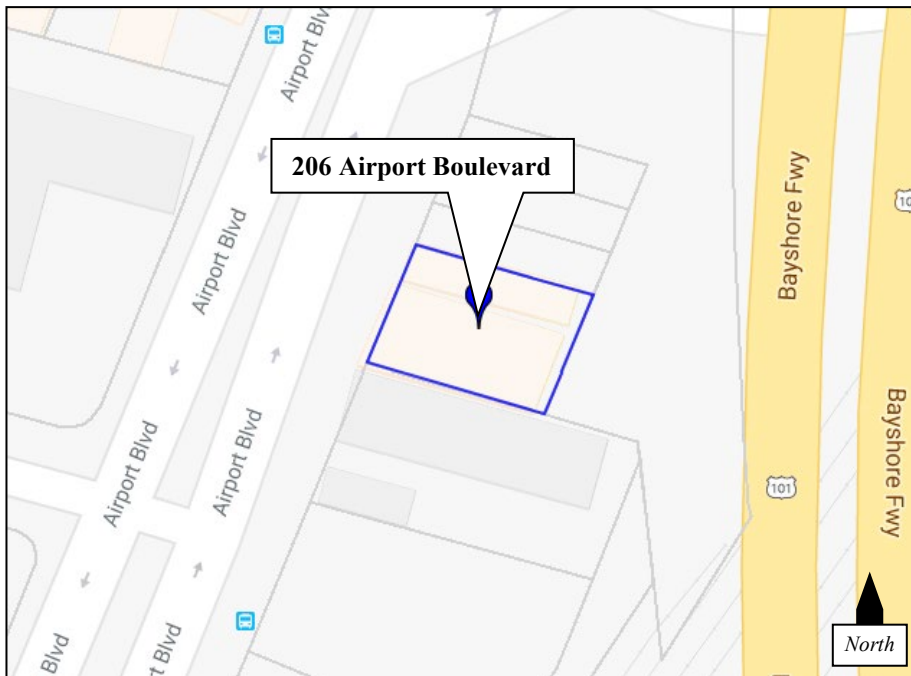
- B12. References:**
Abeloe, William N, et. al.
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See Continuation Sheets.

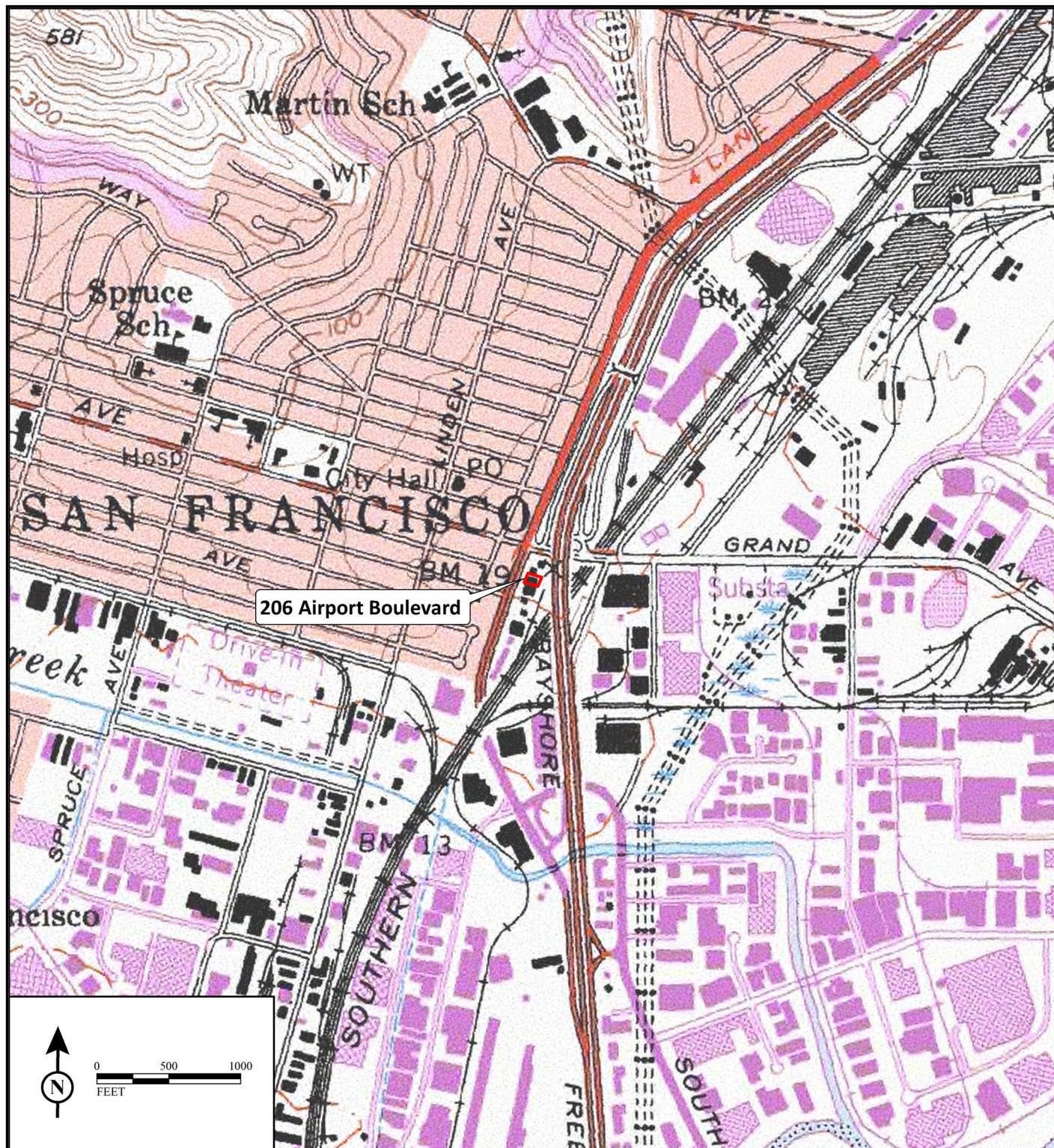
- B13. Remarks:** None

- B14. Evaluator:**
Michael Hibma, M.A., DPH
LSA Associates, Inc.
157 Park Place
Point Richmond, California 94801

Date of Evaluation: 10/1/18



(This space reserved for official comments.)



D6. Significance (continued)

Precontact Period

The building at 206 Airport Boulevard is located east of downtown south San Francisco. Prior to European settlement, the San Francisco Bay was home to numerous tribal groups. These groups included the Ohlone, who inhabited the area what would become San Mateo County. These semi-nomadic people were hunter-gatherers who depended on coastal plant and animal species for food and other resources. Spanish records indicate that by the mid-18th century, 10 to 12 indigenous tribelets with an estimated total population between 1,000 to 2,400 lived within San Mateo County (Postel 2007:72). Intensive Hispanic exploration and settlement of the Bay Area began with the first recorded visit on November 6-11, 1769, when a Spanish expedition led by Lieutenant Gaspar de Portolá, after having accidentally discovered San Francisco Bay from atop Sweeny Ridge, camped beneath a large redwood they named *El Palo Alto*, or “The Tall Stick.” In 1777, the Franciscan Order founded Mission Santa Clara approximately 18 miles east of the project site. The Mission claimed the surrounding area and forced the Ohlone out of their communities and into the new mission-controlled colony, which quickly resulted in the decimation of the native population. The priests located at missions along the peninsula capitalized on the expansive pastureland to raise cattle and horses for the Spanish government. By 1810, the missions grazed more than 10,000 cattle (Postel 2007:78).

Early Settlement in San Mateo County

The newly independent Mexican government disbanded the mission system in 1834 and liquidated the mission holdings into huge land grant ranchos. Due to the remoteness of Alta California, the native English-speaking Hispanic people, known as Californios, soon found themselves ignored by Mexico City. As more Anglo-Americans from eastern states came to California, sympathies to join the United States grew. The Mexican-American War, the Treaty of Guadalupe Hidalgo, and the discovery of gold on the American River in January of 1848 set in motion the Californios’ loss of California (Laffey 1992:5). The Mexican government gradually secularized mission-owned property in California during the 1830s. Mexican governors granted large tracts of mission lands to political allies, as well as to veterans in recognition of their military service. The building at 200 Airport Boulevard is located within Rancho Buri Buri, originally established in 1796 by Spanish Governor Diego de Borcia for use by San Francisco Presidio soldiers (Postel 2007:79). Rancho Buri Buri, a modification of *Urebure*, the name of an Ohlone tribelet inhabiting the area around San Bruno Creek and the southern tip of San Bruno Mountain, includes the south slope of San Bruno Mountain and what would become the modern communities of South San Francisco, San Bruno, Millbrae, and a portion of Burlingame.

The discovery of gold in Coloma in 1849 resulted in exponential population growth in California and caused many ranchos to be subdivided and sold off for development. The abundance of redwood trees represented a valuable resource that was regulated by the government during the Spanish colonial period, which limited logging and levied a 10 percent tax on lumber exports. During the Mexican colonial period these restrictions eased, and many newly arrived American and European settlers participated in the redwood logging industry. In response to peninsula residents seeking to separate from the political corruption and lack of official attention from officials in San Francisco, the Legislature passed an act in 1856 to create the county of San Mateo – named after a creek in the city of San Mateo – by taking the southern 90 percent of San Francisco County. Subsequent annexations of land in northern Santa Cruz County in 1868 (which included the communities of San Gregorio and Pescadero), as well as refinements with the San Francisco County border in 1901, enlarged San Mateo County to its present size (Coy 1923:236, 238-241; Postel 2007:19-21; Hynding 1982:141-142).

Although San Mateo County adjoins densely populated San Francisco County, it remained sparsely settled until the early-20th century. Following the construction of the San Francisco-San Jose Railroad in the 1860s, developers purchased large tracts of land near the rail corridor, spurring settlement and private development throughout San Mateo County (Hynding 1982:63). This would change rapidly following the April 1906 Earthquake and Fire, when, within a week of the disaster, 60,000 survivors fled San Francisco for other peninsula communities via the San Francisco-San Jose Railroad. In the years following the reconstruction and recovery, 10,000 refugees chose to remain in San Mateo County, doubling its population (Hynding 1982:78). During the Great Depression, San Mateo County’s industries provided a diverse economic base to lessen economic hardship; by 1934, only three percent of residents received aid (Works Progress Administration 1939; Hynding 1982:87). At the onset of World War II, defense workers moved to San Mateo County, creating another population boom, and defense housing quickly expanded many communities’ suburban footprints (Hynding 1982:138).

D6. Significance (continued)

Following World War II, many defense industry workers, returning veterans, and migrants from the eastern United States wanted to remain and enjoy the state's warm climate and plentiful jobs. By 1970, the state's population doubled to nearly 20 million, which spurred a 20-year-long construction boom. The majority of the new residents were mostly young people forming families (Self 2003:257), which led to a pace of demographic change that transformed California. Then-Governor Earl Warren characterized the influx of residents as adding "a whole new city of ten thousand people every Monday morning" (Weaver 1967:147). In San Mateo County, the growth of the aircraft industry and passenger air service at San Francisco International Airport spurred growth of maintenance yards, shops, industrial parks, hotels, and restaurants. The popularity of the automobile and suburban development also fostered a boom in countywide transportation-related infrastructure (Hynding 1982:299-305); between 1946 and 1986, the Bayshore Freeway (U.S. 101), the J. Arthur Younger Freeway (State Route 92), the Portola Freeway (State Route 380), and State Route 280 were built and/or expanded. The San Mateo Bridge was built in 1967, and the Dumbarton Bridge opened in 1971 to carry State Route 84 over San Francisco Bay; the bridge was later enlarged in 1984 (Hynding 1982:256-261; Postel 2007:135-137).

San Mateo County's association with technological innovation in what was to become known as Silicon Valley began in 1948, when three scientists at New Jersey-based Bell Laboratories developed the transistor, the first semiconductor. One of the Bell scientists, William Shockley, relocated to Palo Alto in 1955 to be near his ailing mother in Menlo Park. He opened Shockley Transistors and soon assembled a talented staff via students from the University of California, Berkeley and Stanford University. However, many found his abrasive managerial style discouraging and soon left Shockley Transistors, taking their knowledge with them. Many remained in the San Francisco Bay Area and formed their own company, Fairchild Semiconductors in 1957, using venture capital from New York bankers (Postel 2007:136; Storper 2015:81-83). This proved a precursor of a pattern of job hopping and venture capital-based firms that shaped Silicon Valley during the following 60 years.

City of South San Francisco

The building at 200 Airport Boulevard is located in the former Rancho Buri Buri. In 1825, José Antonio Sánchez, a soldier at the Presidio of San Francisco who came to California in 1776 with the De Anza Expedition, petitioned the New Mexican governor for a land grant rancho at Buri Buri, a 14,639-acre land grant in northern San Mateo County. On December 11, 1827, Sánchez was awarded provisional ownership by the Mexican government. In 1835, Mexican Governor José Castro formally granted Rancho Buri Buri to José Antonio Sánchez. He grew vegetables, wheat, and corn on his land, and also grazed cattle. He and his sons built a dock or embarcadero to ship produce and hides, retiring from active service in 1836; he died in 1843. After the Mexican-American War in 1848, California became a territory of the United States. The Treaty of Guadalupe Hidalgo stipulated that sufficiently proven land grants would be honored by the American government. On March 9, 1852, José Antonio Sánchez's eldest son José de la Cruz Sánchez and his seven siblings/co-heirs presented a petition for Rancho Buri Buri. Following the end of the lengthy land claim review process, the Sanchez family was left with five percent of the original 14,639-acre grant as confirmed by the Land Commission in September 1864 (Moore & DePue 1878:10).

The community that would become South San Francisco began as a meatpacking town named "Baden." In 1856, Cattle baron Charles Lux purchased 1,500 acres of Rancho Buri Buri and built a home two years later where he and Henry Miller formed Miller & Lux, the largest cattle company in California history. Miller and Lux cowboys would drive cattle from their Central Valley ranches up the Peninsula to Baden to fatten before slaughter and sale in San Francisco meat markets. The arrival of Miller & Lux signaled a shift to industrial land uses in Baden. The close proximity to San Francisco and overseas markets also attracted other meat merchants such as Chicago-based Gustavus Swift and rival Philip Armour. Swift and Armour joined forces, purchased 3,500 acres (including the Miller & Lux holdings, and built a large meat packing plant off Point San Bruno. The development partnership was called the South San Francisco Land and Improvement Company. Gustavus Swift is credited with originating the name "South San Francisco" from similar earlier developments in south Omaha, Nebraska, and south Chicago (Hynding 1982:102-105; Postel 2007:201). With close proximity to the Southern Pacific freight lines in and out of San Francisco (and the international markets beyond via the piers on the Embarcadero), other companies created factories and set up shop in the area in the 1890s.

*Recorded by: Michael Hibma

*Date: October 1, 2018 ☒ Continuation

D6. Significance (continued)

In 1893, the stock market crash triggered a national economic depression that lasted until 1897. During this time, the economy of South San Francisco stagnated and land sales slowed. The Panic of 1893 wiped out the meat packing industry, creating opportunities for other industries to grow. The early promotion of a broad and diverse industrial and commercial economic foundation allowed Baden/South San Francisco to better weather national economic downturns. When South San Francisco (also known as “South City”) incorporated in 1908, seven other major industries arrived, a paint company, two steel mills, a tannery, two brickyards, and a lumber company. During this time, South City had local trolley car service, telephone service, a local newspaper, and a branch of the Bank of Italy. Over time, residential areas emerged to house workers and support businesses. By 1905, the population of South San Francisco reached 1,500 residents, mostly working class residents with a diverse ethnic range including Irish, Germans, Italians, Portuguese, and Chinese.

For most of the early-to-mid-20th century, South San Francisco remained a growing town spurred by industrial development and an expanding downtown retail commercial core that served northern San Mateo County. During the 1930s the City of South San Francisco was a “closely built conglomeration of steel mills, foundries, smelters, and refineries, machine shops and lumber yards, stockyards, and packing plants” (Federal Writer’s Project 1939:368). These steel mills, foundries, and smelters were the core of a large shipbuilding industry in South San Francisco during both world wars. The development of a state highway system linked South San Francisco’s industrial engine to international markets via San Francisco’s waterfront and internal markets within San Mateo County and beyond. In the mid-to-late 20th century, the economy of South San Francisco transitioned from smokestacks and heavy industry to electronics, computer programming, and biotechnology firms such as Genentech. South San Francisco began to gain economic influence as neighboring communities grew during the post-war period. Developers built new neighborhoods on tracts of rural land east and north of downtown connected by a growing network of highways. To make the downtown more attractive, merchants and owners remodeled their buildings to modernize and improve the downtown aesthetic to appeal to suburbanites. Examples of recent efforts to stimulate the downtown include encouraging mixed-use development projects, streetscape improvements, historic core improvements, and a Caltrain regional rail station to spur residential development. Today, South San Francisco remains an important industrial center for San Mateo County.

206 Airport Boulevard

The building at 206 Airport Boulevard first appears in aerial photographs in 1956 (Nationwide Environmental Title Research 1956). A review of city directories indicates that by 1954, the building at 206 Airport Boulevard was used as a machine shop by the Borba Manufacturing Company. By 1961, it was the site of Haber Doors, Inc, and today is the location of The Furnitire Outlet.

B10. Significance Evaluation (continued)

Architectural Context

The architectural qualities of 206 Airport Boulevard parallels trends elsewhere in California during the mid-20th Century. The section below describes the building at 206 Airport Boulevard, followed by a discussion of the representative aspects of its architectural design.

Vernacular. A useful approach to understanding what Vernacular style is, is by defining what it is *not*. That is, Vernacular architecture is not overly formal or monumental in nature, but rather is represented by relatively unadorned construction that is not designed by a professional architect. Vernacular architecture is the commonplace or ordinary building stock that is built for meeting a practical purpose with a minimal amount of flourish or otherwise traditional or ethnic influences (Upton and Vlach 1986:xv-xxi, 426-432).

The historical roots of the Vernacular style in the United States dates from colonial settlement during the 16th and 17th centuries. European immigrants, either of modest independent means, or financed with corporate backing, brought with them a wood-based building tradition. From this combination of a wood-based building tradition, in an open, unsettled and heavily forested land, with a young population developed a vernacular style “characterized by short-lived or temporary dwellings focused on the family and distinct from the place of work” (Jackson 1984:85-87). Typically associated with older, hand-built rural buildings in remote or rural, agricultural settings, Vernacular architecture can also include modern, pre-fabricated, general-purpose steel buildings used as shop space, warehouses, discount-clearance centers and many other uses (Gottfried and Jennings 2069:9-16). Several character-defining features of the Vernacular style include simple roofline, with a medium to low pitch; small building footprint, generally rectangular; minimal ornamentation, simple utilitarian construction techniques and mass-produced materials.

Eligibility Evaluation

The following section presents an evaluation to assess the eligibility of whether the industrial building at 206 Airport Boulevard sufficiently retains the character-defining features that would qualify it as eligible for inclusion in the California Register or for local City of South San Francisco designation, thereby qualifying it as a historical resource for the purposes of the California Environmental Quality Act.

Criterion 1: Is it associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage?

Research indicates that the industrial building at 206 Airport Boulevard is associated with the growth of South San Francisco in the mid-20th century. This, single-story industrial building was designed by an unknown architect and constructed in 1954 by South San Francisco-based Rolley Industrial Buildings. The building is one of many Vernacular buildings in South San Francisco associated with this period of growth. No evidence was identified to elevate the building in associative stature. It does not possess specific, important associations within the historic context to distinguish it from other buildings with a similar construction history and use. For these reasons, the building at 206 Airport Boulevard does not appear significant under Criterion 1.

Criterion 2: Is it associated with the lives of persons important in our past?

Background research did not identify an association with any persons important in our past. The building’s architect and builder were not identified. Although background research identified an association with 206 Airport Boulevard with William Borba Sr., a former city council member and mayor of South San Francisco, his association with the building did not appear to make significant contributions to the history of South San Francisco, San Mateo County, or California. For these reasons, the building at 206 Airport Boulevard does not appear significant under Criterion 2.

Criterion 3: Does it embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual, or possess high artistic values?

The building possesses some of the general characteristics of Vernacular commercial architecture, a well-represented style in South San Francisco’s existing building stock. Better examples of this style exist in South San Francisco, San Mateo County, and statewide. The building’s architect was not identified. For these reasons, the building at 206 Airport Boulevard does not appear significant under Criterion 3.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

B10. Significance Evaluation (continued)

Criterion 4: Has it yielded, or may it be likely to yield, information important to history?

This criterion is typically used to evaluate the potential for archaeological deposit to contain information important in understanding past lifeways of modern South San Francisco's early historic-period and pre-European contact inhabitants. Its application to architecture is less common in eligibility assessments due to the prevalence of popular publications that thoroughly document the form, materials, and design of a given building type. Information about the Vernacular architecture style and construction methods, as represented by the industrial building at 206 Airport Boulevard, can be obtained from other widely available sources on this and other common architectural styles. The building is unlikely to yield information important to the history of South San Francisco, San Mateo County, or California. For these reasons, the building at 206 Airport Boulevard does not appear significant under Criterion 4.

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 § 2011)

(a) *Its character, interest or value as a significant part of the heritage of the city, the state or the nation; and*

Background research did not indicate that the character of the general-purpose industrial building at 206 Airport Boulevard did not generate sufficient interest or value to the heritage of the city, the state, or the nation.

(b) *Its location as a site of a significant historic event; or*

Background research did find an association between the general-purpose industrial building at 206 Airport Boulevard and the mid-20th century development of South San Francisco, a significant event in the city's history. However, this building did not rise in evaluative stature under this association.

(c) *Its identification with a person or persons who significantly contributed to the culture and development of the city, the state or the nation; or*

Background research found an association with the general-purpose industrial building at 206 Airport Boulevard and William Borba, Sr., a former mayor and city council member of South San Francisco. However, this property was not where Mr. Borba lived, conducted his political activities, and is instead once contained a machine shop business he owned. However, this building did not rise in evaluative stature under this association and this arrangement is not unique in the history of South San Francisco.

(d) *Its exemplification of a particular architectural style or way of life; or*

The general-purpose industrial building at 206 Airport Boulevard is a representative example of Vernacular construction, a type of architectural style or method of construction in California. This building is associated with small-scale industrial activities, a lifeway common to residents and workers in South San Francisco since the mid-20th century. However, background research indicated that this building did not rise in evaluative stature under either association.

(e) *Its exemplification of the best remaining example of a particular architectural type in the city; or*

Background research indicated that the general-purpose industrial building at 206 Airport Boulevard is not the last or best remaining example of this type of construction.

(f) *Its identification as the creation, design or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation; or*

Background research indicated that the general-purpose industrial building at 206 Airport Boulevard is not the creation, design, or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation.

(g) *Its embodiment of elements demonstrating outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship; or*

Background research indicated that the general-purpose industrial building at 206 Airport Boulevard does not embody the elements demonstrating an outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship. It is a relatively common building and standardized form of construction.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

B10. Significance Evaluation (continued)

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 § 2, 2011)

- (h) *Its relationship to any other historic resource if its preservation is essential to the integrity of the other historic resource (for example, it is a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected, such as the civic center, downtown, or a specific residential neighborhood); or*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is not a contributing element to a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected. This building is one of three similar buildings of similar age that are essentially cut off from the downtown area by four-lane Airport Boulevard to the west and south, U.S. 101/Bayshore Freeway and the Caltrans tracks to the east and a four-lane Grand Avenue and north and south-bound freeway on and off ramps.

- (i) *Its unique location or singular physical characteristics representing an established and familiar visual feature of the city; or*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is not in a unique location and does not possess singular physical characteristics that form a signature visual feature of the City. The building is an example of a common prefabricated method of industrial and commercial construction common to the City of South San Francisco, San Mateo County and California.

- (j) *Its potential of yielding significant information of archeological interest; or*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is constructed on bay margin lands that were later filled filled-in. This location is not likely to yield information of archaeological interest.

- (k) *Its integrity as a natural environment that strongly contributes to the well-being of the people of the city, the state, or the nation. For example, an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is located in an area that transitions from a commercial downtown to a more industrial area near the bayshore. It is not located in a natural environment or an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.

Integrity

Since the industrial building at 206 Airport Boulevard does not appear significant under the criteria of the California Register and the City of South San Francisco under any criteria, its integrity was not assessed.

Conclusion

The property at 206 Airport Boulevard consists of a single-story general-purpose industrial building constructed in 1954. The building was originally used for light manufacturing and is currently used to showcase and sell office and residential furniture. Based on background research and field survey, the industrial building at 206 Airport Boulevard does not appear eligible for individual inclusion in the California Register, nor does it appear eligible under the evaluative criteria of the City of South San Francisco, or as a contributor to a potential historic district due to a lack of significant historical associations. For this reason, the industrial building at 206 Airport Boulevard does not appear to be a historical resource for the purposes of the California Environmental Quality Act (California Public Resources Code Section 5024.1).

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Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

P5a. Photograph (continued)



206 Airport Boulevard, west and (partial) south façades. View north. September 20, 2018.



206 Airport Boulevard, west façade. View north. September 20, 2018.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

P5a. Photograph (continued)



206 Airport Boulevard, west façade. View southeast. September 20, 2018.



206 Airport Boulevard. West façade. View east. September 20, 2018.

**210 Airport Boulevard
APN 012-338-030**

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

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings

Review Code _____ Reviewer _____ Date _____

Page 1 of 13

Resource Name: 210 Airport Boulevard

P1. Other Identifier: None

P2. Location: Not for Publication: Unrestricted: ☒

a. County: San Mateo

b. USGS 7.5' Quad: *San Francisco South, Calif.* Date: 1980; T3S/R5W; unsectioned *Rancho Buri Buri*; Mount Diablo B.M.

c. Address: 210 Airport Boulevard City South San Francisco Zip 94080

d. UTM: 10S 552248mN/4167598mE

e. Other Locational Data: APN 012-338-030

P3a. **Description:** This resource is a one- and two-story general purpose industrial building designed by South San Francisco-based architect Louis P. Baldni and constructed on the north side of Airport Boulevard in 1955. The building is located along the western boundary of a rectangular parcel located in a former industrial area east of downtown South San Francisco. The building is a typical example of Vernacular industrial/commercial architecture with Midcentury Modern design aspects. The building is covered with a flat or very low-pitched roof sheathed in tar and gravel roofing set behind a short parapet. The building is of cinder block construction and clad in textured stucco siding at the main entrance. The building rests on a concrete slab foundation. The main entrance is an aluminum-framed glass door set at the far left side of west-facing façade next to a staggered set of masonry planter boxes. Fenestration includes Structural alterations include a partial second-story set back from the main façade plane, an addition at the rear, east-facing façade, a replacement service bay door, and a former service bay entrance on the north-facing façade filled via cinder block. This building is in fair condition.

P3b. **Resource Attributes:** (HP8) Industrial building; (HP46) Walls/gates/fences

P4. **Resources Present:** ☒ Building

P5a. **Photograph:**



P5b. **Description of Photo:** 210 Airport Boulevard. West and north façades, view to the southeast. LSA photograph. 9/20/18

P6. **Date Constructed/Age and Source:** Historic built 1955. Building permit. On file, Building Division, City of South San Francisco

P7. **Owner and Address:** William A. Jr. and Marisa Borba Trust
3955 Foothill Oaks Drive
Auburn, CA 95602

P8. **Recorded by:** Michael Hibma, M.A., DPH
LSA
157 Park Place
Point Richmond, California 94801

P9. **Date recorded:** 10/1/18

P10. **Survey Type:** Intensive

P11. **Report Citation:** Hibma, Michael, 2018. *Historical Resource Evaluation of 200-214 Airport Boulevard, City of South San Francisco, San Mateo County, California.* LSA Associates, Inc., Point Richmond, California.

Attachments: ☒ Location Map ☒ Continuation ☒ Building, Structure, and Object Record
DPR 523A (1/95)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 2 of 13

NRHP Status Code: 6Z
Resource Name: 210 Airport Boulevard

- B1. Historic Name:** *Borba Manufacturing Building; Clearlite Trophies*
B2. Common Name: *Clearlite Trophies*; 210 Airport Boulevard
B3. Original Use: Industrial – awards trophy and commemorations manufacturer
B4. Present Use: Same
B5. Architectural Style: Vernacular industrial with Midcentury Modern design aspects
B6. Construction History: According to building permit information on file with The City of South San Francisco's Building Division, this general purpose industrial building was constructed in 1955 to manufacture award trophies and other commemoration plaques, medals, or other awards. Subsequent alterations include an approximately 525 square-foot single-story addition at the rear of the building in 1957, construct a 1,962 square-foot second story addition with a deep setback from the main façade plane in 1959, installation of a 12 foot-by-10 foot roll-up shop door on the north-facing façade, and an interior remodel of office and warehouse in 1996.
B7. Moved? No
B8. Related Features: None
B9. a. Architect: Louis P. Baldini, (406 Grand Avenue, South San Francisco, California)
b. Builder: Unknown
B10. Significance: Theme: Industrial development

Area: South San Francisco, San Mateo County

Period of Significance: N/A

Property Type: Industrial

Applicable Criteria: N/A

This industrial building is on a rectangular parcel in a former industrial area east of downtown South San Francisco. Research indicates that the building at 210 Airport Boulevard is associated with the industrial development of South San Francisco in the mid-20th century. Please see the continuation sheets for the property's historic context and an overview of land use history and property-specific development.

- B11. Additional Resource Attributes:** None

- B12. References:**
Abeloe, William N, et. al. *Historic Spots of California*. Third Edition. 1966. Stanford University Press, Stanford, California.

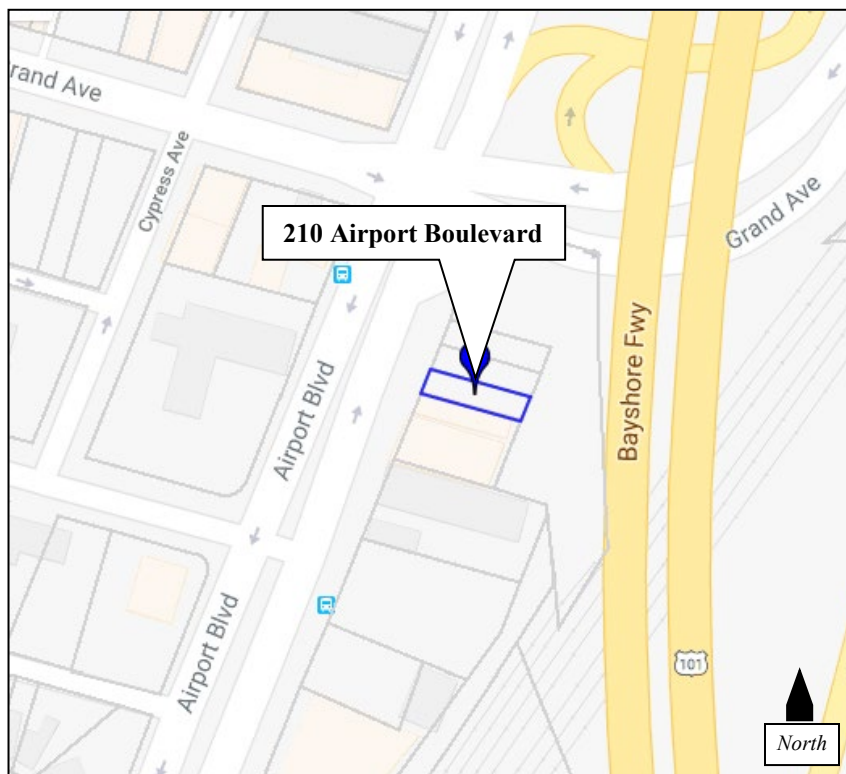
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See Continuation Sheets.

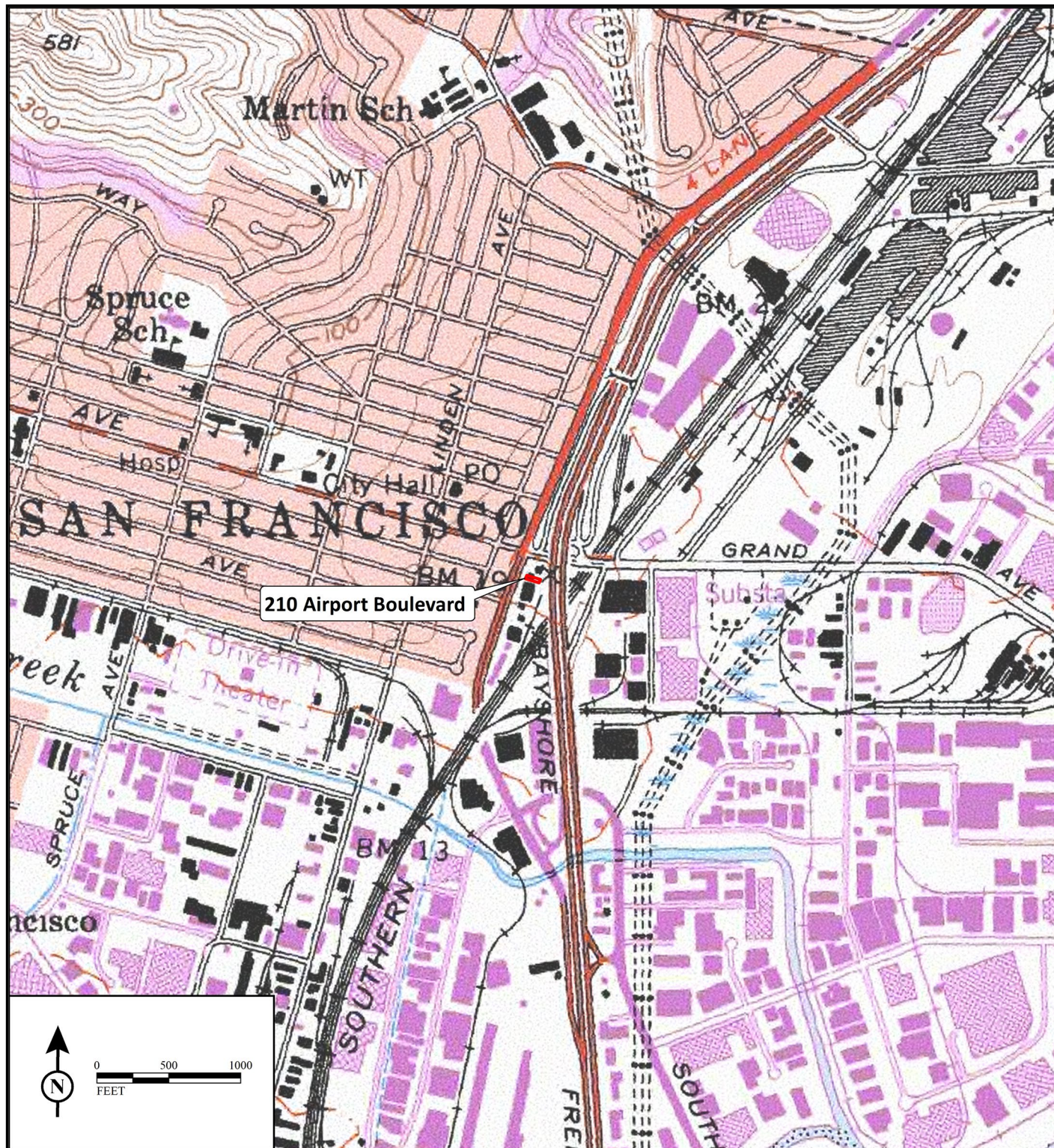
- B13. Remarks:** None

- B14. Evaluator:**
Michael Hibma, M.A., DPH
LSA Associates, Inc.
157 Park Place
Point Richmond, California 94801

Date of Evaluation: 10/1/18



(This space reserved for official comments.)



D6. Significance (continued)

Precontact Period

The building at 206 Airport Boulevard is located east of downtown south San Francisco. Prior to European settlement, the San Francisco Bay was home to numerous tribal groups. These groups included the Ohlone, who inhabited the area what would become San Mateo County. These semi-nomadic people were hunter-gatherers who depended on coastal plant and animal species for food and other resources. Spanish records indicate that by the mid-18th century, 10 to 12 indigenous tribelets with an estimated total population between 1,000 to 2,400 lived within San Mateo County (Postel 2007:72). Intensive Hispanic exploration and settlement of the Bay Area began with the first recorded visit on November 6-11, 1769, when a Spanish expedition led by Lieutenant Gaspar de Portolá, after having accidentally discovered San Francisco Bay from atop Sweeny Ridge, camped beneath a large redwood they named *El Palo Alto*, or “The Tall Stick.” In 1777, the Franciscan Order founded Mission Santa Clara approximately 18 miles east of the project site. The Mission claimed the surrounding area and forced the Ohlone out of their communities and into the new mission-controlled colony, which quickly resulted in the decimation of the native population. The priests located at missions along the peninsula capitalized on the expansive pastureland to raise cattle and horses for the Spanish government. By 1810, the missions grazed more than 10,000 cattle (Postel 2007:78).

Early Settlement in San Mateo County

The newly independent Mexican government disbanded the mission system in 1834 and liquidated the mission holdings into huge land grant ranchos. Due to the remoteness of Alta California, the native English-speaking Hispanic people, known as Californios, soon found themselves ignored by Mexico City. As more Anglo-Americans from eastern states came to California, sympathies to join the United States grew. The Mexican-American War, the Treaty of Guadalupe Hidalgo, and the discovery of gold on the American River in January of 1848 set in motion the Californios’ loss of California (Laffey 1992:5). The Mexican government gradually secularized mission-owned property in California during the 1830s. Mexican governors granted large tracts of mission lands to political allies, as well as to veterans in recognition of their military service. The building at 200 Airport Boulevard is located within Rancho Buri Buri, originally established in 1796 by Spanish Governor Diego de Borcia for use by San Francisco Presidio soldiers (Postel 2007:79). Rancho Buri Buri, a modification of *Urebure*, the name of an Ohlone tribelet inhabiting the area around San Bruno Creek and the southern tip of San Bruno Mountain, includes the south slope of San Bruno Mountain and what would become the modern communities of South San Francisco, San Bruno, Millbrae, and a portion of Burlingame.

The discovery of gold in Coloma in 1849 resulted in exponential population growth in California and caused many ranchos to be subdivided and sold off for development. The abundance of redwood trees represented a valuable resource that was regulated by the government during the Spanish colonial period, which limited logging and levied a 10 percent tax on lumber exports. During the Mexican colonial period these restrictions eased, and many newly arrived American and European settlers participated in the redwood logging industry. In response to peninsula residents seeking to separate from the political corruption and lack of official attention from officials in San Francisco, the Legislature passed an act in 1856 to create the county of San Mateo – named after a creek in the city of San Mateo – by taking the southern 90 percent of San Francisco County. Subsequent annexations of land in northern Santa Cruz County in 1868 (which included the communities of San Gregorio and Pescadero), as well as refinements with the San Francisco County border in 1901, enlarged San Mateo County to its present size (Coy 1923:236, 238-241; Postel 2007:19-21; Hynding 1982:141-142).

Although San Mateo County adjoins densely populated San Francisco County, it remained sparsely settled until the early-20th century. Following the construction of the San Francisco-San Jose Railroad in the 1860s, developers purchased large tracts of land near the rail corridor, spurring settlement and private development throughout San Mateo County (Hynding 1982:63). This would change rapidly following the April 1906 Earthquake and Fire, when, within a week of the disaster, 60,000 survivors fled San Francisco for other peninsula communities via the San Francisco-San Jose Railroad. In the years following the reconstruction and recovery, 10,000 refugees chose to remain in San Mateo County, doubling its population (Hynding 1982:78). During the Great Depression, San Mateo County’s industries provided a diverse economic base to lessen economic hardship; by 1934, only three percent of residents received aid (Works Progress Administration 1939; Hynding 1982:87). At the onset of World War II, defense workers moved to San Mateo County, creating another population boom, and defense housing quickly expanded many communities’ suburban footprints (Hynding 1982:138).

*Recorded by: Michael Hibma

*Date: October 1, 2018 ☒ Continuation

D6. Significance (continued)

Following World War II, many defense industry workers, returning veterans, and migrants from the eastern United States wanted to remain and enjoy the state's warm climate and plentiful jobs. By 1970, the state's population doubled to nearly 20 million, which spurred a 20-year-long construction boom. The majority of the new residents were mostly young people forming families (Self 2003:257), which led to a pace of demographic change that transformed California. Then-Governor Earl Warren characterized the influx of residents as adding "a whole new city of ten thousand people every Monday morning" (Weaver 1967:147). In San Mateo County, the growth of the aircraft industry and passenger air service at San Francisco International Airport spurred growth of maintenance yards, shops, industrial parks, hotels, and restaurants. The popularity of the automobile and suburban development also fostered a boom in countywide transportation-related infrastructure (Hynding 1982:299-305); between 1946 and 1986, the Bayshore Freeway (U.S. 101), the J. Arthur Younger Freeway (State Route 92), the Portola Freeway (State Route 380), and State Route 280 were built and/or expanded. The San Mateo Bridge was built in 1967, and the Dumbarton Bridge opened in 1971 to carry State Route 84 over San Francisco Bay; the bridge was later enlarged in 1984 (Hynding 1982:256-261; Postel 2007:135-137).

San Mateo County's association with technological innovation in what was to become known as Silicon Valley began in 1948, when three scientists at New Jersey-based Bell Laboratories developed the transistor, the first semiconductor. One of the Bell scientists, William Shockley, relocated to Palo Alto in 1955 to be near his ailing mother in Menlo Park. He opened Shockley Transistors and soon assembled a talented staff via students from the University of California, Berkeley and Stanford University. However, many found his abrasive managerial style discouraging and soon left Shockley Transistors, taking their knowledge with them. Many remained in the San Francisco Bay Area and formed their own company, Fairchild Semiconductors in 1957, using venture capital from New York bankers (Postel 2007:136; Storper 2015:81-83). This proved a precursor of a pattern of job hopping and venture capital-based firms that shaped Silicon Valley during the following 60 years.

City of South San Francisco

The building at 200 Airport Boulevard is located in the former Rancho Buri Buri. In 1825, José Antonio Sánchez, a soldier at the Presidio of San Francisco who came to California in 1776 with the De Anza Expedition, petitioned the New Mexican governor for a land grant rancho at Buri Buri, a 14,639-acre land grant in northern San Mateo County. On December 11, 1827, Sánchez was awarded provisional ownership by the Mexican government. In 1835, Mexican Governor José Castro formally granted Rancho Buri Buri to José Antonio Sánchez. He grew vegetables, wheat, and corn on his land, and also grazed cattle. He and his sons built a dock or embarcadero to ship produce and hides, retiring from active service in 1836; he died in 1843. After the Mexican-American War in 1848, California became a territory of the United States. The Treaty of Guadalupe Hidalgo stipulated that sufficiently proven land grants would be honored by the American government. On March 9, 1852, José Antonio Sánchez's eldest son José de la Cruz Sánchez and his seven siblings/co-heirs presented a petition for Rancho Buri Buri. Following the end of the lengthy land claim review process, the Sanchez family was left with five percent of the original 14,639-acre grant as confirmed by the Land Commission in September 1864 (Moore & DePue 1878:10).

The community that would become South San Francisco began as a meatpacking town named "Baden." In 1856, Cattle baron Charles Lux purchased 1,500 acres of Rancho Buri Buri and built a home two years later where he and Henry Miller formed Miller & Lux, the largest cattle company in California history. Miller and Lux cowboys would drive cattle from their Central Valley ranches up the Peninsula to Baden to fatten before slaughter and sale in San Francisco meat markets. The arrival of Miller & Lux signaled a shift to industrial land uses in Baden. The close proximity to San Francisco and overseas markets also attracted other meat merchants such as Chicago-based Gustavus Swift and rival Philip Armour. Swift and Armour joined forces, purchased 3,500 acres (including the Miller & Lux holdings, and built a large meat packing plant off Point San Bruno. The development partnership was called the South San Francisco Land and Improvement Company. Gustavus Swift is credited with originating the name "South San Francisco" from similar earlier developments in south Omaha, Nebraska, and south Chicago (Hynding 1982:102-105; Postel 2007:201). With close proximity to the Southern Pacific freight lines in and out of San Francisco (and the international markets beyond via the piers on the Embarcadero), other companies created factories and set up shop in the area in the 1890s.

D6. Significance (continued)

In 1893, the stock market crash triggered a national economic depression that lasted until 1897. During this time, the economy of South San Francisco stagnated and land sales slowed. The Panic of 1893 wiped out the meat packing industry, creating opportunities for other industries to grow. The early promotion of a broad and diverse industrial and commercial economic foundation allowed South San Francisco to better weather national economic downturns. When South San Francisco (also known as “South City”) incorporated in 1908, seven other major industries arrived, a paint company, two steel mills, a tannery, two brickyards, and a lumber company. During this time, South City had local trolley car service, telephone service, a local newspaper, and a branch of the Bank of Italy. Over time, residential areas emerged to house workers and support businesses. By 1905, the population of South San Francisco reached 1,500 residents, mostly working class residents with a diverse ethnic range including Irish, Germans, Italians, Portuguese, and Chinese.

For most of the early-to-mid-20th century, South San Francisco remained a growing town spurred by industrial development and an expanding downtown retail commercial core that served northern San Mateo County. During the 1930s the City of South San Francisco was a “closely built conglomeration of steel mills, foundries, smelters, and refineries, machine shops and lumber yards, stockyards, and packing plants” (Federal Writer’s Project 1939:368). These steel mills, foundries, and smelters were the core of a large shipbuilding industry in South San Francisco during both world wars. The development of a state highway system linked South San Francisco’s industrial engine to international markets via San Francisco’s waterfront and internal markets within San Mateo County and beyond. In the mid-to-late 20th century, the economy of South San Francisco transitioned from smokestacks and heavy industry to electronics, computer programming, and biotechnology firms such as Genentech. South San Francisco began to gain economic influence as neighboring communities grew during the post-war period. Developers built new neighborhoods on tracts of rural land east and north of downtown connected by a growing network of highways. To make the downtown more attractive, merchants and owners remodeled their buildings to modernize and improve the downtown aesthetic to appeal to suburbanites. Examples of recent efforts to stimulate the downtown include encouraging mixed-use development projects, streetscape improvements, historic core improvements, and a Caltrain regional rail station to spur residential development. Today, South San Francisco remains an important industrial center for San Mateo County.

210 Airport Boulevard

The building at 210 Airport Boulevard first appears in aerial photographs in 1956 (Nationwide Environmental Title Research 1956). A review of city directories indicates that by 1949 (which predates the current building), this site was the location of Clearlite Trophies, a trophy and commemorations manufacturer owned by William Borba Sr. City directory information also indicates that building at 210 Airport Boulevard was used as a machine shop by the Borba Manufacturing Company. Today the building continues to be the location of *Clearlite Trophies*.

Louis Peter Baldini – Architect

According to building permit information on file at the Building Division of the City of South San Francisco, the architect responsible for designing the building at 214 Airport Boulevard was Louis P. Baldini, who operated his own office at 405 Grand Avenue, in South San Francisco. According to the American Institute of Architects (AIA), Louis P. Baldini was born in the Emilia-Romagna community of Cavezzo, Italy, on March 3, 1911. He studied architecture at the University of California, Berkeley, and graduated with a degree in Architecture. He began his career as a draftsman for William Wurster’s architectural firm in San Francisco. During World War II, Louis Baldini served as a Naval Architect from 1940-1943. After the war, Louis Baldini returned to private practice as a draftsman for the San Francisco-based architectural firm of Masten and Hurd, and later was a designer for the San Francisco-based architect Albert Williams. In 1946, he opened his own practice in San Francisco, but also operated a satellite office in South San Francisco (AIA 1962:30; Pacific Coast Architecture Database 2018).

Louis Baldini designed residential, commercial, industrial, religious, educational, recreational and civic buildings. His better known works include a residence in Hillsborough, San Mateo County (1950); an addition to the South San Francisco Public Library (1953); in 1954, he designed a Fire Station in the San Mateo County community of Daly City, the Parkway School in South San Francisco, and a combination storage and office building for the South San Francisco Unified School District; and various additions to Parkway School classrooms (1955) (demolished) (AIA 1962:30). Based on this small catalog of buildings, Mr. Baldini’s architectural output appears unimportant by the architectural profession.

B10. Significance Evaluation (continued)

Architectural Context

The architectural qualities of 210 Airport Boulevard parallels trends elsewhere in California during the mid-20th Century. The section below describes the building at 210 Airport Boulevard, followed by a discussion of the representative aspects of its architectural design.

Vernacular. A useful approach to understanding what Vernacular style is, is by defining what it is *not*. That is, Vernacular architecture is not overly formal or monumental in nature, but rather is represented by relatively unadorned construction that is not designed by a professional architect. Vernacular architecture is the commonplace or ordinary building stock that is built for meeting a practical purpose with a minimal amount of flourish or otherwise traditional or ethnic influences (Upton and Vlach 1986:xv-xxi, 426-432). The historical roots of the Vernacular style in the United States dates from colonial settlement during the 16th and 17th centuries. European immigrants, either of modest independent means, or financed with corporate backing, brought with them a wood-based building tradition. From this combination of a wood-based building tradition, in an open, unsettled and heavily forested land, with a young population developed a vernacular style “characterized by short-lived or temporary dwellings focused on the family and distinct from the place of work” (Jackson 1984:85-87). Typically associated with older, hand-built rural buildings in remote or rural, agricultural settings, Vernacular architecture can also include modern, pre-fabricated, general-purpose steel buildings used as shop space, warehouses, discount-clearance centers and many other uses (Gottfried and Jennings 2109:9-16). Several character-defining features of the Vernacular style include simple roofline, with a medium to low pitch; small building footprint, generally rectangular; minimal ornamentation, simple utilitarian construction techniques and mass-produced materials.

Eligibility Evaluation

The following section presents an evaluation to assess the eligibility of whether the industrial building at 210 Airport Boulevard sufficiently retains the character-defining features that would qualify it as eligible for inclusion in the California Register or for local City of South San Francisco designation, thereby qualifying it as a historical resource for the purposes of the California Environmental Quality Act.

Criterion 1: Is it associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage?

Research indicates that the industrial building at 210 Airport Boulevard is associated with the growth of South San Francisco in the mid-20th century. This, single-story industrial building was designed by an unknown architect and constructed in 1954 by South San Francisco-based Rolley Industrial Buildings. The building is one of many Vernacular buildings in South San Francisco associated with this period of growth. No evidence was identified to elevate the building in associative stature. It does not possess specific, important associations within the historic context to distinguish it from other buildings with a similar construction history and use. For these reasons, the building at 210 Airport Boulevard does not appear significant under Criterion 1.

Criterion 2: Is it associated with the lives of persons important in our past?

Background research did not identify an association with any persons important in our past. Although background research identified an association with 210 Airport Boulevard with William Borba Sr., a former city council member and mayor of South San Francisco, his association with the building did not appear to make significant contributions to the history of South San Francisco, San Mateo County, or California. For these reasons, the building at 210 Airport Boulevard does not appear significant under Criterion 2.

Criterion 3: Does it embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual, or possess high artistic values?

The building possesses some of the general characteristics of Vernacular commercial architecture, a well-represented style in South San Francisco’s existing building stock. The architect responsible for designing 210 Airport Boulevard was San Francisco-based architect Louis P. Baldini. The building’s builder was not identified. Background research indicated that Mr. Baldini’s architectural output is regarded as unimportant by the architectural profession. For these reasons, the building at 210 Airport Boulevard does not appear significant under Criterion 3.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

B10. Significance Evaluation (continued)

Criterion 4: Has it yielded, or may it be likely to yield, information important to history?

This criterion is typically used to evaluate the potential for archaeological deposit to contain information important in understanding past lifeways of modern South San Francisco's early historic-period and pre-European contact inhabitants. Its application to architecture is less common in eligibility assessments due to the prevalence of popular publications that thoroughly document the form, materials, and design of a given building type. Information about the Vernacular architecture style and construction methods, as represented by the industrial building at 210 Airport Boulevard, can be obtained from other widely available sources on this and other common architectural styles. The building is unlikely to yield information important to the history of South San Francisco, San Mateo County, or California. For these reasons, the building at 210 Airport Boulevard does not appear significant under Criterion 4.

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 §2011)

(a) *Its character, interest or value as a significant part of the heritage of the city, the state or the nation; and*

Background research did not indicate that the character of the general-purpose industrial building at 210 Airport Boulevard did not generate sufficient interest or value to the heritage of the city, the state, or the nation.

(b) *Its location as a site of a significant historic event; or*

Background research did find an association between the general-purpose industrial building at 210 Airport Boulevard and the mid-20th century development of South San Francisco, a significant event in the city's history. However, this building did not rise in evaluative statue under this association.

(c) *Its identification with a person or persons who significantly contributed to the culture and development of the city, the state or the nation; or*

Background research found an association with the general-purpose industrial building at 210 Airport Boulevard and William Borba, Sr., a former mayor and city council member of South San Francisco. However, this property was not where Mr. Borba lived, conducted his political activates, and is instead once contained a machine shop business he owned. However, this building did not rise in evaluative statue under this association and this arrangement is not unique in the history of South San Francisco.

(d) *Its exemplification of a particular architectural style or way of life; or*

The general-purpose industrial building at 210 Airport Boulevard is a representative example of Vernacular construction, a type of architectural style or method of construction in California. This building is associated with small-scale industrial activities, a lifeway common to residents and workers in South San Francisco since the mid-20th century. However, background research indicated that this building did not rise in evaluative statue under either association.

(e) *Its exemplification of the best remaining example of a particular architectural type in the city; or*

Background research indicated that the general-purpose industrial building at 210 Airport Boulevard is not the last or best remaining example of this type of construction.

(f) *Its identification as the creation, design or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation; or*

Background research indicated that the general-purpose industrial building at 210 Airport Boulevard is not the creation, design, or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation.

(g) *Its embodiment of elements demonstrating outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship; or*

Background research indicated that the general-purpose industrial building at 210 Airport Boulevard does not embody the elements demonstrating an outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship. It is a relatively common building and standardized form of construction.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

B10. Significance Evaluation (continued)

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 § 2, 2011)

- (h) *Its relationship to any other historic resource if its preservation is essential to the integrity of the other historic resource (for example, it is a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected, such as the civic center, downtown, or a specific residential neighborhood); or*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is not a contributing element to a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected. This building is one of three similar buildings of similar age that are essentially cut off from the downtown area by four-lane Airport Boulevard to the west and south, U.S. 101/Bayshore Freeway and the Caltrans tracks to the east and a four-lane Grand Avenue and north and south-bound freeway on and off ramps.

- (i) *Its unique location or singular physical characteristics representing an established and familiar visual feature of the city; or*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is not in a unique location and does not possess singular physical characteristics that form a signature visual feature of the City. The building is an example of a common prefabricated method of industrial and commercial construction common to the City of South San Francisco, San Mateo County and California.

- (j) *Its potential of yielding significant information of archeological interest; or*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is constructed on bay margin lands that were later filled filled-in. This location is not likely to yield information of archaeological interest.

- (k) *Its integrity as a natural environment that strongly contributes to the well-being of the people of the city, the state, or the nation. For example, an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.*

Background research and field survey indicates that the general-purpose industrial building at 206 Airport Boulevard is located in an area that transitions from a commercial downtown to a more industrial area near the bayshore. It is not located in a natural environment or an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.

Integrity

Since the industrial building at 206 Airport Boulevard does not appear significant under the criteria of the California Register and the City of South San Francisco under any criteria, its integrity was not assessed.

Conclusion

The property at 206 Airport Boulevard consists of a single-story general-purpose industrial building constructed in 1954. The building was originally used for light manufacturing and is currently used to showcase and sell office and residential furniture. Based on background research and field survey, the industrial building at 206 Airport Boulevard does not appear eligible for individual inclusion in the California Register, nor does it appear eligible under the evaluative criteria of the City of South San Francisco, or as a contributor to a potential historic district due to a lack of significant historical associations. For this reason, the industrial building at 206 Airport Boulevard does not appear to be a historical resource for the purposes of the California Environmental Quality Act (California Public Resources Code Section 5024.1).

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Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

P5a. Photograph (continued)



210 Airport Boulevard, west and (partial) south façades. View north. September 20, 2018.



210 Airport Boulevard, west façade. View southeast. September 20, 2018.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

P5a. Photograph (continued)



214 Airport Boulevard, west façade. View northeast. September 20, 2018.

**214 Airport Boulevard
APN 012-338-010**

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

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 12

Resource Name: 214 Airport Boulevard

P1. Other Identifier: *Greyhound Depot; Betty's Coffee Shop*

P2. Location: Not for Publication: Unrestricted: ☒

a. County: San Mateo

b. USGS 7.5' Quad: *San Francisco South, Calif.* Date: 1980; T3S/R5W; unsectioned *Rancho Buri Buri*; Mount Diablo B.M.

c. Address: 214 Airport Boulevard City South San Francisco Zip 94080

d. UTM: 10S 552254mN/4167613mE

e. Other Locational Data: APN 012-338-010

P3a. Description: This resource is a single-story, general purpose, pre-fabricated metal commercial building constructed on the north side of Airport Boulevard circa 1950. The building is located along the western boundary of a rectangular parcel located in a former industrial area east of downtown South San Francisco. The building is a typical example of Vernacular commercial architecture. The building is covered with a low-pitched, end-gabled, standing seam metal roof sheathed in galvanized metal roofing, with walls clad in galvanized metal siding, and rests on a concrete slab foundation. The main entrance is a single-leaf door at the center right of the west-facing façade. Structural alterations include application of a faux-stone treatment on the main, street-facing façade, construction of a shed-roof addition on the eastern, rear-facing façade, and an interior remodeling. This building is in poor condition and appears currently vacant.

P3b. Resource Attributes: (HP8) Industrial building; (HP46) Walls/gates/fences

P4. Resources Present: ☒ Building

P5a. Photograph:



P5b. Description of Photo:
214 Airport Boulevard. West and south façades, view to the northeast. LSA photograph 9/20/18.

P6. Date Constructed/Age and Source: Historic built ca. 1950. Aerial photographs.

P7. Owner and Address:
William A. Jr. and Marisa Borba Trust
3955 Foothill Oaks Drive
Auburn, CA 95602

P8. Recorded by:
Michael Hibma, M.A., DPH
LSA
157 Park Place
Point Richmond, California 94801

P9. Date recorded: 10/1/18

P10. Survey Type: Intensive

P11. Report Citation: Hibma, Michael, 2018. *Historical Resource Evaluation of 200-214 Airport Boulevard, City of South San Francisco, San Mateo County, California*. LSA Associates, Inc., Point Richmond, California.

Attachments: ☒ Location Map ☒ Continuation ☒ Building, Structure, and Object Record

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 2 of 12

NRHP Status Code: 6Z
Resource Name: 214 Airport Boulevard

- B1. **Historic Name:** *Greyhound Bus Lines; Betty's Coffee Shop*
B2. **Common Name:** 214 Airport Boulevard
B3. **Original Use:** Bus depot (waiting room and restaurant)
B4. **Present Use:** Vacant
B5. **Architectural Style:** Vernacular industrial
B6. **Construction History:** Historical USGS topographic quadrangles and Sanborn Fire Insurance Company maps indicated that this general purpose, pre-manufactured metal building constructed circa 1950. The first recorded use of the building was as a waiting room and restaurant for Greyhound Bus Lines and later used as a coffee shop. Based on its current appearance and architectural design elements, it appears that several notable alterations to the building have occurred, including a complete faux-stone façade treatment and an addition at the rear, east-facing façade.
B7. **Moved?** No
B8. **Related Features:** None
B9. **a. Architect:** Unknown
b. Builder: Unknown
B10. **Significance: Theme:** Industrial development

Area: South San Francisco, San Mateo County

Period of Significance: N/A

Property Type: Industrial

Applicable Criteria: N/A

This industrial building is on a rectangular parcel in a former industrial area east of downtown South San Francisco. Research indicates that the building at 214 Airport Boulevard is associated with the industrial development of mid-20th century South San Francisco. Please see the continuation sheets for the property's historic context and an overview of land use history and property-specific development.

- B11. **Additional Resource Attributes:**
None

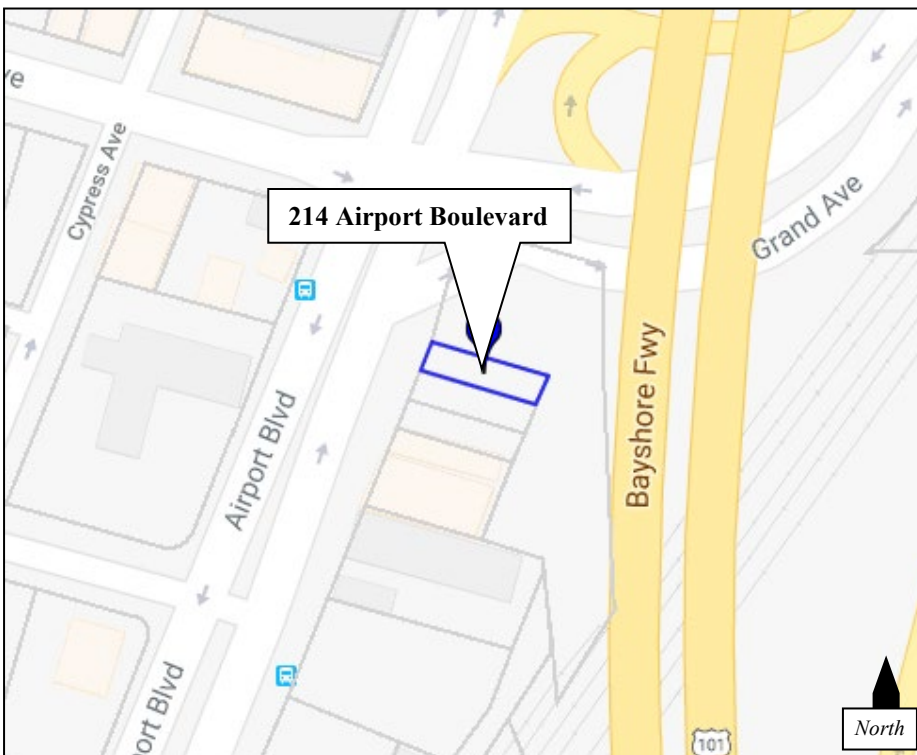
- B12. **References:**
Abeloe, William N, et. al.
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See Continuation Sheets.

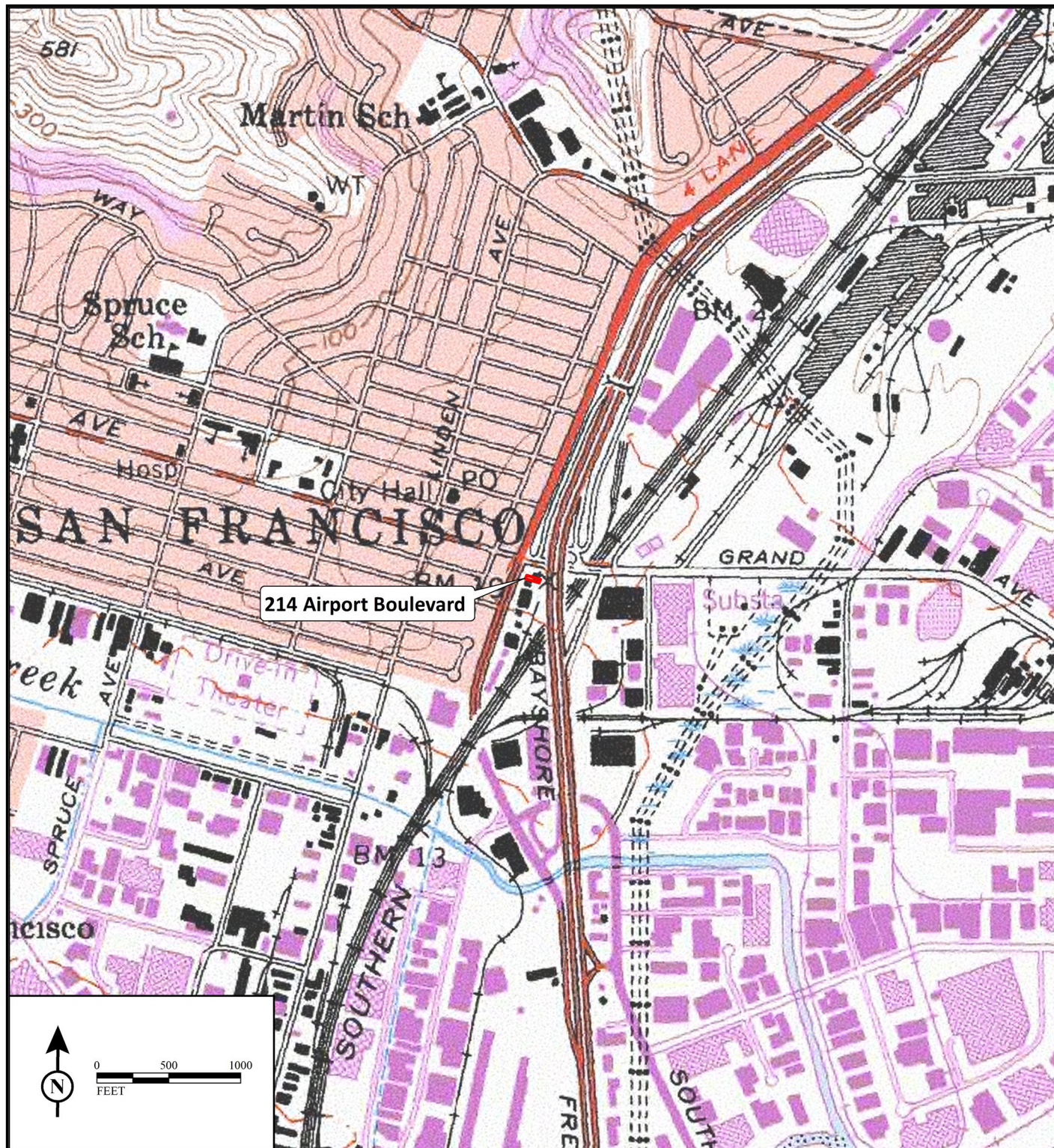
- B13. **Remarks:** None

- B14. **Evaluator:**
Michael Hibma, M.A., DPH
LSA Associates, Inc.
157 Park Place
Point Richmond, California
94801

Date of Evaluation: 10/1/18



(This space reserved for official comments.)



D6. Significance (continued)

Precontact Period

The building at 206 Airport Boulevard is located east of downtown south San Francisco. Prior to European settlement, the San Francisco Bay was home to numerous tribal groups. These groups included the Ohlone, who inhabited the area what would become San Mateo County. These semi-nomadic people were hunter-gatherers who depended on coastal plant and animal species for food and other resources. Spanish records indicate that by the mid-18th century, 10 to 12 indigenous tribelets with an estimated total population between 1,000 to 2,400 lived within San Mateo County (Postel 2007:72). Intensive Hispanic exploration and settlement of the Bay Area began with the first recorded visit on November 6-11, 1769, when a Spanish expedition led by Lieutenant Gaspar de Portolá, after having accidentally discovered San Francisco Bay from atop Sweeny Ridge, camped beneath a large redwood they named *El Palo Alto*, or “The Tall Stick.” In 1777, the Franciscan Order founded Mission Santa Clara approximately 18 miles east of the project site. The Mission claimed the surrounding area and forced the Ohlone out of their communities and into the new mission-controlled colony, which quickly resulted in the decimation of the native population. The priests located at missions along the peninsula capitalized on the expansive pastureland to raise cattle and horses for the Spanish government. By 1810, the missions grazed more than 10,000 cattle (Postel 2007:78).

Early Settlement in San Mateo County

The newly independent Mexican government disbanded the mission system in 1834 and liquidated the mission holdings into huge land grant ranchos. Due to the remoteness of Alta California, the native English-speaking Hispanic people, known as Californios, soon found themselves ignored by Mexico City. As more Anglo-Americans from eastern states came to California, sympathies to join the United States grew. The Mexican-American War, the Treaty of Guadalupe Hidalgo, and the discovery of gold on the American River in January of 1848 set in motion the Californios’ loss of California (Laffey 1992:5). The Mexican government gradually secularized mission-owned property in California during the 1830s. Mexican governors granted large tracts of mission lands to political allies, as well as to veterans in recognition of their military service. The building at 200 Airport Boulevard is located within Rancho Buri Buri, originally established in 1796 by Spanish Governor Diego de Borcia for use by San Francisco Presidio soldiers (Postel 2007:79). Rancho Buri Buri, a modification of *Urebure*, the name of an Ohlone tribelet inhabiting the area around San Bruno Creek and the southern tip of San Bruno Mountain, includes the south slope of San Bruno Mountain and what would become the modern communities of South San Francisco, San Bruno, Millbrae, and a portion of Burlingame.

The discovery of gold in Coloma in 1849 resulted in exponential population growth in California and caused many ranchos to be subdivided and sold off for development. The abundance of redwood trees represented a valuable resource that was regulated by the government during the Spanish colonial period, which limited logging and levied a 10 percent tax on lumber exports. During the Mexican colonial period these restrictions eased, and many newly arrived American and European settlers participated in the redwood logging industry. In response to peninsula residents seeking to separate from the political corruption and lack of official attention from officials in San Francisco, the Legislature passed an act in 1856 to create the county of San Mateo – named after a creek in the city of San Mateo – by taking the southern 90 percent of San Francisco County. Subsequent annexations of land in northern Santa Cruz County in 1868 (which included the communities of San Gregorio and Pescadero), as well as refinements with the San Francisco County border in 1901, enlarged San Mateo County to its present size (Coy 1923:236, 238-241; Postel 2007:19-21; Hynding 1982:141-142).

Although San Mateo County adjoins densely populated San Francisco County, it remained sparsely settled until the early-20th century. Following the construction of the San Francisco-San Jose Railroad in the 1860s, developers purchased large tracts of land near the rail corridor, spurring settlement and private development throughout San Mateo County (Hynding 1982:63). This would change rapidly following the April 1906 Earthquake and Fire, when, within a week of the disaster, 60,000 survivors fled San Francisco for other peninsula communities via the San Francisco-San Jose Railroad. In the years following the reconstruction and recovery, 10,000 refugees chose to remain in San Mateo County, doubling its population (Hynding 1982:78). During the Great Depression, San Mateo County’s industries provided a diverse economic base to lessen economic hardship; by 1934, only three percent of residents received aid (Works Progress Administration 1939; Hynding 1982:87). At the onset of World War II, defense workers moved to San Mateo County, creating another population boom, and defense housing quickly expanded many communities’ suburban footprints (Hynding 1982:138).

D6. Significance (continued)

Following World War II, many defense industry workers, returning veterans, and migrants from the eastern United States wanted to remain and enjoy the state's warm climate and plentiful jobs. By 1970, the state's population doubled to nearly 20 million, which spurred a 20-year-long construction boom. The majority of the new residents were mostly young people forming families (Self 2003:257), which led to a pace of demographic change that transformed California. Then-Governor Earl Warren characterized the influx of residents as adding "a whole new city of ten thousand people every Monday morning" (Weaver 1967:147). In San Mateo County, the growth of the aircraft industry and passenger air service at San Francisco International Airport spurred growth of maintenance yards, shops, industrial parks, hotels, and restaurants. The popularity of the automobile and suburban development also fostered a boom in countywide transportation-related infrastructure (Hynding 1982:299-305); between 1946 and 1986, the Bayshore Freeway (U.S. 101), the J. Arthur Younger Freeway (State Route 92), the Portola Freeway (State Route 380), and State Route 280 were built and/or expanded. The San Mateo Bridge was built in 1967, and the Dumbarton Bridge opened in 1971 to carry State Route 84 over San Francisco Bay; the bridge was later enlarged in 1984 (Hynding 1982:256-261; Postel 2007:135-137).

San Mateo County's association with technological innovation in what was to become known as Silicon Valley began in 1948, when three scientists at New Jersey-based Bell Laboratories developed the transistor, the first semiconductor. One of the Bell scientists, William Shockley, relocated to Palo Alto in 1955 to be near his ailing mother in Menlo Park. He opened Shockley Transistors and soon assembled a talented staff via students from the University of California, Berkeley and Stanford University. However, many found his abrasive managerial style discouraging and soon left Shockley Transistors, taking their knowledge with them. Many remained in the San Francisco Bay Area and formed their own company, Fairchild Semiconductors in 1957, using venture capital from New York bankers (Postel 2007:136; Storper 2015:81-83). This proved a precursor of a pattern of job hopping and venture capital-based firms that shaped Silicon Valley during the following 60 years.

City of South San Francisco

The building at 200 Airport Boulevard is located in the former Rancho Buri Buri. In 1825, José Antonio Sánchez, a soldier at the Presidio of San Francisco who came to California in 1776 with the De Anza Expedition, petitioned the New Mexican governor for a land grant rancho at Buri Buri, a 14,639-acre land grant in northern San Mateo County. On December 11, 1827, Sánchez was awarded provisional ownership by the Mexican government. In 1835, Mexican Governor José Castro formally granted Rancho Buri Buri to José Antonio Sánchez. He grew vegetables, wheat, and corn on his land, and also grazed cattle. He and his sons built a dock or embarcadero to ship produce and hides, retiring from active service in 1836; he died in 1843. After the Mexican-American War in 1848, California became a territory of the United States. The Treaty of Guadalupe Hidalgo stipulated that sufficiently proven land grants would be honored by the American government. On March 9, 1852, José Antonio Sánchez's eldest son José de la Cruz Sánchez and his seven siblings/co-heirs presented a petition for Rancho Buri Buri. Following the end of the lengthy land claim review process, the Sanchez family was left with five percent of the original 14,639-acre grant as confirmed by the Land Commission in September 1864 (Moore & DePue 1878:10).

The community that would become South San Francisco began as a meatpacking town named "Baden." In 1856, Cattle baron Charles Lux purchased 1,500 acres of Rancho Buri Buri and built a home two years later where he and Henry Miller formed Miller & Lux, the largest cattle company in California history. Miller and Lux cowboys would drive cattle from their Central Valley ranches up the Peninsula to Baden to fatten before slaughter and sale in San Francisco meat markets. The arrival of Miller & Lux signaled a shift to industrial land uses in Baden. The close proximity to San Francisco and overseas markets also attracted other meat merchants such as Chicago-based Gustavus Swift and rival Philip Armour. Swift and Armour joined forces, purchased 3,500 acres (including the Miller & Lux holdings, and built a large meat packing plant off Point San Bruno. The development partnership was called the South San Francisco Land and Improvement Company. Gustavus Swift is credited with originating the name "South San Francisco" from similar earlier developments in south Omaha, Nebraska, and south Chicago (Hynding 1982:102-105; Postel 2007:201). With close proximity to the Southern Pacific freight lines in and out of San Francisco (and the international markets beyond via the piers on the Embarcadero), other companies created factories and set up shop in the area in the 1890s.

*Recorded by: Michael Hibma

*Date: October 1, 2018 ☒ Continuation

D6. Significance (continued)

In 1893, the stock market crash triggered a national economic depression that lasted until 1897. During this time, the economy of South San Francisco stagnated and land sales slowed. The Panic of 1893 wiped out the meat packing industry, creating opportunities for other industries to grow. The early promotion of a broad and diverse industrial and commercial economic foundation allowed Baden/South San Francisco to better weather national economic downturns. When South San Francisco (also known as “South City”) incorporated in 1908, seven other major industries arrived, a paint company, two steel mills, a tannery, two brickyards, and a lumber company. During this time, South City had local trolley car service, telephone service, a local newspaper, and a branch of the Bank of Italy. Over time, residential areas emerged to house workers and support businesses. By 1905, the population of South San Francisco reached 1,500 residents, mostly working class residents with a diverse ethnic range including Irish, Germans, Italians, Portuguese, and Chinese.

For most of the early-to-mid-20th century, South San Francisco remained a growing town spurred by industrial development and an expanding downtown retail commercial core that served northern San Mateo County. During the 1930s the City of South San Francisco was a “closely built conglomeration of steel mills, foundries, smelters, and refineries, machine shops and lumber yards, stockyards, and packing plants” (Federal Writer’s Project 1939:368). These steel mills, foundries, and smelters were the core of a large shipbuilding industry in South San Francisco during both world wars. The development of a state highway system linked South San Francisco’s industrial engine to international markets via San Francisco’s waterfront and internal markets within San Mateo County and beyond. In the mid-to-late 20th century, the economy of South San Francisco transitioned from smokestacks and heavy industry to electronics, computer programming, and biotechnology firms such as Genentech. South San Francisco began to gain economic influence as neighboring communities grew during the post-war period. Developers built new neighborhoods on tracts of rural land east and north of downtown connected by a growing network of highways. To make the downtown more attractive, merchants and owners remodeled their buildings to modernize and improve the downtown aesthetic to appeal to suburbanites. Examples of recent efforts to stimulate the downtown include encouraging mixed-use development projects, streetscape improvements, historic core improvements, and a Caltrain regional rail station to spur residential development. Today, South San Francisco remains an important industrial center for San Mateo County.

214 Airport Boulevard

The building at 214 Airport Boulevard first appears in aerial photographs in 1956 (Nationwide Environmental Title Research 1956). A review of city directories indicates that by 1955, the building at 214 Airport Boulevard was used as a Greyhound Bus depot and restaurant. By 1961, it was also the location of Betty’s Coffee, and today the building appears vacant.

B10. Significance Evaluation (continued)

Architectural Context

The architectural qualities of 214 Airport Boulevard parallels trends elsewhere in California during the mid-20th Century. The section below describes the building at 214 Airport Boulevard, followed by a discussion of the representative aspects of its architectural design.

Vernacular. A useful approach to understanding what Vernacular style is, is by defining what it is *not*. That is, Vernacular architecture is not overly formal or monumental in nature, but rather is represented by relatively unadorned construction that is not designed by a professional architect. Vernacular architecture is the commonplace or ordinary building stock that is built for meeting a practical purpose with a minimal amount of flourish or otherwise traditional or ethnic influences (Upton and Vlach 1986:xv-xxi, 426-432). The use of metal pre-fabricated buildings in California dates to the Gold Rush. The combination of a national falling price of iron along with routine catastrophic fires in San Francisco, the need for a fireproof storage and lodging was urgent (Peterson 1965:318-324).

The historical roots of the Vernacular style in the United States dates from colonial settlement during the 16th and 17th centuries. European immigrants, either of modest independent means, or financed with corporate backing, brought with them a wood-based building tradition. From this combination of a wood-based building tradition, in an open, unsettled and heavily forested land, with a young population developed a vernacular style “characterized by short-lived or temporary dwellings focused on the family and distinct from the place of work” (Jackson 1984:85-87). Typically associated with older, hand-built rural buildings in remote or rural, agricultural settings, Vernacular architecture can also include modern, pre-fabricated, general-purpose steel buildings used as shop space, warehouses, discount-clearance centers and many other uses (Gottfried and Jennings 2009:9-16). Several character-defining features of the Vernacular style include simple roofline, with a medium to low pitch; small building footprint, generally rectangular; minimal ornamentation, simple utilitarian construction techniques and mass-produced materials.

Eligibility Evaluation

The following section presents an evaluation to assess the eligibility of whether the industrial building at 214 Airport Boulevard sufficiently retains the character-defining features that would qualify it as eligible for inclusion in the California Register or for local City of South San Francisco designation, thereby qualifying it as a historical resource for the purposes of the California Environmental Quality Act.

Criterion 1: Is it associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage?

Research indicates that the industrial building at 214 Airport Boulevard is associated with the growth of South San Francisco in the mid-20th century. This, single-story industrial building was designed by an unknown architect and constructed in 1954 by South San Francisco-based Rolley Industrial Buildings. The building is one of many Vernacular buildings in South San Francisco associated with this period of growth. No evidence was identified to elevate the building in associative stature. It does not possess specific, important associations within the historic context to distinguish it from other buildings with a similar construction history and use. For these reasons, the building at 214 Airport Boulevard does not appear significant under Criterion 1.

Criterion 2: Is it associated with the lives of persons important in our past?

Background research did not identify an association with any persons important in our past. The building’s architect and builder were not identified. Although background research identified an association with 214 Airport Boulevard with William Borba Sr., a former city council member and mayor of South San Francisco, his association with the building did not appear to make significant contributions to the history of South San Francisco, San Mateo County, or California. For these reasons, the building at 214 Airport Boulevard does not appear significant under Criterion 2.

Criterion 3: Does it embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual, or possess high artistic values?

The building possesses some of the general characteristics of Vernacular commercial architecture, a well-represented style in South San Francisco’s existing building stock. The building’s architect was not identified. For these reasons, the building at 214 Airport Boulevard does not appear significant under Criterion 3.

Recorded by: Michael Hibma

Date: October 1, 2018 ☒ Continuation

B10. Significance Evaluation (continued)

Criterion 4: Has it yielded, or may it be likely to yield, information important to history?

This criterion is typically used to evaluate the potential for archaeological deposit to contain information important in understanding past lifeways of modern South San Francisco's early historic-period and pre-European contact inhabitants. Its application to architecture is less common in eligibility assessments due to the prevalence of popular publications that thoroughly document the form, materials, and design of a given building type. Information about the Vernacular architecture style and construction methods, as represented by the industrial building at 214 Airport Boulevard, can be obtained from other widely available sources on this and other common architectural styles. The building is unlikely to yield information important to the history of South San Francisco, San Mateo County, or California. For these reasons, the building at 214 Airport Boulevard does not appear significant under Criterion 4.

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 §2011)

(a) *Its character, interest or value as a significant part of the heritage of the city, the state or the nation; and*

Background research did not indicate that the character of the general-purpose industrial building at 214 Airport Boulevard did not generate sufficient interest or value to the heritage of the city, the state, or the nation.

(b) *Its location as a site of a significant historic event; or*

Background research did find an association between the general-purpose industrial building at 214 Airport Boulevard and the mid-20th century development of South San Francisco, a significant event in the city's history. However, this building did not rise in evaluative statue under this association.

(c) *Its identification with a person or persons who significantly contributed to the culture and development of the city, the state or the nation; or*

Background research found an association with the general-purpose industrial building at 214 Airport Boulevard and William Borba, Sr., a former mayor and city council member of South San Francisco. However, this property was not where Mr. Borba lived, conducted his political activates, and is instead once contained a machine shop business he owned. However, this building did not rise in evaluative statue under this association and this arrangement is not unique in the history of South San Francisco.

(d) *Its exemplification of a particular architectural style or way of life; or*

The general-purpose industrial building at 214 Airport Boulevard is a representative example of Vernacular construction, a type of architectural style or method of construction in California. This building is associated with small-scale industrial activities, a lifeway common to residents and workers in South San Francisco since the mid-20th century. However, background research indicated that this building did not rise in evaluative statue under either association.

(e) *Its exemplification of the best remaining example of a particular architectural type in the city; or*

Background research indicated that the general-purpose industrial building at 214 Airport Boulevard is not the last or best remaining example of this type of construction.

(f) *Its identification as the creation, design or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation; or*

Background research indicated that the general-purpose industrial building at 214 Airport Boulevard is not the creation, design, or work of a person or persons whose efforts have significantly influenced the heritage of the city, the state or the nation.

(g) *Its embodiment of elements demonstrating outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship; or*

Background research indicated that the general-purpose industrial building at 214 Airport Boulevard does not embody the elements demonstrating an outstanding attention to artistic, architectural and/or engineering design, detail, materials, or craftsmanship. It is a relatively common building and standardized form of construction.

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B10. Significance Evaluation (continued)

South San Francisco Criteria for Historic Designation (Municipal Code Section 2.56.110; City Ord. 1440 §2011)

- (h) *Its relationship to any other historic resource if its preservation is essential to the integrity of the other historic resource (for example, it is a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected, such as the civic center, downtown, or a specific residential neighborhood); or*

Background research and field survey indicates that the general-purpose industrial building at 214 Airport Boulevard is not a contributing element to a clearly identified element of a larger cohesive neighborhood or area whose integrity and character should be protected. This building is one of three similar buildings of similar age that are essentially cut off from the downtown area by four-lane Airport Boulevard to the west and south, U.S. 101/Bayshore Freeway and the Caltrans tracks to the east and a four-lane Grand Avenue and north and south-bound freeway on and off ramps.

- (i) *Its unique location or singular physical characteristics representing an established and familiar visual feature of the city; or*

Background research and field survey indicates that the general-purpose industrial building at 214 Airport Boulevard is not in a unique location and does not possess singular physical characteristics that form a signature visual feature of the City. The building is an example of a common prefabricated method of industrial and commercial construction common to the City of South San Francisco, San Mateo County and California.

- (j) *Its potential of yielding significant information of archeological interest; or*

Background research and field survey indicates that the general-purpose industrial building at 214 Airport Boulevard is constructed on bay margin lands that were later filled-in. This location is not likely to yield information of archaeological interest.

- (k) *Its integrity as a natural environment that strongly contributes to the well-being of the people of the city, the state, or the nation. For example, an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.*

Background research and field survey indicates that the general-purpose industrial building at 214 Airport Boulevard is located in an area that transitions from a commercial downtown to a more industrial area near the bayshore. It is not located in a natural environment or an area retained in or developed in a natural setting, such as portions of Sign Hill, or some other feature which contributes to the quality of life in South San Francisco.

Integrity

Since the industrial building at 214 Airport Boulevard does not appear significant under the criteria of the California Register and the City of South San Francisco under any criteria, its integrity was not assessed.

Conclusion

The building at 214 Airport Boulevard consists of a single-story general-purpose industrial building constructed circa 1950. The building was originally used for light manufacturing and is currently used to showcase and sell office and residential furniture. Based on background research and field survey, the industrial building at 214 Airport Boulevard does not appear eligible for individual inclusion in the California Register, nor does it appear eligible under the evaluative criteria of the City of South San Francisco, or as a contributor to a potential historic district due to a lack of significant historical associations. For this reason, the industrial building at 214 Airport Boulevard does not appear to be a historical resource for the purposes of the California Environmental Quality Act (California Public Resources Code Section 5024.1).

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P5a. Photograph (continued)



214 Airport Boulevard, south and east façades. View northwest. September 20, 2018.



214 Airport Boulevard, west and south façades. View north. September 20, 2018.

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P5a. Photograph (continued)



214 Airport Boulevard, west façade. Close up of faux masonry cladding. View south. September 20, 2018.