2/27/90 - As amended in Committee
(Clerical corrections only)

File No. 115-90-3 ORDINANCE NO 104-90

[Zoning Text Amendment - Designating the South End Historic District]

AMENDING ARTICLE 10 OF THE CITY PLANNING CODE, PART II CHAPTER II OF THE MUNICIPAL CODE BY ADDING APPENDIX I DESIGNATING THE SOUTH END HISTORIC DISTRICT

SEC. 1. FINDINGS AND PURPOSES. The Board of Supervisors hereby finds that the area known and described in this ordinance as the South End Historic District has a special character and special historical, architectural and aesthetic interest and value and constitutes a distinct section of the City. The Board of Supervisors further finds that designation of this area as an Historic District will further and conform to the purposes and standards of Article 10 of the City Planning Code and the standards set forth therein, and that preservation on an area basis rather than on the basis of individual structures alone is in order. This ordinance is intended to further the general purpose of historic preservation legislation as set forth in Section 1001 of the City Planning Code and to promote the public health, safety and general welfare.

SEC. 2. DESIGNATION. Pursuant to Section 1004 of the City Planning Code, Chapter II, Part II of the San Francisco Municipal Code, the South End is hereby designated as an Historic District, this designation having been duly approved by Resolution No. 11869 of the City Planning Commission.

SEC. 3. LOCATION AND BOUNDARIES. The location and boundaries of the South End Historic District shall be as designated on the South End Historic District Map, the original of which is on file with the Clerk of the Board of Supervisors under File No. 115-90-3, which Map is hereby incorporated as though fully set forth.

SEC. 4. RELATION TO CITY PLANNING CODE AND REDEVELOPMENT PLAN FOR THE RINCON POINT - SOUTH BEACH PROJECT AREA. (a) Article 10 of the City Planning Code is the basic law governing historic preservation in the City and County

of San Francisco. This ordinance, being a specific application of Article 10, is both subject to and in addition to the provisions thereof.

(b) Except as may be specifically provided to the contrary in the ordinance, nothing in this ordinance shall supercede, impair or modify any City Planning Code provisions applicable to property in the South End Historic District, including but not limited to existing and future regulations controlling uses, height, bulk, coverage, floor area ratio, required open space, off-street parking and signs.

(c) Nothing in this ordinance shall supercede, impair or modify any provisions of the Redevelopment Plan (including the Design for Development), for the Rincon Point-South Beach Project Area which are applicable to property located in such Redevelopment Project Area and designated part of this South End Historic District.

SEC. 5. STATEMENT OF SIGNIFICANCE. (a) History of the area: for decades after the 1849 Gold Rush, San Francisco was the principal seaport and connection with the outside world for California and the West Coast. San Francisco's expansion and transformation into one of the most important cities in North America is attributable to the eminence of its port which, because of its sheltered location and deep water, became one of the best-suited on the Pacific Ocean.

The development of warehouses over a 120-year period along the southern waterfront provides a benchmark from which to view architectural and technological responses to the rapid changes of growing industrial nation state and city. The interdependence of architecture and history can be seen from a look at the evolution of warehouse forms along the southern waterfront. Unlike most other areas of the San Francisco waterfront, the

South End district contains an extraordinary concentration of buildings from almost every period of San Francisco's maritime history. Several street fronts -- such as Second, Third and Townsend -- are characterized by solid walls of brick and reinforced concrete warehouses. With this harmony of scale and materials, the South End Historic District is clearly a visually recognizable place.

One-story warehouses were common in the nineteenth century but rare in the early twentieth due to the increasing cost of land. Two of the oldest warehouses in the historic district are one story in height: Hooper's Warehouse (1874) and the California Warehouse (1882). Their horizontal orientation is accentuated through the use of strong cornice lines with decorative brick patterns.

Multi-story buildings have been more common along the southern waterfront since the turn of the century. After 1906, almost all new warehouses were constructed to be at least three stories in height, and several warehouses on Second and Townsend Streets reached six stories. The invention of the forklift in the 1930s eliminated advantages which multi-story buildings enjoyed over single-story structures. Since 1945, almost all warehouses constructed in the United States have been one story in height. Many multi-story warehouses and industrial buildings have been converted to other uses or are vacant because they have become obsolete for most warehouse or industrial functions.

South End's period of historical significance, 1867 to 1935, comprises the era during which the waterfront became a vital part of the city's and nation's maritime commerce. The buildings of the South End Historic District represent a rich and varied cross-section of the prominent local architects and builders of the period. Four buildings remain from the nineteenth century; another

four were constructed in the six-year interval preceding the 1906 earthquake. The majority of the buildings were erected between 1906 and 1929, a period during which trade along the waterfront increased dramatically.

Several events shaped this part of San Francisco. The building of Long Bridge in 1865 on the line of Fourth Street south to Point San Quentin or the Potrero district, opened up opportunities for new industrial development in the southern part of the city. The Second Street cut of 1869, through fashionable Rincon Hill, allowed access from downtown to the southern waterfront. The completion of the transcontinental railroad in 1869 (and the eventual extension of railway lines into the area) was the single most important event to impact the district. The fire of 1906 and the opening of the Panama Canal in 1914 were further impetuses to warehouse construction in this area, as were the seawall and the Belt Line Railway.

Prominent figures in San Francisco history have been associated with the district. William Ralston, founder of the Bank of California, builder of the Palace Hotel, and financier of San Francisco and the West, owned property in the district and was a major force in politically engineering the Second Street cut in 1869. William Sharon, a U.S. Senator from Nevada in 1875-81, acquired much of Ralston's estate and also co-owned and built the California Warehouse on the corner of Second and Townsend for Haslett and Bailey in 1882.

William P. Aspinwall founded the internationally important Oriental Warehouse (Pacific Mail Steamship Company) in this district during the Gold Rush. John Hooper built Hooper's South End Grain Warehouse at Japan and Townsend Streets in 1874 for California's lucrative grain trade. Hooper was a member of a family known particularly for its lumber trade, with large land holdings just south of the South End Historic District.

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The leading warehouse firms in San Francisco were those of the Haslett and Lamb families. Samuel Haslett, a native of Ireland, came to San Francisco in the 1870s and became a partner with J.W. Cox at the Humboldt Warehouse on Rincon Point. Haslett's sons continued the business after his death, and Samuel Haslett IV is now president of the firm. Once nationally known in warehousing, the Hasletts built or are associated with seven warehouses in the district. George Lamb founded the South End Warehouse Company in 1905, and later co-founded the drayage and hauling firm of King and Company. South End operated six warehouses in the area at various times.

Charles Lee Tilden (1857-1950) built 111-113 Townsend, a Haslett warehouse, and the Overland warehouse at Third and Townsend Streets. Tilden, a highly successful business entrepreneur, also founded the East Bay Regional Park system in 1934. Charles Norton Felton (1828-1914), Senator, Congressman, and early developer of oil in California, is associated with warehouses at 275 Brannan Street and 601 Second Street.

The proposed historic district is an important visual landmark for the city as a whole. The large number of intact masonry warehouses which remain to this day are reminders of the maritime and rail activities which helped to make San Francisco a great turn-of-the-century port city. The warehouse district, because of its distinct building forms, is identifiable from many parts of San Francisco and the greater Bay Area. Additional historical information may be found in the South End Historic District Case Report No. 89.065L.

SEC. 6. FEATURES.

(a) Features of Existing Buildings.

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height.

2. Scale and Proportion. The buildings are of typical warehouse design, large in bulk, often with large arches and openings originally designed for easy vehicular access. There is a regularity of overall form. The earlier brick structures blend easily with the scaled down Beaux Arts forms of the turn of the century and the plain reinforced concrete structures characteristic of twentieth century industrial architecture.

3. Fenestration. The earliest structures have few windows, expressing their warehouse function. They are varied in size, rhythmically spaced, deeply recessed, produce a strong shadow line, and relate in shape and proportion to those in nearby buildings. Larger industrial sash windows began to be incorporated in structures built from the 1920s and onward. Door openings are often massive to facilitate easy access of bulk materials.

4. Materials. Standard brick masonry is predominant for the oldest buildings in the district, with reinforced concrete introduced after the 1906 fire, although its widespread use did not occur until the 1920s. Brick and stone paving treatments on Federal and First and De Boom Streets respectively are extant as well as Beltline Railroad Tracks which run throughout the District.

5. Color. Red brick is typical, with some yellow and painted brick. Muted earth tones predominate in shades of red, brown, green, gray, and blue.

6. Texture. Typical facing materials give a rough textured appearance. The overall texture of the facades is rough grained.

7. Detail. Arches are common at the ground floor, and are frequently

7. Detail. Arches are common at the ground floor, and are frequently repeated on upper floors. Flattened arches for window treatment are typical. Cornices are simple and generally tend to be abstract versions of the more elaborate cornices found on downtown commercial structures from the nineteenth century. Most of the surfaces of the later buildings are plain and simple reflecting their function. Some of the earlier brick work contains suggestions of pilasters, again highly abstracted. Where detail occurs, it is often found surrounding entryways.

(b) Standards for New Construction & Alterations.

1. Facade Line Continuity. Facade line continuity is historically appropriate. Therefore, setbacks at lower floors and arcades, not generally being features of the South End Historic District, are generally not acceptable.

2. Fenestration and Design Elements for New Construction. In areas with a concentration of buildings characterized by a high proportion of mass to void and deeply recessed openings, vertical orientation and limited fenestration; the design of new construction should relate to those elements. In areas characterized by buildings with industrial style fenestration, new construction should relate to those design elements.

3. Signs.

(A) Principal Signs. Only one sign will be allowed per establishment per street frontage. A flush sign with lettering intended to be read from across the street is permitted. On brick surfaces, signs should be mounted with a minimum number of penetrations of the wall, and those penetrations only in the mortar joints.

(B) Secondary Signs. One per establishment per street frontage. A secondary sign is intended to be viewed close-up and consists of: (a) Lettering on a door or window which contains only the name and nature of the establishment, hours of operation and other pertinent information. (b) A projecting sign not exceeding 2 square feet in area used in conjunction with a principal flush sign.

(c) Exterior Changes Requiring Approval. Any exterior change within the South End Historic District shall require a Certificate of Appropriateness pursuant to the provisions of Article 10 when such work requires a city permit. In addition, a Certificate of Appropriateness shall be required for cleaning masonry surfaces with abrasives and/or treatment of such surfaces with waterproofing chemicals. Sandblasting and certain chemical treatments detrimental to older brick will not be approved.

SEC. 7. ADDITIONAL PROVISIONS FOR CERTIFICATES OF APPROPRIATENESS. The procedures, requirements, controls and standards in Sections 1006 through 1006.8 of Article 10 of the City Planning Code shall apply to all applications for Certificates of Appropriateness in the South End Historic District. In addition the following provisions shall apply to all such applications; in the event of any conflict or inconsistency between the following provisions and Article 10, those procedures, requirements, controls and standards affording stricter protection to landmarks, landmark sites and the Historic District shall prevail.

(a) Character of the Historic District. The standards for review of all applications for Certificates of Appropriateness are set forth in Section 1006.7 of Article 10. For purposes of review pursuant to these standards, the character of the historic district shall mean the exterior architectural features as well as the historic brick and stone paving materials described in

Section 6 of this ordinance.

(b) New Construction. New construction on vacant sites should conform to the general profile of the District, especially as to scale, sculptural qualities of facade and entrance detailing, fenestration patterns and materials as described in Section 6 of this ordinance.

(c) Masonry, Brickwork and Stonework. A Certificate of Appropriateness shall be required for painting previously unpainted masonry, brick or stone exterior surfaces, for cleaning such surfaces with abrasives and/or treatment of such surfaces with waterproofing chemicals. Sandblasting and certain chemical treatment detrimental to masonry will not be approved.

(d) Alterations. It is recognized that certain alterations to the exteriors of buildings within the Historic District may be necessary in order to accommodate adaptive reuse of, and to provide sufficient light and air in, such buildings. Substantial alterations to principal facades, as defined in Planning Code Section 102.21, should be discouraged. Substantial alterations to non-principal facades, not originally intended to be viewed from the street, may be appropriate, provided such alterations maintain the character of the historic district.

(e) 200 Brannan Street, Lot 24 within Assessor's Block 3774 is a site proposed for high density mixed income housing within the Rincon Point-South Beach Redevelopment Project Area Plan. The subject property is a donut-shaped group of buildings of different dates behind a single unifying wall and the continuous facade wall which runs along the First and Brannan Streets is the contributory element of the site and adaptive reuse of the subject property is acceptable.

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SEC. 8. Significance of Individual Buildings to the Historic District. The history of each parcel within the Historic District is documented on the survey worksheets (Appendix A to the South End Historic District Case Report No. 89.065L). This classification of buildings in the South End Historic District is delineated in Case Report No. 89.065L. Each building is designated as one of the following:

1. Contributory. This category identifies buildings which date from the Historic District's period of significance and retain their historic integrity. These structures are of the highest importance in maintaining the character of the Historic District.

2. Contributory-Altered. This category identifies buildings which date from the historic district's period of significance but have had their historic integrity compromised by inappropriate alterations. Appropriate restoration of such buildings is encouraged. If a building in this category were to be appropriately restored, the category designation may be amended by the L.P.A.B. to "Contributory".

3. Noncontributory. This category identifies buildings which are outside the Historic District's period of significance or are so significantly altered that they have lost their integrity. A Certificate of Apprppriateness shall not be required for demolition of a non-contributory building. Construction of new buildings on a demolished building site, additions to, and major alterations of non-contributory buildings should be compatible with the character of the Historic District, and would require a Certificate of Appropriateness in order to ensure compatibility with the character of the historic district.

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SEC. 9. PAINT COLOR. Nothing in this legislation shall be construed as authorization to regulate paint colors used within the District.

SEC. 10. The Board of Supervisors, having reviewed the proposed legislation after hearing public testimony, finds and declares that this ordinance is in conformity with the priority policies of Section 101.1 of the City Planning Code, and hereby adopts the findings of the City Planning Commission, as set forth in Resolution No. 11869 , and incorporates said findings by reference.

APPROVED AS TO FORM:
LOUISE RENNE. CITY ATTORNEY

By _____
Deputy City Attorney

RECOMMENDED:
CITY PLANNING COMMISSION

By _____
Dean L. Macris
Director of Planning

File No. 89.065L
South End Historic District

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 11869

WHEREAS, A proposal to designate a South End Historic District pursuant to the provisions of Article 10 of the City Planning Code for the area generally bounded by Harrison Street to the north, First Street to the east, King Street to the south, and Ritch Street to the west. The subject Historic District includes the following Lots and Blocks: Lot 70 in Assessor's Block 3764; Lots 1, 2, 5, 6, 7, 8, 12, 13, 15, 18, 24, 25, 26, 27, 31, 44, 45, 48, 62, 63, 64, 67, 68 and 69 in Assessor's Block 3774; Lots 1, 2, 4, 5, 7 and 8 in Assessor's Block 3775; Lots 5, 7, 8, 9, 10 and 11 in Assessor's Block 3787; Lots 2, 2-A, 8, 9, 9-A, 10, 11-A, 12, 13, 14, 15, 19, 20, 37, 38, 41, 43 and 44 in Assessor's Block 3788; Lots 3, 4, 5, 7, 8, 9, 10, 12, 15, 20 and 25 in Assessor's Block 3789; and Lots 10, 14, 15, 21, 22 and 23 in Assessor's Block 3794; and

WHEREAS, The Department of City Planning initiated a Proposed South End Historic District in June of 1985; and

WHEREAS, The Landmarks Preservation Advisory Board approved a Case Report for the proposed Historic District on March 15, 1989 which included certain properties cited above that are located within the Rincon-South Beach Redevelopment Project Area (including the Oriental Warehouse) [City Landmark No. 101]; are intricately tied to San Francisco's maritime and industrial history and predate the jurisdictional boundaries created by the Redevelopment Project Area Plan; and

WHEREAS, The Landmarks Board conducted a Joint Workshop with the Redevelopment Agency Commissioners on August 15, 1989 to explore the extension of the proposed Historic District into the Rincon-Point South Beach Redevelopment Area; and

WHEREAS, The proposed Historic District is Categorically Exempt (Class 8) from Environmental Review under the California Environmental Quality Act, and is also discussed in the Draft Environmental Impact Report, 85.463E, as part of the South of Market Plan which was Certified on December 7, 1989 under CPC Motion No. 11819; and

WHEREAS, The Landmarks Board approved a Draft Ordinance for the proposed Historic District at its Regular Meeting of November 1, 1989; and

WHEREAS, The City Attorney has reviewed the Draft Ordinance as to form and has made its recommendations to Section 4 of the Draft Ordinance since the Commission has adopted the Historic District as proposed by the Landmarks Board which includes certain properties within the Rincon Point-South Beach Redevelopment Project Area Plan; and

WHEREAS, The City Planning Commission, after due notice given, held a public hearing on December 7 and 14, 1989 and January 11, February 1, 8 and 15th, 1990 to consider the proposed designation and the report of said Board; and

WHEREAS, The City Planning Commission and the Landmarks Preservation Advisory Board have recently considered public testimony and agrees to add a Section 7(e) to the South End Historic District Ordinance, for 200 Brannan Street, Lot 24 within Assessor's Block 3774 as a site proposed for high density mixed income housing within the Rincon Point - South Beach Redevelopment Project Area Plan (including the Design for Development); and

WHEREAS, The 200 Brannan Street site, is a donut-shaped group of buildings of different dates behind a single unifying wall and the continuous facade wall which runs along the First and Brannan Streets is the contributory element of the site and adaptive reuse of the subject property is acceptable; and

WHEREAS, The Commission believes that the proposed Historic District has special character and special historical, architectural and aesthetic interest and value; and that the proposed designation would be in furtherance of and in conformance with the purposes and standards of the said Article 10;

THEREFORE BE IT RESOLVED, First, the proposal to designate the aforementioned area as an Historic District pursuant to Article 10 of the City Planning Code is hereby APPROVED, the precise location and boundaries of the Historic District are as depicted in the attached Exhibit A entitled "South End Historic District Case Report";

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Historic District justifying its designation are as set forth in the Landmarks Preservation Advisory Board Resolution No. 413 ADOPTED on March 15, 1989 which portion of said Resolution is incorporated herein and made a part thereof as though fully set forth; and

Third, That the said Historic District should be preserved generally in all of its particular exterior features as existing on the date hereof and described and depicted in the photographs, Case Report and other material on file in the Department of City Planning Docket No. 89.065L; and

Fourth, That the City Attorney has reviewed the Draft Ordinance as to form and has made its recommendations to Section 4 of the Draft Ordinance since the Commission has adopted the Historic District as proposed by the Landmarks Board which includes certain properties within the Rincon Point South Beach Redevelopment Project Area Plan; and

Fifth, That the City Planning Commission and the Landmarks Preservation Advisory Board have recently considered public testimony and agrees to add a Section 7(e) to the South End Historic District Ordinance, for 200 Brannan Street, Lot 24 within Assessor's Block 3774 as a site proposed for high density mixed income housing within the Rincon Point - South Beach Redevelopment Project Area Plan (including the Design for Development); and

Sixth, The 200 Brannan Street site, is a donut-shaped group of buildings of different dates behind a single unifying wall and the continuous facade wall which runs along the First and Brannan Streets is the contributory element of the site and adaptive reuse of the subject property is acceptable; and

AND BE IT FURTHER RESOLVED, That the Commission hereby directs its Secretary to transmit the proposal for designation, with a copy of this Resolution, to the Board of Supervisors for appropriate action.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its Regular Meeting of February 15, 1990.

Sharon Rogers
Acting Secretary

AYES: Commissioners Bierman, Boldridge, Engmann, Hu, Karasick and Morales

NOES: None

ABSENT: Commissioner Sewell

ADOPTED: February 15, 1990

VFM:mj:636

SOUTH END HISTORIC DISTRICT
CASE REPORT

Prepared For The Landmarks Preservation Advisory Board
February 5, 1990

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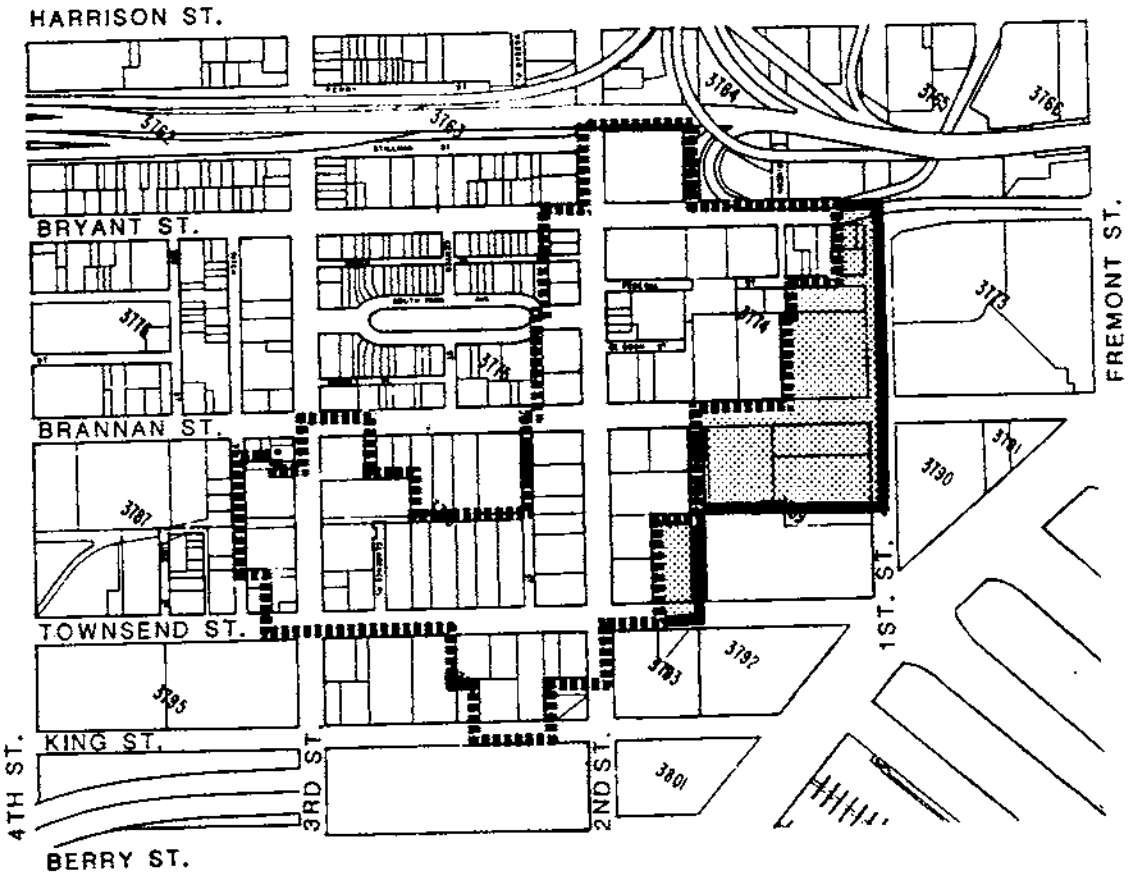

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SOUTH END HISTORIC DISTRICT

REDEVELOPMENT

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NTRODUCTION

This report has been prepared for the Landmarks Preservation Advisory Board's consideration and adoption. A historic district was first proposed by the Department of City Planning for the area around the intersection of Second Street and Townsend Street in a June 1985 document entitled "South of Market Plan: Proposal for Citizen Review." It was through the process of rezoning the South of Market that the department determined a large number of turn of the century warehouses and industrial buildings concentrated in the South of Market to be worthy of preservation.

With the help of The Foundation for San Francisco's Architectural Heritage inventories and files, supplemented with City Planning research, district boundaries were proposed in the "South of Market Plan" (June 1985). It was within this proposed district boundary that the Department of City Planning found the greatest concentration of brick and concrete warehouses and industrial buildings. These buildings were built and served the port activities during the later part of the 19th century and early part of the 20th century.

Since the 1985 publication of the South of Market Plan, three presentations of the proposed district have been made to the Landmarks Preservation Advisory Board (LPAB). The second of these presentations was made at a duly noticed public hearing before the LPAB.

Many of the buildings located in the proposed district are still intact, some of them continue in warehousing and industrial uses to this day. Other buildings have undergone adaptation to office uses. Some of these adaptive uses have been done with sensitive remodelings. Other buildings have been altered beyond recognition of their original architectural and functional character. It is hoped that designation of the area as a historic district will preserve the architectural forms and thereby serve as a reminder of the functional character of this one time active west coast port, warehousing and industrial area.

RATIONALE FOR A SOUTH END HISTORIC DISTRICT

For decades after the 1849 Gold Rush, San Francisco was the principal seaport and connection with the outside world for California and the West Coast. San Francisco's expansion and transformation into one of the most important cities in North America is attributable to the eminence of its port which, because of its sheltered location and deep water, became one of the best-suited on the Pacific Ocean. Unique to the Pacific coast, inland valleys beyond the coastal mountain range were accessible by an extensive system of rivers and canals. The size, shelter, deep water and location of the harbor made San Francisco a gateway to lucrative overseas trade as well as fertile interior valleys.

The development of warehouses over a 60 year period along the southern waterfront provides a view of architectural and technological responses to the rapid changes of growing industrial nation, state and city. The inter-

dependence of architecture and history can be traced from the evolution of warehouse forms along the southern waterfront. Unlike most other areas of the San Francisco waterfront the South End district contains an extraordinary concentration of buildings from almost every period of San Francisco's maritime history. Several street fronts -- such as Second, Third and Townsend -- are characterized by solid walls of brick and reinforced concrete warehouses. With this harmony of scale and materials, the South End district is clearly a visually recognizable place.

Aside from warehouses, other building types -- such as fully industrial buildings and mixed-use residential buildings -- are found in smaller numbers. Due to the ongoing alteration of the shoreline and demolition of all nineteenth-century piers by construction of the seawall, remaining piers are not included in the district's boundaries.

This rich diversity and concentration of warehouse architectural forms provides the greatest rationale for designating the proposed district for preservation. The maritime activities which were served by these warehouses were some of the most important economic and social factors in the development of San Francisco. These port activities provided inspiration to captains of industry, merchants, unions, immigrants and artists. Together these factors contributed greatly to San Francisco's development into one of the world great cities.

LOCATION AND BOUNDARIES

The South End Historic District consists of 73 Assessor's Lots and adjacent rights-of-way on the southern waterfront. These 73 properties are located on Assessor's Blocks 3764, 3774, 3775, 3787, 3788, 3789, and 3794. The properties face on Bryant, Brannan, Townsend, King, First, Second, Third, Colin P. Kelly, Federal, South Park and Stanford Streets.

Within the proposed district eleven properties are either on or have been determined eligible for the National Register.

ARCHITECTURE

Architectural development along the southern waterfront was the result of a broad range of material and economic processes. Warehouse form was dictated by function: economics of the transportation industry, fire insurance ratings, and developments in construction technology were especially important. Architects and builders gave attention to structural strength, wide uninterrupted floorspaces, easy handling of goods, and protection against the elements. Yet, even though functional considerations of early warehouse and industrial construction pre-empted costly embellishment of buildings, innovative solutions were found to decorate large wall surfaces without extraneous or expensive materials.

Style

Most of the buildings in the district can generally be classified under Whiffer's definition of the Commercial Style: "of five to sixteen stories with straight fronts,...flat roofs, and level skylines. The character of their facades derives from the fenestration...." Some have a few historicist ornaments. Other buildings are an earlier, very simple and low style, with large areas of unbroken brick walls; here this variety of warehouse is identified as 19th century Commercial Style.

Nineteenth century warehouse design constituted a series of structural and (to a lesser degree) artistic experiments which contributed to the development of a recognizable building type. While expression of form relied on function, as discussed in detail below, aesthetic considerations were also important. It was common, for example, for brick walls to receive arched openings and concluding pediments whose functional values are not evident, but these features worked to unify architectural composition.

Warehouses are among the most utilitarian buildings left in San Francisco, lacking stylistic references common to other building types. If nineteenth century warehouses can be viewed as vernacular structures, this was not the case in the years following the 1906 earthquake and fire. With few exceptions, warehouse owners hired academic architects whose work extended to commercial, industrial and residential buildings, and who participated in the rebuilding of both the downtown and other sections of the city. As shall be pointed out later, the increased reliance on architects had significant effects on the design of industrial architecture in San Francisco during the first two decades of the twentieth century.

Construction and Function

Warehouses are storage buildings which accommodate irregularities of seasonal and traffic fluctuation in commerce. Merchants were forced to anticipate market demands many months in advance, food stuffs and other goods needed storage for varying amounts of time. Buildings were also needed for temporary cargo storage before a second transport.

Warehouses date back to the time in pre-history when people were able to grow enough grain during the summer months to feed the community during winter. The great expansion of the building type occurred in the nineteenth century as a result of growth of trade during the Industrial Revolution.

Expansion of San Francisco in the 1850s and 1860s permitted segregation of storage and trading activities, the former concentrating along docks and the latter in the mercantile heart of the city. Aside from considerations of storage, warehouses were designed to expedite the movement of goods from transportation carriers to the warehouse. From approximately 1850 until 1950, the siting of warehouses was dependent upon the availability of inexpensive land near piers. Transshipment from warehouse to ship in the reverse was accomplished via drays and carts. Warehouses were soon being laid out to permit through passage of wagons and drays, allowing the hoisting of goods to interior storage areas.

Extension of rail service to the waterfront was slow, and it was not until after 1915 and the completion of the seawall that most warehouses in this area were served by spur rail lines of the state-run Belt Railway. Spur tracks connected with both the Belt Railway and the extensive rail yards of the Southern Pacific Company. A San Francisco Chronicle article of August 21, 1920 notes: "the demand for spur track locations in this district is increasing because of its convenience to docks and railroads."

The California Warehouse (1882) was one of the first warehouses where railroad cars could be brought inside. By 1900, almost all new warehouses were built with spurs extending into the structure. The movement of goods inside the building took on additional complexities. These questions were resolved in different ways depending on the types of goods stored, the duration of storage and the number of stories in the building.

One-story warehouses were common in the nineteenth century and rare in the early twentieth due to the increasing cost of land. Two of the oldest warehouses in the historic district are one story in height: Hooper's (1874) and California (1882) Warehouses (699 Second). Their horizontal orientation is often accentuated through the use of strong cornice lines with decorative brick patterns.

Multi-story buildings have been more common along the southern waterfront since the turn of the century. For example, the six-story Southern Pacific warehouse at 115-131 Townsend was completed in 1904 and the four-story South End's California Warehouse at 625 Second was completed a year later. Soon after 1906, several warehouses on Second and Townsend Streets reached six stories in height. After 1906, almost all new warehouses were constructed to be at least three stories in height.

Multiple story buildings are usually characterized by fairly small floor to ceiling heights - commonly 11 to 12 feet - because the weight of stored merchandise created great dead loads; a measurement of the structural weight of a building excluding people, furniture and other items. Ground story heights, accommodating greater live loads, were more on the order of 20 feet in height. Shipping and receiving operations, handled initially on the ground story, take on additional complexities when goods must be elevated to upper floors. Since elevator technology was slow in developing, other methods to transport goods to upper stories were invented, including: fall ropes outside the building run by mechanical power after the 1890's and wall cranes attached to the face of the warehouse. These transportation methods were used to reach the upper levels of nineteenth century warehouses.

Elevators were in use in office towers in the 1870s, but the expensive technology was not employed by warehouses for some years. By 1900, it was customary for a multi-story warehouse to be equipped with a freight elevator, usually able to handle two drays.

The invention of the forklift in the 1930s eliminated advantages which multi-story buildings enjoyed over single-story structures. Forklifts and cargo could rarely fit together inside elevators, and cumbersome operations were required to efficiently use the new machines. Almost all warehouses constructed in the United States after 1945 have been one-story in height.

Regardless of the number of stories, large doors have been necessary to allow interior access for trucks and drays. For instance, the three great openings of the Oriental Warehouse were needed to provide access to all parts of the large two-story structure.

Many decisions regarding the construction and structure for warehouses have revolved around questions of fire-proofing and safety. Safe storage of goods has always been a primary concern of warehouse owners and transportation companies. For instance, safety from burglars demanded round the clock security and, later, expensive alarm systems. Warehouse advertisements commonly touted buildings' modern electronic connections with central police facilities. Security from other elements which could damage goods such as rain and rodents was also important. In addition to the above factors, fire has been the most significant peril to the safe storage of goods.

Throughout the United States, incentive for efficient fire-proofing was provided by the rate structure set by insurance companies. Since the function of warehouses was to provide prolonged storage for expensive items, owners found it necessary to purchase fire insurance. Generally, the more secure a warehouse, the lower the insurance rates. Ironically, the insurance rates which determined the structural features or warehouse design were themselves created through knowledge of, and reference to, state of the art technology in warehouse design. Variable insurance rates reflected technological change.

Before the development of iron posts in the late 18th Century, heavy mill piers satisfied fire requirements. The conversion from timber to iron and later steel beams and piers did not occur till the 1920s. Truss framing allowed the spanning of greater floor dimensions.

Susceptibility of wood to fires led to the use of masonry walls with timber-framed interiors. Although iron - and later steel - posts and beams were used in construction after the 1880s, the economic nature of warehouse construction precluded their adoption on a large scale.

The most widespread structural material has been masonry, especially bricks. Given their widespread use between the 1850s and 1920s, bricks were the building material commonly associated with warehouses. In a larger sense, brick bearing walls were common practice for commercial, institutional and industrial buildings until the 1920s. The use of iron doors and shutters also accompanied the use of masonry wall materials.

Standard common bricks at this time usually measured eight inches by four inches by two and one-half inches. The most common color for bricks has been red, although the district contains several buff-colored buildings. Walls often rested upon stone foundations and timber piles. Brick bearing walls typically ranged from 12 to 20 inches in thickness, depending upon height. Early attempts to build to five or more stories resulted in slightly greater wall thicknesses. Joinery techniques favored a 5:1 American Bond with shallow rounded joints of mortar.

By the end of the 19th century, however, these construction techniques were no longer deemed satisfactory for fire prevention. The 1905 Sanborn map shows that Hooper's Warehouse had installed asphalt floors for fire protection.

Typical floors consisted of planks resting on heavy beams. The Southern Pacific Warehouse at 115-131 Townsend Street (built in 1903-04) had a heavy timber interior divided into three sections on each floor for fire protection. Concerns about fire protection grew more severe after the 1906 earthquake, and the D.N. & E. Walter Company building at 601 Second Street may have been one of the first mill-construction buildings to have an extensive sprinkler system.

Exterior fire-proof masonry walls, and interior brick fire walls which sub-divided individual floors, were required for favorable insurance rates. The South End Terminal Warehouse , constructed in 1906, featured interior sub-sections divided by brick partitions with roller steel shutter doors (SF Examiner, 6/14/1906). In addition, vertical floor openings - for elevators and stairs - were commonly protected by automatic metal doors.

The last great technological development to impact warehouse design was the introduction of reinforced concrete, the bracing of concrete (cement, water, sand and gravel) with notched steel bars. Reinforced concrete, in use since the late nineteenth century, became a common building material in San Francisco after the 1906 earthquake, although its widespread use did not occur until the 1920s. The use of reinforced concrete permitted the relatively large proportion of the wall surface given over to glazing. The exterior of the reinforced concrete buildings were often finished with white Santa Cruz Cement.

Period of Significance

Boundaries of the proposed South End Historic District include buildings constructed over a one hundred year period, from the 1860s to the 1960s. The period of historical significance, **1867 to 1935**, comprises the era during which the waterfront was a vital part of the city's and nation's maritime commerce. Only four buildings remain from the nineteenth century, another four extant buildings were constructed during the six year interval preceding the 1906 earthquake. The majority of the buildings were erected between 1906 and 1929, a period during which trade along the waterfront increased dramatically.

Design Quality

The study of facade composition is highly influenced by a building's occupants and visitors, the "class of people" who generally use and view the structure. Located at the edge of the city, warehouse location discouraged casual observation by persons not involved in commerce. In addition, unlike commercial and industrial buildings, public warehouses were used by transportation companies, and were rarely associated by the public with the products which they stored. From such a point of view, the utilitarian aspect of warehouses becomes apparent.

From the earliest warehouses of the entire San Francisco waterfront, an architecture emerged of silent blank walls broken by fissures of windows and arches. Within these bounds, however, a variety of methods were used by

warehouse designers to decorate large wall surfaces without extraneous or expensive materials. Potentially austere facades were articulated by parapets, pediments, patterned surfaces, arched openings, corbelled cornices, pilasters, ground-story ornament and large painted signs. Side walls, visible only from alleys, were less articulated and often left blank.

Brick warehouses constructed after 1911 generally had more frequent and orderly fenestration. The earliest illustration of this practice may be the Crane Company Building - designed in 1909 by Lewis Hobart - where the entire six-story facade is ordered by a series of evenly spaced punched windows. Since not many great brick warehouses were built in later years, such fenestration rhythms in brick buildings are not very common in the district.

Large concrete buildings were favored after 1910, and especially after 1920, since many private warehouses were also used for manufacturing purposes which required good lighting and ventilation. An unusual example of a brick warehouse - built in 1923 by Samuel Heiman - with large horizontal window bands with industrial sash is the 544 Second Street Building. This transitional building is also marked by a concrete architrave above the third story windows. Combinations of brick and concrete surface materials continued during the 1920s.

The vertical extension of the wall surface through parapets and pediments responded to the desire to mask wooden gables of truss roofs, endowing a warehouse with the orthogonal form of a commercial building. The segmental arched parapet of the California Electric Light Company and curvilinear course of the Southern Pacific Warehouse are the most distinctive parapets in the district.

How parapets could accentuate proportional relationships and directional emphases on a facade is illustrated in the case of the Oriental Warehouse where a parapet in the central section draws attention to the building's main entrance. Vertical extension of the rectangular parapet of the South End Warehouse, while relieving the powerful horizontal massing, also provided space for an advertising sign.

In conjunction with sparse fenestration, English or Flemish bond brick patterns were an important technique on articulating blank wall surfaces. Traditionally, textural elaboration varies from simple alterations in the planar characteristics of the facade to complex geometric shapes. In the latter case, sawtooth patterns are formed by laying bricks corner to corner. Elaborate diaper patterns consist of dark vitrified bricks laid as headers with bricks of different colors elsewhere. On the other hand, slight projections or recessions - of an inch or more - of the brick curtain wall also create surface wall rhythms.

Articulation of the conclusion of a facade with a cornice was another method of framing and limiting wall surfaces. Warehouse cornices, in contrast to elaborate compositions of egg/dart, modillion and dentils favored on commercial and industrial buildings, were initially delineated by projecting bands. This is illustrated by the seven-part projecting brick cornice of the South End's California Warehouse. Once again, however, an architectural element received a more studied treatment in the later academic period.

The dominating horizontal tendency of facade orientation was often countered by introduction of vertical elements. Pilasters or piers, rather than columns, accentuated vertical facade divisions and created readable rhythms. Among the more robust pilasters are those of the Transcontinental Freight Company, designed in 1908 by George Dodge. Unusually wide, resembling battlements of a castle ramparts, they rise from the third story to connect with the parapet. While pilasters generally lacked distinct capitals, those of the Crane Company Building are capped with stylized triglyphs and guttae.

Enrichment of form through the use of ornament was not a common practice. And unlike other elements, ornament was not used extensively enough to impose meaningful articulation of blank wall surfaces. More often than not, ornament was employed to draw attention to entrances and ground story offices. Classical ornamentation around entrance doors was common on several warehouses: illustrated on the Transcontinental Freight Company where a massive lintel bearing a foliated cartouche is carried by two consoles. Non-classical ornamental vocabularies were also used, such as the arcade at the base of One South Park, framed by cast-bronze medallions picturing Indian heads in low relief.

Advertising signs have been an indirect method of facade decoration. Competition for trade made it advantageous for warehouses, like factories, to advertise themselves to shipping lines. Since signs were meant to be seen by people in ships and not land-based viewers, signage was located on the sides of buildings facing out onto slips and the bay. The Oriental Warehouse signs, on the building's eastern and southern elevations, have been a landmark to sailors and the waters of the bay for over 120 years.

The period during which warehouses were constructed presents a large reservoir of influences and constraints on design. Since cultural and technological influences were widespread it is not surprising that the extant warehouses along the southern waterfront should reflect widely the need for safe, efficient and accessible space for storage. Buildings grew in volume and tactile strength in response to fluctuations in this need.

Architects

Alongside patronage, the training and design objectives of architects influenced finished warehouse design. In early decades of the twentieth century the new academic outlook reached almost all phases of the building art, altering some of the established vernacular traditions of the nineteenth century. Patronized by the anxious business leaders wanting to rebuild a city in a European style, the architects were trained in the classical compositional methods of the Beaux Arts, either in Paris, in an academic school in the United States or in the office of a Beaux-Arts trained architect. For example, Edward L. Holmes, the designer of several warehouses along the southern waterfront, had been the partner of Newton J. Tharp, educated at the Ecole des Beaux Arts in Paris. William Crimm was trained at the California School of Mechanical Arts before working for several architectural offices, including that of Willis Polk.

Exceptions abound and include Herman C. Bauman, an architect with limited formal training who designed several buildings in the district. Beginning practice in 1910, Bauman specialized in apartment houses. His Mediterranean design for the Winchester-Simmons Company building can be seen as an outgrowth of his residential work. The building at 148 Townsend has a stuccoed exterior complete with a Spanish tiled parapet between gabled end pavilions.

In the wholesale district, San Francisco architects favored lightly decorated exterior surfaces stressing the importance of materials. Utilitarian warehouse designs gave emphasis to symmetrical and proportional compositions which reflected internal hierarchy or uses. Provided below is a list of prominent architects and their designs in the South End Historic District.

Architects and Their South End District Buildings

George A. Applegarth-	General Electric Company at 355 Bryant Street.(1916)
Joseph Baker-	500 Second Street.(1919)
Herman C. Baumann-	Winchester-Simmons Co. Building at 164 Townsend Street.(1920)
	Clinton Construction Company Building at 144 Townsend Street.(1922)
	U.S. Radiator Co. Building at 640 Second Street.(1926)
	B.F. Goodrich Rubber Co. at 650 Second Street.(1923)
	Winchester-Simmons Company at 148-54 Townsend Street.(1923)
A. Burgen-	Anna Davidow Building at 697 Third Street.(1917)
William H. Crimm, Jr.-	Tobacco Company of California at One South Park.(1913)
	Los Angeles Soap Co. Warehouse at 599 Second Street.(1923)
Maurice Couchot & Jessie Rosenwald-	Schmidt Lithograph Plant No. 2 at 385 Bryant Street.(1924)
Leo J. Devlin-	Howard Realty Building at 563 Second Street.(1924)
George A. Dodge-	TransContinental Freight Co. at 625 Third Street.(1909)
Ellison & Russell-	Hawley Terminal Building at 274 Brannan Street.(1924)
Emmrick & Hansen-	Farnsworth and Ruggles #4 Warehouse at 1 Federal Street.(1935)
Albert Farr-	Auerbach Warehouse at 533 Second Street.(1906)
C.C. Frye & G.A. Schastey-	Blinn Estate Building at 300 Brannan Street.(1912)
Samuel Heiman-	McDonald and Kahn Building at 522-26 Second Street.(1923)
	Kohler Company Building at 544 Second Street.(1923)
Lewis Hobart-	The Crane Company at 301 Brannan Street.(1909)
	The Crane Company at 634 Second Street.(1927)
Edward L. Holmes-	Southern Pacific Warehouse at 115 Townsend.(1903)
	Harron, Rickard, McCone Building at 139 Townsend Street.(1909)
Alvin E. Hornlein-	Castle Brothers' Warehouse at 128 King Street.(1913)
	Warehouse Investment Company at 101 Townsend Street.(1913)
Kent & Hass-	American Marine Paint Company Addition at 30 Federal Street.(1946)
William Koenig-	South End Terminal Warehouse at 660-74 Third Street.(1906)
G. Albert Lansburgh-	M.J. Brandenstein at 665 Third Street.(1916)
MacDonald & Kahn-	General Cigar Company Warehouse at 601 Third Street.(1920)
McDonald and Applegarth-	Townsend Street Bonded & Free Warehouse at 135 Townsend Street.(1911)

Architects and Their South End District Buildings

Frederick H. Meyer-	California Wine Association at 180 Townsend Street.(1906 pre-quake)
Meyers & Ward-	Schmidt Lithograph Company at 461 Second Street. (1907)
O'Brien Brothers-	B & W Engineering Company Warehouse at 52 Colin P. Kelly.(1908)
Charles Paff-	American Marine Paint Co. at 329 Bryant. (1916)
Percy and Hamilton-	California Electric Light Company at 166 Townsend Street.(1888) (rear portion thereof)
J.A. Porporato-	Vosti Grocery Building at 555 Second Street.(1913)
Reghetti & Headman-	Rincon Warehouse at 60 Federal Street.(1911)
Leland Rosener-	Moore Investment Co. Building at 670 Second Street.(1918)
Sahlfield and Kohlberg-	Dahlia Loeb Warehouse at 512 Second Street.(1910)
Sylvain Schnittacker-	Gale Building at 685-89 Third Street.(1906)
Henry A. Schultze-	H.S. Crocker Building at 230 Brannan.(1906)
Earl B. Scott-	Ondawa Building at 333-53 Bryant Street.(1920)
William D. Shea-	D.N. & E. Walter Company at 601 Second Street.(1909-10)
Charles A. Tilden-	Charles A. Tilden Building at 111 Townsend Street.(1912)

Interiors

Interior arrangement of space has also been determined by the type of storage. Charles Patton's account of warehouses in the Architectural Record of 1911 lists three primary classes: cold storage, general merchandise and household storage. It is likely that the first two categories were prevalent along the southern waterfront. Design attention in cold storage warehouses revolved around the insulating properties of columns, walls and floors: in addition, food products were often stored on underground floors. On the other hand, household storage warehouses usually required higher ceilings, many small compartments, but lighter column and floor supports than a general merchandising warehouse.

In all warehouses space was devoted to gangways, side aisles, elevators, chutes, partitions, walls, staircases, posts and other operating features. Consequently, warehouse design attempted to maximize available storage space. Since a square provides the maximum amount of square footage, warehouse dimensions ideally approximately those dimensions. Nonetheless, building on the blocks of San Francisco made it difficult to construct parcels of ideal size. Over time, the rectangular dimensions of warehouses came to be larger and larger.

HISTORY

Persons

Since South End was the location of the most important commercial, maritime and industrial activities of San Francisco, many persons of importance to the development of the city and the west are associated with the area.

The earliest shipbuilders in San Francisco were located at Steamboat Point in the 1850s and 1860s, particularly the well known John North and Henry B. Tichenor, and the lesser known Dominco Marcucci, Patrick Henry Tiernan and Henry Owens.

The Second Street Cut of 1869 had considerable impact on this part of the city. The cut was politically engineered by some of the most influential people in town: William Ralston, founder of the Bank of California, builder of the Palace Hotel, investor in the Comstock Lode, and perhaps the leading promoter and financier of San Francisco and the West; Ashbury Harpending of the Grand Hotel and real estate tycoon John Middleton; and quite likely others whose interests in the cut were never publicly revealed.

After Ralston's death William Sharon acquired most of his estate, including the Palace Hotel. Sharon was a U.S. Senator from Nevada in 1875-81. He continued to own land in the district, both in his own name and in that of his son-in-law, F.G. Newlands, executor of his trust. Sharon co-owned and built the California Warehouse on the corner of Second and Townsend for Haslett & Bailey in 1882.

William P. Aspinwall founded the internationally important Pacific Mail Steamship Company, which first established regular steamship service between Panama and San Francisco in the Gold Rush, and then service between San Francisco and Asia in the 1870s. Southern Pacific Company took over Pacific Mail in 1900.

Theodore D. Judah laid out the route for the western part of the transcontinental railway and secured its initial financing from Congress in 1862. He was backed by Sacramento shopkeepers Charles Crocker, Mark Hopkins, Collis Huntington and Leland Stanford, under the name of Central Pacific Railway, founded in 1861. These five men--whose names loom large in the history of San Francisco and the West--are commemorated today by a bank, hotel, park, university and streets. Stanford Street is a small alley in the district.

John Hooper built Hooper's South End Grain Warehouse at Japan and Townsend in 1874 for California's lucrative grain trade. Hooper was a member of a family known particularly for its lumber trade, with large land holdings just south of the district. In the last quarter of the 19th century the Hooper Brothers firm (often with Pope & Talbot) owned yards and mills in San Francisco, on the redwood coast, in southern California and the San Joaquin Valley.

The 1887 City Directory is the last listing for Hooper's South End Warehouse at Japan and Townsend. In 1888, the listing was Morton's South End Warehouse, storage of grain and merchandise. The firm was John Morton, president and W.R. Morton, treasurer.

The leading warehouse firms in San Francisco were those of the Haslett and Lamb families. Samuel Haslett was born in Ireland; he was the father of six children including four sons who were to be associated with him in San Francisco warehousing. Haslett came to San Francisco to live in 1877, and in 1878 became a partner with J.W. Cox at the Humbolt Warehouse on Rincon Point. Haslett's son, also named Samuel, went into the firm in 1880. Samuel Haslett IV is the present president of the firm.

Two of Haslett's sons remained in the parent firm of Haslett & Bailey; two others were managing partners in the warehouse firms of Bode & Haslett and Haslett & Swayne. In 1898, the various firms combined to become the Haslett Warehouse Company. James J. Searle, vice president of the Haslett company, was at the time of his death in 1945 dean of San Francisco warehousemen. Searle first went into the warehouse business in the 1870's. He sold his interests in his firm to Samuel Haslett in the 1870's but continued to be associated with the Hasletts until his death at the age of 90, having been in the warehousing industry for 72 years.

The Hasletts built or are associated with seven warehouses in the district. In 1930 the firm operated 20 warehouses on the west coast alone, and Samuel Haslett II, president, was "recognized by warehousemen throughout the United States as one of the outstanding individuals in the business." (Distribution and Warehousing, February, 1930.)

Early warehousemen operating the Oriental Warehouse included Benjamin C. Howard and Isaac Lawrence Pool, the first proprietors in 1868; Pool & Harris (Edwin Harris) in 1871; George C. Bode, c. 1880; Percy E. Haslett with Bode, c. 1887; and Haslett & Swayne, c. 1890 (Robert H. Swayne).

George Lamb, in business by 1901, formally founded the South End Warehouse Company in 1905. After his death in 1939, his son Malcom became president. In 1906, George Lamb went into partnership with J. Charles King to found the drayage and hauling firm of King and Company; vehicles in those days were horse drawn. South End operated six warehouses in the area at various times: California Warehouse (625 Second Street); Terminal (660 Third Street); Hooper's South End Grain Warehouse (64 Townsend); Castle Brothers' Warehouse (128 King Street); and the Cape Horn (512 First Street).

Charles Lee Tilden was the developer of 111-113 Townsend, a Haslett warehouse, and built the Overland Warehouse at Third and Townsend. The Overland Freight Warehouse Company was founded by Harrison W. Mitchell in 1867, later managed by his stepson Charles Tilden. Tilden (1857-1950) was born in California and graduated from the University of California and Hastings College (1881). In addition to his legal practice, he "became a successful business entrepreneur. At one time his cable company, lumber, canning and banking interests made him San Francisco's largest individual taxpayer." (Hart) Tilden lived in Alameda, and was a founder of the East Bay Regional Park system (1934). Tilden Park is named for him.

Charles Norton Felton (1828-1914) is associated with 275 Brannan and 610 Second Street. Felton came to California from New York in 1849, served in Congress from 1885 to 1889, and was appointed U.S. Senator on the death of George Hearst in 1891. He was an early developer of oil in California.(Hart) His warehouse at 601 Second was built in 1910 for D.N. & E. Walter Company founded in 1856, a pioneer furniture, carpets, and draperies firm.

Farnsworth & Ruggles, established in 1858, and advertised in City Directories as "draying, forwarding and safe moving" and warehousing built 200 Brannan, 1 Federal and 41 Federal.

The Blinn Estate Company built 300 Brannan in 1912. The lumber firm of Adams, Blinn & Company was founded in 1856 and operated out of Washington State. Samuel D. Blinn, one of the founders, had his residence at this location from 1863 to 1883, a fashionable address in its day. (Shumate)

Nathan Raphael, in real estate, owned considerable property in the district before the fire. Born in San Francisco in 1859 of German parents, Raphael built 1 South Park in 1913 for the Tobacco Company of California.

The Moore shipbuilding firm built the Moore Shipbuilding at 678-680 Second Street in 1913, and the Moore Investment Company built 670 Second in 1918 for the Republic Supply Company of California. Moore (Robert) & Scott Iron Works was founded in 1905, providing machinery and services to logging and maritime industries. The firm later moved to the Oakland Estuary as the Moore Drydock Company, incorporating in 1909 the pioneer shipbuilding firm of William Boole.

Loren A. Norris, president of the Clinton Construction Company, originally the Clinton Fire Proofing Company, built a number of warehouses in the district, including two which bear the Clinton name: Clinton Fireproofing Building (136 Townsend) and the Clinton Construction Company Building (144 Townsend).

M.J. Hawley, founder of Ondawa Company, built a number of warehouses in the vicinity of Brannan and Federal Streets. Hawley was also associated with the Rincon Warehouse Company and the Vermont Marble Company (once operated on Japan Street). The Ondawa Building is at 333-353 Brannan; Hawley Terminal Building at 274 Brannan; and the Rincon Warehouse at 60 Federal.

Important San Francisco mercantile families moved into the district. The Max Joseph Brandenstein (MJB) Coffee Company, founded in 1880 at Spear and Mission Streets, moved to 665 Third Street in 1916, by this time dealing not only in coffee and tea but also spices and rice. Members of the firm at that time were Max J., Manfred, Edward J. and Charles Brandenstein. MJB took over the Gale Estate Building, built in 1906, and added three stories in 1917.

John Rosenfeld's Sons occupied 275 Brannan Street. The Rosenfeld shipping and commission firm was founded in 1854 by John Rosenfeld, a prominent merchant, who came to San Francisco in 1850. In 1880, Rosenfeld took over the shipping and commission business of George Howes & Company and its Dispatch Line of Clipper Ships. The Howes' firm was first in business in San Francisco in 1851. In 1894, the Rosenfeld firm consisted of John, Louis and Henry Rosenfeld (City Directory); in 1908 it was Abraham, Adolph and Max L. Rosenfeld.

Castle Brothers occupied a warehouse at 128 King Street, built for them by the Hasletts in 1913. The firm was founded by Fred L. Castle in 1850, and dealt in tea and coffee, dried fruits, nuts and raisins.

H.S. Crocker Company, founded in Sacramento in 1856 by Harry S. Crocker moved to 230 Brannan Street in 1906. Schmidt Lithograph moved to 461 Second in 1902. M. Schmidt & Company was established in 1876 by Max Schmidt. In 1928, the firm consisted of Max, Richard, Richard Jr., and Carl Schmidt (City Directory).

Inglenook Vineyard was on the site of 130 Townsend before the fire and the present Inglenook building may be rebuilt from an earlier one. Inglenook Winery was established by the Finnish-born Gustave Neibaum, who bought land in the Napa Valley in 1879. The firm was closed by Prohibition, later reopened by Niebaum's son Carl and subsequently operated by his great-nephew. (Teiser & Harroun)

California Electric Light Company (166 Townsend Street) was incorporated in June of 1879 and was the first electric utility for public service. The firm was founded by George H. Roe who came to San Francisco from Canada in 1875. Later it became part of Pacific Gas & Electric Company. (Coleman)

There was also a Chinese fishing village on South Beach approximately from 1853-1865. A painting (Butman) of the village in 1859 is part of the collection of the California Historical Society. This painting shows the beach with sampans, Chinese people, wooden stairs up the bluff and an irregular assortment of dwellings about 20 to 40 feet up the bluff. The Chinese fisherman may or may not have been the individuals who broke up ships for another source of income. The City of San Francisco can be expected to require some further archaeological investigation on this very promising site where 1218 objects of Chinese manufacture have already been found.

And finally, intimately associated with the district, although anonymously, were the members of the International Longshoremen's and Warehousemen's Union (ILWU). The first San Francisco local was organized in 1898 as part of the International Longshoremen's Association. By the 1934 general strike, Harry Bridges was head of the union.

Events

Several events shaped this part of San Francisco. The building of Long Bridge in 1865 on the line of Fourth Street south to Point San Quentin or the Potrero District, opened up opportunities for new industrial development in the southern part of the city. The Second Street cut of 1869, through fashionable Rincon Hill, opened up access from downtown to the southern waterfront. The completion of the transcontinental railroad in 1869 (and the eventual extension of railway lines into the area) was the single most important event to impact the district. In the late 1860s and 1870s, the State Legislature granted large tracts of land, often submerged, to large property owners such as Pacific Mail Steamship Company and the railroads. Vast new acreage was created by filling in the bay. The fire of 1906 and the opening of the Panama Canal in 1914 were further impetuses to warehouse building in this area, as were the seawall and the Belt Line Railway.

Patterns of History

Steamboat Point, projecting into the bay roughly between today's Second to Third Street, Townsend and King, was a favorable shipbuilding site during the Gold Rush and the 1860s. The point was somewhat "steep to," without mud flats to interfere with ship launching or hauling.

The most famous shipbuilder at Steamboat Point was John G. North, with yards in the early 1850s at the foot of Third Street (then inland of King). North built wooden ships here until his removal to the Potrero in 1861. North is said to have build 53 steamboats and 220 vessels of other types.(Olmsted & Olmsted) One of his vessels was the wooden Contra Costa, an early transbay ferry, built and put into service in 1857. The most famous vessel built at Steamboat Point was North's Chrysopolis, launched in 1860, the largest steamer built in San Francisco up to that time. It was "the grandest of the 'floating palaces' of the California river trades, and the all time speed queen of the Sacramento river boats."(Olmsted & Olmsted)

Henry B. Tichenor built the city's first marine railway in 1851 at the foot of Second Street. He operated the San Francisco Dry Dock Company until he sold the property to Central Pacific Railroad Company in 1868. Until 1855 Tichenor's was the only dry-docking facility in the bay area, the only facility for hauling a ship out of the water for bottom repairs.

Other prominent Steamboat Point area shipbuilders in the 1850s and 1860s included Domingo Marcucci, Patrick Henry Tiernan, and Henry Owens. In the 1860s and the early 1870s most of the shipbuilding and repair firms moved to the Potrero and Hunter's Point, inspired by the more suitable area for such activities and the opening up of the southern city by the building of Long Bridge in 1865.

The last great building at Steamboat Point was that of the Camanche at Peter Donahue's Union Iron Works in November of 1864. The naval monitor Camanche had been sent out in pieces from New Jersey by sailing ship to be reassembled; she was intended to protect San Francisco from attacks by Confederate raiders.

A photograph from Second and Townsend Streets looking north to Rincon Point in 1867 shows the southern waterfront during its shipbuilding era. Sloops, schooners, and scows are shown drawn up on the greaseways of the beach for cleaning and repairs.

Shortage of flat land led to ongoing alteration of the San Francisco peninsula shoreline and the leveling of hills to fill in submerged bay lands. Fill generally consisted of dune sand (of which there was an ample supply), rubbish and an occasional abandoned ship. Several hills in the South of Market area were leveled to fill Mission Bay south of King Street. By 1862, Steamboat Point's shoreline had been altered and Second Street was extended on fill a half-block past King to Berry. The 1862 City and County of San Francisco Map by V. Wackenreuder shows other streets extending into Mission Bay between Fourth and Seventh Streets, some filled, some still just lines on a map. The construction of Long Bridge in 1865 -- spanning Mission Bay on the line of Fourth Street -- connected the South of Market with Point San Quentin at the Potrero and stimulated growth in both areas.

In the decades that followed, the railroad exerted tremendous influence in the area and was largely responsible for filling Mission Bay. It became possible for a while that the entire bay would be filled. The Mission Ship Channel, however, a 200 foot waterway parallel to King Street, was preserved by government intervention to allow the permanent passage of ships as far inland as Seventh Street.

By May 2, 1864, under the title "City Improvements," the Alta California was reporting"

> This city is growing southward. A year ago the waters to the southern bay dashed against a bleak and lonely front, stretching from a rocky barren and forlorn ridge, for a distance of a half a mile or more. Since then what a change!...Steamboat Point which was but four years ago almost uninhabited waste is now covered with manufactories, shops, saloons, and dwellings...[The] Citizens Gas Company is engaged in an immense enterprise, which when fully carried out must involve an expenditure of one million dollars..."

Furthermore, the Alta pointed out, "the foot of Third Street is now the terminus of the Omnibus Railway and a hotel, whose enterprise proprietor, Farr, has done much toward excavating that thoroughfare."

The first railroad to enter the area was the San Francisco and San Jose, which ran an industrial spur line to Fourth and Bryant Streets from its main terminal at the intersection of Valencia and Market Streets. A horse-drawn omnibus running down Third Street connected the southern waterfront with North Beach via downtown. (Langley City Directory:1863) This line was replaced by a street railway in the 1870s. A great deal of industrial activity was located between the downtown and Steamboat Point, primarily along Mission and Howard Streets in the vicinity of First, Main and Spear Streets. Industries assembled finished goods for the mining industry and the emerging towns of northern California, and included ironworks, breweries, tanneries and clothing manufacturers.

The Citizens Gas Company's works, the first large scale development and the first big fill in the area, was built in 1865 on the water block bounded by King, Townsend, Second and Third Streets. "Piles were driven along the outer edge of the block, some three hundred and fifty feet from the shore, and wooden bulkheads sunk; the hills were then dug away and used in filling up the land... until the entire space was raised some six feet above the high tide..." (Langley City Directory, 1864) Fill was obtained from a "precipitous bank of soft rock and dirt presenting a face towards the bay of 100 feet in height." (Alta California, May 2, 1864) A brick building -- measuring 60 feet by 170 feet -- for furnaces and offices and a gas tank -- 40 feet deep and 90 feet in circumference -- were constructed. In addition, a 50 foot high wooden coal depot facing the new wharves was built. (Langley City Directory,1864) The company, producing coal gas to light the streets of San Francisco, extended the wharf 60 feet further into the bay in 1868. (S.F. Municipal Reports, 1868)

In 1866, Pacific Lead Works opened on Townsend Street between Second and Third. In 1867, Union Lumber Company began to fill much of the shallow water block bounded by First, Second, Townsend and Brannan Streets. Fill material came from an 111 foot hill, actually a huge sand dune, northwest of the corner of Second and Townsend Streets. A slip for a new transbay ferry -- to be used for rail freight cars -- of the Oakland Creek Ferry Company was completed in 1868, alongside the docks of the Citizens Gas Company. (S.F. Municipal Reports, 1868)

The most drastic impact on the appearance and use of this part of the city was the Second Street cut of 1869 which sliced through Rincon Hill from Folsom Street to the flatland at Bryant, at times through 75 feet of hill. The cut according to Langley's City Directory for 1869-70. "proved a more stupendous undertaking that was anticipated." The Second Street cut was first proposed in 1863 as a way to provide a connection between the heart of town and the potentially valuable Steamboat Point area.

Rincon Hill was, with South Park (which abuts the boundaries of the district), the most fashionable part of town, home to many of the most influential people. The strange inability of these men of influence to protect their neighborhood is best summed up in the following:

> During the 1867-68 session of the State Legislature an act was passed authorizing the San Francisco supervisors to modify the grade of Second Street. At the same time the Legislature passed an act granting 30 acres of submerged land in Mission Bay south of Channel Street to the Western and Southern Pacific railroads [whose management was identical] for terminal facilities. It was believed that the Southern Pacific planned to come through Second Street to a terminal at Market Street. Although Rincon Hill residents numbered among them men powerful enough to stop the Second Street cut, it was reckoned at the time that there were 'wheels within wheels' and that 'some reckoned leaders against the project may have been secretly assisting it, or at any rate, not really fighting it.'" (Olmsted & Olmsted, quoting E.G. Fitzamon, San Francisco Chronicle, 1928.)

The Second Street cut led to more direct transport of goods and people from Steamboat Point to downtown, and it generated port and cargo handling and other activities. It also led to an exodus of wealthy residents from Rincon Hill to other parts of the city. Rincon Hill was further cut down by the construction of the Bay Bridge in the 1930s.

The largest firm to move into the area was the Pacific Mail Steamship Company which received large grants of land and wharf privileges, "on very favorable term," from the State Legislature in the mid-1860s (President's report to stockholders, February 1868). In 1867, the firm erected "extensive and commodious wharves" at the foot of Townsend Street, and built "three convenient warehouses of ample capacity" (Ibid). This is the Oriental Warehouse (built in thirds), still extant, the earliest (1867) and historically most important building in the district. Pacific Mail commemorated its Asian trade not only with the Oriental Warehouse, but with the Occidental Warehouse, China Basin and Japan Street (now Colin P. Kelly Street). The firm built four new wooden side-wheel paddle steamers (Great Republic, Japan, China and America) for the run from San Francisco to Yokohama, Hong Kong and Shanghai. They were remarkable vessels, the largest ocean-going steamships (propulsion by a single cylinder) ever built of wood.

The Pacific Mail Steamship Company was founded before the Gold Rush by William H. Aspinwall of New York, with a heavy mail subsidy authorized by Congress in March of 1847. The line was intended to link the East Coast, via an overland route at Panama, to the Oregon territory, but the Gold Rush in California

shifted emphasis to San Francisco. Pacific Mail's first steamer, the California, arrived in San Francisco on February 28, 1849. She was followed by the Oregon and Panama, and thus was regular service established between Panama and San Francisco.

Pacific Mail's pier soon became the most important pier in San Francisco, handling the largest West Coast steamship lines and loading and unloading cargo and passengers until 1908. By the 1870s, the company (with 25 steamships in the Pacific trade) was one of the city's largest employers, second only to the municipal government. The exotic names of the steamships refer to the worldwide trade of the PMSC: Coptic, Doric, Hong Kong Maru, Nippon Maru, City of Sydney, City of Para, Rio de Janeiro, Peking, China, Korea, Siberia, Mongolia and Manchuria. In fact, by the late 1870's the Pacific Mail had "twenty-two iron screw propellers, seventeen side-wheel steamships, besides superannuated vessels, tug boats, etc.. (Langley City Directory 1879 80:23) In addition to the English line Peninsular and Oriental, the Pacific Mail was viewed as the largest line serving the trans-Pacific trade.

The overwhelming majority of Chinese and, to a much lesser extent, other Asian immigrants into California from the late 1860's came on the Pacific Mail steamers, sometimes a thousand on a single vessel. They were processed by immigration in long pier sheds across from the Oriental Warehouse. The importance of the contribution to California's growth and prosperity by the Chinese has never been properly recognized. They were not only railroad builders, but "supplied an overwhelming part of the state's workers in fisheries, canneries, and lumber mills" (James D. Hart). Anti-Chinese agitation was especially strong in the 1870s and in 1877 white workers attempted to burn the Pacific Mail and Southern Pacific's Occidental and Oriental wharves. The Exclusion Act of 1882 halted the greater part of Chinese immigration. By 1910 new immigration barracks were built on Angel Island, and the Pacific Mail docks were no longer used for this purpose.

Cargoes carried by Pacific Mail were, west bound, principally flour and treasure (gold and silver bars and Mexican dollars), and shipments of grains, quicksilver, liquors, etc. East bound cargoes were principally rice, tea and silk, and any of these cargoes might have been stored in the Oriental Warehouse. The Oriental Warehouse was first operated by Howard & Pool (Benjamin C. Howard and Isaac Lawrence Pool), pioneer warehousemen, and by the Hasletts in the late 1880s.

The area was further impacted by the completion of the transcontinental railway in 1869. Charles Crocker, Mark Hopkins, Collis Huntington and Leland Stanford--Sacramento shopkeepers who became the "Big Four"--founded the Central Pacific Railroad Company on June 28, 1861 along with engineer Theodore Judah. It was Judah who first proposed the west coast railway link and who first secured Congressional financing (the Pacific Railway Act of 1862). Judah died in 1863.

It had been the expectation that the completion of the transcontinental railroad would bring great prosperity to San Francisco. But instead of a flood of new immigrants, there was only a flood of cheap goods from the east.

The impact of the railroad on the port was disastrous. Edward Morphy reported, "Freight, for which no route save the sea previously existed, came piling in by train...[causing] depreciation in value and lowered rentals all around the waterfront."

> During the year ending June 30, 1867, the tonnage of vessels arriving at San Francisco from foreign and eastern ports exceeded 426,000. In 1869-79 the total had dropped to 176,000. (Morphy)

Sacramento was the terminus of the transcontinental railroad upon its completion in 1869, but a great public debate ensued in the next years for the location of a terminal on deep water. Proposals included San Francisco by way of a bridge across the bay, San Francisco by way of the peninsula, Oakland and even Yerba Buena Island (then called Goat Island). In 1864 Central Pacific had given the newly completed San Francisco & San Jose Railroad (along with Western Pacific) the right to complete the last link in the transcontinental line around the lower part of the bay to San Francisco. A lucrative deal in 1869 with large property owners in Oakland, however, caused the railroad company to extend its tracks to what became known as the Oakland Mole, a two mile long trestle into the shallow waters of the east bay. This and the connecting ferries remained the entry point for passengers into San Francisco until the Bay Bridge was built in the late 1930s. With the acquisition of the San Francisco & San Jose line in 1870, Southern Pacific built a new terminal at Third and Townsend Streets. Although its takeover did not result in new rail lines into San Francisco, the railyards and the area around the station were improved.

In 1868, the California legislature passed the Tidelands Act which gave large grants of land to railroad interests (as well as a few other property owners). The railroads involved were Central, Western and Southern Pacific and the San Jose Railroad Company--"whose interests are now identical" (San Francisco Bulletin, March 1868 as quoted by Olmsted). The railroads ended up with grants of 150 acres, mostly in Mission Bay, less than originally proposed due to "the daily revelations of the press, combined with the truly astonishing land grabs proposed in the various tideland bills..." (Olmsted)

As fill began, and because of proximity of wharves to rail lines, warehouses and other facilities such as storage tanks were built to store coal, lumber, dry goods and oil as needed for heavy industry located further south in Potrero Nuevo. Three mammoth freight warehouses were erected by the Central Pacific Railroad in the north side of Townsend between Fourth and Fifth Streets (Langley City Directory, 1873). By the 1880s the southern waterfront was crisscrossed with railway lines and spur tracks running to the warehouses themselves.

In 1868, Central Pacific and the "Big Four" gained control of the Southern Pacific Railroad, founded in 1865 to build a railway from San Francisco to San Diego. Central Pacific itself was absorbed by Southern Pacific in 1884. Southern Pacific had a monopoly on California rail transportation from 1869 until Claus Spreckels' San Francisco & San Jose Railroad was built in 1893-97. This line was purchased by Santa Fe in 1898. Central Pacific also attempted a strangle hold on all other forms of transportation, monopolizing

river and bay steamer and ferry services, local street car companies, and in 1875 establishing their own Pacific steamship company, the Occidental & Oriental. Competition from the Occidental & Oriental so damaged Pacific Mail that Southern Pacific was able to take over shortly thereafter.

By 1855 there had been a world-wide rise in grain prices, the result of the cutting off of Russian supplies by the Crimean War. Also in the mid-1850s California, for the first time, had a surplus of grain for export. The grain from California's rich interior valleys quickly found favor in Europe because of its quality--it was known as "California gold." In 1868, 20,000,000 bushels were harvested, and by the 1870s California was the largest grain producing state in the nation. Twenty years later in 1889, 40,000,000 bushels were exported through the Golden Gate. The grain trade also meant that for the first time California had something to export; ships arriving with general cargo and coal no longer had to return in ballast.

Big new sailing ships, first of iron and eventually steel, were built in Europe for the California grain trade, the vast numbers of them British-built. Typical of these is the steel-hulled Balclutha, built in Scotland in 1886. Balclutha loaded grain in San Francisco Bay in 1887, 1888, 1896 and 1897.

In 1881, no fewer than 559 sailing ships (345 of them British) assembled in San Francisco Bay to load a single season's grain harvest of 1,128,000 tons of wheat and barley and about 920,000 barrels of flour. John Kemble states that "these shipments were almost as large as the average annual exports of all dry cargo from San Francisco...from 1925 to 1940." The state's last million-ton grain crop was in 1892.

This important California trade is represented in the district by John Hooper's South End Grain Warehouse (64 Townsend), built in 1874, and the second oldest building in the district.

In the nineteenth century, principal products stored by public warehouses consisted of coffee, sugar, rice, beans, pharmaceuticals, chemicals, liquors, candy and manufactured goods from the east coast and midwest. Warehouse owners also occasionally rented temporary office space on their ground floors. Recollections of warehousemen, such as Samuel Haslett Jr., and advertisements in business directories indicate that throughout the nineteenth century the storage charge for most lines of merchandise was 50¢ per ton for the first month, including transfer from nearby docks to warehouses. Second month's storage cost 25¢ per ton. In the 1920s, advertisements in San Francisco Business quote a rate of 45¢ per ton for a month's storage.

Business activity of the Pacific Mail brought lasting changes to the southern waterfront. A photograph of the area north of the Pacific Mail Steamship docks in the early 1870s shows new warehouses, docks and two-story wood-frame structures with sharply peaked gable roofs. Shops and other businesses are visible along First Street leading to the docks. (Courtesy National Maritime Museum of S.F.) The docks east of the Pacific Mail served the coal yards of the Pacific Coast Company. As illustrated by this and other photographs, the entire area between Bryant and Townsend and First and Third Streets had a mixed-use pattern between 1870 and the 1906 Earthquake and Fire.

The nineteenth century city, in San Francisco and elsewhere, was characterized by the segregation of land uses into specialty zones; for example, differentiated zones of warehouses, theaters or produce buildings. Convenient access to the commercial enterprises in the heart of San Francisco was also important, especially for small factories. Consequently, industries holding strong business relationships with downtown commercial enterprises and not requiring large amounts of space located along the central waterfront or adjacent flat areas. Other industries with less important ties to the downtown also located in close proximity. For example, metal-working industries, iron and brass foundries, boiler works and machine shops were concentrated south of Market and north of Folsom between Second Street and the bay.

As the twentieth century evolved, the pattern of land use distribution along the southern waterfront was influenced more by developments in international trade and technology related to water transport and storage than by land transportation carriers (e.g., streetcars) or structural proximity with other urban neighborhoods. Over the course of fifty years, between 1900 and 1950, technological innovation dramatically changed the appearance of the waterfront landscape.

The greatest change occurred on the eastern side of Second Street, between Townsend and Brannan Streets. Old Rincon Avenue, connecting Japan and Second Street, and lined with dwellings was replaced by two large warehouse buildings: the South End's California Warehouse at 625 Second and Rosenberg Brothers at 275 Brannan. The Fire of 1906 interrupted construction of another warehouse at the southeast corner of Second and Brannan which was not completed until 1909.

Rosenberg Brothers' Warehouse, completed in 1905, stored dried fruit, figs and raisins. By 1900, trade in fruits had supplanted precious metals and grains as the leading export item of the state, providing a significant share of the warehouse business along the San Francisco waterfront. The Rosenberg Company operated until the 1950s, adding nuts, honey, beans and rice to their business. The family-run operation is an example of private warehousing. The 1913 Sanborn Map shows the addition of a third story to the original building.

In 1905, the South End's California Warehouse at 625 Second Street was completed down the block from Rosenberg's Warehouse. The four-story brick warehouse immediately became the flagship building of the South End Warehouse Company. The previous main building of the company was Hooper's South End Grain Warehouse.

The Southern Pacific Company built a warehouse on Townsend Street between 1902 and 1904 replacing what had been the San Francisco Gas Light Company. At six stories, the Southern Pacific Warehouse was the tallest storage building in the area.

Other brick warehouses constructed around the turn of the century included a three-story building for the California Wine Association at 671 Third Street and the Terminal Warehouse at 630 Third. The Inglenook Agency had wine vaults

at 116-118 Townsend, the former site of the Yates Paint and Oil Works. The Rincon Grain Warehouse on the southwest corner of Brannan and Stanford replaced dwelling units.

Most of the inner sections of San Francisco burnt down in 1906 with a notable exception of port facilities and wharves. Along the southern waterfront, the fire line went down Townsend Street between Fourth and Second Streets and proceeded up Second Street to a point short of Brannan, veering east to Japan Street before joining Brannan Street. It then went east along Brannan until it turned north at First. Much of the warehouse area was leveled during the fire, with the exception of the First and Second Street piers and several warehouses located along Townsend and Second Streets. Owners of these warehouses and other surviving structures along the northeast waterfront soon had business demands beyond their capabilities.

After the post-earthquake reconstruction, the next major structural change along the southern waterfront was the completion of the seawall. The Sate Board of Harbor Commissioners originally conceived of the seawall as a jagged line reflecting the alignment of wharves and street intersections. Two sections of this seawall were built in 1868, one at the foot of Vallejo at today's Front Street, the other at Pacific Street. The alignment, however, proved impractical because of silting, and the serrated seawall was abandoned in favor of the continuously curved line of today. The configuration of this current seawall was initially proposed in 1872 by engineer T.J. Arnold. The building of the seawall began in 1877, the first section near Fisherman's Wharf took over 50 years to complete.

The seawall was proposed to improve the port's facilities and business potential as well as facilitate the lease of filled land by the state to private companies. In addition to new wharves and filled land, the seawall included a 200 foot wide harbor-side street, the Embarcadero (originally called East Street). The street provided land for the location of the state-run belt railway, whose tracks and locomotives connected piers and warehouses--via spur tracks reaching inside of buildings -- with the national railway network.

The original state legislation authorizing the seawall had stipulated that new land created by fill could be used only for park purposes instead of commercial purposes such as the Belt Line tracks, switchyards and warehouses. This law was amended in 1890.

The Belt Railway was "one of [the port's] unique and most important features...and one that distinguishes it from practically every other great port on the western continent" (Morphy). First proposed by the Harbor Commission in 1873, it was not until 1889 that legislation was passed authorizing its construction. The first section was constructed the following year, from the freight ferry slip at the foot of Lombard to Pacific Street. It was a three rail track, to be used by both narrow and standard gauge trains. Train cars came into the city by ferry steamers, were "switched" to the appropriate place by the Belt Railway engines. One drawback to the efficiency of the line was that it was not until 1912 that the link across Market Street was built connecting the north and south waterfronts.

It was the reconstruction of San Francisco after 1906 that spurred completion of the seawall with a $9 million bond act for harbor improvements passed in 1909, and a subsequent one in 1913.

In 1902, the Board of State Harbor Commissioners had decided to extend the seawall to Channel Street, adding 24 50-vara lots and making room for seven new piers: piers 34 through 46. The section from a point between Brannan and Townsend to the foot of King -- the old location of the Pacific Mail Docks and Second Street wharf of the Southern Pacific Railway -- was constructed between June 1907 and June 1908. The section reaching further south to the Channel was completed much later in January of 1924. Many of these pierhead buildings were constructed in a Mediterranean style popular at the time of the 1915 Panama-Pacific Exposition.

In response to the shortage of water for fire-fighting during the 1906 conflagration, a Fire Pumping Station was built at 698 Second Street in 1910. The first of two salt water pumping stations, the other at the northern foot of Van Ness Avenue, it was projected to service the southern sections of the downtown in the event of another large fire. The building's machines consist of eight steam-powered turbines linked to a tunnel leading to the bay.

Rebuilding of the southern waterfront after 1906 included uses other than warehouses, producing a different land use pattern from that of the nineteenth century. Improvements in inter-urban transportation allowed for a much greater degree of spatial land segregation. Port and warehouse workers were able to live in new residential districts elsewhere in the city and in the East Bay. South Beach was served by a street car line along Second Street to Brannan turning west to Third and south to Townsend and the Southern Pacific Train Depot. The streetcar completed its route to downtown and the main Muni lines on Fourth Street. Motor coach lines were in place by the 1930s, and extended to Second and Berry as well as along the Embarcadero and Third Street.

Sanborn Maps of 1913 show virtually no dwelling units in the area, but indicate the development of industrial uses in addition to new warehouses. Among the only dwelling units constructed after 1906 are a few wooden buildings on the 500 block of Second Street, dispersed between small-scale industrial and warehouse structures.

For the most part, the southern waterfront suffered less extensive damage from the fire than did the central waterfront. In the years following the earthquake, companies from the latter area moved their operations there and several new warehouses were completed along First, Third and Townsend Streets. Warehouse construction was encouraged by a large increase in freight traffic in the port.

Due to progress on the new seawall and anticipation of the belt railway, warehouses were not built directly adjacent to piers as were many of their predecessors. One of the first warehouse to be completed was the South End Terminal Warehouse at 660 Third Street, part of the Farnsworth and Ruggles Draying and Warehouse Company. It replaced an older brick warehouse owned by the same company, and Sanborn Maps from 1913 show it as the Terminal Warehouse. Across the street, the Transcontinental Freight Company building

was completed in 1909. The California Wine Association building at 180 Townsend Street, the north side of the street, survived the earthquake and was eventually used by the MJB coffee company.

Further to the east, near the Pacific Mail Docks, the Cape Horn Warehouse (1907) replaced a series of burned dwelling units on what had been the intersection of Frederick (later Federal) and First Streets. Occupying the northeast corner of the warehouse district, it was originally used for the trans-shipment of bulk freight; City directories after 1912 list it as the Willamette Pulp and Paper Company's paper warehouse. In 1935, the building became part of the South End Warehouse Company, acquiring the latter company's bold lettering on its brick facade. In addition, a three-story warehouse was built at 533-41 Second Street in 1906, replacing flats near South Park.

The opening of the Panama Canal in 1914 was a great impetus to port activities. Shortening the sailing distance from Europe to the west coast by over 5,000 miles brought renewed economic vitality to the Port of San Francisco. Whereas the new route offered a more economical route from the east coast to Asian ports, the greater economy of all-water routes for intra-national and inter-national trade delayed any decline in the activity of the port for some time.

To supplement state-sponsored work on the seawall, private companies constructed dry docks and warehouses during the boom in anticipation of the Panama Canal. Several warehouses were completed soon after the new trade route went into operation, including the Harron, Rickard & McCone Building at 139 Townsend Street.

Industrial buildings were constructed between 1910 and 1930 throughout the warehouse district, many locating on Second Street. After the fire, industries located in the 'near' South of Market, along First and Main Streets north of Howard, relocated to other parts of the city. Those which chose to relocate to the southern waterfront were usually connected with port activities.

Another boom in the construction of industrial buildings occurred in the 1920s. Public warehouse space in San Francisco increased from one million square feet in 1911 to two and one-half million square feet by 1922. Based on a normal floor load of 250 tons, this represents an increase of 70,000 tons of storage capacity. (S.F. Business, 6.9.1922: 9) The most important warehouse built during this period (and the largest ever constructed in San Francisco) was the China Basin Terminal along the Channel consisting of over 500,000 square feet of cargo space (this building is not in the district).

A San Francisco Chronicle article for August 21, 1920 headlines "work is rushed on big building", announcing the imminent construction of the Ondawa building at 333 Bryant Street. During its early years the building was used by the Columbia Gramophone Company and F.W. Woolworth Company.

General prosperity in the period following World War I lasted until 1929, and is attributable to both population increases on the West Coast and the

development of new trade routes. San Francisco had always been the premiere port city of California and, for that matter, the entire west coast.

Los Angeles began to challenge the bay city during this time. San Francisco's dominant position was to continue, however, until the Great Depression. Whereas the principal export of the Los Angeles port was petroleum, San Francisco's port exported a great variety of cargo including: wool, olives, prunes, apricots, hops, figs, berries, citrus, peaches, beans, preserved fruit and vegetables, lumber, raisins, candy and chocolate, minerals. Port facilities also imported manufactured goods and machinery, coffee, sugar, and teas.

On the eve of the Depression, San Francisco still retained its distinction as the chief harbor of the west, boasting in 1929 almost half of the wholesale trade of California. (Scott: 202) In the 1930s steamers ran between San Francisco and Yokohama in 12 to 13 days. The value of tonnage handled by the Port of San Francisco was second only to New York and by 1930 there were 8,037,622 square feet of cargo area. (Harbor Board 1928-30:7) Tonnage had doubled from the 1920s to almost 20,000,000 tons by 1930. By the 1930's, it was common for the port to handle 25,000,000 tons annually. In fact, the total value of commerce was four times as great as it had been in 1913 and nine times the value of 1900.

The worldwide economic collapse of the 1930s led to the virtual halt of warehouse and pier construction in San Francisco. The economic downturn, longest in the port's 80 year history, brought out tensions in the management of port business, culminating in the San Francisco General Strike of 1934 organized by the International Longshoremen's & Warehousemen's Union. The wartime economy of the 1940s led to the revival of commerce along the waterfront, providing much needed business for the great warehouse and dock facilities, but not stimulating construction of new buildings. Wartime emotions did influence changing the name of Japan Street to Colin P. Kelly, Jr. Street.

A San Francisco Chronicle article of 1938 lists trading activities of the port approximately 30 years after the completion of the seawall along the southern waterfront. Piers 34-46 were used by international steamships including: Klaveness Line and President Line to the Orient, Blue Star Line to Europe, Isthmian Line to Europe and the Pacific Coast, Royal Mail Line to Europe and Westfal-Larsen Line to Europe and South America.

The economic upsurge of the war years continued into the following decades, stimulating industrial and population growth in the state of California. For many years after the war, warehouses and piers of the San Francisco waterfront enjoyed active business. Yet, despite an increase in commerce, the role of San Francisco's waterfront in trans-Pacific trade diminished. By the early 1970s, commerce at the Port of San Francisco had been surpassed by the ports of Oakland, Seattle/Tacoma, Portland, and Los Angeles/Long Beach.

The decline of the port activities and warehousing in San Francisco can be traced to post-war technological innovation and suburbanization, especially of

light industry. Dominance of container shipping after the mid-1960s and the obsolescence of the finger piers of San Francisco's port also contributed to this decline. While technological improvements had previously worked to the advantage of San Francisco commerce and industry, the development of trucking and container shipping favored large tracts of flat land distant from city centers. If nineteenth century rail extensions into San Francisco and other parts of California were dependent upon shipping lanes, the location criteria of interstate highways in the 1950s were not. In addition, union activity in San Francisco was strong, and it is likely that suburbanization of industry was influenced by non-union locations in the Central Valley and other communities.

The advent of container shipping in the 1960s gave additional impetus for warehouses to locate in the inexpensive land on the East Bay. Containers are lifted by cranes directly from ships to flat cars waiting on piers. Depending upon their ownership and contents, trucks are driven to either a nearby warehouse or one in a distant city. It is no longer important for warehouses to locate in close proximity to the port. Any highway accessible site is sufficient. Since they tend to be built on the least expensive land in a metropolitan area, most warehouses in the Bay Area are now situated in the flat baylands of Oakland, San Leandro, Hayward, Fremont and San Jose.

The final and decisive reason for the decline of San Francisco warehousing was the state of business at the Port of San Francisco itself. The physical superstructure of San Francisco's port became overshadowed and outdated by the 1960s, when ports in Oakland, Los Angeles and Seattle were aggressively constructing enormous new container facilities. What had been "state-of-the-art" piers in the 1920s were already showing their age in the 1930s when piers which could formerly accommodate four ships could only handle two of the new large ships. The growth in the size of ships made the piers antiquated by the 1960s. Since San Francisco's narrow slips and finger piers could not accommodate container shipping, business was diverted to these new ports. By the early 1970s, commerce at the once active port had come to a virtual standstill.

The demise of shipping along the San Francisco waterfront brought drastic changes to the built environment. Given the circumstances, land use changes between 1927 and the 1960s consisted of the exchange of many maritime warehouses with printers and general merchandise warehouses not necessarily reliant upon port activities. For instance, Rosenberg Brothers Dried Fruit business was replaced by a wholesale business and then a necktie manufacturer. The Southern Pacific Warehouse building at 115-131 Townsend was taken over by the Mayflower Storage Company. Few buildings have been constructed in the historic district since the end of the war. A rare example was the Stevedore's Equipment Company at 201 Brannan Street.

By the early 1970s, almost all of the great warehouse companies had either relocated to the East Bay or gone out of business. The Haslett Company moved its headquarters to Oakland in 1971, and now has a warehouse there and in San Leandro. The South End Warehouse Company went out of business in 1975. There was another reason for the decline in public warehousing: the growth of

multi-national corporations. When many companies participated in commerce and industry, individual firms were too small to handle the buying, transportation and storage of their goods. Growth in size and specialization of the few remaining companies in each field led to the development of company-run warehouses, replacing the need for an extensive network of public warehouses.

Most of the old warehouses and industrial buildings along the southern waterfront were vacant by the mid-1970s. For example, MJB coffee, recently bought by Nestles, now produces coffee in Fremont. In recent years, vacant structures have been converted into retail stores and offices.

ENVIRONMENT

Continuity

The continuity of the large building masses, forms and architectural style is very important in defining the dominant character of the proposed district. Few of the warehouses have been demolished. There are examples, however, of building use conversions which have not been sensitive to the original form and function. In large part the continuity of the South End warehousing functions remains intact as a reminder of maritime activities which gave rise to the area.

Setting

The present-day location of the proposed South End Historic District was originally known as Steamboat Point, one of many promontories which jutted into the bay. Approximately a mile south of Market Street and the downtown, this small peninsula was located southwest of Rincon Point, dividing Mission Bay from South Beach, a three-quarter mile long beach. As early U.S. Coast surveys show, offshore waters ranged from one to three feet at low tide. Natural shoreline reached what has become the intersection of First and Bryant Streets and continued southwest to the promontory's point, generally following what is now King Street west of Third Street.

Hilly topography, characteristic of the San Francisco peninsula, extended to this area as well. Furthermore, the taller summit of Rincon Hill blocked easy access to this stretch of the shoreline from downtown San Francisco. Although Mission Bay did not extend north of Brannan Street, marshes and the meandering Mission Creek were impassable below the Mission plank Road. The lack of early development on Steamboat Point was attributable to hilly topography, distance from downtown and isolation on three sides by water and one side by hills.

Initial siting of buildings and piers along the southern waterfront was largely determined by topography, with structures commonly situated either along the shoreline or on flat and dry land. The introduction of a grid added a new constraint to the location and alignment of buildings and piers. Laying out of the 100 Vara South of Market grid by William Eddy in 1852, according to

earlier specifications of Jasper O'Farrell, was supposed to connect the southern waterfront with the rest of the city. The 100 Vara survey plotted large blocks (550 feet X 825 feet). While buildings were forced to conform to the new grid, pier location responded to the vicissitudes of the shoreline for a long time. Eventually, however, filling operations coordinated with surveyors' maps forced pier and wharf orientation to relate to the grid.

When urban development reached the area, huge blocks encouraged the construction of larger buildings than were commonly built in the 50 Vara grid north of Market Street. Over time this condition was addressed by the decisions of numerous property owners to introduce mid-block streets and alleys.

Fixed structures of the southern waterfront included these streets, buildings, wharves, slips and railroad lines. Transitory forms, however, were more diverse and encompassed the ships, railroads, trucks and drays which carried goods between land and water. The decline in shipping during the last three decades has brought an atypical silence to this once active area. Much earlier, piers from the nineteenth century were demolished during land fill operations. Many twentieth century piers constructed as part of the great seawall have been lost to fire or demolished for other reasons. The San Francisco Redevelopment Agency is currently building a pleasure boat marina for the South Beach area, which will erase more physical traces of maritime history. Thus, aside from the street grid, the Beltline Railroad Tracks, brick and stone paving materials on Federal, First and DeBoom Streets and the warehouse buildings are the main remnants of the 19th and early twentieth century urban fabric of the area.

Importance as a Visual Landmark

The proposed historic district is an important visual landmark for the city as a whole. The large number of very big, intact masonry warehouses which remain to this day are important visual reminders of the maritime activities which helped to make San Francisco a great turn of the century port city. The warehouse district, because of its distinct building forms, is identifiable from many parts of San Francisco and the greater bay area.

Integrity

Site: The majority of buildings within the Proposed District Boundary are post 1906. All of the buildings retain their historic locations. Nearly all of the buildings retain their original form, massing and style. The concentration of large brick and reinforced concrete warehouses is greater at this location than anywhere else in San Francisco.

Alterations: Original building facades remain intact on most buildings within the district. Interior alteration, especially in buildings which have changed use are common. With the trend toward conversion to office uses the trend toward new fenestration which does not reflect the historic architectural integrity of the warehouse form will become greater.

Some of the brick buildings have either been painted or plastered over. Sensitive treatment of the brick wall (e.g. no sandblasting) will be necessary to preserve the original building materials.

Another common alteration has been the modification of ground floor entrances. Awning, new doorways and spur track removals have all occurred within the district.

Condition: Most of the buildings remain intact and in good condition, but in some cases are underutilized.

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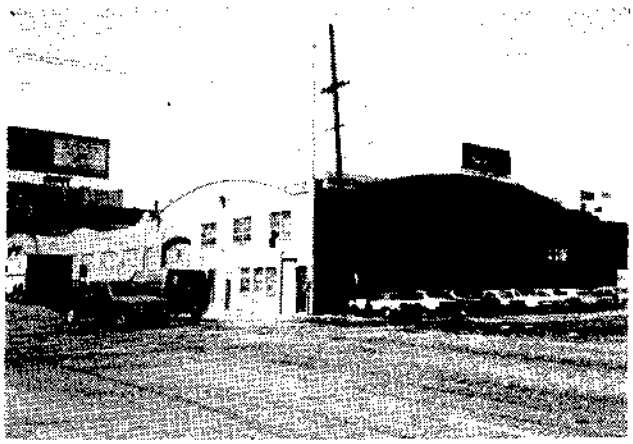
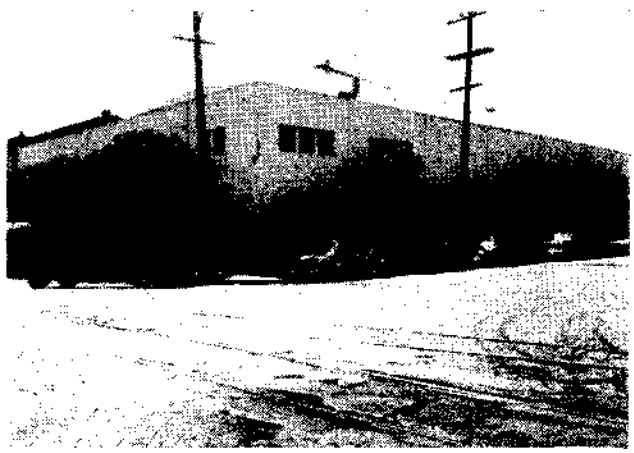
Abbreviations Used in Building Specific Information

1. A = (Heritage Survey Rating) clearly eligible for the National Register of Historic Places.
2. A&E = Architect & Engineer
3. B = (Heritage Survey Rating) possibly eligible for the National Register
4. BPA = Building Permit Application
5. C = (Heritage Survey Rating) probably eligible for the Register only as a contributor in a Historic District; not eligible individually.
6. D = (Heritage Survey Rating) probably ineligible for the Register under any circumstances.
7. DCP = Department of City Planning, 1976 Citywide Architectural Survey
8. Dir = San Francisco Directory
9. DPB = Daily Pacific Builder
10. EA = Edwards Abstracts from Records
11. n.p. = not paginated
12. NR = (Heritage Survey Rating) Not Rated (usually not old enough)

ADDRESS: 200 Brannan Street
BLOCK/LOT: 3774/24
BUILDING NAME: Farnsworth & Ruggles Plant
ORIGINAL USE: Freight Distributing Terminal & Garage
ORIGINAL OWNER: Farnsworth & Ruggles
ORIGINAL TENANT: Farnswoth & Ruggles Draying
CURRENT USE: Manufacturing/Warehouse
DATE BUILT: 1926
STYLE: Mission Revival
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES: 2
HEIGHT: 20'
CONSTRUCTION TYPE: Wood Frame & Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: NR
OTHER INFORMATION: Spur Track
SOURCES: Sanborn 1929. Dir. 1940, 32.

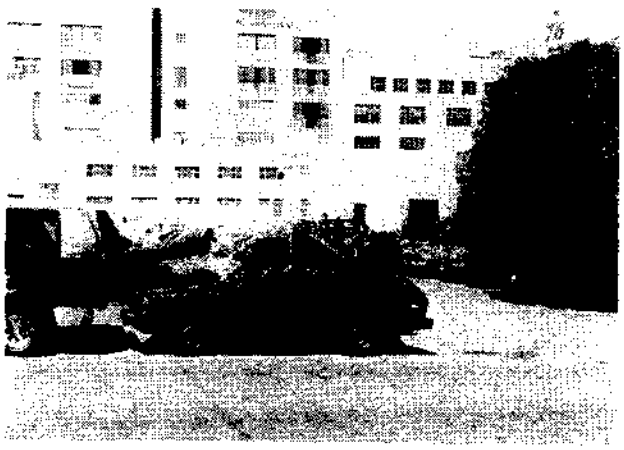


ADDRESS: 211 Brannan Street
BLOCK/LOT: 3789/12
BUILDING NAME: Stevedore's Equipment Co.
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: Office/Industrial
DATE BUILT: 1961
STYLE:
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES: 2
HEIGHT: 24'
CONSTRUCTION TYPE: Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: __
HERITAGE: ___
OTHER INFORMATION:
SOURCES:

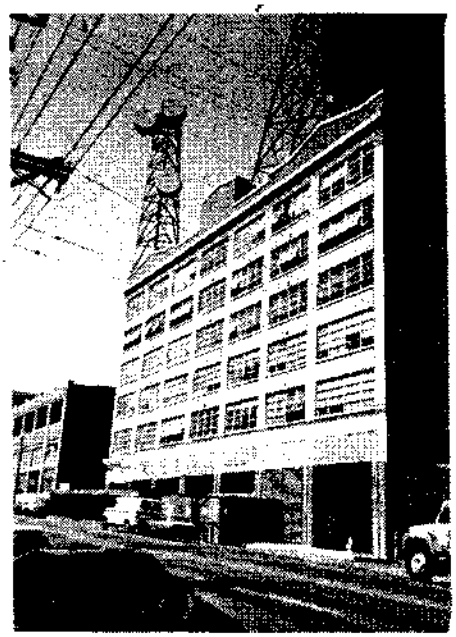


ADDRESS: 230 Brannan Street
BLOCK/LOT: 3774/25
BUILDING NAME: H.S. Crocker Building
ORIGINAL USE: Printing & Stationary Warehouse
ORIGINAL OWNER: The Warehouse Land & Improvement Co.
ORIGINAL TENANT: H.S. Crocker Co.
CURRENT USE: Warehouse/Manufacturing
DATE BUILT: 1906
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Henry A. Schulze
NUMBER OF STORIES: 3/B
HEIGHT:
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Garage Cut, Alluminum windows, Penthouse
RATINGS:
DCP: _2_
HERITAGE: _B*_
OTHER INFORMATION:
SOURCES: Chronicle, 1 August 1906

ADDRESS: 260 Brannan Street
BLOCK/LOT: 3774/26
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: Parking lot
DATE BUILT:
STYLE:
ARCHITECT ___ **BUILDER** ___:
NUMBER OF STORIES:
HEIGHT:
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE:
OTHER INFORMATION: VACANT
SOURCES:



ADDRESS: 274 Brannan Street
BLOCK/LOT: 3774/27
BUILDING NAME: Hawley Terminal Building
ORIGINAL USE: Public Storage
ORIGINAL OWNER: Terminal Warehouse (M.J. Hawley)
ORIGINAL TENANT: Hawley Terminal
CURRENT USE: Office
DATE BUILT: 1924
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Ellison & Russell, (engineers)
NUMBER OF STORIES: 6/B
HEIGHT: 72'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance/Base, Windows on upper level of western facade, rooftop billboard and mirowave tower, 1984 renovations.



RATINGS:
DCP:
HERITAGE: _C**_
OTHER INFORMATION: Pre-quake site of Vermont Marble Co., mngr. M.J. Hawley (see 333 Bryant, 51 & 60 Federal)
SOURCES: Examiner, October, 20 1923, EA 8/15/23.

ADDRESS: 275 Brannan Street
BLOCK/LOT: 3789/9
BUILDING NAME: Rosenberg Brothers' Warehouse
ORIGINAL USE: Dry Fruit Packing
ORIGINAL OWNER: Charles N. Felton, Jr.
ORIGINAL TENANT: Rosenberg Brothers & Co.
CURRENT USE: Office/Manufacturing
DATE BUILT: 1905/1909
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Alden W. Campbell, Will D. Shea
NUMBER OF STORIES: 3
HEIGHT: 50'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:

RATINGS:
DCP: ___
HERITAGE: _B_
OTHER INFORMATION: Third floor added in 1909
NATIONAL REGISTER: Eligible for National Register (2/26/82)
SOURCES: Call 7/1/05 & 7/14/05, Examiner 4/25/09, 46.

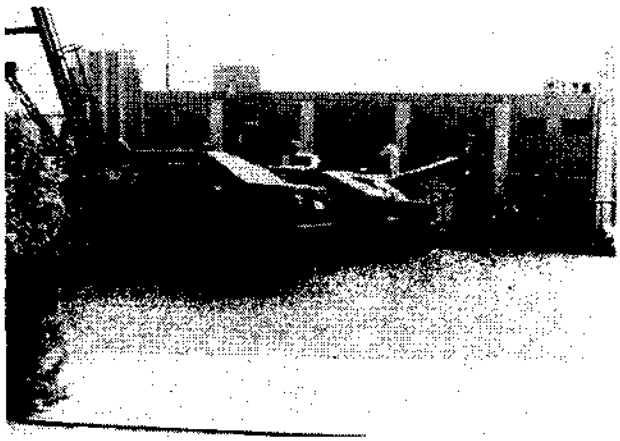
ADDRESS: 284 Brannan Street
BLOCK/LOT: 3774/63
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: Parking lot
DATE BUILT:
STYLE:
ARCHITECT ___ BUILDER ___:
NUMBER OF STORIES:
HEIGHT:
CONSTRUCTION TYPE:
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION: VACANT
SOURCES:

ADDRESS: 300 Brannan Street
BLOCK/LOT: 3775/8
BUILDING NAME: Blinn Estate Building
ORIGINAL USE: Wholesale furniture & carpet warehouse
ORIGINAL OWNER: Blinn Estate Company (Helen B. Blinn of Alameda)
ORIGINAL TENANT: Peck & Hills Furniture Co.; Wm. G. Volker & Co.
CURRENT USE: Office/Retail
DATE BUILT: 1912
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Charles C. Frye & George A. Schastey, Alvin E. Horlein (engineer)
NUMBER OF STORIES: 6
HEIGHT: 70'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance
RATINGS:
DCP: _3_
HERITAGE: _C_
OTHER INFORMATION:
SOURCES: Chronicle 2/3/1912

ADDRESS: 301 Brannan Street
BLOCK/LOT: 3788/37
BUILDING NAME: The Crane Company Building
ORIGINAL USE: Plumbing Supplies
ORIGINAL OWNER: The Crane Company
ORIGINAL TENANT: The Crane Company
CURRENT USE: Office
DATE BUILT: 1909
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Lewis P. Hobart
NUMBER OF STORIES: 6
HEIGHT:
CONSTRUCTION TYPE: Steel Frame with Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Parapet, Cornice, Interior

RATINGS:
DCP: ___
HERITAGE: _B*_
OTHER INFORMATION: Crane Co. headquarters Chicago
SOURCES: EA 2/9/09

ADDRESS: 315 Bryant Street
BLOCK/LOT: 3774/62
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: VACANT
DATE BUILT:
STYLE:
ARCHITECT ___ **BUILDER** ___:
NUMBER OF STORIES:
HEIGHT:
CONSTRUCTION TYPE:
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:

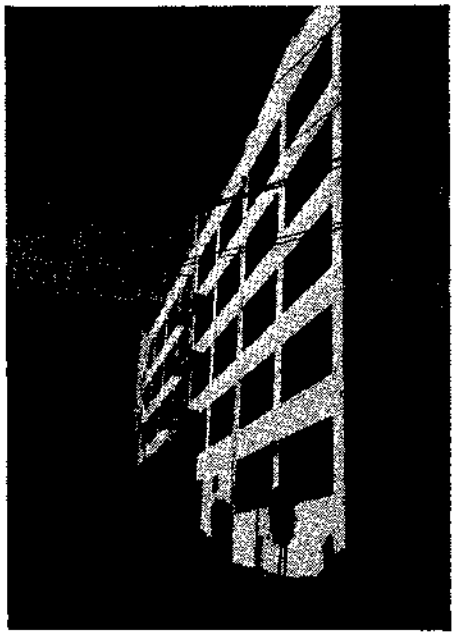


RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION: NO FILE, Demolished
SOURCES:

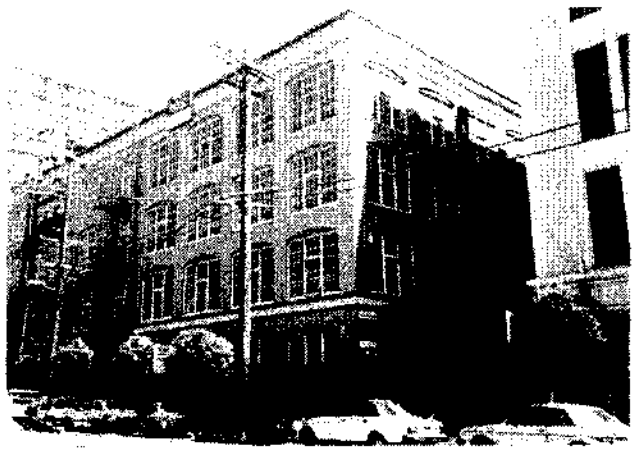
ADDRESS: 325 Bryant Street
BLOCK/LOT: 3774/5
BUILDING NAME: American Marine Paint Annex
ORIGINAL USE: Covering Grinder
ORIGINAL OWNER: American Marine Paint Co.
ORIGINAL TENANT: American Marine Paint Co.
CURRENT USE: Offices
DATE BUILT: 1918
STYLE:
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES:
HEIGHT: 12'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Total remodel
RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION:
SOURCES:

ADDRESS: 329 Bryant Street
BLOCK/LOT: 3774/7
BUILDING NAME: American Marine Paint Co.
ORIGINAL USE: Paint Manufacturing
ORIGINAL OWNER: American Marine Paint Co.
ORIGINAL TENANT: American Marine Paint Co.
CURRENT USE: Industrial
DATE BUILT: 1916
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Charles Paff & Co.
NUMBER OF STORIES: 3/B
HEIGHT:
CONSTRUCTION TYPE:
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION: also see 30 Federal
SOURCES: BPA #67275 (1916)

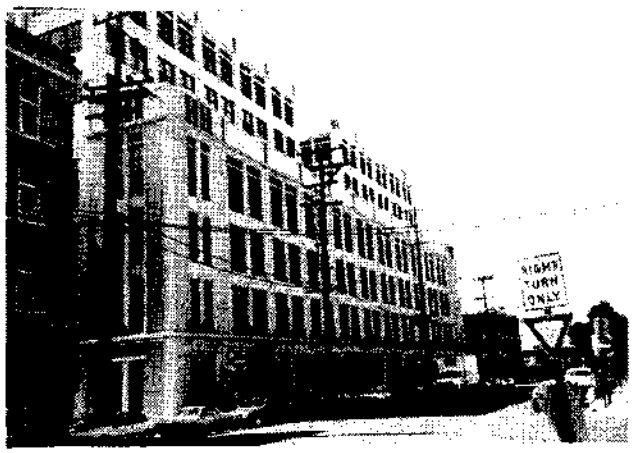
ADDRESS: 333-353 Bryant Street
BLOCK/LOT: 3774/8
BUILDING NAME: Ondawa Building
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Ondawa Co. (M.J. Hawley)
ORIGINAL TENANT: The Columbia Graphophone Company
CURRENT USE: Office
DATE BUILT: 1920
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_: Earl B. Scott, W.H. Ellison (Engineer)
NUMBER OF STORIES: 3/B & 5
HEIGHT: 38'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY-ALTERED
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _C**
OTHER INFORMATION: Renovated, Original Spur track to center of building.
SOURCES: Chronicle 8/21/20, 8.



ADDRESS: 355-367 Bryant Street
BLOCK/LOT: 3774/68
BUILDING NAME: General Electric Company Warehouse
ORIGINAL USE: General Electric Company
ORIGINAL OWNER: Maria Josefa Cebrian (widow of John C.)
ORIGINAL TENANT: General Electric Company
CURRENT USE: Warehouse
DATE BUILT: 1916
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: George A. Applegarth
NUMBER OF STORIES: 4
HEIGHT:
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Painted Brick
RATINGS:
DCP: ___
HERITAGE: _B_
OTHER INFORMATION:
SOURCES: Sanborn 1929, EA 2/23/16



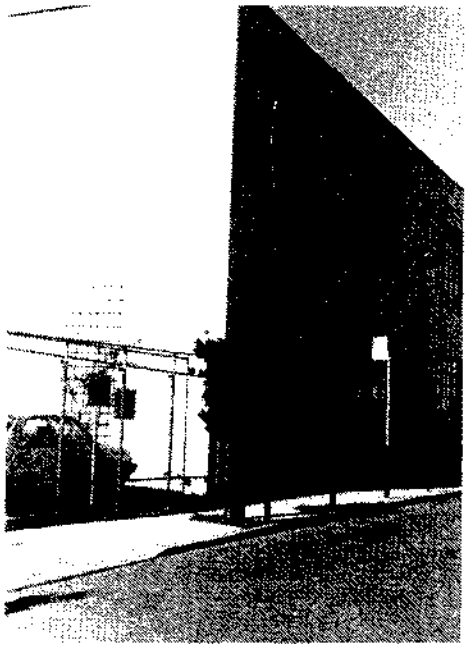
ADDRESS: 385 Bryant Street
BLOCK/LOT: 3774/67
BUILDING NAME: Schmidt Lithograph Plant Number 2
ORIGINAL USE: Paper Products & Manufacturing
ORIGINAL OWNER: Schmidt Lithograph
ORIGINAL TENANT: Schmidt Lithograph
CURRENT USE: Office
DATE BUILT: 1925
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Maurice Couchot & Jesse Rosenwald (engineers)
NUMBER OF STORIES: 4
HEIGHT: 87'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY-ALTERED
INAPPROPRIATE ALTERATIONS: Entrance & 2 story addition 1985



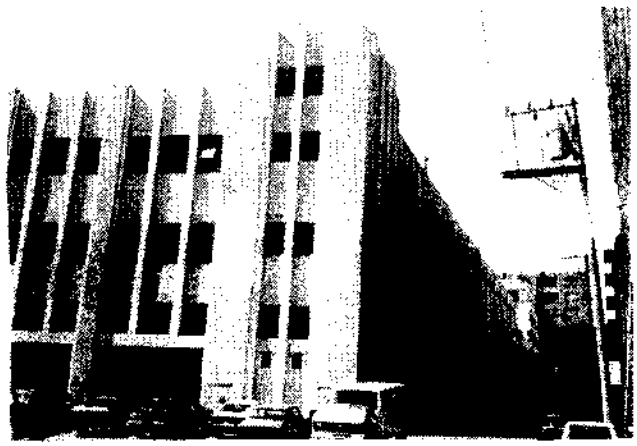
RATINGS:
DCP: ___
HERITAGE: _B_
OTHER INFORMATION:
SOURCES: EA 11/12/24

ADDRESS: 52 Colin P. Kelly
BLOCK/LOT: 3789/10
BUILDING NAME: Langermand Building
ORIGINAL USE:
ORIGINAL OWNER: Fredrika Langermand
ORIGINAL TENANT:
CURRENT USE: Warehouse
DATE BUILT: 1908
STYLE: Commercial
ARCHITECT ___ **BUILDER** _X_: B & W Engineering Co.
NUMBER OF STORIES: 3
HEIGHT: 34'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _C**_
OTHER INFORMATION:
NATIONAL REGISTER: Eligible National Register (2/26/82)
SOURCES: Daily Pac Building, July 6, 1908

ADDRESS: 18 DeBoom Street
BLOCK/LOT: 3774/69
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE:
DATE BUILT: 1955
STYLE:
ARCHITECT ___ BUILDER ___:
NUMBER OF STORIES: 2
HEIGHT: 26'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: ___
OTHER INFORMATION:
SOURCES: Sanborn, 1979



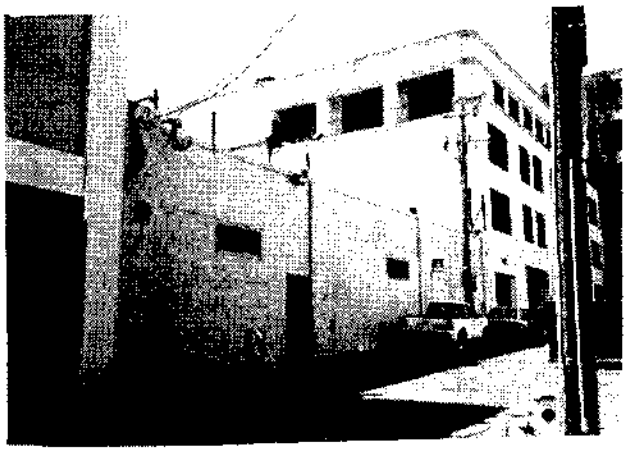
ADDRESS: 1 Federal Street
BLOCK/LOT: 3774/18
BUILDING NAME: Farnsworth and Ruggles #4 Warehouse
ORIGINAL USE: Draying and Warehousing
ORIGINAL OWNER: Farnsworth and Ruggles
ORIGINAL TENANT:
CURRENT USE: Warehouse/Manufacturing
DATE BUILT: 1935
STYLE: Commercial
ARCHITECT _X_ BUILDER ___: H.A. Emmrick & E.L. Hansen Engineers
NUMBER OF STORIES: 7
HEIGHT: 38
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Ducts, Doors
RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION: also see 200 Brannan
SOURCES: EA 5/15/34



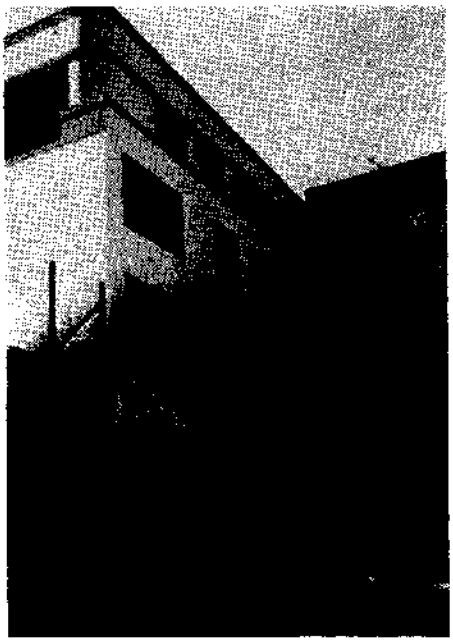
ADDRESS: 28 Federal Street
BLOCK/LOT: 3774/6
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: VACANT
DATE BUILT:
STYLE:
ARCHITECT ___ BUILDER ___:
NUMBER OF STORIES:
HEIGHT:
CONSTRUCTION TYPE:
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION:
SOURCES:

ADDRESS: 30 Federal Street
BLOCK/LOT: 3774/7
BUILDING NAME: American Marine Paint Company Addition
ORIGINAL USE: Paint & Oil Warehouse
ORIGINAL OWNER: American Marine Paint Co.
ORIGINAL TENANT: American Marine Paint Co.
CURRENT USE: Office
DATE BUILT: 1946
STYLE:
ARCHITECT _X_ **BUILDER** _X_ **:** Kent & Hass, Dinwiddie Construction Co.
NUMBER OF STORIES: 1?
HEIGHT:
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _NR_
OTHER INFORMATION:
SOURCES: BPA #88179 (1946)

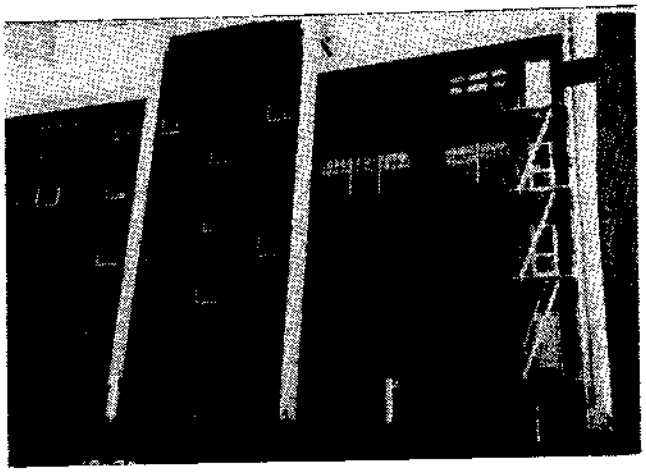
ADDRESS: 41 Federal Street
BLOCK/LOT: 3774/15
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER: Farnsworth & Ruggles #2
ORIGINAL TENANT:
CURRENT USE: Office/Warehouse
DATE BUILT: 1930
STYLE:
ARCHITECT ___ BUILDER ___: UNKNOWN
NUMBER OF STORIES: 1/B
HEIGHT: 16'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _____
OTHER INFORMATION:
SOURCES: Realdex 1980 for 1930 date.
Sanborn 1929, 1950.



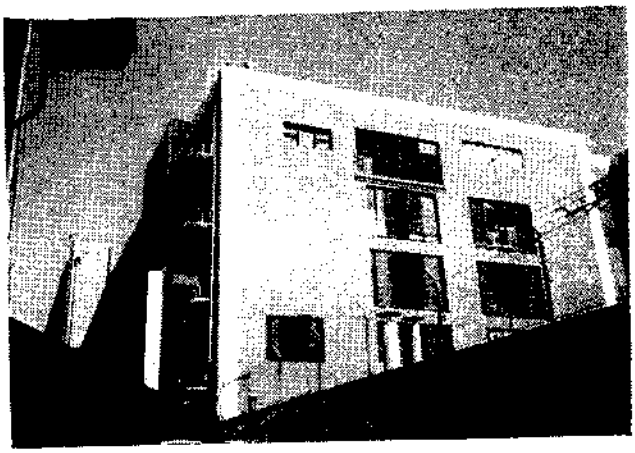
ADDRESS: 51 Federal Street
BLOCK/LOT: 3774/13
BUILDING NAME: Rincon Warehouse No. 2
ORIGINAL USE: Public Storage Warehouse
ORIGINAL OWNER: Rincon Warehouse Company
ORIGINAL TENANT: Rincon Warehouse Company
CURRENT USE: Office
DATE BUILT: 1923
STYLE: Commercial
ARCHITECT _X_ BUILDER ___: W.H. Ellison (engineer)
NUMBER OF STORIES: 3/B
HEIGHT: 52'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY-ALTERED
INAPPROPRIATE ALTERATIONS: 4th Floor Addition after 1950
RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION: also see 274 Brannan, 333 Bryant, 60 Federal
SOURCES: EA 3/19/23, Sandborn 1950



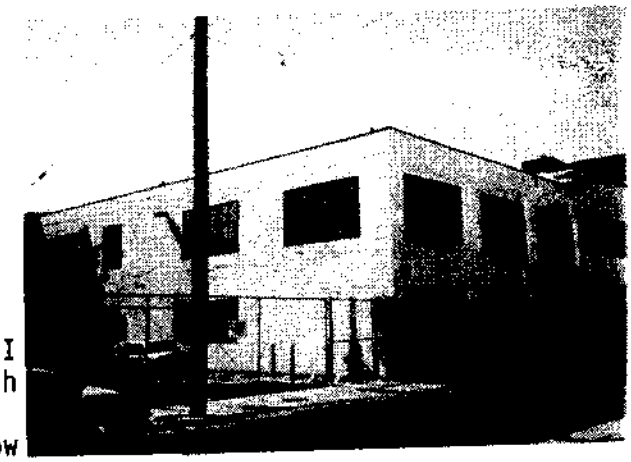
ADDRESS: 60 Federal Street
BLOCK/LOT: 3774/12
BUILDING NAME: Rincon Warehouse
ORIGINAL USE: Public Storage Warehouse
ORIGINAL OWNER: Rincon Warehouse Company (M.J. Hawley)
ORIGINAL TENANT: Weston Basket & Barrel Co.
CURRENT USE: Office/Warehouse
DATE BUILT: 1911
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Perseo Righetti & August G. Headman
NUMBER OF STORIES: 5/B
HEIGHT: 56'
CONSTRUCTION TYPE: Class A. Fireproof Reinforced Concrete with steel frame
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY-ALTERED
INAPPROPRIATE ALTERATIONS: Arch detail, Interior Fenistration, 1946 alterations.



RATINGS:
DCP: ___
HERITAGE: _D_
OTHER INFORMATION:
SOURCES: Chronicle 10/1/10

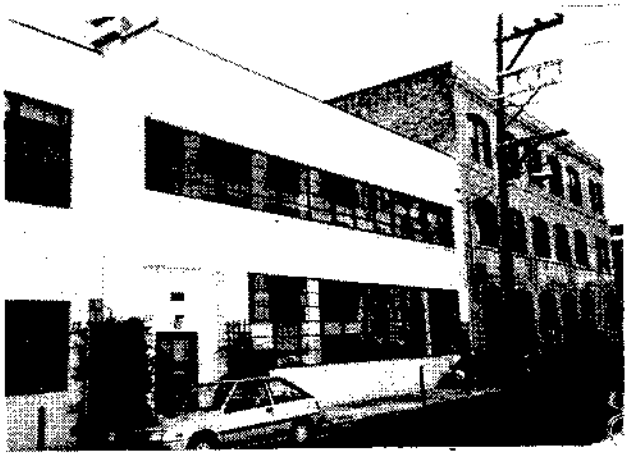


ADDRESS: 77 Federal Street
BLOCK/LOT: 3774/69
BUILDING NAME: American Licorice Co. Building II
ORIGINAL USE: Licorice Factory
ORIGINAL OWNER: American Licorice Co.
ORIGINAL TENANT: American Licorice Co.
CURRENT USE: Office/Manufacturing
DATE BUILT: 1948
STYLE:
ARCHITECT ___ **BUILDER** ___: **UNKNOWN**
NUMBER OF STORIES: 2
HEIGHT: 28'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Reinforced Concrete
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE:
OTHER INFORMATION: American Licorice Co. Building I next door (listed 1910 as Joseph Gutradt Co., soap makers) was demolished after 1983 and is now the rear parking lot of 18 DeBoom.

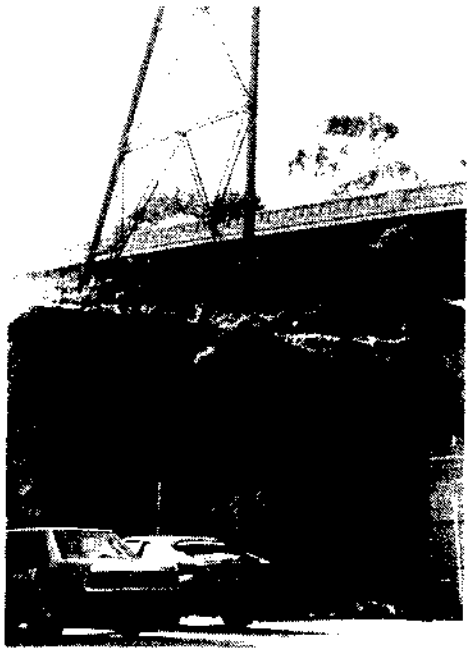


SOURCES: Sanborn 1979

ADDRESS: 85 Federal Street
BLOCK/LOT: 3774/66
BUILDING NAME:
ORIGINAL USE: Warehouse & Offices
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: Office
DATE BUILT: 1940
STYLE:
ARCHITECT ___ BUILDER ___: UNKNOWN
NUMBER OF STORIES: 2
HEIGHT: 30'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: NR
OTHER INFORMATION:
SOURCES: Sanborns

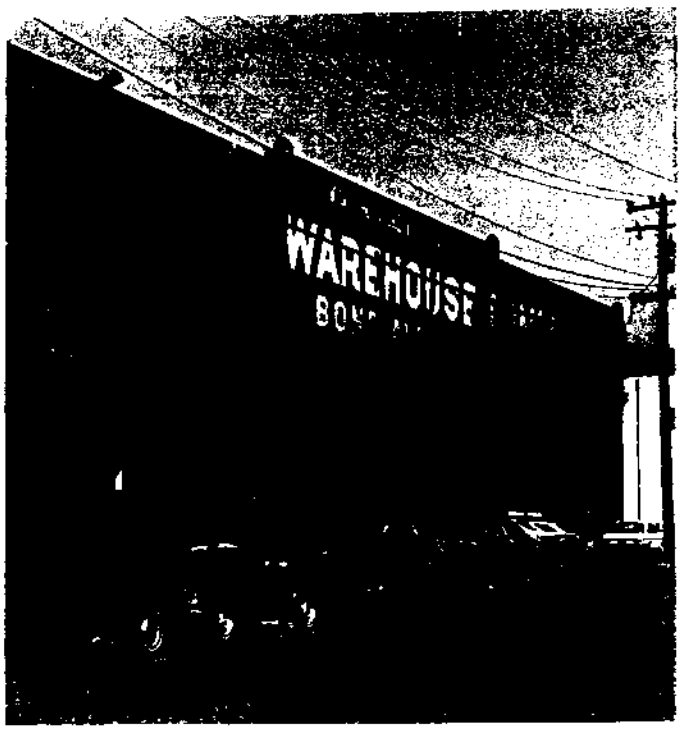


ADDRESS: 500 First Street
BLOCK/LOT: 3774/1
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: VACANT
DATE BUILT:
STYLE: Commercial
ARCHITECT ___ BUILDER ___:
NUMBER OF STORIES:
HEIGHT:
CONSTRUCTION TYPE:
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE:
OTHER INFORMATION: NO FILE
SOURCES:



ADDRESS: 512 First Street
BLOCK/LOT: 3774/2
BUILDING NAME: Cape Horn Warehouse
ORIGINAL USE: Paper Warehouse
ORIGINAL OWNER: Mary J. McGregor McKeon
(Mrs. Neal McKeon)
ORIGINAL TENANT: Willamette Pulp & Paper Co.
CURRENT USE: Industrial
DATE BUILT: 1907
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___:
NUMBER OF STORIES: 3
HEIGHT: 36'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: 1
HERITAGE: C**
OTHER INFORMATION: later one of the South End Warehouse group
NATIONAL REGISTER: Determined eligible for National Register (2/26/82)
SOURCES: Index to BPA # 11331, 1907, EA, 9/23/07

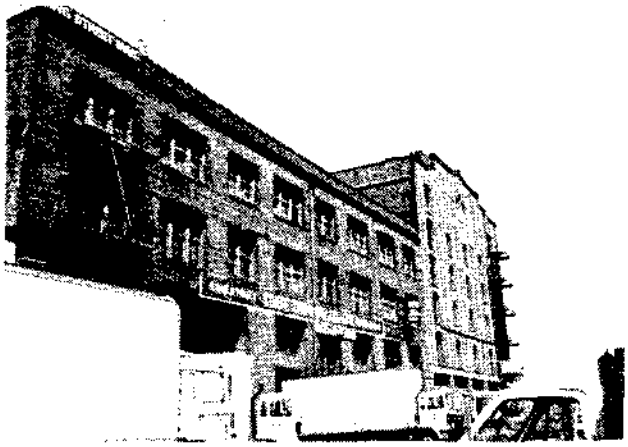
ADDRESS: 620 First Street
BLOCK/LOT: 3789/15
BUILDING NAME: Oriental Warehouse
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Pacific Mail Steamship Co.
ORIGINAL TENANT: Howard & Pool; Warehouse Proprietors
CURRENT USE: Vacant Warehouse
DATE BUILT: 1867
STYLE: 19th Century Industrial
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES: 2
HEIGHT: 38'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: 3
HERITAGE: A
OTHER INFORMATION: Oldest building in district, later owned by So. Pacific, Landmark #101
NATIONAL REGISTER: National Register Eligible (4/7/1981)
SOURCES: Landmark Case Report



ADDRESS: 500 Second Street
BLOCK/LOT: 3775/1
BUILDING NAME: Auerbach Building
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Milton Auerbach
ORIGINAL TENANT:
CURRENT USE: Manufacturing
DATE BUILT: 1919
STYLE: Commercial
ARCHITECT ___ **BUILDER** _X_ : James Baker
NUMBER OF STORIES: 3/B
HEIGHT: 44'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Paint Brick, Base, Entry
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION: Auerbach also at 533 Second
SOURCES: Building Permit Application #8473?

ADDRESS: 512 Second Street
BLOCK/LOT: 3775/2
BUILDING NAME: Dahlia Loeb Warehouse
ORIGINAL USE: Oil & Grease Sales & Storage
ORIGINAL OWNER: Dahlia Loeb
ORIGINAL TENANT: New York Lubricating Oil Co.
CURRENT USE: Manufacturing
DATE BUILT: 1910
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : Sahlfield & Kohlberg, Rainey & Phillips
NUMBER OF STORIES: 4
HEIGHT: 52'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick & Sheet Metal
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Cornice/Parapet Alterations, Ground floor fenestration.
RATINGS:
DCP: ___
HERITAGE: _C**_
OTHER INFORMATION: 1923 C.D. White Sewing Machine Co.
SOURCES:

ADDRESS: 128 King Street
BLOCK/LOT: 3794/23
BUILDING NAME: Castle Brothers' Warehouse
ORIGINAL USE: Dried Fruit Warehouse
ORIGINAL OWNER: Haslett Warehouse Company
ORIGINAL TENANT: Castle Brothers
CURRENT USE: Warehouse
DATE BUILT: 1913
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Alvin E. Hornlein (engineer)
NUMBER OF STORIES: 3
HEIGHT: 50'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: _1_
HERITAGE: _C**_
OTHER INFORMATION:
NATIONAL REGISTER: On National Register (02/25/82)
SOURCES: Examiner, 4/27/13, 54, BPA # 118907 (1913)



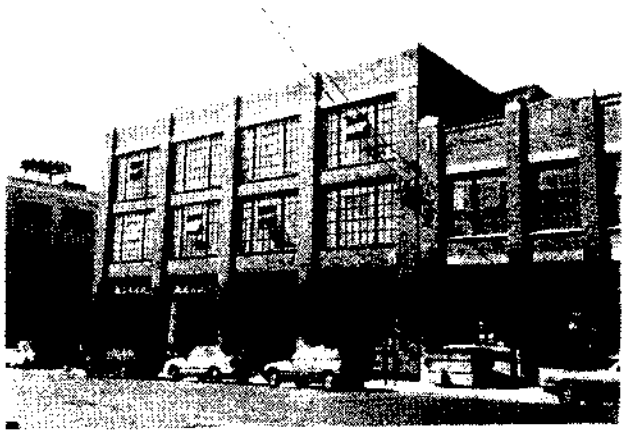
ADDRESS: 461 Second Street
BLOCK/LOT: 3764/70
BUILDING NAME: Schmidt Lithograph Company
ORIGINAL USE: Printing & Lithography
ORIGINAL OWNER: Robert R. Thompson
ORIGINAL TENANT: Schmidt Lithograph Co.
CURRENT USE:
DATE BUILT: 1907, 1920 (tower), 1938 (rear corner addition)
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES: 3
HEIGHT: 48' & tower 180'
CONSTRUCTION TYPE: Brick with Reinforced Concrete Tower
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Both major street facades stripped & stuccoed (1960)
RATINGS:
DCP: ___
HERITAGE: _B*_
OTHER INFORMATION: Schmidt Litho on this corner by 1902
SOURCES: EA, 4/10/07; BPA #4738 (1906); Chronicle, 12/13/19, Daily Pacific Building, 4/10/07

ADDRESS: 522-6 Second Street
BLOCK/LOT: 3775/4
BUILDING NAME: MacDonald & Kahn Building
ORIGINAL USE:
ORIGINAL OWNER: MacDonald & Kahn
ORIGINAL TENANT:
CURRENT USE: Office/Warehouse
DATE BUILT: 1923
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : Samuel Heiman, MacDonald & Kahn
NUMBER OF STORIES: 2
HEIGHT: 30'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Minor
RATINGS:
DCP: ___
HERITAGE: ____
OTHER INFORMATION:
SOURCES: EA 5/30/23

ADDRESS: 533 Second Street
BLOCK/LOT: 3774/48
BUILDING NAME: Auerbach Warehouse
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Milton Auerbach
ORIGINAL TENANT:
CURRENT USE: Warehouse
DATE BUILT: 1906
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : Albert Farr, J. Reite
NUMBER OF STORIES: 3
HEIGHT: 40'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: C
OTHER INFORMATION: 1906 building permit for 2 stories, 3rd story by 1918, Auerbach also at 500 Second
SOURCES: BPA #2672

ADDRESS: 543 Second Street
BLOCK/LOT: 3774/65
BUILDING NAME:
ORIGINAL USE: Shops
ORIGINAL OWNER: G. Kohake
ORIGINAL TENANT:
CURRENT USE: Retail
DATE BUILT: 1906
STYLE:
ARCHITECT ___ BUILDER ___: UNKNOWN
NUMBER OF STORIES: 1
HEIGHT: 10'
CONSTRUCTION TYPE: Wood Frame
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT:
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: ___
OTHER INFORMATION: Pairs with 545 Seceond St.
SOURCES: Realdex, Sanborns

ADDRESS: 544 Second Street
BLOCK/LOT: 3775/5
BUILDING NAME: Kohler Company Building
ORIGINAL USE: Plumbing Supplies
ORIGINAL OWNER: Alan MacDonald & Felix Kahn
ORIGINAL TENANT: Kohler Company
CURRENT USE: Manufacturing
DATE BUILT: 1923
STYLE: COMMERCIAL
ARCHITECT _X_ BUILDER ___: Samuel Heiman
NUMBER OF STORIES: 3
HEIGHT: 34'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance, Base Windows
RATINGS:
DCP: _1_
HERITAGE: _C_
OTHER INFORMATION:
SOURCES: EA 11/16/22



ADDRESS: 545 Second Street
BLOCK/LOT: 3774/64
BUILDING NAME: Margaret Davis Store
ORIGINAL USE: Store, saloon & dwelling
ORIGINAL OWNER: Margaret C. Davis
ORIGINAL TENANT:
CURRENT USE: Retail
DATE BUILT: 1906
STYLE:
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES: 1
HEIGHT: 10'
CONSTRUCTION TYPE: Wood Frame
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE:
OTHER INFORMATION: Pairs with 543 Second St.
SOURCES: Realdex, Sanborns

ADDRESS: 555-559 Second Street
BLOCK/LOT: 3774/45
BUILDING NAME: Vosti Grocery Building
ORIGINAL USE: Grocery Store/Residential
ORIGINAL OWNER: Lena Vosti
ORIGINAL TENANT: Serapino Vosti
CURRENT USE: Residential
DATE BUILT: 1913
STYLE: Colonial Revival
ARCHITECT _X_ **BUILDER** ___: J.A. Porporato
NUMBER OF STORIES: 3
HEIGHT: 32'
CONSTRUCTION TYPE: Wood Frame
EXTERIOR MATERIAL: Wood/Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance, Some Aluminum Windows, Storefront

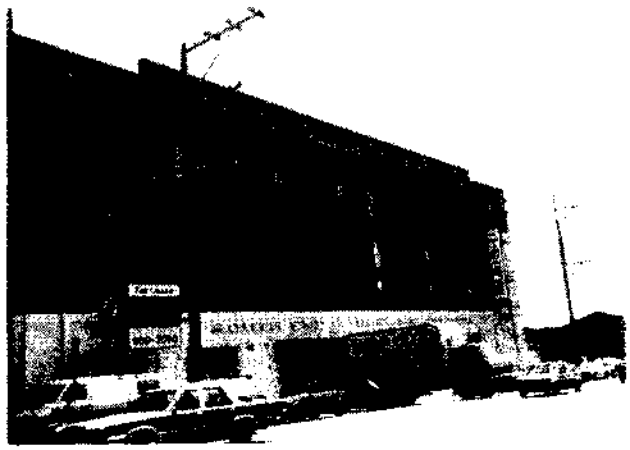
RATINGS:
DCP: _O_
HERITAGE: _C_
OTHER INFORMATION:
SOURCES: EA, 5/6/13

ADDRESS: 563 Second Street
BLOCK/LOT: 3774/44
BUILDING NAME: Howard Realty Company Building
ORIGINAL USE: Storage
ORIGINAL OWNER: Howard Realty Company (Charles S. Howard)
ORIGINAL TENANT:
CURRENT USE: Warehouse
DATE BUILT: 1924
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Leo J. Devlin
NUMBER OF STORIES: 2
HEIGHT: 28'
CONSTRUCTION TYPE: Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION:
SOURCES: EA, 1/11/24

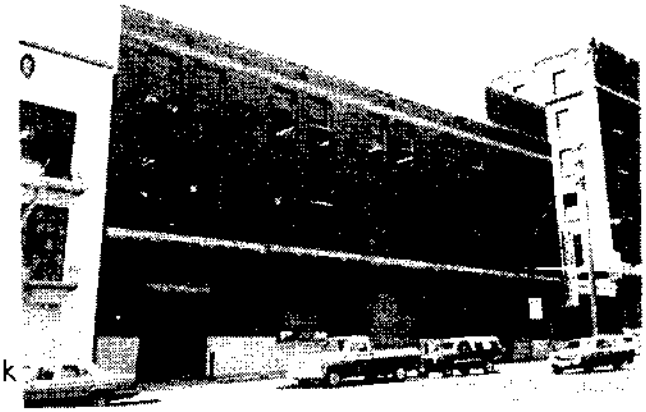
ADDRESS: 599 Second Street
BLOCK/LOT: 3774/31
BUILDING NAME: Los Angeles Soap Company Warehouse
ORIGINAL USE: Warehouse & Office
ORIGINAL OWNER: Los Angeles Soap Company
ORIGINAL TENANT: Los Angeles Soap Company
CURRENT USE: Warehouse
DATE BUILT: 1923
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: William H. Crim, Jr.
NUMBER OF STORIES: 2/B
HEIGHT: 49'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Ground Floor, Windows
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION:
SOURCES: EA, 1/31/23

ADDRESS: 601 Second Street
BLOCK/LOT: 3789/8
BUILDING NAME: D.N. & E. Walter Co. Building
ORIGINAL USE: Warehouse (furniture, carpets)
ORIGINAL OWNER: Senator Charles N. Felton
ORIGINAL TENANT: D.N. & E. Walter
CURRENT USE: Warehouse
DATE BUILT: 1909-10
STYLE:
ARCHITECT _X_ **BUILDER** ___: Will D. Shea
NUMBER OF STORIES: 5/B
HEIGHT: 72'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: _2_
HERITAGE: _B_
OTHER INFORMATION:
NATIONAL REGISTER: Determined eligible for National Register 1981.
SOURCES: Chronicle, 10/16/09

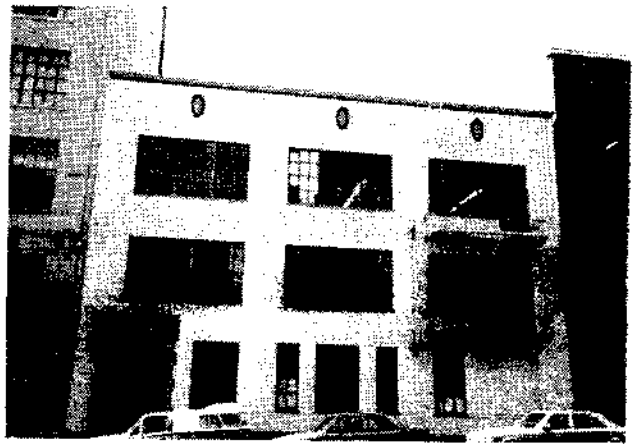
ADDRESS: 625 Second Street
BLOCK/LOT: 3789/7
BUILDING NAME: South End's California Warehouse
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Mary E. Callahan
ORIGINAL TENANT: South End Warehouse Co.
CURRENT USE: Warehouse
DATE BUILT: 1905-1906
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES: 4
HEIGHT: 42'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Ground Floor Doors Blocked
RATINGS:
DCP: ___
HERITAGE: _C**_
OTHER INFORMATION:
NATIONAL REGISTER: Determined eligible for National Register 2/26/82
SOURCES: newspaper clippings, 4/23/06



ADDRESS: 634 Second Street
BLOCK/LOT: 3788/38
BUILDING NAME: The Crane Company Warehouse
ORIGINAL USE: Plumbing Supplies Warehouse
ORIGINAL OWNER: The Crane Company
ORIGINAL TENANT: The Crane Company
CURRENT USE: Warehouse/Office
DATE BUILT: 1927
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Lewis P. Hobart
NUMBER OF STORIES: 3
HEIGHT: 43'
CONSTRUCTION TYPE: Reinforced Contrete with Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION: local branch of Chicago company, also at 301 Brannan
SOURCES: EA, 11/5/26

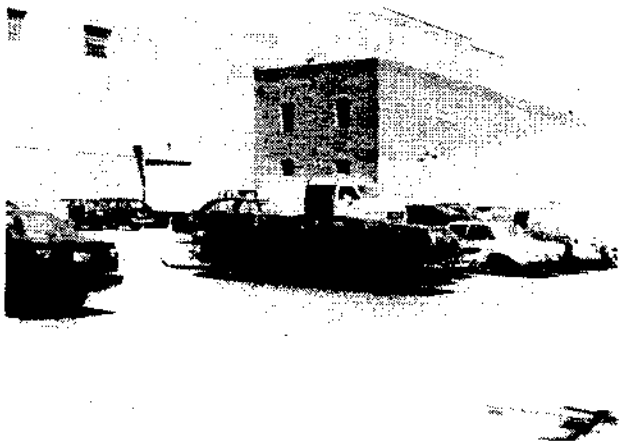


ADDRESS: 640 Second Street
BLOCK/LOT: 3788/2
BUILDING NAME: U.S. Radiator Co. Building
ORIGINAL USE: Radiator Company
ORIGINAL OWNER: L.A. Norris
ORIGINAL TENANT: U.S. Radiator Company
CURRENT USE: Warehouse/Manufacturing
DATE BUILT: 1926
STYLE: Rennaissance/Baroque
ARCHITECT _X_ **BUILDER** ___: Herman C. Baumann
NUMBER OF STORIES: 3
HEIGHT: 37'
CONSTRUCTION TYPE: Reinforced Concrete Block
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION:
SOURCES:

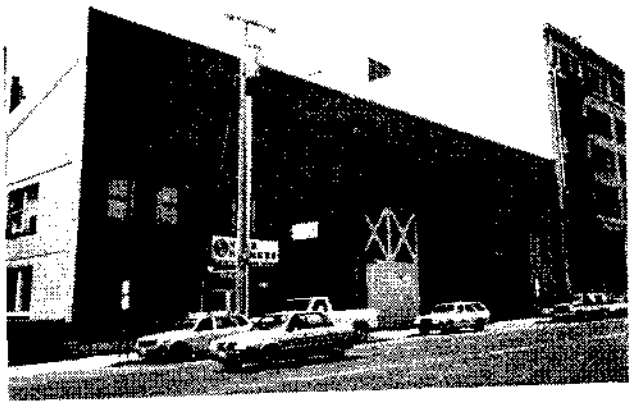


ADDRESS: 650 Second Street
BLOCK/LOT: 3788/2A
BUILDING NAME: B.F. Goodrich Rubber Company
ORIGINAL USE: Office & Warehouse
ORIGINAL OWNER: J.Sheldon Potter
ORIGINAL TENANT: B.F. Goodrich Rubber Company
CURRENT USE: Manufacturing
DATE BUILT: 1923
STYLE: Commercial
ARCHITECT X **BUILDER** X : Herman C. Baumann, Clinton Construction Company
NUMBER OF STORIES: 6
HEIGHT: 72'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: C**
OTHER INFORMATION: 1934 alterations to Hiram Walker & Sons bottling works
SOURCES: BPA #111362 & #6670, A & E 2-1924, 94

ADDRESS: 655 Second Street
BLOCK/LOT: 3789/5
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: VACANT
DATE BUILT:
STYLE:
ARCHITECT ___ **BUILDER** ___:
NUMBER OF STORIES:
HEIGHT:
CONSTRUCTION TYPE:
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRITBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: ___
OTHER INFORMATION:
SOURCES:



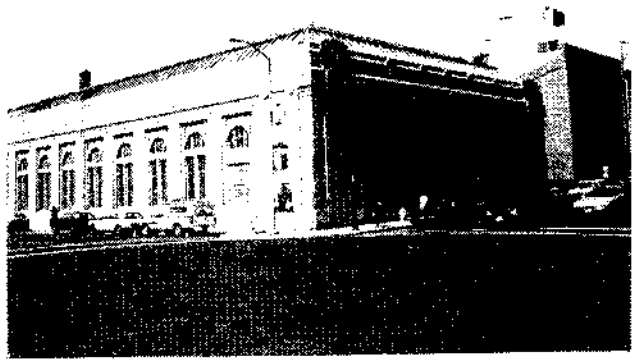
ADDRESS: 670 Second Street
BLOCK/LOT: 3788/43
BUILDING NAME: Moore Investment Company Building
ORIGINAL USE: Pipe & Steel Company
ORIGINAL OWNER: Moore Investment Company,
(Moore Shipbuilding Company)
ORIGINAL TENANT: The Republic Supply Company
of California
CURRENT USE: Manufacturing
DATE BUILT: 1918
STYLE:
ARCHITECT _X_ **BUILDER** _X_ : Leland Rosener
NUMBER OF STORIES: 1
HEIGHT: 25'
CONSTRUCTION TYPE: Brick, wood truss roof
on steel columns
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance Bay
RATINGS:
DCP: ___
HERITAGE: C**
OTHER INFORMATION: By 1928 Federal Pipe & Supply
SOURCES: BPA #834321



ADDRESS: 678-680 Second Street
BLOCK/LOT: 3788/44
BUILDING NAME: Moore Shipbuilding
ORIGINAL USE: Machine Shop
ORIGINAL OWNER: Moore Investment Company,
Robert S. Moore
ORIGINAL TENANT: Moore Shipbuilding
CURRENT USE: Manufacturing
DATE BUILT: 1913, 1918
STYLE:
ARCHITECT _X_ **BUILDER** _X_ : Leland Rosener
(engineer)
NUMBER OF STORIES: 1
HEIGHT: 26'
CONSTRUCTION TYPE: Brick, wood truss roof
on steel columns
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance Bay
RATINGS:
DCP: ___
HERITAGE: C**
OTHER INFORMATION: Also see 670 Second Street
SOURCES: BPA #219543

Same as 670 Second Street

ADDRESS: 698 Second Street
BLOCK/LOT: 3788/6
BUILDING NAME: San Francisco Fire Department Pump House No. 1
ORIGINAL USE: Salt water pumping station
ORIGINAL OWNER: City & County of SF
ORIGINAL TENANT: San Francisco Fire Department
CURRENT USE: San Francisco Fire Department Pump House
DATE BUILT: 1909-12
STYLE: Beaux Arts
ARCHITECT _X_ **BUILDER** _X_ : Tom W. Ransom, (consulting mechanical engineer in charge), Healy Tibbets Construction



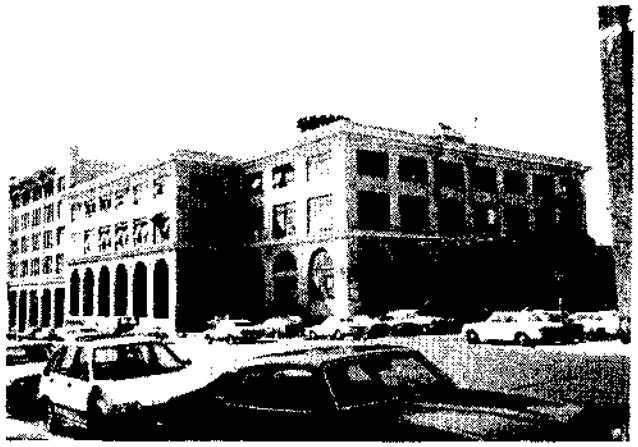
NUMBER OF STORIES: 1
HEIGHT: 26'
CONSTRUCTION TYPE: Steel/Reinforced Concrete
EXTERIOR MATERIAL: Stucco walls, Copper roof
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance Lamps & Chimneys removed

RATINGS:
DCP: _3_
HERITAGE: _B_
OTHER INFORMATION:
NATIONAL REGISTER: National Register Eligible District
SOURCES: Municipal Reports

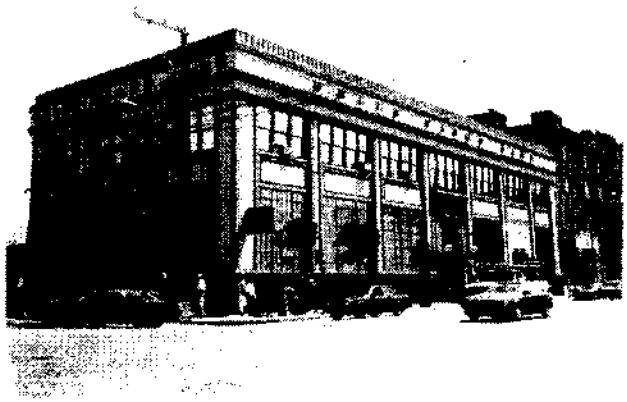
ADDRESS: 699 Second Street
BLOCK/LOT: 3789/4
BUILDING NAME: California Warehouse
ORIGINAL USE: Warehouse
ORIGINAL OWNER: William Sharon & A.A. Cohen
ORIGINAL TENANT: Haslett & Bailey
CURRENT USE: Warehouse/Garage
DATE BUILT: 1882
STYLE:
ARCHITECT ___ **BUILDER**
NUMBER OF STORIES:
HEIGHT: 24'
CONSTRUCTION TYPE: Concrete
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance

RATINGS:
DCP: ___
HERITAGE: _B*_
OTHER INFORMATION: Stucco Addition and Windows in 1911 By Sharon Estate Company (Taylor & Goericke) for American Radiator Company
SOURCES:

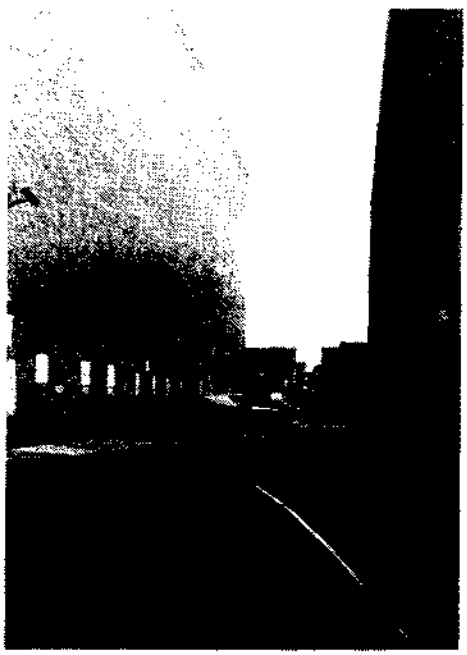
ADDRESS: 1 South Park & 570 Third Street
BLOCK/LOT: 3775/7
BUILDING NAME: Tobacco Company of Calif.
ORIGINAL USE: Tobacco Warehouse
ORIGINAL OWNER: Nat Raphael
ORIGINAL TENANT: Tobacco Company of California
CURRENT USE: Warehouse
DATE BUILT: 1913
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: William H. Crim, Jr.
NUMBER OF STORIES: 3
HEIGHT: 48'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance
RATINGS:
DCP: ___
HERITAGE: _B_
OTHER INFORMATION: Spur track shed inside
SOURCES: Chronicle, 12/7/12



ADDRESS: 601 Third Street
BLOCK/LOT: 3788/20
BUILDING NAME: General Cigar Company Building
ORIGINAL USE: Office & Wholesale Depot
ORIGINAL OWNER: John Rosenfeld's Sons
ORIGINAL TENANT: General Cigar Co.
CURRENT USE: Bank, Offices (Wells Fargo Bank)
DATE BUILT: 1920
STYLE: Commercial
ARCHITECT ___ **BUILDER** _X_: MacDonald & Kahn
NUMBER OF STORIES: 2
HEIGHT: 36'
CONSTRUCTION TYPE: Reinforced Concrete, Class A
EXTERIOR MATERIAL: Concrete
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Doorway, Some windows, Cornice
RATINGS:
DCP:
HERITAGE: _C_
OTHER INFORMATION: Jack London born in 1876 on this site (CHS plaque on building), Rosenfelds also at 685 Third & 180 Townsend, Rear 3/5 of building demolished after 1950
SOURCES: BPA #89637, Sanborns 1950, 1986



ADDRESS: 630 Third Street
BLOCK/LOT: 3787/5
BUILDING NAME: Colgate Building
ORIGINAL USE: Office & Wholesale for soaps, powders, perfumes
ORIGINAL OWNER: Walter H. Sullivan
ORIGINAL TENANT: Colgate & Co.
CURRENT USE:
DATE BUILT: 1924
STYLE: Commercial
ARCHITECT ___ **BUILDER** _X_ : Geogrge Wagner Inc.
NUMBER OF STORIES: 2
HEIGHT: 32'
CONSTRUCTION TYPE: Reinforced Concrete, Class A
EXTERIOR MATERIAL: Concrete
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ____
HERITAGE: ___
OTHER INFORMATION: Sold to Colgate & Co 2/9/25
SOURCES: BPA # 127668



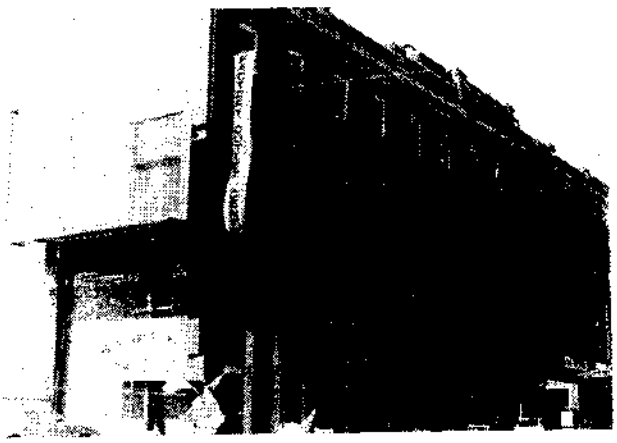
ADDRESS: 640 Third Street
BLOCK/LOT: 3787/7
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE: VACANT
DATE BUILT:
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___:
NUMBER OF STORIES:
HEIGHT:
CONSTRUCTION TYPE:
EXTERIOR MATERIAL:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ____
HERITAGE: ___
OTHER INFORMATION:
SOURCES:

ADDRESS: 625-647 Third Street
BLOCK/LOT: 3788/19
BUILDING NAME: Transcontinental Freight Co. Building
ORIGINAL USE: Public Storage Warehouse
ORIGINAL OWNER: Cyrus S. Wright
ORIGINAL TENANT: Transcontinental Freight Co.
CURRENT USE: Office
DATE BUILT: 1909
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : George A. Dodge, Long & Hoyt

NUMBER OF STORIES: 4
HEIGHT: 52'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY-ALTERED
INAPPROPRIATE ALTERATIONS: Spur track enterance now lobby/enterance, windows

RATINGS:
DCP: _4_
HERITAGE: _B_
OTHER INFORMATION: Windows and ground floor alterations. Rear 2/3 of building removed (fire) after 1950.
SOURCES: Call, November, 29 1908

ADDRESS: 660 Third Street
BLOCK/LOT: 3787/8
BUILDING NAME: South End Terminal Warehouse
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Lotta Farnsworth
ORIGINAL TENANT: South End Warehouse Co.
CURRENT USE: Office
DATE BUILT: 1906
STYLE: Rennaissance Baroque
ARCHITECT _X_ **BUILDER** _X_ : William Koenig, Koenig & Pettigren



NUMBER OF STORIES: 4
HEIGHT: 50'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: _1_
HERITAGE: _B_
OTHER INFORMATION: Replaced a burned So. End Co. Warehouse
SOURCES: Examiner, June 14, 1906

ADDRESS: 665 Third Street
BLOCK/LOT: 3788/41
BUILDING NAME: M.J. Brandenstein Building
ORIGINAL USE: Coffee, Tea, Rice Mills & Warehouse
ORIGINAL OWNER: L. A. Norris Company
ORIGINAL TENANT: M.J. Brandenstein
CURRENT USE: Office
DATE BUILT: 1916
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : G. Albert Lansburgh, George Wagner
NUMBER OF STORIES: 5
HEIGHT: 71'
CONSTRUCTION TYPE: Concrete, Class A
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _C**_
OTHER INFORMATION:
SOURCES: A&E 1-1916,125. Heritage file (report by building manager, June 1984)

ADDRESS: 685 Third Street
BLOCK/LOT: 3788/15
BUILDING NAME: Gale Building
ORIGINAL USE: Restaurant, offices, lofts
ORIGINAL OWNER: Gale Estate Company
ORIGINAL TENANT: UNKNOWN
CURRENT USE: Warehouse
DATE BUILT: 1906/1917
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : M. F. Gale (Bldr 1906), Sylvian Schnittacker (Arch 1917)
NUMBER OF STORIES: 5
HEIGHT: 72'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Base, Cornice
RATINGS:
DCP:
HERITAGE: _C**_
OTHER INFORMATION: Top 3 stories added 1917; by 1929 MJB Warehouse
SOURCES: BPA #1223 (1906), #77221 (1917)

ADDRESS: 687-699 Third Street
BLOCK/LOT: 3788/14
BUILDING NAME: Anna Davidow Building
ORIGINAL USE: Restaurant, Saloon, Stores
ORIGINAL OWNER: Anna Davidow
ORIGINAL TENANT:
CURRENT USE: Retail
DATE BUILT: 1917-1918
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : A. Burgen, Peterson & Persson
NUMBER OF STORIES: 1
HEIGHT: 25'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: NONCONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Storefronts
RATINGS:
DCP: ___
HERITAGE: _D_
OTHER INFORMATION:
SOURCES:

ADDRESS: 64 Townsend Street
BLOCK/LOT: 3789/3
BUILDING NAME: Hooper's South End Grain Warehouse
ORIGINAL USE: Grain Warehouse
ORIGINAL OWNER: John Hooper
ORIGINAL TENANT: John Hooper
CURRENT USE: Retail/Warehouse
DATE BUILT: 1874
STYLE: 19th Century Industrial
ARCHITECT ___ **BUILDER** ___: UNKNOWN
NUMBER OF STORIES: 1
HEIGHT: 26'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Storefronts, Stucco, Curb cuts into bays
RATINGS:
DCP: ___
HERITAGE: _C**_
OTHER INFORMATION: Corner saloon on 1918 SBM
NATIONAL REGISTER: Determined eligible for National Register (1982)
SOURCES:

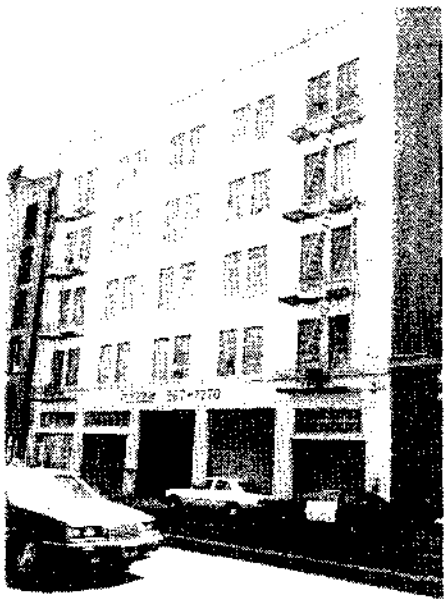
ADDRESS: 101 Townsend Street
BLOCK/LOT: 3794/15
BUILDING NAME: Warehouse Investment Company Building
ORIGINAL USE: Wholesale Drug Warehouse & Saloon
ORIGINAL OWNER: Warehouse Investment Co. (Haslett)
ORIGINAL TENANT: American Druggists Syndicate
CURRENT USE: Office
DATE BUILT: 1913
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___: A.E. Hornlein, (engineer)
NUMBER OF STORIES: 3
HEIGHT: 46'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entrance, Some Windows
RATINGS:
DCP: ____
HERITAGE: C
OTHER INFORMATION:
SOURCES: BPA #46997 (1913)

ADDRESS: 111 Townsend Street
BLOCK/LOT: 3794/14
BUILDING NAME: C.A. Tilden Building
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Warehouse Investment Company
ORIGINAL TENANT: Wright Wire Company
CURRENT USE: Office
DATE BUILT: 1912
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___: Charles A. Tilden (developer)
NUMBER OF STORIES: 3
HEIGHT: 40'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Entry, Windows, Garage
RATINGS:
DCP: ___
HERITAGE: C
OTHER INFORMATION: 1929 Corregated roof on posts.
SOURCES: BPA # 39338 (1911)

ADDRESS: 115-131 Townsend Street
BLOCK/LOT: 3794/10
BUILDING NAME: Southern Pacific Warehouse
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Haslett Warehouse Company
ORIGINAL TENANT: Southern Pacific
CURRENT USE: Office
DATE BUILT: 1903
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Edward L. Holmes
NUMBER OF STORIES: 6
HEIGHT: 62'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: _3_
HERITAGE: _A_
OTHER INFORMATION: RR spur through the building, Haslett ad sign still visible on building.
NATIONAL REGISTER: Eligible for National Register 2/26/82.
SOURCES: Water Department

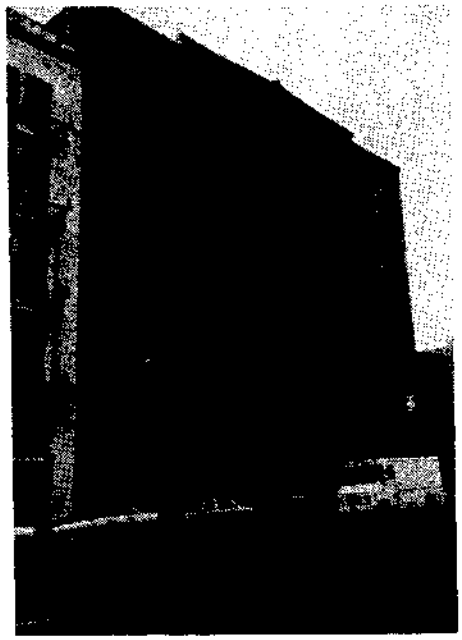
ADDRESS: 130 Townsend Street
BLOCK/LOT: 3788/8
BUILDING NAME: Inglenook Vineyard Agency
ORIGINAL USE: Truck & Transfer Storage
ORIGINAL OWNER: Gustave Niebaum
ORIGINAL TENANT: B. Arnold & Co.
CURRENT USE: Office
DATE BUILT: 1906
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___:
NUMBER OF STORIES: 1
HEIGHT: 24'
CONSTRUCTION TYPE: Brick/Wood Frame Roof
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY-ALTERED
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: _2_
HERITAGE: _NR_
OTHER INFORMATION: Niebaum founded Inglenook. Arnold & Inglenook on site at least 1896 (C.D.)
SOURCES:

ADDRESS: 135 Townsend Street
BLOCK/LOT: 3794/22
BUILDING NAME: Townsend Street Bonded & Free Warehouse
ORIGINAL USE: Warehouse
ORIGINAL OWNER: Warehouse Investment Co. (Haslett)
ORIGINAL TENANT: National Biscuit Company
CURRENT USE: Warehouse
DATE BUILT: 1911
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_ : MacDonald & Applegarth, George A. Ferrolite Company
NUMBER OF STORIES: 5
HEIGHT: 65'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Garage Doors
RATINGS:
DCP:
HERITAGE: _B_
OTHER INFORMATION:
SOURCES: BPA #34772 (1911)

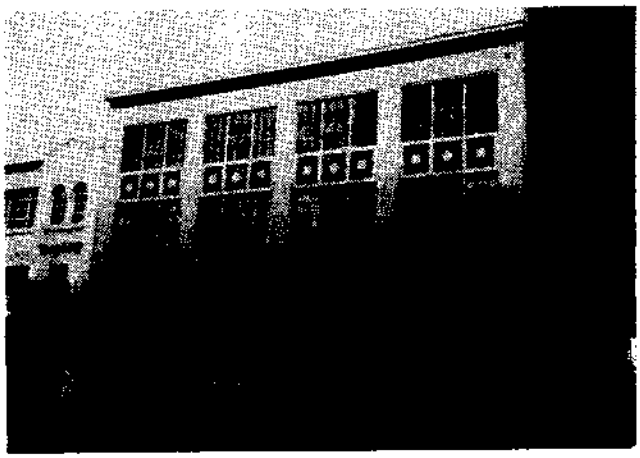


ADDRESS: 136 Townsend Street
BLOCK/LOT: 3788/3
BUILDING NAME: Clinton Fireproofing Company Building
ORIGINAL USE: Concrete construction company's shop and storage.
ORIGINAL OWNER: Clinton Fireproofing Co. (L.A. Norris)
ORIGINAL TENANT: Clinton Fireproofing Company
CURRENT USE: Truck Repair
DATE BUILT: 1913
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: R.V. Woods, Engineer
NUMBER OF STORIES: 2
HEIGHT: 22 to 46'
CONSTRUCTION TYPE: Wood Frame
EXTERIOR MATERIAL: Corrugated
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS. Stucco on ground floor
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION: Western half of building removed in 1922
SOURCES: BPA #47245 (1913), Sanborns 1913, 1929, 1950

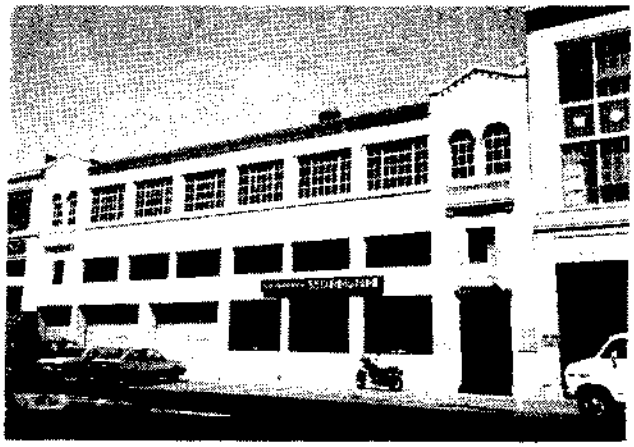
ADDRESS: 139 Townsend Street
BLOCK/LOT: 3794/21
BUILDING NAME: Harron, Rickard & McCone Building
ORIGINAL USE: Machinery & Mill Supply Warehouse
ORIGINAL OWNER: Haslett Warehouse Company
ORIGINAL TENANT: Harron, Rickard & McCone
CURRENT USE: Office
DATE BUILT: 1909
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Edward L. Homes
NUMBER OF STORIES: 5
HEIGHT: 78'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY-ALTERED
INAPPROPRIATE ALTERATIONS: Windows
RATINGS:
DCP: _2_
HERITAGE: _C**_
OTHER INFORMATION:
NATIONAL REGISTER: National Register Nomination (09/17/84)
SOURCES: EA July, 2 1909



ADDRESS: 144 Townsend Street
BLOCK/LOT: 3788/9A
BUILDING NAME: Clinton Construction Company
ORIGINAL USE: Wholesale Wire
ORIGINAL OWNER: Jesse Newbauer & Simon Reinhart
Lauren A. Norris Co., Developer
ORIGINAL TENANT: Clinton Construction Co.
CURRENT USE: Warehouse/Manufacturing
DATE BUILT: 1922
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_: H.C. Baumann, Clinton Construction
NUMBER OF STORIES: 3
HEIGHT: 40'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION:
SOURCES: BPA #107975 (1922)

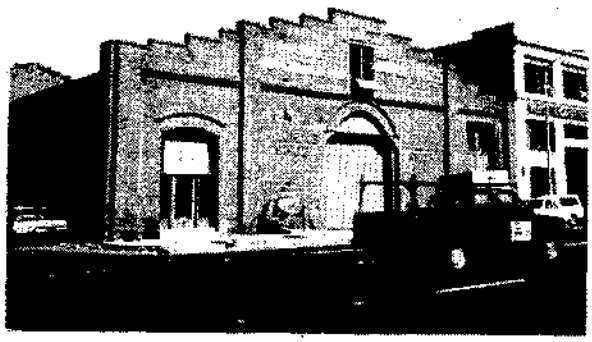


ADDRESS: 148 Townsend Street
BLOCK/LOT: 3788/10
BUILDING NAME: Winchester-Simmons Co.
ORIGINAL USE: Wholesale Hardware & Firearms
ORIGINAL OWNER: Simon Brothers
(Bert & Samuel L.)
ORIGINAL TENANT: Winchester-Simmons Company
CURRENT USE: Manufacturing
DATE BUILT: 1923
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Herman C. Baumann
NUMBER OF STORIES: 2/M
HEIGHT: 30'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Window Sash
RATINGS:
DCP: ___
HERITAGE: _C_
OTHER INFORMATION:
SOURCES: BPA # 110974 (1922), A&E, 3-1925



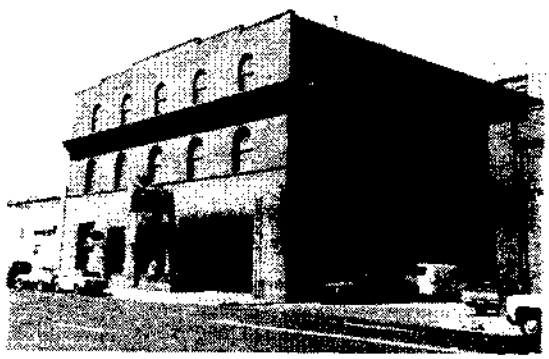
ADDRESS: 156-164 Townsend Street
BLOCK/LOT: 3788/11A
BUILDING NAME: Winchester-Simmons Co.
Building
ORIGINAL USE: Warehouse
ORIGINAL OWNER: L.A. Norris Company, Developer
Helene B. Reiss, Buyer
ORIGINAL TENANT: Winchester-Simmons Co. of the
Pacific
CURRENT USE: Warehouse
DATE BUILT: 1920
STYLE: Commercial
ARCHITECT _X_ **BUILDER** _X_: Herman C. Baumann,
Clinton Construction
NUMBER OF STORIES: 2
HEIGHT: 30'
CONSTRUCTION TYPE: Reinforced Concrete
EXTERIOR MATERIAL: Stucco
SIGNIFICANCE TO DISTRICT: CONTRIBUTOR
INAPPROPRIATE ALTERATIONS: Window
RATINGS:
DCP:
HERITAGE: _C_
OTHER INFORMATION: Central Warehouse & Drayage Co.
by 1928
SOURCES: BPA #89152 (1919)

ADDRESS: 166 Townsend Street
BLOCK/LOT: 3788/12
BUILDING NAME: California Electric Light Company
ORIGINAL USE: Electricity Generation
ORIGINAL OWNER: California Electric Company
ORIGINAL TENANT: California Electric Company
CURRENT USE: Westwinds Machine/Welding Shop
DATE BUILT: 1888/1906
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Percy & Hamilton
NUMBER OF STORIES: 1-2
HEIGHT: 20', Chimney 120'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Changed openings on Clarence St. side



RATINGS:
DCP: _3_
HERITAGE: _A_
OTHER INFORMATION: Different cornice & window, most of the 3 story (1888) did not survive 1906 fire. Header courses in brick on front, not on rear.
SOURCES: CANB 9-1888, 124. Sanborns, 1899, 1912, 1896.

ADDRESS: 180 Townsend Street
BLOCK/LOT: 3788/13
BUILDING NAME: California Wine Association Building
ORIGINAL USE: Wine Storage/Warehouse
ORIGINAL OWNER: John Rosenfeld's Sons (Louis S. & Henry)/CALWA
ORIGINAL TENANT: California Wine Association (CALWA)
CURRENT USE: Auto Repair/Body Shop
DATE BUILT: 1903-1905/1921
STYLE: Commercial
ARCHITECT _X_ **BUILDER** ___: Meyer (Frederick H.) & O'Brien (Smith)/John H. Powers
NUMBER OF STORIES: 3
HEIGHT:
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS: Sand Blasted Brick, ground floor stucco alterations and windows.



RATINGS:
DCP: _1_
HERITAGE: _B*_
OTHER INFORMATION: Survived earthquake (1906) and fire, 1921 Third Story Addition by John H. Powers
SOURCES: A&E 5-1906, n.p. (Leonard article), BPA #100090 (1921)

ADDRESS: 200-202 Townsend Street
BLOCK/LOT: 3787/11
BUILDING NAME: Williamson Building
ORIGINAL USE: Commercial Stores
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE:
DATE BUILT: 1913
STYLE: Mission Revival
ARCHITECT _X_ **BUILDER** ___: Ross (T. Paterson) & Burgren
NUMBER OF STORIES: 2
HEIGHT: 20'
CONSTRUCTION TYPE: Brick
EXTERIOR MATERIAL: Brick
SIGNIFICANCE TO DISTRICT: CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ____
HERITAGE: ____
OTHER INFORMATION:
SOURCES: Building & Engineering News, 8/13/13

ADDRESS: 206 Townsend Street
BLOCK/LOT: 3787/9 & 10
BUILDING NAME:
ORIGINAL USE:
ORIGINAL OWNER:
ORIGINAL TENANT:
CURRENT USE:
DATE BUILT: 1963
STYLE: Commercial
ARCHITECT ___ **BUILDER** ___:
NUMBER OF STORIES: 1
HEIGHT: 12'
CONSTRUCTION TYPE:
SIGNIFICANCE TO DISTRICT: NON-CONTRIBUTORY
INAPPROPRIATE ALTERATIONS:
RATINGS:
DCP: ____
HERITAGE: ____
OTHER INFORMATION: L-shaped lot with frontage on Third Street
SOURCES: Realdex