

File No. 140307

Committee Item No. 5

Board Item No. \_\_\_\_\_

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date June 16, 2014

Board of Supervisors Meeting

Date \_\_\_\_\_

#### Cmte Board

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Completed by: Andrea Ausberry Date June 12, 2014

Completed by: \_\_\_\_\_ Date \_\_\_\_\_

1 [Planning Code - Landmark Designation - 2 Henry Adams Street (aka Dunham, Carrigan &  
2 Hayden Building)]

3 **Ordinance designating 2 Henry Adams Street (aka Dunham, Carrigan & Hayden**  
4 **Building), Assessor's Block No. 3910, Lot No. 001, as a Landmark under Planning**  
5 **Code, Article 10; making environmental findings, and adopting findings pursuant to the**  
6 **General Plan, and the eight priority policies of Planning Code, Section 101.1.**

7  
8 **NOTE:** **Unchanged Code text and uncodified text** are in plain Arial font.  
9 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
10 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
11 **Board amendment additions** are in double-underlined Arial font.  
12 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
13 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
14 subsections or parts of tables.

15 Be it ordained by the People of the City and County of San Francisco:

16 Section 1. Findings.

17 (A) Pursuant to Section 4.135 of the Charter of the City and County of San  
18 Francisco, the Historic Preservation Commission has authority "to recommend approval,  
19 disapproval, or modification of landmark designations and historic district designations under  
20 the Planning Code to the Board of Supervisors."

21 (B) In May 2013, the property owners, Bay West Group, met with the Planning  
22 Department and expressed interest in local landmark designation.

23 (C) Architectural historian consultants with Tim Kelley Consulting, LLC, who meet  
24 the Secretary of the Interior's Professional Qualification Standards, prepared the Landmark  
25 Designation Report for 2 Henry Adams Street, which was reviewed by the property owner and  
Department staff for accuracy and conformance with the purposes and standards of Article  
10.

1 (D) The Historic Preservation Commission, at its regular meeting of January 15,  
2 2014, reviewed Department staff's analysis of 2 Henry Adams Street's historical significance  
3 per Article 10 as part of the Landmark Designation Case Report dated January 15, 2014.

4 (E) On January 15, 2014, the Historic Preservation Commission passed Resolution  
5 No. 728, initiating designation of 2 Henry Adams Street (aka Dunham, Carrigan & Hayden  
6 Building), Lot 001 in Assessor's Block 3910, as a San Francisco Landmark pursuant to  
7 Section 1004.1 of the San Francisco Planning Code. Such motion is on file with the Clerk of  
8 the Board in File 140307 and incorporated herein by reference.

9 (F) On March 5, 2014, after holding a public hearing on the proposed designation  
10 and having considered the specialized analyses prepared by Planning Department staff and  
11 the Landmark Designation Case Report, the Historic Preservation Commission recommended  
12 approval of the proposed landmark designation 2 Henry Adams Street (aka Dunham, Carrigan  
13 & Hayden Building), Lot 001 in Assessor's Block 3910, in Resolution No. R-732. Such  
14 resolution is on file with the Clerk of the Board in File No. 140307.

15 (G) Pursuant to Planning Code Section 302, the Board of Supervisors finds that the  
16 proposed landmark designation of 2 Henry Adams Street (aka Dunham, Carrigan & Hayden  
17 Building), Lot 001 in Assessor's Block 3910, will serve the public necessity, convenience and  
18 welfare.

19 (H) The Board finds that the proposed landmark designation of 2 Henry Adams  
20 Street (aka Dunham, Carrigan & Hayden Building), Lot 001 in Assessor's Block 3910, is  
21 consistent with the San Francisco General Plan and with Planning Code Section 101.1(b) for  
22 the reasons set forth in Resolution No. R-732, recommending approval of the proposed  
23 designation, which is incorporated herein by reference.

24 (I) The Planning Department has determined that the actions contemplated in this  
25 Ordinance are in compliance with the California Environmental Quality Act (California Public

1 Resources Code section 21000 et seq., "CEQA"). Specifically, the Planning Department has  
2 determined the proposed Planning Code amendment is subject to a Categorical Exemption  
3 from CEQA pursuant to Section 15308 of the Guidelines for Implementation of the statute for  
4 actions by regulatory agencies for protection of the environment (specifically in this case,  
5 landmark designation). Said determination is on file with the Clerk of the Board of  
6 Supervisors in File No. 140307 and is incorporated herein by reference. The Board of  
7 Supervisors hereby affirms this determination.

8 (J) The Board of Supervisors hereby finds that 2 Henry Adams Street (aka  
9 Dunham, Carrigan & Hayden Building), Lot 001 in Assessor's Block 3910, has a special  
10 character and special historical, architectural, and aesthetic interest and value, and that its  
11 designation as a Landmark will further the purposes of and conform to the standards set forth  
12 in Article 10 of the San Francisco Planning Code.

13  
14 Section 2: Designation. Pursuant to Section 1004 of the Planning Code, 2 Henry  
15 Adams Street (aka Dunham, Carrigan & Hayden Building), Lot 001 in Assessor's Block 3910,  
16 is hereby designated as a San Francisco Landmark under Article 10 of the Planning Code.

17  
18 Section 3. Required Data.

19 (A) The description, location, and boundary of the Landmark site consists of the City  
20 parcel located at Lot 001 in Assessor's Block 3910, which occupies the majority of the city  
21 block defined by Division, Henry Adams, Alameda and Vermont Streets in Showplace Square.

22 (B) The characteristics of the Landmark that justify its designation are described and  
23 shown in the Landmark Designation Case Report and other supporting materials contained in  
24 Planning Department Case Docket No. 2013.1593L. In brief, 2 Henry Adams (aka Dunham,  
25 Carrigan & Hayden Building) is eligible for designation under National Register of Historic

1 Places Criteria A (association with events that have made a significant contribution to the  
2 broad patterns of our history), and C (association with design and construction that embodies  
3 distinctive characteristics of a type, period, or method of construction). Specifically, as to  
4 Criterion A, 2 Henry Adams Street is significant for its long-term association with the Dunham,  
5 Carrigan & Hayden Company, a business that was important to San Francisco history for  
6 decades and that contributed directly, through its products, to the Gold Rush, the post 1906  
7 reconstruction of the city, and to its growth as a metropolis of the Pacific Coast. As to  
8 Criterion C, 2 Henry Adams Street is significant because of its association with the City's post-  
9 earthquake reconstruction period architecture. The heavy timber frame, masonry building  
10 was designed by architect Leo J. Delvin in 1915 in the early-twentieth century American  
11 Commercial style.

12 (C) The particular features that shall be preserved, or replaced in-kind as  
13 determined necessary, are those generally shown in photographs and described in the  
14 Landmark Designation Case Report, which can be found in Planning Department Docket No.  
15 No. 2013.1593L, and which are incorporated in this designation by reference as though fully  
16 set forth. Specifically, the following exterior features shall be preserved or replaced in kind:

- 17 (i) Generally rectangular plan and form;
- 18 (ii) Four-story height;
- 19 (iii) Flat roof and skylights;
- 20 (iv) Red brick exterior cladding;
- 21 (v) Facades organized into bays separated by slightly projecting square piers;
- 22 (vi) Regular grid of punched windows dominating all facades and story levels;
- 23 (vii) Ground story window assemblies including windows, transoms, and wood  
24 bulkheads;
- 25 (viii) Six-part wood sash windows with divided lights in each part;

- (ix) Recessed entry vestibules at northeast and southeast corners of first story;
- (x) First story brick belt course with peaked details near corners of building;
- (xi) Blonde brick belt courses between upper story levels;
- (xii) Cast concrete details at tops and bottoms of vertical piers between bays;
- (xiii) Flat roofline with stepped and peaked parapets near corners of building;
- (xiv) Loading dock along east façade; and
- (xv) Heavy timber framing.

Section 4. The project sponsor shall be required to complete a sign program for new tenant signs and canopies that are compatible in terms of material, location, size, method of attachment, and method of illumination with the property. The property shall be subject to further controls and procedures pursuant to the San Francisco Planning Code and Article 10.

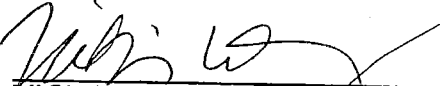
Section 5. The project sponsor shall install a publicly accessible interpretive display at the property explaining the historical significance of 2 Henry Adams Street, including a general statement of the characteristics of the building that justify its designation as a landmark, in consultation with Planning Department staff.

Section 6. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

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APPROVED AS TO FORM:

DENNIS J. HERRERA, City Attorney

By:   
VICTORIA WONG  
Deputy City Attorney  
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## LEGISLATIVE DIGEST

[Planning Code - Landmark Designation of 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building)]

**Ordinance designating 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building), Lot 001 in Assessor's Block 3910, as a Landmark under Article 10 of the San Francisco Planning Code; and adopting General Plan, Planning Code Section 101.1 and environmental findings.**

### Existing Law

Under Article 10, Section 1004 of the Planning Code, the Board of Supervisors may, by ordinance, designate an individual structure that has special character or special historical, architectural or aesthetic interest or value as a City landmark. Once a structure has been named a landmark, any construction, alteration, removal or demolition for which a City permit is required necessitates a Certificate of Appropriateness from the Historic Preservation Commission ("HPC"). (Planning Code Section 1006; Charter of the City and County of San Francisco, Section 4.135.) Thus, landmark designation affords a high degree of protection to historic and architectural structures of merit in the City. There are currently 266 individual landmarks in the City under Article 10, in addition to other structures and districts in the downtown area that are protected under Article 11. (See Appendix A to Article 10.)

### Amendments to Current Law

This ordinance amends the Planning Code to add a new historic landmark to the list of individual landmarks under Article 10: 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building), Lot 001 in Assessor's Block 3910.

The ordinance finds that 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building) is eligible for designation as a City landmark under National Register of Historic Places Criteria A (association with events that have made a significant contribution to the broad patterns of our history), and C (association with design and construction that embodies distinctive characteristics of a type, period, or method of construction). Specifically, as to Criterion A, 2 Henry Adams Street is significant for its long-term association with the Dunham, Carrigan & Hayden Company, a business that was important to San Francisco history for decades and that contributed directly, through its products, to the Gold Rush, the post-1906 reconstruction of the city, and to its growth as a metropolis of the Pacific Coast. As to Criterion C, 2 Henry Adams Street is significant because of its association with the City's post-earthquake reconstruction period architecture. The heavy timber frame, masonry building was designed by architect Leo J. Delvin in 1915 in the early-twentieth century American Commercial style.



As required by Section 1004, the ordinance lists the particular exterior features that shall be preserved, or replaced in-kind as determined necessary.

Background Information

The landmark designation was initiated by the HPC pursuant to its authority under the Charter to recommend approval, disapproval, or modification of landmark designations and historic district designations under the Planning Code to the Board of Supervisors. The HPC held a hearing to initiate the landmark designation of 2 Henry Adams Street on January 15, 2014. On March 5, 2014, after holding a public hearing on the proposed designation and having considered the specialized analyses prepared by Planning Department staff and the Landmark Designation Case Report prepared by Susan Parks, the HPC voted to recommend approval of the proposed landmark designation of 2 Henry Adams Street to the Board of Supervisors.

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# SAN FRANCISCO PLANNING DEPARTMENT

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BOARD OF SUPERVISORS  
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March 26, 2014

Ms. Angela Calvillo, Clerk  
Board of Supervisors  
City and County of San Francisco  
City Hall, Room 244  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

1650 Mission St.  
Suite 400  
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**Re: Transmittal of Planning Department Case Number 2013.1593L:  
2 Henry Adams Street Landmark Designation**

**BOS File No: \_\_\_\_\_ (pending)  
Historic Preservation Commission Recommendation: Approval**

Dear Ms. Calvillo,

On March 5, 2014 the San Francisco Historic Preservation Commission (hereinafter "HPC") conducted a duly noticed public hearing at a regularly scheduled meeting to consider a recommendation for landmark designation of 2 Henry Adams Street, known historically as the Dunham, Hayden & Carrigan Building, to the Board of Supervisors. At the hearing, the HPC voted to approve a resolution to recommend landmark designation pursuant to Article 10 of the Planning Code.

The proposed amendments have been determined to be categorically exempt from environmental review under the California Environmental Quality Act Section 15060(c)(2).

Please find attached documents relating to the HPC's action. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,

AnMarie Rodgers  
Manager of Legislative Affairs

cc:

Jason Elliott, Mayor's Office  
Alisa Miller, Clerk's Office

Attachments (one copy of the following):

- Historic Preservation Commission Resolutions No. 728 and No. 732
- Planning Department Case Reports dated January 15, 2014 and March 5, 2014
- 2 Henry Adams Street Landmark Designation Report
- Designation Ordinance and Legislative Digest



# SAN FRANCISCO PLANNING DEPARTMENT

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## Historic Preservation Commission Resolution No. 728 HEARING DATE JANUARY 15, 2014

**RESOLUTION TO INITIATE ARTICLE 10 LANDMARK DESIGNATION OF 2 HENRY ADAMS STREET, HISTORICALLY KNOWN AS THE DUNHAM, CARRIGAN AND HAYDEN BUILDING, LOT 001 IN ASSESSOR'S BLOCK 3910, AS LANDMARK NO. XXX PURSUANT TO 1004.1 OF THE PLANNING CODE**

1. WHEREAS, in May 2013 the property owners, Bay West Group, met with the Planning Department and expressed interest in local landmark designation; and
2. WHEREAS, architectural historian consultants with Tim Kelley Consulting, LLC, who meet the Secretary of Interior's Professional Qualification Standards, prepared the Landmark Designation Report for 2 Henry Adams Street which was reviewed by the property owner and Department staff for accuracy and conformance with the purposes and standards of Article 10; and
3. WHEREAS, the Historic Preservation Commission, at its regular meeting of January 15, 2014, reviewed Department staff's analysis of 2 Henry Adams Street's historical significance per Article 10 as part of the Landmark Designation Case Report dated January 15, 2014; and
4. WHEREAS, the Historic Preservation Commission finds that the 2 Henry Adams Street nomination is in the form prescribed by the HPC and contains supporting historic, architectural, and/or cultural documentation; and
5. WHEREAS, the Historic Preservation Commission finds that 2 Henry Adams conveys its association with significant events, post 1906 reconstruction warehouses, and significant architecture as embodied by its timber-frame brick American Commercial style; and
6. WHEREAS, the Historic Preservation Commission finds that 2 Henry Adams Street appears to meet the eligibility requirements per Section 1004 of the Planning Code and warrants consideration for Article 10 landmark designation; and
7. WHEREAS, the Historic Preservation Commission finds that the boundaries and the list of character-defining features, as identified in the draft Landmark Designation Report, should be considered for preservation under the proposed landmark designation as they relate to the building's historical significance and retain historical integrity; and

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8. WHEREAS, the proposed designation is consistent with the General Plan priority policies pursuant to Planning Code section 101.1 and furthers Priority Policy No. 7, which states that historic buildings be preserved, for reasons set forth in the January 15, 2014 Case Report; and
9. WHEREAS, the Department has determined that landmark designation is exempt from environmental review, pursuant to CEQA Guidelines Section 15308 (Class Eight - Categorical).

THEREFORE BE IT RESOLVED, that the Historic Preservation Commission hereby confirms the nomination and initiates landmark designation of 2 Henry Adams Street, Assessor's Block 3910, Lot 001 pursuant to Article 10 of the Planning Code.

#### FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The documentation of the proposed landmark meets the standards of Section 1004(b), and identifies the location and boundaries of the landmark, a description of the characteristics of the landmark that justify its designation, and a description of the particular features that should be preserved.
2. The Planning Department conducted due diligence in informing the property owners, Bay West Group of the Article 10 landmark designation process and implications.
3. The proposed designation will protect a valuable historic resource.
4. Further consideration by the Historic Preservation Commission and the Board of Supervisors will occur at future public hearings and will be noticed separately for future dates.

I hereby certify that the foregoing Resolution was adopted by the Historic Preservation Commission at its meeting on January 15, 2014.

Jonas P. Ionin  
Commissions Secretary

AYES: Commissioners Hasz, Wolfram, Hyland, Matsuda, Pearlman, Johnck, and Johns

NAYS: None

ABSENT: None

ADOPTED: January 15, 2014



# SAN FRANCISCO PLANNING DEPARTMENT

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## Historic Preservation Commission Resolution No. 732

HEARING DATE MARCH 5, 2014

**RESOLUTION TO INITIATE ARTICLE 10 LANDMARK DESIGNATION OF 2 HENRY ADAMS STREET, HISTORICALLY KNOWN AS THE DUNHAM, CARRIGAN AND HAYDEN BUILDING, LOT 001 IN ASSESSOR'S BLOCK 3910, AS LANDMARK NO. XXX PURSUANT TO 1004.1 OF THE PLANNING CODE**

1. WHEREAS, in May 2013 the property owners, Bay West Group, met with the Planning Department and expressed interest in local landmark designation; and
2. WHEREAS, architectural historian consultants with Tim Kelley Consulting, LLC, who meet the Secretary of Interior's Professional Qualification Standards, prepared the Landmark Designation Report for 2 Henry Adams Street which was reviewed by the property owner and Department staff for accuracy and conformance with the purposes and standards of Article 10; and
3. WHEREAS, the Historic Preservation Commission, at its regular meeting of January 15, 2014, reviewed Department staff's analysis of 2 Henry Adams Street's historical significance per Article 10 as part of the Landmark Designation Case Report dated January 15, 2014; and
4. WHEREAS, the Historic Preservation Commission finds that the 2 Henry Adams Street nomination is in the form prescribed by the HPC and contains supporting historic, architectural, and/or cultural documentation; and
5. WHEREAS, the Historic Preservation Commission finds that 2 Henry Adams conveys its association with significant events, post 1906 reconstruction warehouses, and significant architecture as embodied by its timber-frame brick American Commercial style; and
6. WHEREAS, the Historic Preservation Commission finds that 2 Henry Adams Street meets the eligibility requirements per Section 1004 of the Planning Code and warrants consideration for Article 10 landmark designation; and
7. WHEREAS, the Historic Preservation Commission finds that the boundaries and the list of character-defining features, as identified in the draft Landmark Designation Report, should be considered for preservation under the proposed landmark designation as they relate to the building's historical significance and retain historical integrity; and

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8. WHEREAS, the proposed designation is consistent with the General Plan priority policies pursuant to Planning Code section 101.1 and furthers Priority Policy No. 7, which states that historic buildings be preserved, for reasons set forth in the January 15, 2014 Case Report; and
9. WHEREAS, the Department has determined that landmark designation is exempt from environmental review, pursuant to CEQA Guidelines Section 15308 (Class Eight - Categorical).
10. WHEREAS, the Historic Preservation Commission, at its regular meeting of January 15, 2014 approved the nomination and initiation of Article 10 landmark designation of 2 Henry Adams Street, as described in Resolution No. 728.

THEREFORE BE IT RESOLVED, that the Historic Preservation Commission hereby recommends to the Board of Supervisors the landmark designation of 2 Henry Adams Street, Assessor's Block 3910, Lot 001 pursuant to Article 10 of the Planning Code.

#### FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The documentation of the proposed landmark meets the standards of Section 1004(b), and identifies the location and boundaries of the landmark, a description of the characteristics of the landmark that justify its designation, and a description of the particular features that should be preserved.
2. The Planning Department conducted due diligence in informing the property owners, Bay West Group of the Article 10 landmark designation process and implications.
3. The proposed designation will protect a valuable historic resource.
4. The requirement of a sign program as indicated in Section 4 of the draft designating ordinance will allow for signage and canopies that are compatible with the property and will provide consistent design standards among tenants.
5. The requirement of a publically accessible interpretive display as indicated in Section 5 of the draft designating ordinance will explain the historical significance of the property including a general statement of the characteristics of the building that justify its designation as a landmark, in consultation with Planning Department staff.
6. Further consideration by the Historic Preservation Commission and the Board of Supervisors will occur at future public hearings and will be noticed separately for future dates.

I hereby certify that the foregoing Resolution was adopted by the Historic Preservation Commission at its meeting on March 5, 2014.

Jonas P. Ionin  
Commissions Secretary

Resolution No. 732  
March 5, 2014

2 Henry Adams Street, Dunham, Carrigan & Hayden Building  
Article 10 Landmark Nomination & Initiation  
2013.1593L

AYES: Commissioners Hasz, Wolfram, Hyland, Matsuda, Pearlman, Johnck, and Johns

NAYS: None

ABSENT: None

ADOPTED: March 5, 2014







# SAN FRANCISCO PLANNING DEPARTMENT

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## Article 10 Landmark Case Report Initiation of Designation HEARING DATE: JANUARY 15, 2014

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*Date:* January 15, 2014  
*Case No.:* 2013.1593L  
*Project Address:* **2 Henry Adams Street**  
*Zoning:* PDR-1-D Production, Distribution & Repair -1-Design  
*Block/Lot:* 3910/001  
*Property Owner:* Bay West Group  
*Staff Contact:* Susan Parks – (415) 575-9101  
susan.parks@sfgov.org  
*Reviewed By:* Tim Frye – (415) 575-6822  
tim.frye@sfgov.org

### PROJECT DESCRIPTION

The case before the Historic Preservation Commission is the consideration to initiate the landmark designation process of 2 Henry Adams Street, the Dunham, Carrigan & Hayden Building, as an Article 10 landmark pursuant to Section 1004.1 of the Planning Code.

### PROPERTY DESCRIPTION & SURROUNDING LAND USE AND DEVELOPMENT

2 Henry Adams Street, historically known as the Dunham, Carrigan & Hayden Building, occupies the majority of the city block defined by Division, Henry Adams, Alameda and Vermont Streets in Showplace Square. The 6,349 square foot parcel the building occupies is irregularly shaped with a clipped northwestern corner due to the rails lines that once cut across that corner of the block. The building, otherwise, is built to the property lines. A product of the city's post-earthquake reconstruction period, the building was designed by architect Leo J. Delvin and constructed in 1915 in the early-twentieth century American Commercial style. The four-story, heavy timber frame building has a concrete foundation, a flat roof and is clad in red brick laid a common bond. The building adopts a two-part classical composition with a one-story base that features piers adorned with cast concrete column bases and capitals. The 3 bay-wide corner entryways are defined at the first story by inlaid triangular masonry arches within the spandrel panels; while at the fourth story, the piers feature ornamental cast concrete panels and the roofline rises to a peaked parapet. The attached draft Landmark Designation Report contains a detailed building description on pages 1-5.

The building is located within a PDR-1-D - Production, Distribution & Repair – 1- Design in a 45-X Height and Bulk District.

## ENVIRONMENTAL REVIEW STATUS

The Planning Department (Department) has determined that actions by regulatory agencies for protection of the environment (specifically in this case, landmark designation) are exempt from environmental review, pursuant to CEQA Guidelines Section 15308 (Class Eight - Categorical).

## BACKGROUND / PREVIOUS ACTIONS

In May 2013, the property owners contacted the Planning Department and expressed interested in local landmark designation.

## OTHER ACTIONS REQUIRED

If the Historic Preservation Commission adopts a resolution to initiate designation of the subject property as an Article 10 landmark, a second Historic Preservation Commission hearing will be scheduled for the Commission's recommendation of approval of the designation. At the second hearing, if the Historic Preservation Commission recommends approval of the designation, its recommendation will be sent by the Department to the Board of Supervisors. The nomination would then be considered at a future Board of Supervisors hearing for formal Article 10 landmark designation.

## APPLICABLE PRESERVATION STANDARDS

### ARTICLE 10

Section 1004 of the Planning Code authorizes the landmark designation of an individual structure or other feature or an integrated group of structures and features on a single lot or site, having special character or special historical, architectural or aesthetic interest or value, as a landmark. Section 1004.1 also outlines that landmark designation may be initiated by the Board of Supervisors or the Historic Preservation Commission and the initiation shall include findings in support. Section 1004.2 states that once initiated, the proposed designation is referred to the Historic Preservation Commission for a report and recommendation to the Board of Supervisors to approve, disapprove or modify the proposal.

Pursuant to Section 1004.3 of the Planning Code, if the Historic Preservation Commission approves the designation, a copy of the resolution of approval is transmitted to the Board of Supervisors and without referral to the Planning Commission. The Board of Supervisors shall hold a public hearing on the designation and may approve, modify or disapprove the designation.

In the case of the initiation of a historic district, the Historic Preservation Commission shall refer its recommendation to the Planning Commission pursuant to Section 1004.2(c). The Planning Commission shall have 45 days to provide review and comment on the proposed designation and address the consistency of the proposed designation with the General Plan, Section 101.1 priority policies, the City's Regional Housing Needs Allocation, and the Sustainable Communities Strategy for the Bay Area. These comments shall be sent to the Board of Supervisors in the form of a resolution.

Section 1004(b) requires that the designating ordinance approved by the Board of Supervisors shall include the location and boundaries of the landmark site...a description of the characteristics of the landmark...which justify its designation, and a description of the particular features that should be preserved.

Section 1004.4 states that if the Historic Preservation Commission disapproves the proposed designation, such action shall be final, except upon the filing of a valid appeal to the Board of Supervisors within 30 days.

## ARTICLE 10 LANDMARK CRITERIA

The Historic Preservation Commission on February 4, 2009, by Resolution No. 001, adopted the National Register Criteria as its methodology for recommending landmark designation of historic resources. Under the National Register Criteria, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, feeling, materials, workmanship, and association, and that are associated with events that have made a significant contribution to the broad patterns of our history; or that are associated with the lives of persons significant in our past or that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or that have yielded, or may likely yield, information important in prehistory or history.

## PUBLIC / NEIGHBORHOOD INPUT

There has been no public input to date.

## PROPERTY OWNER INPUT

This is a property owner-initiated designation.

## STAFF ANALYSIS

The case report and analysis under review was prepared by Department preservation staff based upon the attached draft Landmark Designation Report as well as staff site visits, research, and photography. The draft Landmark Designation Report was prepared by Caitlin Harvey, Kara Fortuna, and Tim Kelley, all with Tim Kelley Consulting, LLC. All consultants meet the Secretary of the Interior's (SOIS) Professional Qualifications Standards for Historic Preservation. Additional research and writing was provided by Mary Brown, Department preservation planner and additional review by Tim Frye, Department Preservation Coordinator. Department preservation planning staff meets the SOIS's professional qualification standards.

The Department believes that the Dunham, Carrigan & Hayden Building meets the established eligibility requirements for its association with significant events and architecture, as it played a key role in San Francisco's post-1906 reconstruction, its long use by one of the city's founding businesses, the Dunham, Carrigan & Hayden Company (in operation from 1849 to 1967), and its significant timber-frame, masonry construction.

The Department has determined that the subject property meets the requirements for Article 10 eligibility as an individual landmark. The justification for its inclusion is outlined below under the Significance and Integrity sections of this case report.

While not on the Historic Preservation Commission's Landmark Designation Work Program, the Dunham, Carrigan & Hayden Building does fulfill the requirements of the program.

#### SIGNIFICANCE

The Dunham, Carrigan & Hayden Building is significant for its associations in three areas:

1. Its construction, location and building methods were strongly associated with post-earthquake reconstruction in San Francisco.
2. It is the only remaining and most prominent business location of the Dunham, Carrigan & Hayden Company, a business that was important in San Francisco history for decades and that contributed directly, through its products, to the Gold Rush, the post 1906 Reconstruction of the city, and to its growth to the metropolis of the Pacific Coast.
3. The building has noteworthy architecture and is a construction type that is characteristic of its time, location, and the historical events that produced it.

#### Association with significant events

The Dunham, Carrigan & Hayden Building is significant for its key role in San Francisco's post-1906 reconstruction and its long use by one of the city's founding businesses. In the initial post-fire reconstruction of the city, building hardware was a critical commodity and Dunham, Carrigan & Hayden Company was a leading supplier, with long established chains of supply and commercial credit to draw on while business conditions remained unsettled. The company relocated to a temporary building immediately south the subject property after the earthquake and fire and eventually occupied the subject building, constructed specifically to suit its needs and express its importance in the commercial life of San Francisco.

Built in 1915, the building was constructed during the post-earthquake reconstruction period in San Francisco. Its construction was a direct result of much of the downtown and South of Market areas being destroyed by fire and many of the city's most established business locations and assets being lost. Dunham, Carrigan & Hayden Company, who occupied the subject building for more than fifty years from the time of its construction, was originally located on Beale Street, within the zone of destruction. Immediately following the disaster, Dunham, Carrigan & Hayden Company, like many other industrial businesses squeezed out of South of Market by a lack of fire restrictions, moved to what is now the Showplace Square area, just outside the burned area, and quickly rebuilt their business. In this way, the company was a major participant in a trend of industrial operations relocating from South of Market to areas of the city farther south that had vacant land for large buildings and ready rail access. Dunham, Carrigan & Hayden occupied two temporary corrugated-metal-on-studs buildings from 1906 to 1915. These structures were located on Alameda Street on the southern portion of this block and the entire block south of the subject property. The company's goal of reestablishment was fully realized in the construction of the current building. The 1915 building is a symbol of the company's reaching full corporate "health" again, in a new, safer, and more functional industrial area, after almost a decade of recovery.

The building is located in Showplace Square, which features many buildings of a similar type, use, and architectural idiom. Therefore, the Dunham, Carrigan & Hayden Building fits a context of pre- and post-earthquake industrial construction that characterizes the area. Its post-earthquake construction among other industrial buildings of various eras shows the growth of the neighborhood as industrial businesses were forced out of the downtown and South of Market areas after 1906 and relocated to an area with ample rail access. It was built at a time when the neighborhood was one of San Francisco's most important industrial areas, a status that only lasted until World War II when industries began to relocate outside of the city for more space, better transportation access, and fewer organized labor conflicts.

#### Association with the Dunham, Carrigan & Hayden Company

The Dunham, Carrigan & Hayden Building is the only extant building associated with the Dunham, Carrigan & Hayden Company, which was an early and long-lived San Francisco business. Established during the Gold Rush under another name, the company was an important supplier of mining equipment, which contributed directly to Gold Rush activities. After that time, the company grew and adapted its wares to meet the needs of the day be it water and gas piping to improve the infrastructure of the growing city, industrial machinery and supplies to support the city's commerce and industry, or recreational and household goods for the city's settled domestic population. The company occupied at least two very prominent buildings before and after 1906, indicating its prosperity and prominent status among local businesses. It existed for over one hundred years, over half of which it spent in the subject building, and was one of the city's foundational businesses.

#### Significant Architecture

The Dunham, Carrigan & Hayden Company building is significant for its type and period of construction and as a fine example of a pre-fork lift, timber frame and brick masonry warehouse building. It is a good and very intact example of an early-twentieth century, multi-story, heavy timber and brick warehouse building. Its sturdy, fireproof construction reflects post-quake building practices in San Francisco. Its brick components in particular are characteristic of a short period when brick was seen as the ideal fireproof material, before more quake-resistant concrete construction was perfected. Additionally, the building's multi-story design is characteristic of a period when technology dictated warehousing practices that were then reflected in the physical characteristics of warehouse buildings. Pre-fork lift, warehouses had to be built with multiple stories linked by freight elevators since containers of goods could not easily be maneuvered, lifted, or stacked. This situation only lasted until 1925, when early warehouses, such as the Dunham, Carrigan & Hayden Building, were made obsolete. Many were demolished or altered to serve other uses, so intact structures of the type are noteworthy.

The work of Leo J. Devlin, designer of the subject building was reviewed favorably in trade periodicals of his day. He was a prolific designer of projects commissioned by the Roman Catholic Archbishop of San Francisco and also worked regularly for prominent real estate brokers. His work was diverse in genre, ranging from apartment buildings to churches and parochial buildings, commercial buildings to factories. Although the Dunham, Carrigan & Hayden Building is not overtly ornamental or unique in its architecture, it is a good, intact example of Devlin's work. It is one of few warehouses designed by him, the only one in brick and heavy timber.

#### PERIOD OF SIGNIFICANCE

The Dunham, Carrigan & Hayden Company building has a period of significance of 1915 to 1967, defined by its date of construction and the occupancy of the Dunham, Carrigan & Hayden Company, a prominent hardware distribution company that conducted business in San Francisco from the Gold Rush to 1967.

#### INTEGRITY

The seven aspects of integrity are design, materials, workmanship, feeling, association, location, and setting in relation to the period of significance established above. Cumulatively, the building retains sufficient integrity to convey its association with the Dunham, Carrigan & Hayden Company and its particular early-twentieth century warehouse design.

#### Location, Setting, Feeling, Association

The Dunham, Carrigan, & Hayden Company Building was constructed at its current location in 1915. The building has not been moved. It has not changed in size, form, or massing and continues to dominate the city block on which it sits. The surrounding area is still characterized by large industrial buildings as it was during the identified Period of Significance, and even retains the utilitarian infrastructure and traces of rail right-of-ways that marked the neighborhood in the early twentieth century. The construction of the Central Freeway immediately to the west in the late 1950s and the loss of some smaller buildings in the area have lessened the building's integrity of setting. However the strong connection between this and the other heavy timber and brick buildings in the vicinity still convey a strong sense of setting.

Although Dunham, Carrigan & Hayden Company vacated in 1967, the building retains its singular appearance as a warehouse building due to its brick construction, regular pattern of large industrial fenestration, loading dock and large associated openings, multiple story levels, and restrained Classical Revival ornament. Thus, it retains the feeling of an early-twentieth century warehouse building. These characteristics also connect the building strongly to the warehousing activities that Dunham, Carrigan & Hayden Company conducted in it, so association with both the use and occupying company is intact.

#### Design, Materials, Workmanship

The exterior of the Dunham, Carrigan & Hayden Building retains its form, massing, red brick cladding, fenestration type, pattern and material, decorative brick and concrete elements— all design features that were present during the established period of significance. In addition, the raised loading dock along the east facade remains, now used as a walkway. Some exterior design elements have been modified or removed, particularly the open entrance bays at the northeast and southeast corners, as well as other openings on the first story where entrances have been removed, added, or altered and the historic metal canopy that sheltered the east side loading dock. These alterations do not detract from the building's significance or design intent and do not negatively impact the building's overall integrity.

The interior spaces and finishes have been altered extensively in order to accommodate the change of use for the building. In most areas of the interior the historic heavy timber framing is at least partially visible, as are some brick surfaces of the peripheral walls.

#### CHARACTER-DEFINING FEATURES

Whenever a building, site, object, or landscape is under consideration for Article 10 Landmark designation, the Historic Preservation Commission is required to identify character-defining features of

the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark.

The character-defining *exterior* features of the building are identified as:

- Generally rectangular plan and form
- Four story height
- Flat roof and skylights
- Red brick exterior cladding
- Facades organized into bays separated by slightly projecting square piers
- Regular grid of punched window openings dominating all facades and story levels
- Ground story window assemblies including windows, transoms, and wood bulkheads
- Six-part wood-sash windows with divided lights in each part
- Recessed entry vestibules at northeast and southeast corners of first story
- First story brick beltcourse with peaked details near corners of building
- Blonde brick beltcourses between upper story levels
- Cast concrete details at tops and bottoms of vertical piers between bays
- Flat roofline with stepped and peaked parapets near corners of building
- Loading dock along east facade
- Heavy timber framing

The character-defining *interior* features of the building are identified as: None

Note: The heavy timber frame visible in interior spaces, though character-defining, is not regulated by Article 10 of the Planning Code.

## OTHER ISSUES AND CONSIDERATIONS

Although not proposed for designation at this time, The Dunham, Carrigan & Hayden Building is a contributor to the eligible Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory District. The non-contiguous district was identified through the Showplace Square Survey and appears eligible for listing in the California Register under Criterion 3 (Design/Construction) as San Francisco's largest and most important concentration of large, heavy timber and steel-frame, American Commercial style industrial buildings. Most of the thirty buildings date from the period between the 1906 Earthquake and the First World War, and are contributors to one of three proposed contiguous districts within the survey area (South of Market, Northeast Mission, and Potrero/Showplace Square) that appear to be eligible for listing in the California Register under Criterion 1 (Events) for their association with the thematic context of industrial employment in San Francisco (period of significance: 1893-1955).

Many of the contributors to the proposed Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory District were designed by prominent local architects, meaning that the district appears eligible for listing in the California Register as the collective work of a master. This building type was much more prominent in the cities of the East Coast and Midwest, where heavy industry played a larger role in the economy and where brick construction was more popular. With notable exceptions, heavy timber and steel-frame brick construction was never widespread in California, due in part to its expense and perceived vulnerability to earthquake damage.

## GENERAL PLAN POLICIES

The Urban Design Element of the San Francisco General Plan contains the following relevant objectives and policies:

- OBJECTIVE 2: Conservation of resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.
- POLICY 4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Designating significant historic resources as local landmarks will further continuity with the past because the buildings will be preserved for the benefit of future generations. Landmark designation will require that the Planning Department and the Historic Preservation Commission review proposed work that may have an impact on character-defining features. Both entities will utilize the Secretary of Interior's *Standards for the Treatment of Historic Properties* in their review to ensure that only appropriate, compatible alterations are made.

## SAN FRANCISCO PLANNING CODE SECTION 101.1 - GENERAL PLAN CONSISTENCY AND IMPLEMENTATION

Planning Code Section 101.1 – Eight Priority Policies establishes and requires review of permits for consistency with said policies. On balance, the proposed designation is consistent with the priority policies in that:

- a. The proposed designation will further Priority Policy No. 7, that landmarks and historic buildings be preserved. Landmark designation of the Dunham, Carrigan & Hayden Building will help to preserve an important historical resource that is associated with significant events and architecture.

## SHOWPLACE SQUARE/POTRERO HILL AREA PLAN POLICIES

The Showplace Square/Potrero Hill Area Plan contains the following relevant objectives and policies:



- OBJECTIVE 8.1: Identify and evaluate historic and cultural resources within the Showplace Square Area Plan.
- POLICY 2: Pursue formal designation of the Showplace Square historical and cultural resources, as appropriate.
- OBJECTIVE 8.6: Foster Public Awareness and appreciation of historic and cultural resources within the Showplace Square Area Plan.
- POLICY 1: Encourage public participation in the identification of historical and cultural resources within the Showplace Square plan area.

While not on the HPC's Landmark Designation Work Program, designating the Dunham, Carrigan & Hayden Building as a local landmark will foster public awareness of the historical and cultural resources within the Showplace Square Area Plan.

#### **BOUNDARIES OF THE LANDMARK SITE**

The proposed landmark site encompasses Assessor's Block 3910, Lot 001 on which the subject building is located.

#### **PLANNING DEPARTMENT RECOMMENDATION**

Based on the Department's analysis, the Dunham, Carrigan & Hayden Building is individually eligible because it retains sufficient integrity to convey its association with significant events and architecture as outlined in this case report. The Department recommends that the Historic Preservation Commission approve the proposed designation of the Dunham, Carrigan & Hayden Building as a San Francisco landmark.

The Historic Preservation Commission may recommend approval, disapproval, or approval with modifications of the proposed initiation of the Dunham, Carrigan & Hayden Building as a San Francisco landmark under Article 10 of the Planning Code.

#### **ATTACHMENTS**

- A. Draft Resolution initiating designation
- B. Draft Landmark Designation Report
- C. Property owner letter of support





# SAN FRANCISCO PLANNING DEPARTMENT

## Article 10 Landmark Case Report Initiation of Designation HEARING DATE: JANUARY 15, 2014 UPDATED: MARCH 5, 2014

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San Francisco,  
CA 94103-2479

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415.558.6409

Planning  
Information:  
415.558.6377

*Date:* March 5, 2014  
*Case No.:* 2013.1593L  
*Project Address:* 2 Henry Adams Street  
*Zoning:* PDR-1-D Production, Distribution & Repair -1-Design  
*Block/Lot:* 3910/001  
*Property Owner:* Bay West Group  
*Staff Contact:* Susan Parks – (415) 575-9101  
susan.parks@sfgov.org  
*Reviewed By:* Tim Frye – (415) 575-6822  
tim.frye@sfgov.org

### PROJECT DESCRIPTION

The case before the Historic Preservation Commission is the consideration to initiate the landmark designation process of 2 Henry Adams Street, the Dunham, Carrigan & Hayden Building, as an Article 10 landmark pursuant to Section 1004.1 of the Planning Code.

### PROPERTY DESCRIPTION & SURROUNDING LAND USE AND DEVELOPMENT

2 Henry Adams Street, historically known as the Dunham, Carrigan & Hayden Building, occupies the majority of the city block defined by Division, Henry Adams, Alameda and Vermont Streets in Showplace Square. The 6,349 square foot parcel the building occupies is irregularly shaped with a clipped northwestern corner due to the rails lines that once cut across that corner of the block. The building, otherwise, is built to the property lines. A product of the city's post-earthquake reconstruction period, the building was designed by architect Leo J. Delvin and constructed in 1915 in the early-twentieth century American Commercial style. The four-story, heavy timber frame building has a concrete foundation, a flat roof and is clad in red brick laid a common bond. The building adopts a two-part classical composition with a one-story base that features piers adorned with cast concrete column bases and capitals. The 3 bay-wide corner entryways are defined at the first story by inlaid triangular masonry arches within the spandrel panels; while at the fourth story, the piers feature ornamental cast concrete panels and the roofline rises to a peaked parapet. The attached draft Landmark Designation Report contains a detailed building description on pages 1-5.

The building is located within a PDR-1-D - Production, Distribution & Repair – 1- Design in a 45-X Height and Bulk District.

## **ENVIRONMENTAL REVIEW STATUS**

The Planning Department (Department) has determined that actions by regulatory agencies for protection of the environment (specifically in this case, landmark designation) are exempt from environmental review, pursuant to CEQA Guidelines Section 15308 (Class Eight - Categorical).

## **BACKGROUND / PREVIOUS ACTIONS**

In May 2013, the property owners contacted the Planning Department and expressed interested in local landmark designation.

## **OTHER ACTIONS REQUIRED**

If the Historic Preservation Commission adopts a resolution to initiate designation of the subject property as an Article 10 landmark, a second Historic Preservation Commission hearing will be scheduled for the Commission's recommendation of approval of the designation. At the second hearing, if the Historic Preservation Commission recommends approval of the designation, its recommendation will be sent by the Department to the Board of Supervisors. The nomination would then be considered at a future Board of Supervisors hearing for formal Article 10 landmark designation.

## **APPLICABLE PRESERVATION STANDARDS**

### **ARTICLE 10**

Section 1004 of the Planning Code authorizes the landmark designation of an individual structure or other feature or an integrated group of structures and features on a single lot or site, having special character or special historical, architectural or aesthetic interest or value, as a landmark. Section 1004.1 also outlines that landmark designation may be initiated by the Board of Supervisors or the Historic Preservation Commission and the initiation shall include findings in support. Section 1004.2 states that once initiated, the proposed designation is referred to the Historic Preservation Commission for a report and recommendation to the Board of Supervisors to approve, disapprove or modify the proposal.

Pursuant to Section 1004.3 of the Planning Code, if the Historic Preservation Commission approves the designation, a copy of the resolution of approval is transmitted to the Board of Supervisors and without referral to the Planning Commission. The Board of Supervisors shall hold a public hearing on the designation and may approve, modify or disapprove the designation.

In the case of the initiation of a historic district, the Historic Preservation Commission shall refer its recommendation to the Planning Commission pursuant to Section 1004.2(c). The Planning Commission shall have 45 days to provide review and comment on the proposed designation and address the consistency of the proposed designation with the General Plan, Section 101.1 priority policies, the City's Regional Housing Needs Allocation, and the Sustainable Communities Strategy for the Bay Area. These comments shall be sent to the Board of Supervisors in the form of a resolution.

Section 1004(b) requires that the designating ordinance approved by the Board of Supervisors shall include the location and boundaries of the landmark site...a description of the characteristics of the landmark...which justify its designation, and a description of the particular features that should be preserved.

Section 1004.4 states that if the Historic Preservation Commission disapproves the proposed designation, such action shall be final, except upon the filing of a valid appeal to the Board of Supervisors within 30 days.

## **ARTICLE 10 LANDMARK CRITERIA**

The Historic Preservation Commission on February 4, 2009, by Resolution No. 001, adopted the National Register Criteria as its methodology for recommending landmark designation of historic resources. Under the National Register Criteria, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, feeling, materials, workmanship, and association, and that are associated with events that have made a significant contribution to the broad patterns of our history; or that are associated with the lives of persons significant in our past or that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or that have yielded, or may likely yield, information important in prehistory or history.

## **PUBLIC / NEIGHBORHOOD INPUT**

*The Department received two emails inquiring about the proposed landmark designation (see attached). There is no known community opposition. The Department will provide any public correspondence received after the submittal of this report to the Historic Preservation Commission's correspondence folder.*

## **PROPERTY OWNER INPUT**

This is a property owner-initiated designation.

## **STAFF ANALYSIS**

The case report and analysis under review was prepared by Department preservation staff based upon the attached draft Landmark Designation Report as well as staff site visits, research, and photography. The draft Landmark Designation Report was prepared by Caitlin Harvey, Kara Fortuna, and Tim Kelley, all with Tim Kelley Consulting, LLC. All consultants meet the Secretary of the Interior's (SOIS) Professional Qualifications Standards for Historic Preservation. Additional research and writing was provided by Mary Brown, Department preservation planner and additional review by Tim Frye, Department Preservation Coordinator. Department preservation planning staff meets the SOIS's professional qualification standards.

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Carrigan & Hayden Company (in operation from 1849 to 1967), and its significant timber-frame, masonry construction.

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While not on the Historic Preservation Commission's Landmark Designation Work Program, the Dunham, Carrigan & Hayden Building does fulfill the requirements of the program.

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1. Its construction, location and building methods were strongly associated with post-earthquake reconstruction in San Francisco.
2. It is the only remaining and most prominent business location of the Dunham, Carrigan & Hayden Company, a business that was important in San Francisco history for decades and that contributed directly, through its products, to the Gold Rush, the post 1906 Reconstruction of the city, and to its growth to the metropolis of the Pacific Coast.
3. The building has noteworthy architecture and is a construction type that is characteristic of its time, location, and the historical events that produced it.

#### **Association with significant events**

The Dunham, Carrigan & Hayden Building is significant for its key role in San Francisco's post-1906 reconstruction and its long use by one of the city's founding businesses. In the initial post-fire reconstruction of the city, building hardware was a critical commodity and Dunham, Carrigan & Hayden Company was a leading supplier, with long established chains of supply and commercial credit to draw on while business conditions remained unsettled. The company relocated to a temporary building immediately south the subject property after the earthquake and fire and eventually occupied the subject building, constructed specifically to suit its needs and express its importance in the commercial life of San Francisco.

Built in 1915, the building was constructed during the post-earthquake reconstruction period in San Francisco. Its construction was a direct result of much of the downtown and South of Market areas being destroyed by fire and many of the city's most established business locations and assets being lost. Dunham, Carrigan & Hayden Company, who occupied the subject building for more than fifty years from the time of its construction, was originally located on Beale Street, within the zone of destruction. Immediately following the disaster, Dunham, Carrigan & Hayden Company, like many other industrial businesses squeezed out of South of Market by a lack of fire restrictions, moved to what is now the Showplace Square area, just outside the burned area, and quickly rebuilt their business. In this way, the company was a major participant in a trend of industrial operations relocating from South of Market to areas of the city farther south that had vacant land for large buildings and ready rail access. Dunham, Carrigan & Hayden occupied two temporary corrugated-metal-on-studs buildings from 1906 to 1915. These structures were located on Alameda Street on the southern portion of this block and the entire block south of the subject property. The company's goal of reestablishment was fully realized in the construction of the current building. The 1915 building is a symbol of the company's reaching full

corporate "health" again, in a new, safer, and more functional industrial area, after almost a decade of recovery.

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The Dunham, Carrigan & Hayden Company building is significant for its type and period of construction and as a fine example of a pre-fork lift, timber frame and brick masonry warehouse building. It is a good and very intact example of an early-twentieth century, multi-story, heavy timber and brick warehouse building. Its sturdy, fireproof construction reflects post-quake building practices in San Francisco. Its brick components in particular are characteristic of a short period when brick was seen as the ideal fireproof material, before more quake-resistant concrete construction was perfected. Additionally, the building's multi-story design is characteristic of a period when technology dictated warehousing practices that were then reflected in the physical characteristics of warehouse buildings. Pre-fork lift, warehouses had to be built with multiple stories linked by freight elevators since containers of goods could not easily be maneuvered, lifted, or stacked. This situation only lasted until 1925, when early warehouses, such as the Dunham, Carrigan & Hayden Building, were made obsolete. Many were demolished or altered to serve other uses, so intact structures of the type are noteworthy.

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#### PERIOD OF SIGNIFICANCE

The Dunham, Carrigan & Hayden Company building has a period of significance of 1915 to 1967, defined by its date of construction and the occupancy of the Dunham, Carrigan & Hayden Company, a prominent hardware distribution company that conducted business in San Francisco from the Gold Rush to 1967.

#### INTEGRITY

The seven aspects of integrity are design, materials, workmanship, feeling, association, location, and setting in relation to the period of significance established above. Cumulatively, the building retains sufficient integrity to convey its association with the Dunham, Carrigan & Hayden Company and its particular early-twentieth century warehouse design.

#### Location, Setting, Feeling, Association

The Dunham, Carrigan, & Hayden Company Building was constructed at its current location in 1915. The building has not been moved. It has not changed in size, form, or massing and continues to dominate the city block on which it sits. The surrounding area is still characterized by large industrial buildings as it was during the identified Period of Significance, and even retains the utilitarian infrastructure and traces of rail right-of-ways that marked the neighborhood in the early twentieth century. The construction of the Central Freeway immediately to the west in the late 1950s and the loss of some smaller buildings in the area have lessened the building's integrity of setting. However the strong connection between this and the other heavy timber and brick buildings in the vicinity still convey a strong sense of setting.

Although Dunham, Carrigan & Hayden Company vacated in 1967, the building retains its singular appearance as a warehouse building due to its brick construction, regular pattern of large industrial fenestration, loading dock and large associated openings, multiple story levels, and restrained Classical Revival ornament. Thus, it retains the feeling of an early-twentieth century warehouse building. These characteristics also connect the building strongly to the warehousing activities that Dunham, Carrigan & Hayden Company conducted in it, so association with both the use and occupying company is intact.

#### Design, Materials, Workmanship

The exterior of the Dunham, Carrigan & Hayden Building retains its form, massing, red brick cladding, fenestration type, pattern and material, decorative brick and concrete elements-- all design features that were present during the established period of significance. In addition, the raised loading dock along the east facade remains, now used as a walkway. Some exterior design elements have been modified or removed, particularly the open entrance bays at the northeast and southeast corners, as well as other openings on the first story where entrances have been removed, added, or altered and the historic metal canopy that sheltered the east side loading dock. These alterations do not detract from the building's significance or design intent and do not negatively impact the building's overall integrity.

The interior spaces and finishes have been altered extensively in order to accommodate the change of use for the building. In most areas of the interior the historic heavy timber framing is at least partially visible, as are some brick surfaces of the peripheral walls.

#### CHARACTER-DEFINING FEATURES



Whenever a building, site, object, or landscape is under consideration for Article 10 Landmark designation, the Historic Preservation Commission is required to identify character-defining features of the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark.

The character-defining *exterior* features of the building are identified as:

- Generally rectangular plan and form
- Four story height
- Flat roof and skylights
- Red brick exterior cladding
- Facades organized into bays separated by slightly projecting square piers
- Regular grid of punched window openings dominating all facades and story levels
- Ground story window assemblies including windows, transoms, and wood bulkheads
- Six-part wood-sash windows with divided lights in each part
- Recessed entry vestibules at northeast and southeast corners of first story
- First story brick beltcourse with peaked details near corners of building
- Blonde brick beltcourses between upper story levels
- Cast concrete details at tops and bottoms of vertical piers between bays
- Flat roofline with stepped and peaked parapets near corners of building
- Loading dock along east facade
- Heavy timber framing

The character-defining *interior* features of the building are identified as: None

Note: The heavy timber frame visible in interior spaces, though character-defining, is not regulated by Article 10 of the Planning Code.

## **OTHER ISSUES AND CONSIDERATIONS**

Although not proposed for designation at this time, The Dunham, Carrigan & Hayden Building is a contributor to the eligible Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory District. The non-contiguous district was identified through the Showplace Square Survey and appears eligible for listing in the California Register under Criterion 3 (Design/Construction) as San Francisco's largest and most important concentration of large, heavy timber and steel-frame, American Commercial style industrial buildings. Most of the thirty buildings date from the period between the 1906 Earthquake and the First World War, and are contributors to one of three proposed contiguous districts within the survey area (South of Market, Northeast Mission, and Potrero/Showplace Square) that appear to be

eligible for listing in the California Register under Criterion 1 (Events) for their association with the thematic context of industrial employment in San Francisco (period of significance: 1893-1955).

Many of the contributors to the proposed Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory District were designed by prominent local architects, meaning that the district appears eligible for listing in the California Register as the collective work of a master. This building type was much more prominent in the cities of the East Coast and Midwest, where heavy industry played a larger role in the economy and where brick construction was more popular. With notable exceptions, heavy timber and steel-frame brick construction was never widespread in California, due in part to its expense and perceived vulnerability to earthquake damage.

*Since the January 15, 2014 HPC hearing, the property owner filed for Section 321 (Annual Limit) Review, for an Office Allocation on the property. Review and approval is required by the Planning Commission and will be scheduled at a future date and would allow for the property to be converted from its current PDR-1 Zoning to an Office Use.*

## GENERAL PLAN POLICIES

The Urban Design Element of the San Francisco General Plan contains the following relevant objectives and policies:

- OBJECTIVE 2: Conservation of resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.
- POLICY 4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Designating significant historic resources as local landmarks will further continuity with the past because the buildings will be preserved for the benefit of future generations. Landmark designation will require that the Planning Department and the Historic Preservation Commission review proposed work that may have an impact on character-defining features. Both entities will utilize the Secretary of Interior's *Standards for the Treatment of Historic Properties* in their review to ensure that only appropriate, compatible alterations are made.

## SAN FRANCISCO PLANNING CODE SECTION 101.1 - GENERAL PLAN CONSISTENCY AND IMPLEMENTATION

Planning Code Section 101.1 – Eight Priority Policies establishes and requires review of permits for consistency with said policies. On balance, the proposed designation is consistent with the priority policies in that:

- a. The proposed designation will further Priority Policy No. 7, that landmarks and historic buildings be preserved. Landmark designation of the Dunham, Carrigan & Hayden Building will help to preserve an important historical resource that is associated with significant events

and architecture.

## SHOWPLACE SQUARE/POTRERO HILL AREA PLAN POLICIES

The Showplace Square/Potrero Hill Area Plan contains the following relevant objectives and policies:

- OBJECTIVE 8.1: Identify and evaluate historic and cultural resources within the Showplace Square Area Plan.
- POLICY 2: Pursue formal designation of the Showplace Square historical and cultural resources, as appropriate.
- OBJECTIVE 8.6: Foster Public Awareness and appreciation of historic and cultural resources within the Showplace Square Area Plan.
- POLICY 1: Encourage public participation in the identification of historical and cultural resources within the Showplace Square plan area.

While not on the HPC's Landmark Designation Work Program, designating the Dunham, Carrigan & Hayden Building as a local landmark will foster public awareness of the historical and cultural resources within the Showplace Square Area Plan.

## BOUNDARIES OF THE LANDMARK SITE

The proposed landmark site encompasses Assessor's Block 3910, Lot 001 on which the subject building is located.

## PLANNING DEPARTMENT RECOMMENDATION

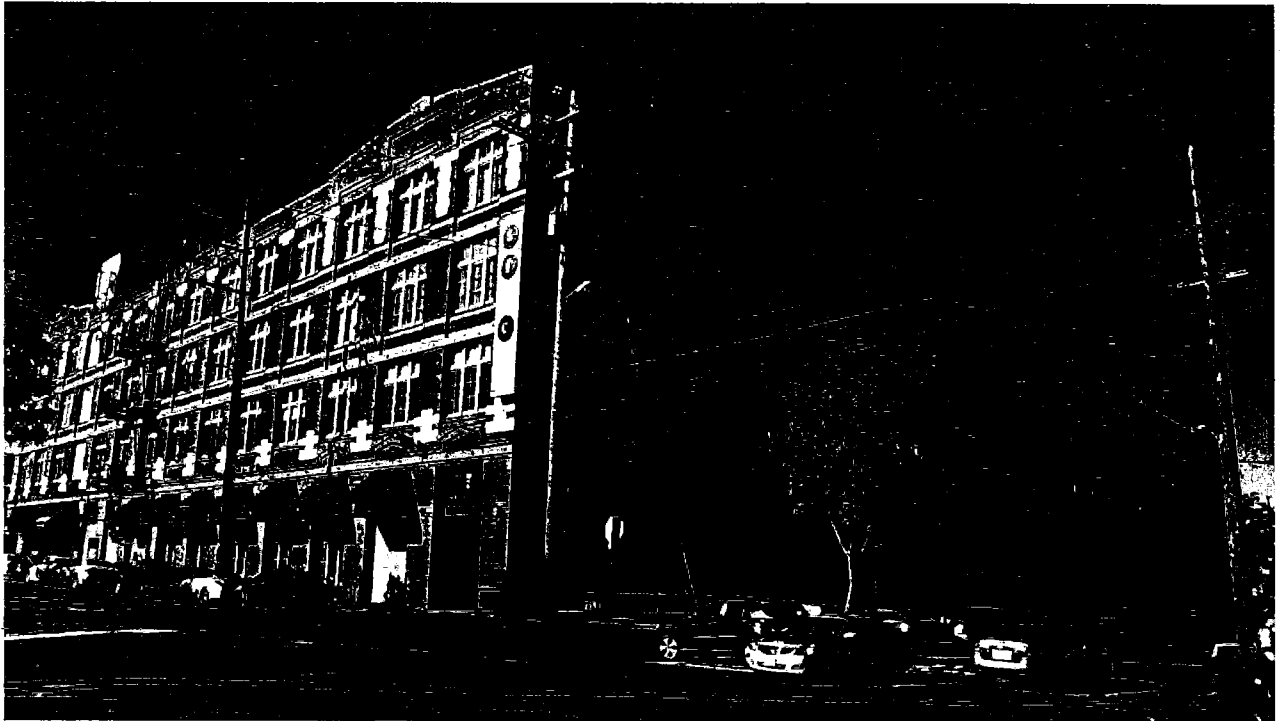
Based on the Department's analysis, the Dunham, Carrigan & Hayden Building is individually eligible because it retains sufficient integrity to convey its association with significant events and architecture as outlined in this case report. The Department recommends that the Historic Preservation Commission approve the proposed designation of the Dunham, Carrigan & Hayden Building as a San Francisco landmark.

The Historic Preservation Commission may recommend approval, disapproval, or approval with modifications of the proposed initiation of the Dunham, Carrigan & Hayden Building as a San Francisco landmark under Article 10 of the Planning Code.

## ATTACHMENTS

- A. Draft Resolution initiating designation
- B. Draft Landmark Designation Report
- C. Property owner letter of support
- D. *Correspondence*

# LANDMARK DESIGNATION REPORT



**The Dunham, Carrigan & Hayden Company Building**  
2 Henry Adams Street

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The Historic Preservation Commission (HPC) is a seven-member body that makes recommendations to the Board of Supervisors regarding the designation of landmark buildings and districts. The regulations governing landmarks and landmark districts are found in Article 10 of the Planning Code. The HPC is staffed by the San Francisco Planning Department.

*This draft Landmark Designation Report is subject to possible revision and amendment during the initiation and designation process. Only language contained within the Article 10 designation ordinance, adopted by the San Francisco Board of Supervisors, should be regarded as final.*

# The Dunham, Carrigan & Hayden Company Building

## 2 Henry Adams Street

Built: 1915

Architect: Leo J. Devlin

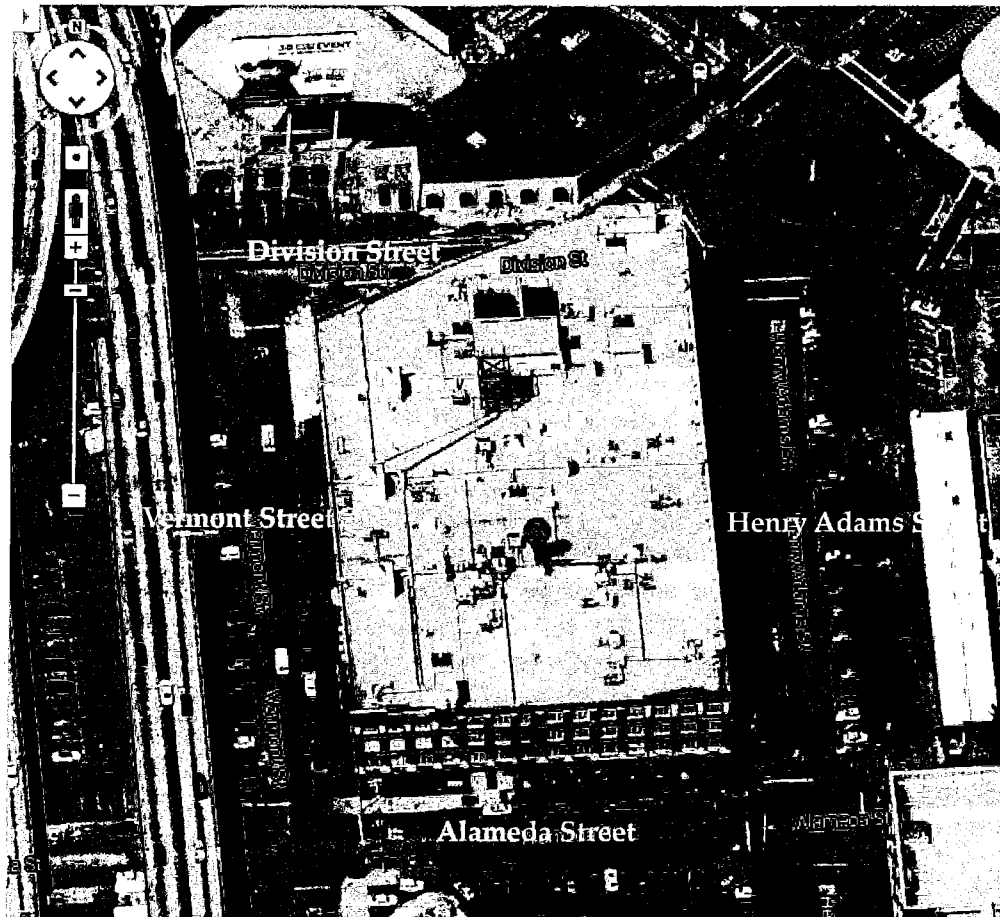
### OVERVIEW

The Dunham, Carrigan & Hayden Building occupies the block defined by Division, Henry Adams, Alameda, and Vermont streets in Showplace Square. Historically designated as 2 Kansas Street, its address was always given as the corner of Kansas and Division streets. In 1981, two blocks of Kansas Street between Division and 15<sup>th</sup> streets were renamed Henry Adams Street in honor of a noted designer who first converted the area to its current use as wholesale/retail showrooms, and this building became known as the Showplace Building at San Francisco Design Center. The building historically served as the corporate offices, warehouse, and distribution facility for wholesale steel and hardware importer and distributor Dunham, Carrigan & Hayden Company. The company had its beginning in the Gold Rush and it occupied the subject building for over fifty years as a major supplier of steel and hardware goods in San Francisco. Designed by architect Leo J. Devlin and constructed in 1915 in a brick Industrial design, the building is a fine example of an early-twentieth century warehouse building that was a product of the city's post-earthquake reconstruction period. It is one of a group of similar buildings identified by survey as the Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory District. Based on its demonstration of hallmark features of its property type and its half-century association with one of San Francisco's Gold Rush-era businesses, the Dunham, Carrigan & Hayden Company building is significant within San Francisco's history and thus is the subject of this individual Landmark Nomination.

### BUILDING DESCRIPTION

#### *Site*

The building occupies the majority of the standard city block on which it is located. The 6,349 square foot parcel that the building occupies (APN 3910/001) is irregularly shaped, with a clipped northwestern corner, due to the fact that a rail line once cut across that corner of the block. In fact, rail spurs strongly characterized the neighborhood at the time of construction and this building had rail car loading bays along its entire west and northwest facades. The unoccupied corner of the block, which is two separate lots (3910/005 and 3910/006), is paved and used for parking and houses a metal trash bin enclosure. The building otherwise features no setbacks from the sidewalk, which borders it on all sides. The sidewalk is broad and features small to mid-sized street trees along its edge. Streets in the area are two-way arteries with parallel parking along the curb on the north, west, and south sides of the building, and 90-degree parking on the east side of the building. Topography in the area is flat, with a slight swale along Henry Adams Street that accommodates a loading dock bordering the east facade. The loading dock now features a broad sidewalk with street trees, bordered by a metal railing.



*Aerial View (Google Maps)*

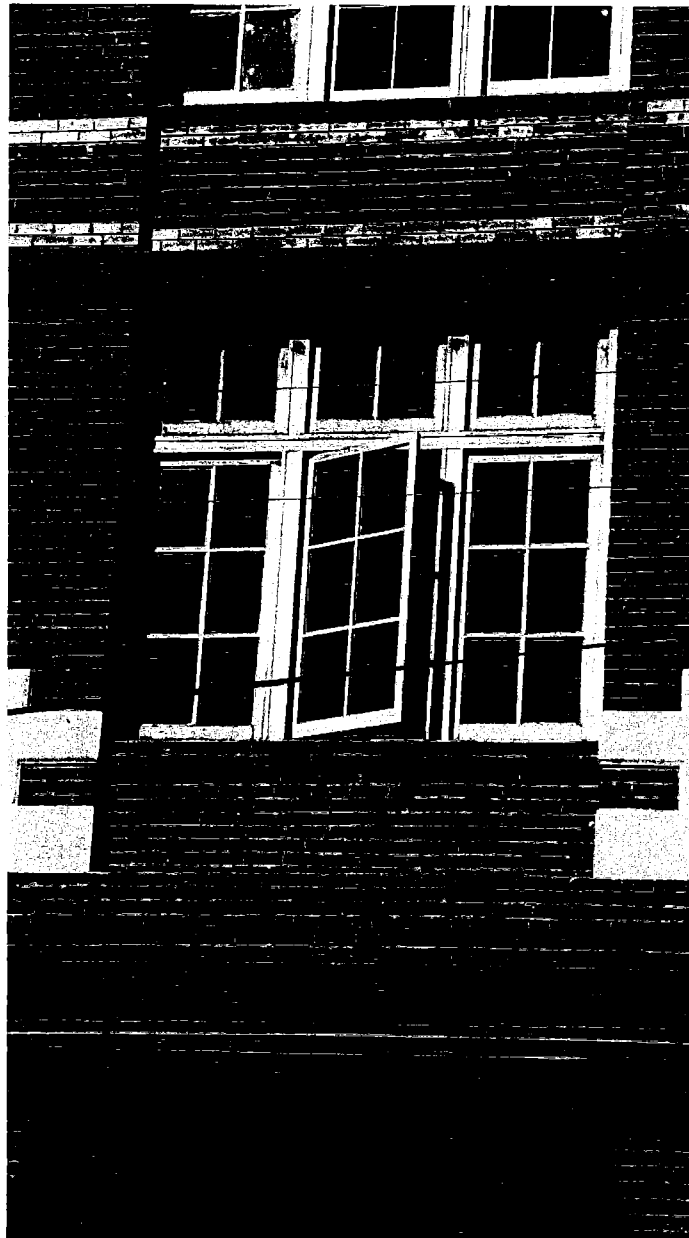
### *Building*

The Dunham, Carrigan & Hayden Building is a 328,508 square foot, four-story, heavy timber-frame, brick industrial building. It has a concrete foundation, is clad with red brick in common bond, and is topped by a flat roof that is covered with rolled asphalt roofing material and has numerous appurtenances and penthouses, as well as a timber water tank tower. The plan is rectangular with the northwest corner clipped as described above. The building adopts a two part vertical composition with the one story base divided from the upper stories by an ornamented brick cornice. All five facades are organized in a uniform grid pattern by brick piers and spandrels. The north, east, and south facades are primary, while the west and northwest facades are slightly subordinate.



### *Upper Story Windows*

Each punched opening in the upper stories contains a multi-lite wood sash window with a brick sill, rowlock laid, and a brick spandrel slightly recessed between piers. The spandrels are outlined top and bottom by courses of light yellow brick. Steel seismic reinforcing bands girdle the building at the second, third and fourth floor levels. The primary fenestration pattern is a six-part wood window consisting of three tall, narrow, six-lite sashes topped by three square, four-lite transom sashes. The sashes are divided by thick mullions. The transom panels pivot and the central vertical sash is casement hung.



*Typical upper story windows*

### *Ground Floor Openings*

Openings on the ground floor, many of which were originally loading bays, now contain a mixture of windows patterned after those on the upper stories, along with modern glazing and various types of doors. A detailed descriptive list of ground floor fenestration is given at the end of this section. The standard sash pattern repeats the three part vertical lower sash with two over two transom sash above. The lower panels are multi-lite, generally either 2x3 or 2x4 over a wooden bulkhead. The top of the center panel is pivot operated and the other windows are fixed. The bulkheads vary in height, generally one and a half feet, three feet, or four feet.

Most ground floor openings were originally material loading bays opening on to the sidewalk on the south and west sides of the building, the loading dock on the east side, or railroad car sidings on the northwest side. Over 1/3 of the openings retain metal corner guards at the base of the piers to protect against damage from carts, dollies, and other material handling machinery. These openings would originally have contained unglazed doors. Historic photos show at least some of the openings did contain prototypes of the current primary sash pattern and all appear to have had the transom windows. However, most lower sash units are presumed to be careful reproductions dating from the conversion to showrooms in 1971.



*Typical Ground Floor Window*

The wooden bulkheads beneath the ground floor windows are present in three forms: perforated, vertical board, and solid wood. Some have metal grills inserted. Of the three forms, the perforated appears to be the original design and openings with that form probably contained windows in the original design. The other two forms appear more modern and probably indicate openings that originally contained doors.



*Perforated bulkhead*



*Solid wood bulkhead*



*Vertical board bulkhead*



Table of Ground Floor Bay Configurations

Bay Number	Features	Historic Transom	Additional
1	Standard windows, wood bulkhead	yes	
2	modern full height glazing with low metal bulkhead. Also, one wide contemporary awning covers bays 2, 3, & 4		
3	set of modern glazed doors with low metal bulkhead. Also, one wide contemporary awning covers bays 2, 3, & 4		
4	modern full height glazing with low metal bulkhead. Also, one wide contemporary awning covers bays 2, 3, & 4		
5	louver doors, inset solid pedestrian door, no bulkhead, 3 transom windows, one partially altered	yes	
6	metal louver doors, 3 transom windows historic, one with partial metal vent	yes	
7	metal louver doors, the transom area replaced with one large fixed metal louver panel, awning "Janus et Cie"		corner guards
8	standard windows, perforated wood bulkhead, awning	yes	
9	Standard windows, perforated wood bulkhead, awning, transom infilled with louver panel		
10	standard windows, perforated wood bulkhead, awning	yes	
11	Standard windows, perforated wood bulkhead, awning, transom infilled with louver panel		
12	standard windows, perforated wood bulkhead, awning	yes	
13	louver doors, 3 transom windows historic, awning	yes	corner guards
14	open corner bay, transom panel "Janus et Cie" (both sides identical, piers chamfered inside corner)		
15	standard windows, perforated wood bulkhead, awning	yes	
16	standard windows, wood bulkhead, awning	yes	corner guards
17	standard windows, wood bulkhead, awning	yes	corner guards
18	standard windows, wood bulkhead, awning	yes	corner guards
19	standard windows, lowered sill, wood bulkhead	yes	
20	standard windows, lowered sill, wood bulkhead	yes	
21	standard windows, lowered sill, perforated wood bulkhead	yes	
22	Standard windows, lowered sill, wood bulkhead	yes	corner guards
23	set of modern glazed doors with paneled wood sash in wide chamfered surrounds, historic transoms, awning "Stark Carpet"	yes	
24	Standard windows, lowered sill, wood bulkhead	yes	corner guards
25	standard windows, lowered sill, wood bulkhead	yes	
26	standard windows, lowered sill, wood bulkhead, left window opening replaced with contemporary solid door--contemporary wood landing, steps (with wood hand rail) juts out from the building facade	yes	
27	standard windows, lowered sill, wood bulkhead	yes	corner guards
28	modern aluminum entrance module, deeply recessed, recess fully glazed with sidelights & side walls, inset contemporary stairs, awning "Ann Sacks"		corner guards
29	standard windows, lowered sill, wood bulkhead	yes	corner guards
30	standard windows, lowered sill, wood bulkhead	yes	
31	standard windows, lowered sill, wood bulkhead, louvered vent in transom, protruding vent top of one standard window		
32	Standard windows, lowered sill, perforated wood bulkhead	yes	
33	modern glazed entrance, metal sash module, deeply recessed sidelights and side walls glazed, contemporary stairs, awning "caffè PAZZO", historic transom, two side panels boarded up with vents, center panel intact	yes	
34	standard windows, lowered sill, perforated wood bulkhead	yes	

35	standard windows, lowered sill, perforated wood bulkhead, louvered vent in transom		
36	standard windows, lowered sill, perforated wood bulkhead	yes	
37	standard windows, lowered sill, perforated wood bulkhead	yes	
38	open corner bay, steps, awning wraps corner, "Showplace Square", ADA ramp both sides, modern doors		
39	infilled with brick, ADA ramp, awning wraps around to east		
40	infilled with brick, ADA ramp, awning wraps around to east		
41	modern solid metal doors, louvered grill in two transom panels		
42	infilled with brick, historic transoms, one light replaced with louvered panel	yes	
43	modern aluminum glazing		corner guards
44	standard windows, wood bulkhead, louvered vent in lower transom		
45	metal rollup door with pedestrian door inset, historic transom, one transom panel louverd grill	yes	corner guards
46	Standard windows, wood bulkhead	yes	
47	standard windows, wood bulkhead	yes	corner guards
48	modern glazed wood entrance doors with sidelights, exterior steps, historic transom windows, awning, "Country Floors"	yes	
49	standard windows, wood bulkhead	yes	corner guards
50	standard windows, wood bulkhead, louvered vent in transom		
51	metal rollup door with pedestrian inset, one transom panel has louvered grill		corner guards
52	standard windows, wood bulkhead	yes	
53	standard windows, wood bulkhead	yes	
54	modern solid doors, intact transom windows	yes	
55	raised brick sill, solid infill panel, louvered grill in one transom panel, projecting vent in second		
56	raised brick sill, standard windows	yes	
57	metal rollup door with pedestrian inset, intact transom windows	yes	corner guards
58	set of modern solid doors, stucco infill, historic transom	yes	corner guards
59	single modern solid pedestrian door inset in solid infill panel, historic transom	yes	corner guards
60	solid infill panel, transoms above, corner guards	yes	
61	set of modern solid doors solid infill panel, historic transom	yes	corner guards
62	metal rollup door with pedestrian inset, historic transoms	yes	corner guards
63	recessed modern entrance, metal gate, anodized aluminum glazed doors, glazed interior walls, historic transom	yes	corner guards
64	solid infill panel, transoms above	yes	corner guards
65	single modern solid pedestrian door inset in solid infill panel, historic transom, half of one light has louvered vent	yes	
66	raised brick sill, standard windows, historic transom	yes	
67	modern solid metal door, stucco infill panel		corner guards
68	standard windows, perforated bulkhead	yes	
69	standard windows, perforated bulkhead	yes	
70	standard windows, perforated bulkhead	yes	corner guards
71	standard windows, perforated bulkhead	yes	
72	standard windows, perforated bulkhead	yes	

Above the first story, the piers are adorned with cast concrete column bases and capitals that have articulated shapes, but are flush with the face of the piers. The four piers nearest each corner of the building also feature cast concrete panels with quoin-like articulated edges at the fourth story level. The cornice separating upper and lower zones is formed by slightly projecting courses of brick. In the three corner bays on the north, east, and

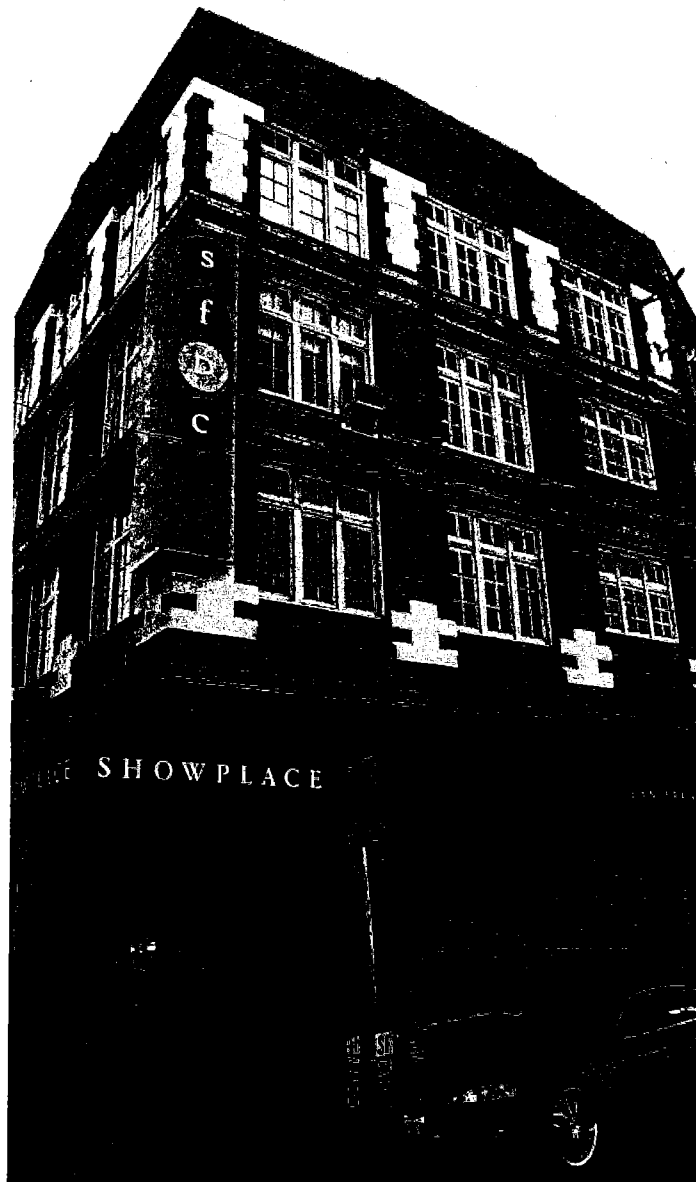
south facades triangular arches are formed in the same way. The roofline of each facade is flat and unadorned at the center, rising into a stepped and peaked parapet over the three bays at each end of the east and south facades, and the whole of the north facade. The roofline of the west and northwest facades do not feature parapets. The parapets are adorned with plain recessed panels clad with parging and are covered with a steel coping.



*Detail: Triangular arches & ornament dividing base from upper zone*



*Detail: Peaked parapet and quoin-like panels (south facade)*



*North facade (r) east facade (l)*

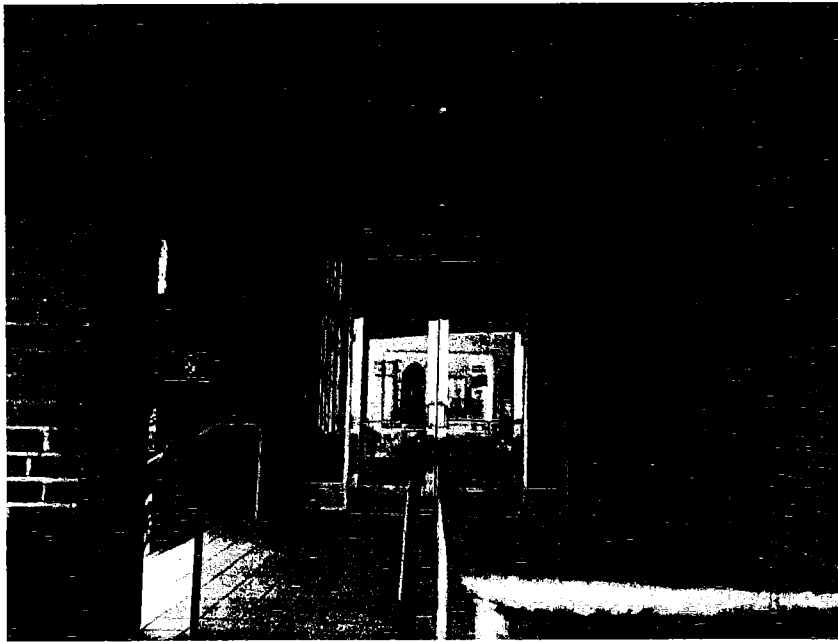
*North Facade*

The north facade is three bays wide. On the ground floor, its left bay is open as part of the corner entrance. The other two ground floor bays have been infilled with brick and have a disabled access ramp with pipe railing ascending to the corner entrance. A canvas awning wraps from this facade to the first bay of the east facade, and a vertical metal sign at the corner on the second and third stories reads "S F D C" on this facade and "Showplace" on the east facade. The entrance, accessed from the ramp on one side and steps on the other, is the original primary pedestrian entrance. It now features a non historic set of glazed double-doors and a flush wood door. The upper stories feature regular fenestration of the primary type, and a gabled parapet spans the full three bays.

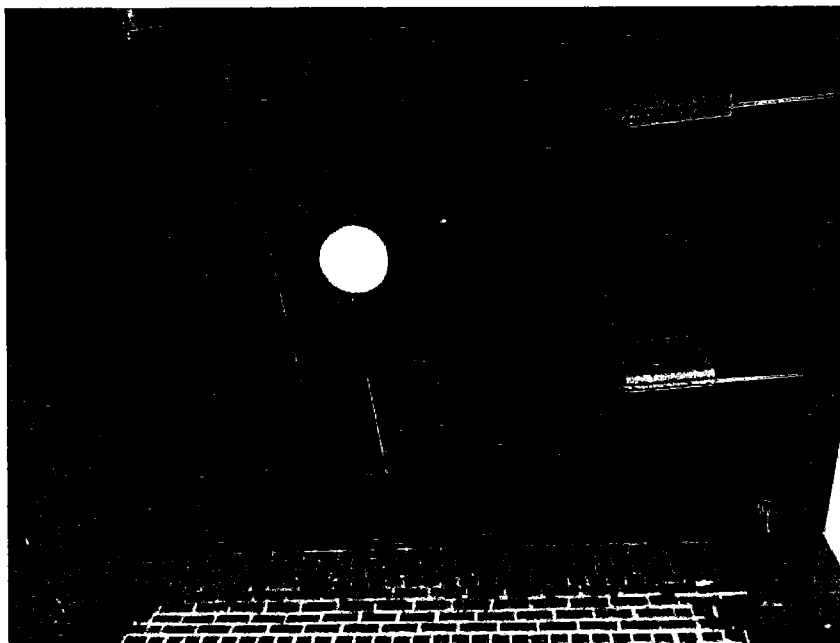


*Northeast Corner Entrance*

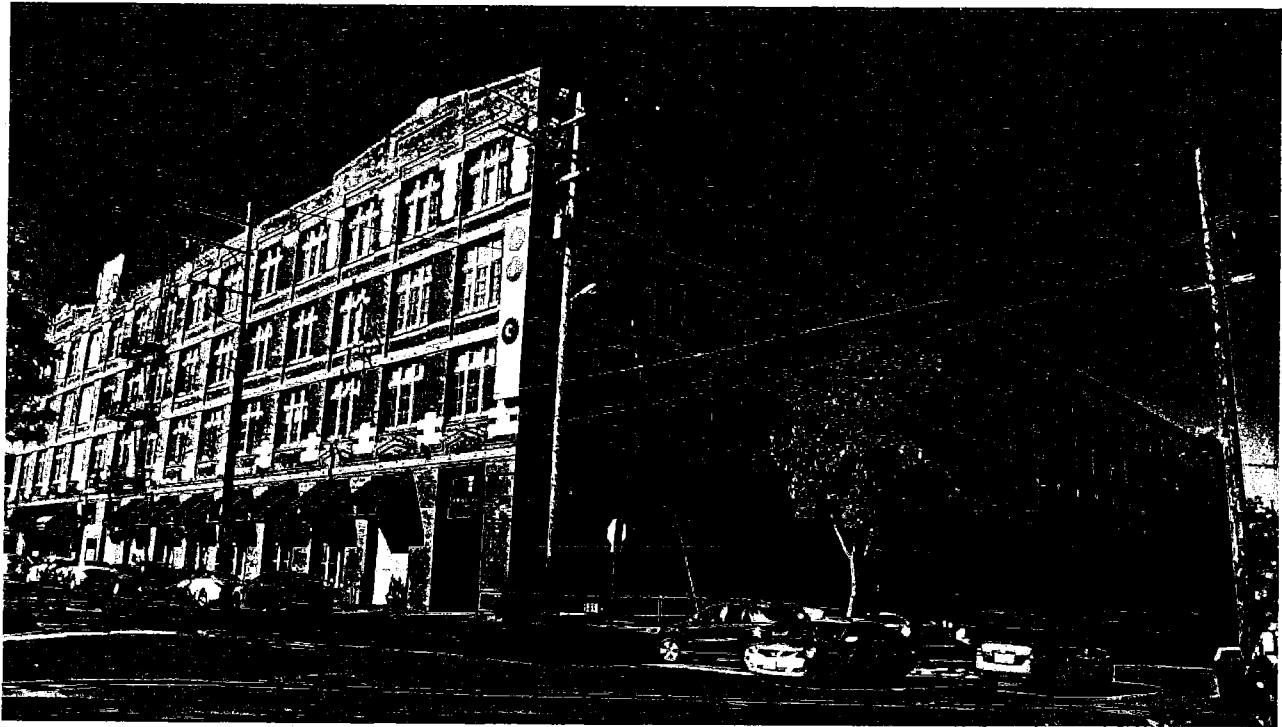
The northeast corner entrance is located in the recess created by open end bays in the north and east facades. It is accessed by a ramp on the north side and steps on both sides, all with pipe railings. A canvas awning shelters the ramp and steps. Two doors open on to the vestibule, a solid modern door in the west wall and a modern glazed door in the south wall. The floor within the vestibule is concrete and the west wall is modern brick. The ceiling within the vestibule is wood paneled and surrounded with a crown molding with dentils.



*Above: view to south, northeast entrance*



*Above: detail, paneled ceiling and crown molding, northeast entrance*



*East facade (r), south facade (l)*

*East Facade*

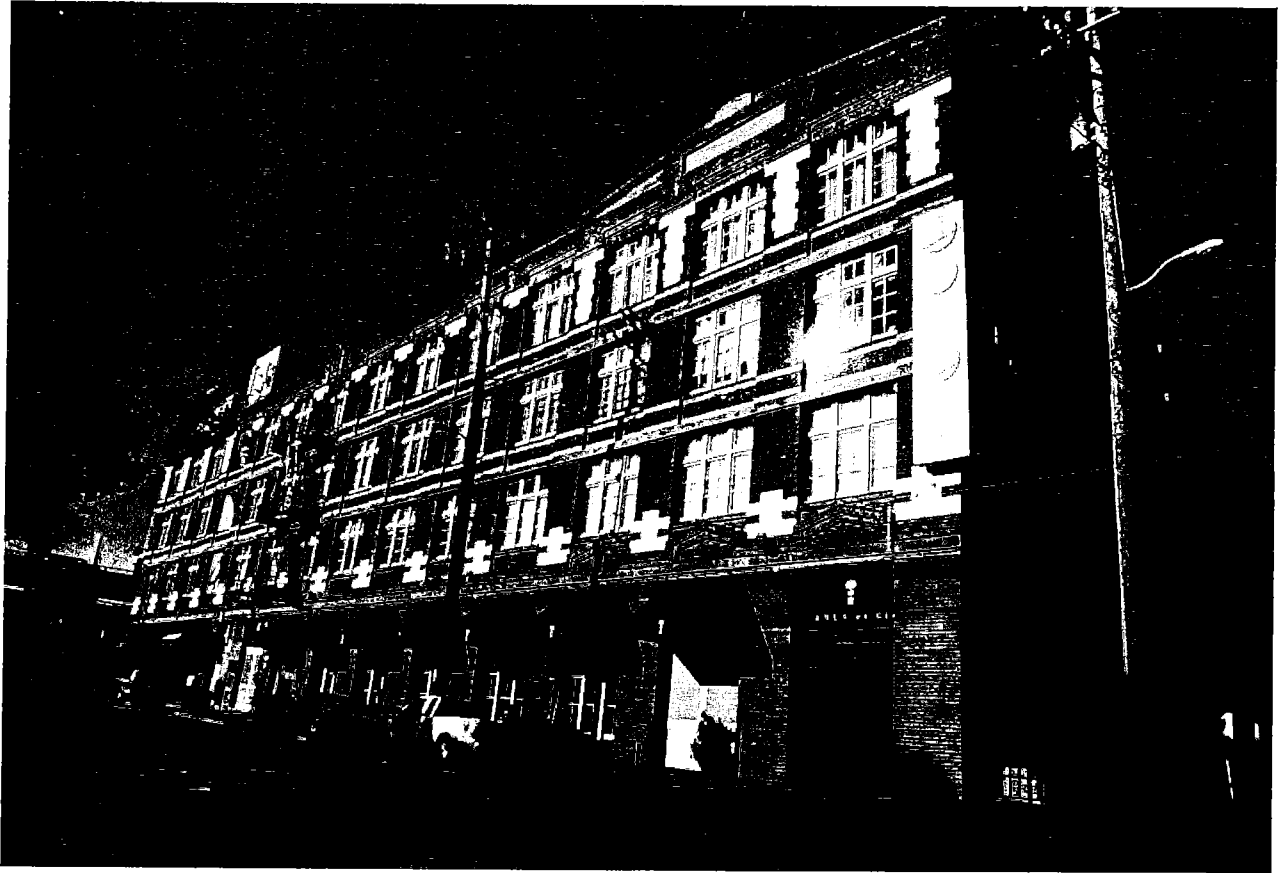
The east facade of the building, facing Henry Adams Street, is twenty-five bays wide and has a former vehicular loading dock, now a raised sidewalk with pipe railings along its length. On the first story it has recessed corner entrances at each end. The recessed vestibules have brick piers at the corners and are open to the adjacent facades as well. The southern entrance features two multi-lite, wood doors with sidelights and transoms. The northern entrance, the original primary pedestrian entrance, features a non historic set of glazed double-doors and a flush wood door. In between the corner entrances, the first story features a regular pattern of primary-type windows with recessed wooden bulkheads with sloped sills at their base interspersed by entrances in a number of places. The upper stories feature regular fenestration of the primary type and two metal fire escapes.



*Southeast entrance*

*Southeast Corner Entrance*

The southeast corner entrance is located in the recess created by open end bays in the south and east facades. A pair of glazed doors opens on to the vestibule on the north wall and a typical ground floor wood sash window punctures the west wall. The floor within the vestibule is composed of brick and stone tiles and a large modern chandelier hangs in the center. Modern screens hang from the lintels of the open bay. The inside corners of the piers are chamfered and modern metal gates close the open bays.



*South facade (l), east facade (r)*

*South Facade*

The south facade of the building, facing Alameda Street, is fourteen bays wide. On the left side it features one primary-type window followed by three bays of modern storefronts consisting of two fully-glazed openings with brushed-chrome metal frames. A glazed, metal-frame double door with sidelights is located in between. To the right are three bays filled with metal louvered panels with access doors, each topped by three four-lite, pivot, wood sash windows. The remainder of the windows are of the primary type, with recessed wooden bulkheads with sloped sills at their base. The bulkheads increase slightly in height from west to east to compensate for the natural grade and allow window units of a uniform height. The right-most bay next to the recessed entrance is filled with a metal louvered panel. The recessed corner entry is located at the right side of the facade and is accessed from both Alameda and Henry Adams streets. The modern storefront, and most of the windows on the right side of the first story, are topped by fabric awnings. The upper stories feature regular fenestration of the primary type with one metal fire escape.



*West facade (l), south facade (r)*

*West Facade*

The west facade, facing Vermont Street, is twenty bays wide. It lacks the parapet gable, pointed arches, and quoin-like ornament that differentiate the corners on the south and east facades and thus is more utilitarian in appearance. On the first story, a number of the openings are filled with windows of the primary type with recessed wooden bulkheads with sloped sills at their base. Other openings have been infilled entirely, or partially infilled and fitted with flush wood doors. At least one roll-up metal garage door fills an opening, and another opening features a recessed fully-glazed metal-frame entrance assembly enclosed by a metal accordion gate. All of the openings are surmounted by transoms of three four-lite, wood-sash, pivot windows. The upper stories feature regular fenestration of the primary type with one metal fire escape.



*Northwest (l) and west (r) facade*

*Northwest Facade*

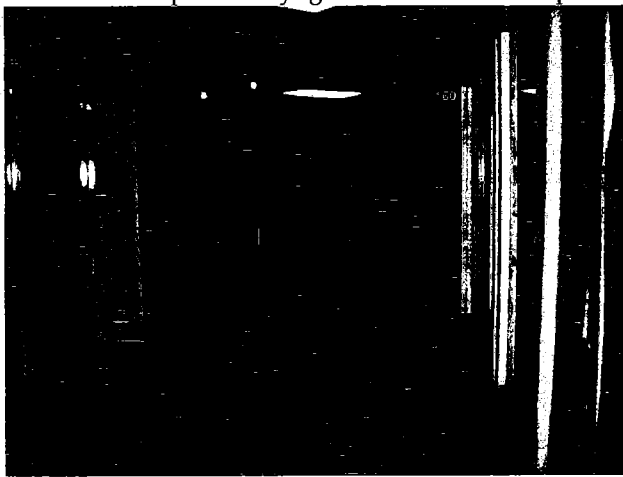
The northwest facade of the building is angled due to the clipped corner of the lot and like the west facade lacks differentiation of the corner bays. It is twelve bays wide. The first story features a number of windows of the primary type with recessed wooden bulkheads with sloped sills at their base. On this facade, which formerly accommodated railroad box cars, each opening also has a raised brick sill measuring approximately 22 1/2 inches. Other bays are either blank or filled with flush wood double-doors, roll-up metal garage doors, or multi-lite wood double-doors with sidelights. There is a wide tiled exterior stair leading to a storefront near the center of the facade. All of the openings are surmounted by transoms of three four-lite, wood-sash, pivot windows. The upper stories feature regular fenestration of the primary type with one metal fire escape.



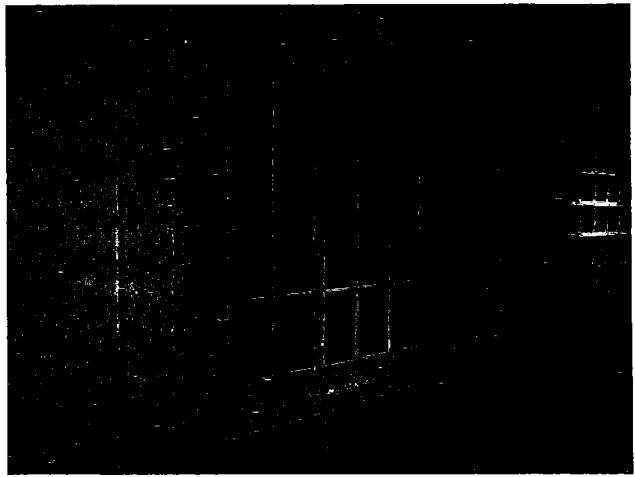
*Detail: Contemporary exterior stair, northwest facade*

### *Interior*

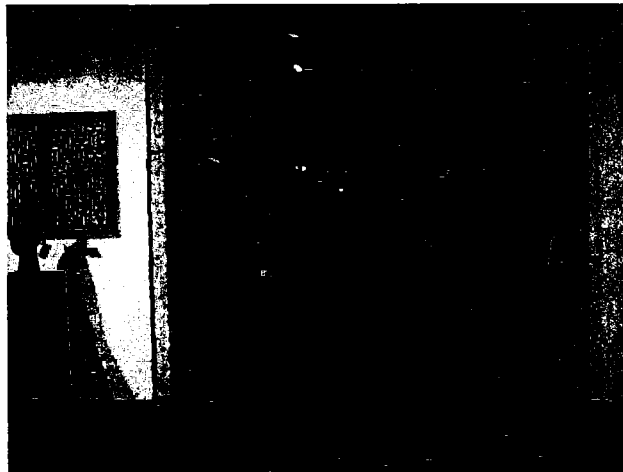
The interior of the building contains four floors, all of which have been altered to adapt the building's use to that of an interior design showroom. Each floor has been partitioned into numerous individual showrooms that have each been variously modified, inside and out, by the individual tenants. Wide corridors run throughout each floor, with each showroom having dedicated entrances and interior windows along the corridors. Flooring in corridors consists of low-pile, commercial-grade carpeting. Partition walls are made out of drywall and typically span between the building's original vertical and horizontal timber framing, much of which has been left exposed. Partition walls are curvilinear in some places. In some instances, portions of original brick walls remain and are exposed, but are painted. These brick walls are corbelled at the top where they meet the ceiling boards, and feature segmental arch or rectangular doorways with steel reinforcing plates at the level of the header. Many interior windows consist of large multi-lite, wood sashes fitted with wire glass. Other more modern sheet glass windows also exist. Ceiling finishes consist of thin wood boards. On the top floor, the ceiling is pierced by large, metal-frame hip-form skylights with vents at the peak.



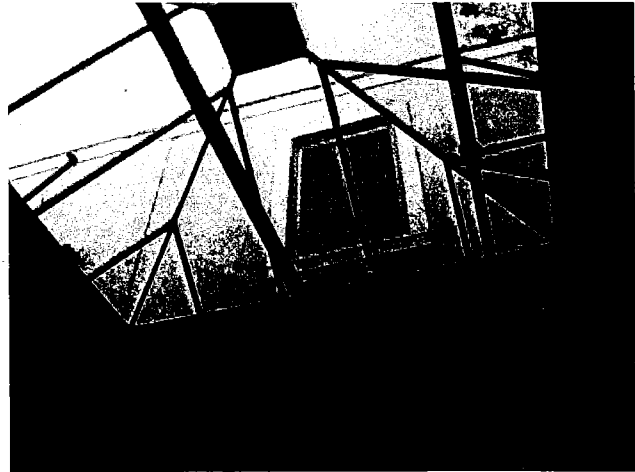
*Example of interior corridor, first floor.*



*Example of interior window.*



*Example of interior brick walls with archways.*



*Example of skylight on fourth floor.*

The building has lobbies at the southwest and northeast corners of the first floor. Both lobbies are double-height, open to the second story. The southwest lobby features ceramic tile flooring, drywall wall surfaces, a wood board ceiling, and open timber framework. A metal staircase ascends to the second story, where the edge of the floor plate is curvilinear. The northeast lobby is larger, containing a cafe and dining area, but also has ceramic tile

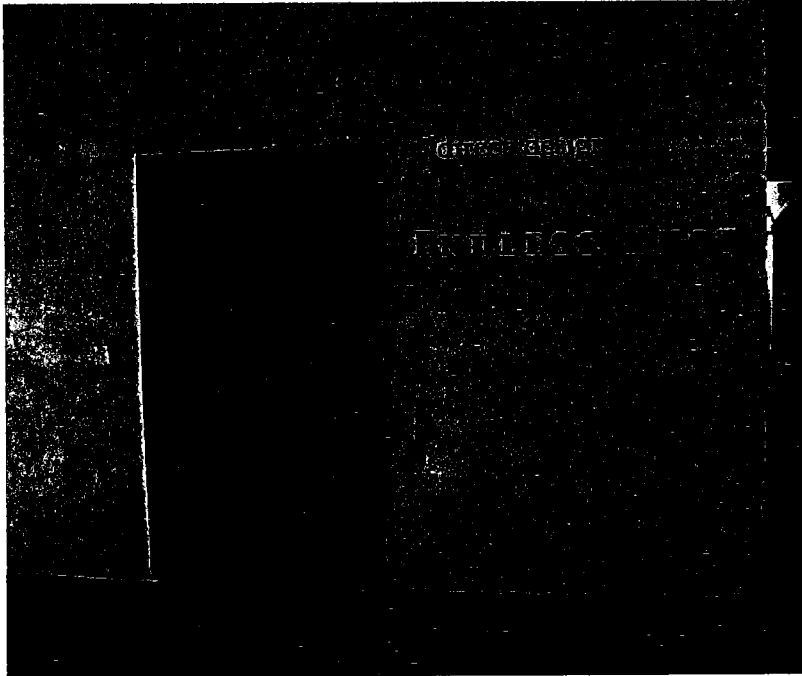


*Southwest lobby and northeast lobby*

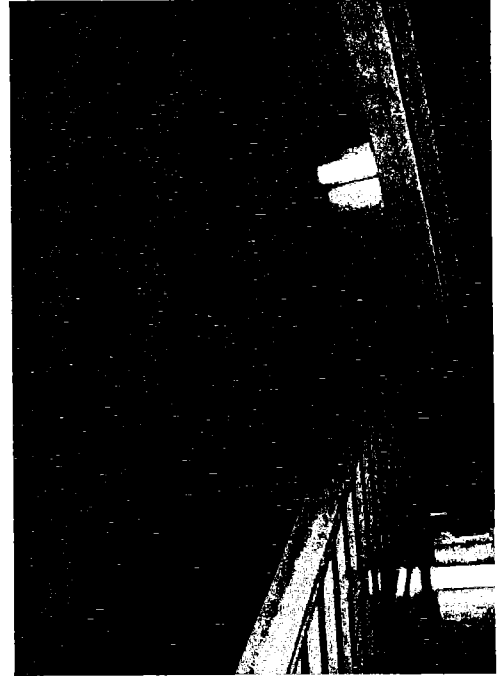
flooring, drywall wall surfaces, exposed and open timber framing, and wood board ceilings. On the south and west sides of the lobby, there is a mezzanine with metal railings, accessed by a stair that ascends from the lobby and continues to the second floor.

Aside from the lobby stairs, the floors are connected by elevators (including freight elevators) and utility stairs. Passenger elevators have flush metal doors. Freight elevators have roll-up metal doors and wood gates. The elevators operate within brick shafts and openings are located within small, utilitarian lobbies on each floor, some of which feature horizontal wood wainscoting at the base of the walls. Stairs are located within brick stair wells and are made of wood with simple wood balustrades. On each floor, an original standard-sized security safe door is located in one of the brick walls.

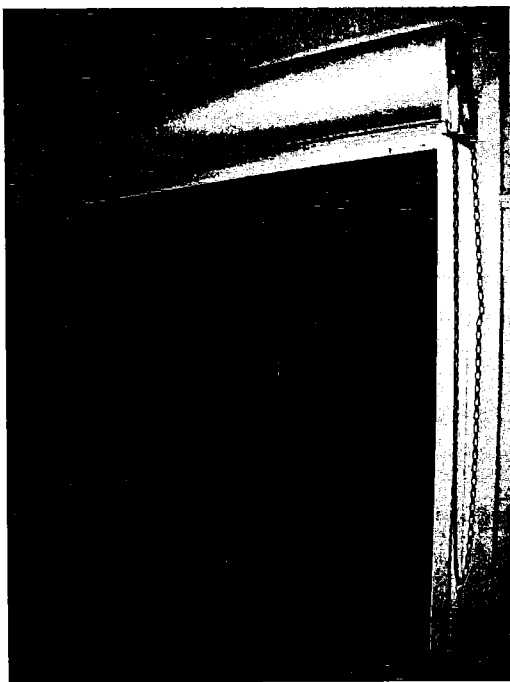




*Example of security safes on each floor*



*Utility stair*



*Freight elevator*



*Passenger elevator and lobby*

## *Architect*

### *Leo J. Devlin*

The Dunham, Carrigan & Hayden Building was designed by architect Leo J. Devlin. Devlin was born in California in 1881.<sup>1</sup> At 16 years old, he was first listed in city directories as a draftsman working in the

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<sup>1</sup> U.S. Federal Census, 1920.

architecture practice of his older brother, Charles J. I. Devlin.<sup>2</sup> Charles Devlin was a prominent architect in the Bay Area and held the position of official architect for the Roman Catholic Archdiocese of San Francisco from 1887 through the turn of the century. As a draftsman, and later partner in the practice, Leo J. Devlin was involved with the designs of numerous prestigious religious projects.<sup>3</sup> Another repeat client was prominent San Francisco real estate broker Walter H. Sullivan, who employed Devlin to design many downtown commercial buildings and a few factories.<sup>4</sup>

In 1907, Leo J. Devlin obtained his architecture license but continued to work in partnership with his brother. After the 1906 Earthquake, they established their office in the Pacific Building on Market Street. The year that the Dunham, Carrigan & Hayden Building was constructed, Leo J. Devlin still worked in partnership with Charles Devlin, but his name on the original building permit indicates that he was the architect of record for the project. He was likely hired for the project because he was married to property-owner John G. Rapp's sister; he was hired by Rapp for at least one other unassociated project as well.<sup>5</sup>

Charles J.I. Devlin died in 1928, and Leo J. Devlin appears to have taken over the practice as lead architect. The same year, he designed one of his most lauded projects; St. Vincent de Paul Church in Petaluma. The Spanish Romanesque style church features one of the largest collections of stained glass windows in California, which were made in Munich, and a pair of 96-foot towers with polychrome tile roofs topped by bronze crosses.<sup>6</sup> According to issues of *Building & Engineering News* dated 1915 to 1932 and other sources (as noted), Devlin's major works also include numerous apartment buildings, commercial and mixed-use buildings, a few residences, and the following<sup>7</sup>:

- John Rapp & Son bottling plant at Bryant and Alameda streets (1910, demolished)
- The Barbara Apartments designed for Kronenberg Realty at Franklin and McAllister streets (1911, contributor to the Article 10 Civic Center Historic District)<sup>8</sup>
- St. Charles Church at 18th and South Van Ness (1915)
- St. Joseph's Hospital, 355 Buena Vista, NRHP listed (1916)
- Parish of St. Agnes School, Ashbury near Frederick (1918)
- Store and lofts, California and Front (1919)
- Multiple concrete buildings at St. Patrick's Seminary, Los Altos, California (1920)
- Knights of Columbus Lodge, Vallejo, California (1920)
- A hotel in Hollister in collaboration with Wycoff & White (1921)
- Parochial residence for Archbishop, Santa Rosa, California (1921)
- College of St. Joseph dormitory and senior wing, Mountain View, California (1922-23)
- Stable and poultry pens for Little Sisters of the Poor, Oakland, California (1922/1924)
- Restaurant and lofts, at Ellis and Powell (1922)
- Laundry and new hospital building for St. Elizabeth's Infant Shelter, at Van Ness and Filbert (1923/1926)
- Residence for Archbishop in Rodeo, California (1923)
- Parochial school and convent in San Anselmo, California (1924)
- Knights of Columbus Lodge and office building in San Jose, California (1926, local landmark).<sup>9</sup>
- St. Agnes Church at Masonic and Page (1926)
- El Retiro San Inigo retreat for Archbishop, Los Altos, California (1927)

<sup>2</sup> *San Francisco city directory*, 1897.

<sup>3</sup> Oakland Wiki, "Charles J.I. Devlin," Accessed August 12, 2013, [http://oaklandwiki.org/Charles\\_J.\\_I.\\_Devlin](http://oaklandwiki.org/Charles_J._I._Devlin).

<sup>4</sup> *Building & Engineering News*, San Francisco, various dates 1915-1932.

<sup>5</sup> Death notice: John Rapp, *San Francisco Call*, 2 October 1908.

<sup>6</sup> "Western Avenue, Petaluma," *San Francisco Chronicle*, 27 October 2011.

<sup>7</sup> There is no known archive of Devlin's architectural drawings or other records.

<sup>8</sup> "Large apartments pushing westward," *San Francisco Call*, 23 September 1911.

<sup>9</sup> "Modern Factory for the Mission," *San Francisco Call*, 6 August 1910. "Large Apartments Pushing Westward," *San Francisco Call*, 23 September 1911. City of San Jose Planning Division, [http://planning.sanjoseca.gov/planning/Historic/landmark\\_pics.asp](http://planning.sanjoseca.gov/planning/Historic/landmark_pics.asp).

- St. Monica's Elementary School, 23rd Ave. and Geary (1927)
- Science building, gym, library, high school, and athletic campus for St. Ignatius College, San Francisco (1927)
- Catholic Chapel, Los Altos, California (1928)
- St. Cecilia's Church, 17th and Vicente (1928)

In 1929, Leo J. Devlin retired from active practice due to illness.<sup>10</sup> He died in 1933 at the home he designed for himself in 1915 at 72 Sea Cliff Avenue.<sup>11</sup>

## Construction History

The current building was built in 1915 and represented a consolidation of the city block into a single property. Ten years previously, just before the 1906 earthquake and fires, the block was divided into three parcels, which were developed with a number of industrial structures, including the J. Rapp & Sons Bottling Works, a barn and stable belonging to the same, and a Standard Electric Company of California substation.<sup>12</sup>

John G. Rapp was a brewer by trade. His company bottled and distributed Rainier Beer, which was a product of the Seattle Brewing & Malting Company. Rapp had a variety of real estate investments throughout San Francisco and the Bay Area. Although his bottling works was located on the subject block, he does not appear to have owned the property until about 1912, when he began accumulating parcels on the block. A 1910 block book indicates that the block was then made up of five parcels: lots 1 and 3 (where Rapp's business was situated) were owned by the Seattle Brewing & Malting Company, the beer producer he bottled for. Lot 2 (where the substation was located) was owned by the Standard Electric Company of California. Lot 4 was owned by the Western Pacific Railway Company, and a small right-of-way parcel in the northwest corner of the block (lot 5) was owned by the Southern Pacific Railroad.<sup>13</sup> Rapp eventually owned the entire block with the exception of the Southern Pacific parcel, which remained in operation as a rail right-of-way.<sup>14</sup>

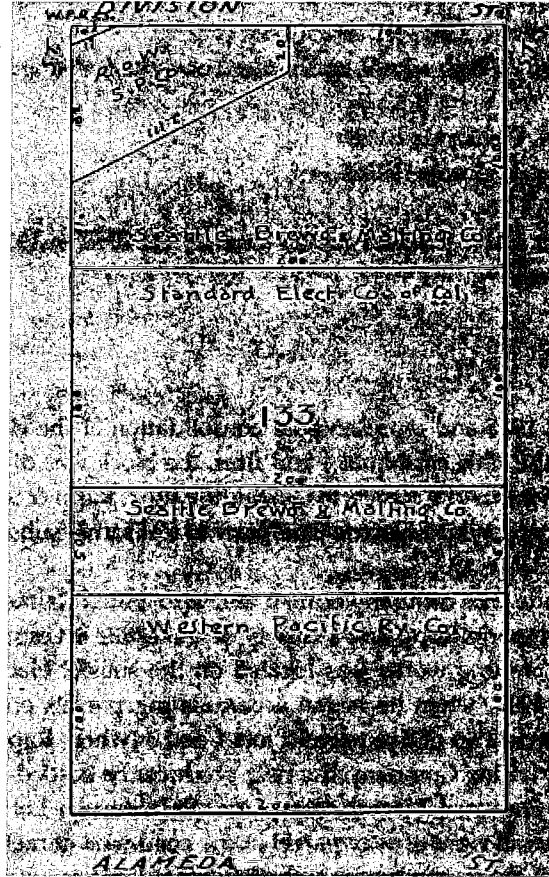
<sup>10</sup> "Along the Line" *Building & Engineering News*, 6 April 1929.

<sup>11</sup> "Leo J. Devlin, Retired Architect, Expires," *San Francisco Examiner*, 21 May 1933.

<sup>12</sup> Sanborn Fire Insurance map, 1905.

<sup>13</sup> Hicks-Judd Company, *The Original San Francisco Handy Block Book*, vol 4 (San Francisco: Hicks-Judd Company, 1909-1910).

<sup>14</sup> San Francisco Assessor's Office, sales ledgers.



*Block book image of block 3910 in 1909-1910.*

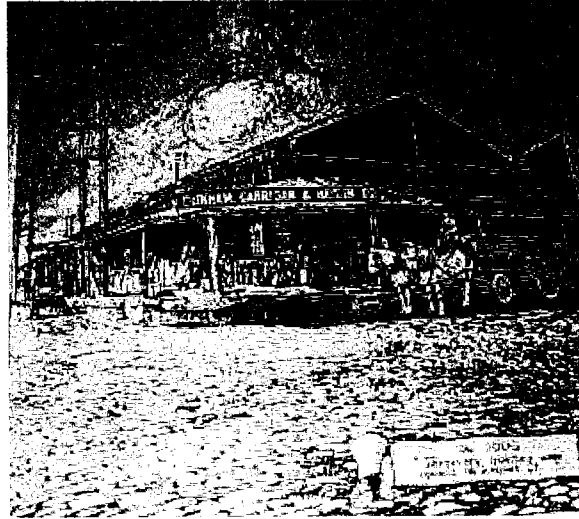
*Subject building is bounded by Vermont Street to the west and Kansas Street to the east.*

Prior to the construction of the current building, during the period when Rapp was accumulating individual parcels, the site experienced some changes. Rapp's bottling works building was torn down, likely around 1910, when the company had a new plant, the largest bottling works on the west coast, built nearby at Bryant and Alameda streets.<sup>15</sup> The substation building (then used by Pacific Gas & Electric Company) and former J. Rapp & Sons barn remained, while the previously vacant southern end of the block had a one-story, with mezzanine, industrial building that filled its lot. In 1913, this building was used as a warehouse by Dunham, Carrigan & Hayden Company, a wholesale hardware distributing business.<sup>16</sup> Dunham, Carrigan & Hayden Company was housed in this building as early as 1907, having relocated to the site from a large building on Beale Street that was destroyed by the earthquake and fires that devastated much of the South of Market district in 1906. Eventually all these buildings were removed to clear the site for construction of the subject building. Dunham, Carrigan & Hayden Company also maintained a building on the block directly south of this one, bounded by Kansas (Henry Adams) 15<sup>th</sup>, Vermont, and Alameda streets and bisected diagonally by a rail line. That property was listed as the company's primary address in city directories from 1906 to 1914.<sup>17</sup> A temporary sheet metal on studs structure erected soon after the 1906 earthquake, the building was removed at an unknown date between 1913 and 1938, probably soon after the subject building was completed in 1915.

<sup>15</sup> "Modern Factory for the Mission," *San Francisco Call*, 6 August 1910.

<sup>16</sup> Sanborn Fire Insurance maps, 1905, 1913.

<sup>17</sup> San Francisco city directories, various publishers and dates 1906-1914



*Temporary Dunham, Carrigan & Hayden building view southwest from Alameda and Kansas (Henry Adams) streets*

After the 1906 disaster, many industrialists pushed to extend the boundaries of the fire zone, which restricted fire-prone construction, into South of Market. The effort failed and small-scale, wood-frame construction returned to the area, making large-scale industrial development with its critical need for fire safety inadvisable. Dunham, Carrigan & Hayden Company along with other industrial operators left South of Market and reestablished here and in the still-vacant areas of the northern Mission, Potrero Hill, Bayview and Central Waterfront, where the threat from fire-prone frame residential construction was absent.<sup>18</sup>

In 1915, John Rapp hired his brother-in-law, architect Leo J. Devlin, to design the current building, which was four stories, with a mezzanine, and filled almost the entire city block. From early in the project, Rapp agreed to lease the new building back to the Dunham, Carrigan & Hayden Company. Project plans provided:

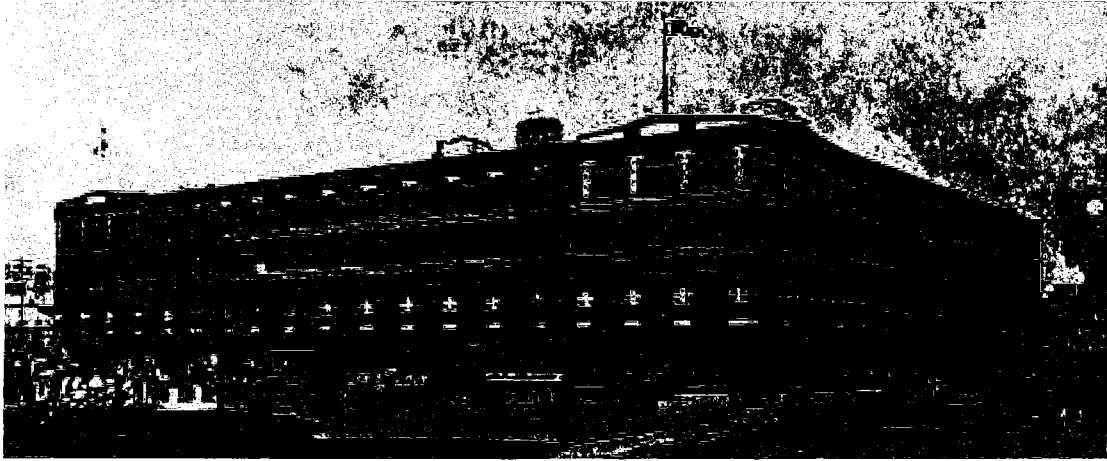
“the main portion of the building will be used for a warehouse, while the front portion will contain offices of the company and display rooms. A large shipping room is also provided for in the plans. Construction will be of the heavy mill type. Interior will be finished in pine throughout. There will be steam heat, three elevators, an automatic sprinkler system, fireproof vaults and an oil burning system. Exterior of the building will be faced with brick. Plans are complete and figures are being taken.”<sup>19</sup>

In February 1915, the project was expected to cost \$75,000, but the budget was raised to \$150,000 by March, presumably once various contractors were selected. James S. Fennell was awarded the contract for the building's brickwork, while R.A. Chisholm undertook the carpentry. In May 1915, the lease to Dunham, Carrigan & Hayden Company was made official and by July completion notices for various aspects of the building's construction began to appear. The building was finished by December.<sup>20</sup>

<sup>18</sup> Kelley & VerPlanck 8.

<sup>19</sup> “Advance News” *Building & Engineering News*, 17 February 1915 and 3 March 1915.

<sup>20</sup> “Completion Notices” *Building & Engineering News*, 8 December 1915.



*Dunham, Carrigan & Hayden Company building, 1915.  
As illustrated in Architect & Engineer.*

Occupied by Dunham, Carrigan & Hayden Company until 1967, the building was owned by John G. Rapp until his death in 1943, at which point ownership transferred to his wife, Theresa Rapp. Upon her death in 1968, the property passed to the Rapps' children; Joan Rapp Mayhew, Claribel Rapp Berckemeyer, Gladys Rapp Scott, and John W. Rapp. The building, then vacated by Dunham, Carrigan & Hayden Company, remained vacant for a number of years until 1972, when it was sold out of the family to Henry Adams & Company, which operated The Showplace, a collection of interior design and furniture showrooms, in the building.<sup>21</sup> Today, the Dunham, Carrigan & Hayden Building houses the same activities as part of the multi-facility San Francisco Design Center.

## Alteration History

The Dunham, Carrigan & Hayden Building has not undergone any major alterations that have affected its exterior appearance. Since completion, the basic form of the building has remained unchanged. Alterations, most related to the change of use in the 1970s, have largely been confined to the fabric within the ground floor bays, loading docks and canopies, and the interior. In addition, a large roof sign reading "Dunham Carrigan & Hayden" in individual letters and painted signage with the same text on the parapets have been removed.

Below is a short timeline of the property's construction history as reflected in building permits:

- 1915: Four-story brick building constructed for use as hardware store. Concrete foundations, floors of mill construction, brick walls and cornices, steel interior columns.
- 1971: Existing freight elevator converted to passenger elevator. Remove existing lean-to shed and install parking lot [at northwest corner of building]
- 1972: Reconstruct stair between first and second floor.
- 1986: Canvas awnings with steel tubing.
- 1989: Shoring of north wall damaged by earthquake.
- 1990: Replace entry door and window. Relocation of existing entry doors.
- 1991: New entry doors, new floor finish.
- 1992: New stairs, new elevator.
- 1996: Seismic strengthening.
- 2000: Demolish existing wood stairs and masonry stair shafts for new steel and concrete stairs.
- 2001: Cap each wood column with sheet metal, lower ceiling soffit.
- 2002: Remove and replace entry doors. Tear off and replace roof. New demising wall and entry door. Install storefront glazing assembly to create product display area.

<sup>21</sup> San Francisco Assessor's Office, sales ledgers.

2003: Relocate front door inside and replace display windows.

2004: Replace three exiting signs. New opening in masonry shear wall. New glass storefront.

2005: New storefront with entry doors.

The building has also undergone countless interior alterations consisting of the reconfiguring of interior spaces through the removal and construction of various non-bearing partition walls and tenant improvements to individual spaces. Today, these changes make up an interior that is divided into numerous individual show rooms with their own storefronts and entries. Permitted work to rearrange interior partitions is not reflected in the timeline above, but is on record at the San Francisco Department of Building Inspection. However, permits are often unclear as to the interior or exterior nature of storefronts and entries, so all known changes to such features are listed above in case they may refer to an exterior change. Mechanical work, especially concerning fire sprinkler systems, has also been the subject of numerous permits and is not addressed above, but is on record at the Department of Building Inspection.

## Brick Warehouse Building Type

The function of a warehouse is to store large quantities of goods for eventual distribution. The important aspects of design in warehouse buildings are the ability to accommodate large areas of unbroken interior space and sturdy construction to support heavy loads and withstand hard use. Most industrial buildings of the early-twentieth century consisted of low-rise, rectilinear structures that filled the majority of their lots. Roofs were flat or had shallow gable configurations supported by trusses and surrounded by parapets. The buildings sat on concrete slab floors and had large windows, skylights, clerestories, and monitors to allow as much light and air as possible into interior working spaces. Loading docks and large doors were also typical to facilitate the access of transport vehicles and the transfer of bulky machinery and goods into and out of the building. The interior spatial organization of warehouses typically included two main spaces: a warehouse floor and an office mezzanine. The processing, packaging, movement, and storage of goods took place on the warehouse floor or floors, which occupied most of the building's internal space. The office mezzanine, usually located at one end of the building, allowed management to have an overview of the warehouse floor in order to supervise the work going on there.<sup>22</sup> The Dunham, Carrigan & Hayden Building featured a mezzanine, as well as offices on the top floor, where management would be in close proximity to, but undisturbed by the industrial activities taking place on floors below.

Though brick construction was not uncommon in San Francisco before 1906, especially for commercial buildings within the downtown fire limits, its application to industrial structures on the outskirts of the city had long been hampered by technological challenges restricting the efficiency of taller brick structures, the scarcity (and resulting expense) of good local sources of clay and lime, and a local predilection toward frame construction, partly due to concerns over the vulnerability of brick buildings to earthquakes<sup>23</sup>. Unfortunately, the 1906 Earthquake dramatically highlighted the susceptibility of frame construction to fire. Although it was known that brick was vulnerable to seismic forces, advances in engineering and construction techniques, especially the substitution of steel framing for wood and the incorporation of seismic reinforcement measures, increasingly made masonry construction more feasible. In addition, the use of lighter-weight steel framing allowed for brick buildings with thinner exterior walls, fewer internal walls, and greater open spans, freeing up additional floor space for manufacturing and warehousing goods. This factor, combined with the widespread use of freight elevators, made brick attractive as a building material for taller industrial buildings. Furthermore, City building codes and especially insurance company guidelines increasingly required the substitution of masonry for risky frame construction, especially in San Francisco's industrial

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<sup>22</sup> Page & Turnbull, "Market & Octavia Neighborhood Plan Area Historic Context Statement" (20 December 2007) 113.

<sup>23</sup> Kelley & VerPlanck

districts, including the South of Market Area.<sup>24</sup>

## The New Wholesale District

However, the South of Market had been almost entirely destroyed by the fires that followed the earthquake, leaving hundreds of blocks filled with charred rubble. Furthermore, as a district that had been platted and urbanized early in the city's history the South of Market consisted mostly of small lots. Finally, in the absence of formalized zoning or other controls on land use, the area had evolved over the last half of the nineteenth century into a chaotic jumble of residential, industrial, and commercial uses. These factors rendered the district no longer ideal for modern factories and warehouses, most of which needed larger parcels of land, separation from other incompatible uses, and proximity to rail. After failing to compel the City to restrict post-quake building in the South of Market to masonry structures, many industrialists began to look south of Mission Bay to the still quasi-rural Potrero and northeast Mission districts, where large, unsubdivided and undeveloped parcels remained available.<sup>25</sup> One pioneer in that movement was the Pacific Hardware & Steel Company, which constructed a massive brick warehouse at the intersection of 7<sup>th</sup> and Townsend streets. Completed in 1905, the building (now known as the Baker & Hamilton Building) was the first significant heavy timber-frame brick warehouse structure completed in the area. The completion of the building signaled the beginning of a "new wholesale district" south of Mission Bay, where large tracts of land with good rail access could be had for a fraction of the price of land in the South of Market.

The relocation of San Francisco's Wholesale District to the present Showplace Square area was also encouraged by the expansion of the railroads within the area. For most of the nineteenth century the Southern Pacific had enjoyed a monopoly in San Francisco, a position the railroad lost in 1900 with the arrival of the Atchison Topeka & Santa Fe (AT & SF). The AT & SF bought several large tracts of vacant land in the vicinity of Mission Bay and the Central Waterfront and began building a network of tracks to serve their real estate holdings. Not far behind was George Jay Gould's Western Pacific Railroad, which arrived in San Francisco in 1905. All three railroads bought large landholdings, built freight and passenger depots, and over time installed a network of main line and spur tracks to link their depots with the bayside car ferry terminals that connected San Francisco with the East Bay railheads. Aware of many industrialists' desire to relocate out of the South of Market, the railroads offered to lease out their holdings in the area to interested parties. To sweeten the deal, railroads built temporary corrugated steel structures to house relocated industries. For companies interested in building permanent structures, railroads and other private land holders entered into long-term leases or sold the land outright to companies interested in doing business in the area. Soon, within a year or so of the 1906 Earthquake, several companies and real estate developers had begun building several large brick warehouses and factories to house a variety of manufacturing and distribution companies, including wholesale furniture, hardware, and machinery; food and beverage processing, soft goods like clothing and mattresses, chemicals, and general warehousing. Taking their cue from the undamaged Baker & Hamilton warehouse (1905), many of the new buildings constructed in the area during post-quake era were of brick.<sup>26</sup>

Many of these buildings remain today and provide important context for the Dunham, Carrigan & Hayden building. They include the following:

- 101 Henry Adams Street, John Hoey and Co., three stories, constructed in 1906 by Meyers & Ward
- 200 Rhode Island Street, JI Case Threshing Machine Co, constructed in 1912 by G. Albert Lansburgh
- 1616 16<sup>th</sup> Street, Schlessinger & Bender Building, constructed in 1912 by G. Albert Lansburgh
- 212 Utah Street, Simmons Mfg. Co, built 1911 by E. P. Antonovich
- 550 15<sup>th</sup> Street, San Francisco Salt Refinery, constructed in 1906, architect unknown

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<sup>24</sup> Kelley & VerPlanck

<sup>25</sup> *ibid*

<sup>26</sup> *ibid*



- 1590 Bryant Street, M. Friedman & Co. Furniture Warehouse, built 1907, architect unknown
- 1401 Bryant Street, Market St. Railway Power House, built 1893, architect unknown



*Dunham, Carrigan & Hayden Building (arrow) and nearby heavy timber and brick buildings (Google Maps)*

The Showplace Square area continued to serve as San Francisco's primary manufacturing and wholesale district until the end of the Second War. After a brief period of growth following the war, the area began to decline after 1950 as long-term industries began to move out of the city in search of cheaper land and better freeway access. Nevertheless, in comparison with the South of Market and other older urban industrial districts, this area contained larger and in many cases more modern industrial buildings with better access to both rail and freeways. Accordingly, economic studies carried out by the San Francisco Planning Department suggest that the area de-industrialized at a slower pace than the rest of the city, retaining some industries, in particular food-processing, light warehousing/distribution, and repair, until the present day.

During the late 1970s, the core of the area, roughly bounded by 7<sup>th</sup>, Bryant, 15<sup>th</sup>, De Haro, and King streets, began to undergo a substantial transformation after businessman and president of the Western Merchandise Mart, Henry Adams, bought his first former warehouse in the area for use as a design center/showroom for San Francisco's interior design community. The Dunham, Carrigan & Hayden building at 2 Kansas Street, became the first of several dozen large brick warehouses and factories that would be purchased and transformed into interior design showrooms, jewelry markets, and other allied wholesale industries priced out of Jackson Square, the traditional location for this industry. By the early 1980s, most of the large brick

buildings in the area had been adaptively reused by the wholesale interior design industry and allied professions, giving the area new cachet and a new nickname that it retains today: "Showplace Square".

## The Dunham, Carrigan & Hayden Building

The Dunham, Carrigan & Hayden Building is a warehouse building that included company offices and wholesale distribution facilities. It is designed in an early-twentieth century Industrial design with Classical Revival overtones. Warehouse buildings throughout history have generally taken on generic and functional forms and features to accommodate a variety of tenants and their varying uses and goods; however, facades were often given decorative treatments to attract business. This was especially true of buildings designed as distribution centers for finished goods. For Dunham, Carrigan & Hayden Company, the street presence and aesthetic appeal of the subject building was a form of advertisement intended to suggest the quality of the company's products and the stability of its business. The building fits the more refined architectural aesthetics of the early decades of the twentieth century that would later fade. It defined an image for the hardware company through its detailed physical rendering, meanwhile maintaining enough utilitarian character to be functional and accommodate its warehousing use.

Following the earthquake and fire of 1906, there were two primary periods of warehouse development in San Francisco: the recovery and reconstruction period from 1906-1919, when businesses destroyed by the disaster scrambled to recover, and a later period of growth from 1920-1956, in which the industry expanded beyond its pre-1906 scope. The Dunham, Carrigan & Hayden Company building falls into the former period and was a direct expression of the company's need to rebuild and expand after losing its earlier headquarters and much of its stock in the 1906 disaster. This was a larger facility than the company's earlier building, although it was no more architecturally elaborate. More importantly, it was built of sturdier and safer materials, resistant to the forces that had destroyed the preceding building.

In the very early stages of recovery and reconstruction after 1906, warehouses in San Francisco tended to be constructed of brick. Brick construction was soon supplanted by concrete construction, which was fireproof and more stable structurally. The Dunham, Carrigan & Hayden Building exhibits "mill," or "slow burning" construction of heavy timber framing and brick. Mill construction, named for the New England textiles mills where it was first implemented, eliminated the tinder-like properties of small dimension lumber. It featured the slow burning qualities of large timber members that would allow a building to retain structural integrity for longer in a fire, providing more time to combat the fire and salvage goods.<sup>27</sup>

In addition to construction methods, the Dunham, Carrigan & Hayden Building's design also reflected changes in the warehousing industry that occurred in the early years of the twentieth century. Large open drayage yards were less prevalent and, as time progressed, operations became more condensed, often housed in a single building rather than a multitude of sheds and structures. However, large open spaces were still necessary within warehouse buildings, as large containers needed to be maneuvered and stacked.<sup>28</sup> Dunham, Carrigan & Hayden Company did maintain a separate storage warehouse off-premises for some time, but generally had all of their main operations in the subject building, including administration, storage, and distribution functions. The loading dock on the eastern facade allowed for the maneuvering of goods into and out of the building, without the need for an adjacent yard.

Through elements of its design, the Dunham, Carrigan & Hayden Building demonstrates an early iteration of warehouse design and function that took place prior to World War II. Its four-story format, consisting of multiple levels linked by a freight elevator, is indicative of the fact that it was built before the days of the fork

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<sup>27</sup> Kelley & VerPlanck, 3.

<sup>28</sup> Page & Turnbull, 113.

lift. The Yale Company invented the first modern lift truck with forks that could elevate in 1925 and gave warehouse operators the ability to store large containers of goods in a stacked arrangement. This led to the construction of single-level warehouses with increased internal height and narrower aisles, making those with multiple levels accessible by freight elevator obsolete. Though new and more technologically compatible warehouses supplanted those like the Dunham, Carrigan & Hayden Building, the change lends significance to those pre-fork lift warehouses still in existence. The nature of their obsolescence and their eventual disuse as warehouses led to the demolition, alteration, or change in use of many of these structures, leaving those that still stand as markers of a distinct era and technological stage in the warehousing industry.<sup>29</sup>

Having been built in the 1910s in the primarily industrial Showplace Square neighborhood, the Dunham, Carrigan & Hayden Building straddles a line between commerce and industry that is reflected in its architecture. As noted above, it served as a warehouse, an office, and a wholesale distribution facility. Therefore, it incorporates some more refined elements of design, but none which detract from the functionality emphasized above. Similar to many commercial and industrial buildings of the era, the building is constructed of brick and incorporates a few subtle decorative elements such as concrete pilaster caps and bases, beltcourses, and defining brickwork at the parapet. Although some of the first story entrances have been altered, the associated loading dock and openings remain intact in their original dimensions, showing that the original design served the need for movement of bulky items. Large upper story windows demonstrate a similar consciousness of the need for light and air in the cavernous interior spaces. The building's multiple floor levels are indicative of its pre-fork lift design and its mezzanine and top floor office spaces are a nod to the typical division of administrative and labor functions in the warehousing industry. In both decorative and functional characteristics, the subject building is a hallmark of the warehousing industry during the reconstruction period in San Francisco.

## Dunham, Carrigan & Hayden Company

Dunham, Carrigan & Hayden Company was established in 1849 as Conroy & O'Connor Mining Supplies. James C. Conroy and John F. O'Connor came to San Francisco for the Gold Rush, but rather than heading for the mines, they pooled their resources, bought a shipment of mining hardware, and set up shop in a large tent in the nascent city. Eventually, the company was called Conroy, O'Connor & Company.<sup>30</sup>

By 1852, the business had moved to Sansome Street, near Market, and was advertising the sale of iron, steel, and blacksmithing tools. In 1856, it moved to a location on Front Street. The two partners were joined by John O'Connor's sons, Thomas H. and Michael J. O'Connor, in 1858 and 1859, respectively. In 1859, the company also opened a new location near Pine and Market streets. At that time, the two founding partners returned to New York, leaving O'Connor's sons to run the business and by the mid-1860s, the senior partners had retired altogether.<sup>31</sup>

In 1873, the O'Connor sons brought partners Benjamin Frank Dunham, Brace Hayden, and E.W. Playter on board. Two years later, these men bought out the O'Connor's stock and renamed the company Dunham, Carrigan & Company.<sup>32</sup> The new firm was presided over by a partnership of Benjamin Frank Dunham, Andrew Carrigan, Brace Hayden, W.L. McCormick, and E. W. Playter; all had been salesmen for Conroy, O'Connor & Company for a number of years previously.<sup>33</sup> They advertised themselves as importers and jobbers in metals and hardware. The company maintained its two locations on Front and Pine streets, which together included 15,000 square feet, and also had a 6,000 square foot warehouse elsewhere in the city. Their "stock in merchandise [was] amongst the largest on the Pacific Coast in their line of trade and annual sales [were] correspondingly large."

<sup>29</sup> Thomas Truck Training, Ltd. "A Potted History of the Fork Lift Truck," Accessed 5 August, 2013 [http://www.ttt-services.co.uk/truck\\_history.htm](http://www.ttt-services.co.uk/truck_history.htm)

<sup>30</sup> "100 Years in San Francisco," *San Francisco Chronicle*, 18 October 1948.

<sup>31</sup> San Francisco City Directories. Various publishers, various dates

<sup>32</sup> *Ibid.*

<sup>33</sup> San Francisco Public Library, San Francisco History Center, card files.

The company dealt in iron pipe for water, gas, and steam systems, plus all varieties of bar and plate iron, steel, and other metals, hardware, and tools and supplies for machinists, engineers, blacksmiths, plumbers, steam fitters, carpenters, miners, and railroad and ship builders. They were the sole west coast agents of the popular Black Diamond American steel.<sup>34</sup>



*Dunham, Carrigan & Hayden Company founding partners.  
(100 Years in San Francisco, "San Francisco Chronicle, 18 October 1948)*

In 1884, Dunham, Carrigan & Company closed their two existing shops and reopened in a new four-story building at 17-19 Beale Street (also addressed 18-24 Main Street). At that time, McCormick and Playter were no longer listed as partners.<sup>35</sup> The company was incorporated in 1888, becoming Dunham, Carrigan & Hayden Company. Hayden was based in New York as the company's purchasing agent, while the other partners were local.<sup>36</sup> However, when Carrigan died in 1889, Hayden moved west. After Dunham's death in 1897, he served as President and sole leader of the company.<sup>37</sup>

When the earthquake and fires of 1906 destroyed the majority of downtown San Francisco, Dunham, Carrigan & Hayden Company's building on Beale Street was lost. The company recovered by quickly collecting pre-ordered shipments of merchandise and setting up shop in crowded temporary quarters in the Pacific Implement Company's warehouse at Kansas and 8<sup>th</sup> streets, essentially the location of the present building. Dunham, Carrigan & Hayden Company's business recovered well and was selling as large a volume of goods thirty days after the disaster as it had before.<sup>38</sup> By 1907, the company had a more permanent address on Kansas Street, between Alameda and 15<sup>th</sup> streets. This was a metal warehouse building (no longer extant) located on the block to the southeast of the current building. It served as the company's main address until 1914, although a one-story, with mezzanine, industrial building on the south end of the current the Dunham, Carrigan & Hayden Building site was also occupied by the company.<sup>39</sup>

<sup>34</sup> John S. Hittell, *The Commerce and Industries of the Pacific Coast* (San Francisco: A.L. Bancroft Publishers, 1882) 221.

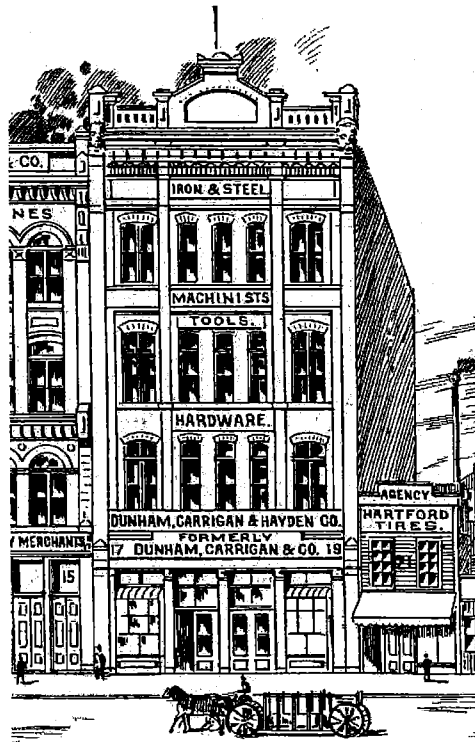
<sup>35</sup> San Francisco city directories.

<sup>36</sup> Hittell, 221.

<sup>37</sup> "100 Years in San Francisco."

<sup>38</sup> *ibid.*

<sup>39</sup> San Francisco city directories. Sanborn Fire Insurance map, 1913.



*Dunham, Carrigan & Hayden Company's original building on Beale Street.  
(From The Illustrated Directory of Downtown San Francisco, 1895.)*

In 1915, John Rapp, the owner of all of the parcels on the subject block, hired Leo J. Devlin to design a four-story, brick, industrial building on the site. At the time, Rapp agreed to lease the new building to Dunham, Carrigan & Hayden Company, greatly improving their facilities. This long-term agreement lasted for the next fifty years.<sup>40</sup>

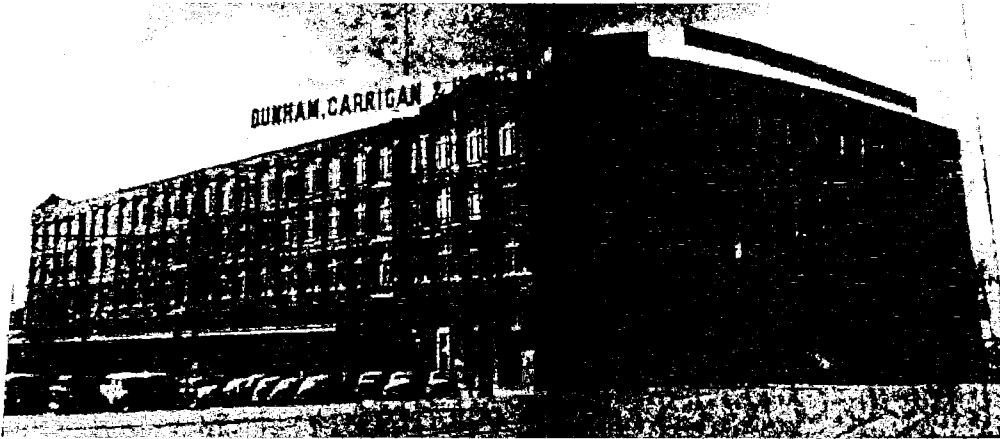
The 1920s brought changes in management and diversification of merchandise to Dunham, Carrigan & Hayden Company. A 1921 city directory indicates that the company had expanded their sales to include electrical, automotive, and creamery supplies, guns and ammunition, cutlery, sporting goods, bicycles, and fishing tackle, among other things. New partners also joined the upper management of the firm, including Duane L. Bliss Jr., J.G. Langdon, W.M. Levensaler, and Curtiss Hayden, who was the son of the company's founding partner and long-time president. By the late 1930s, Curtiss Hayden had become President and General Manager of the company and remained so until the company's closing in 1967.<sup>41</sup>

<sup>40</sup> *Building & Engineering News*, 17 February 1915 and 3 March 1915. San Francisco Assessor's Office, sales ledgers.

<sup>41</sup> San Francisco city directories.



*Dunham, Carrigan & Hayden Company building, 1921.  
(San Francisco City Directory advertisement)*



*Dunham, Carrigan & Hayden Company building, 1948  
("100 Years in San Francisco," San Francisco Chronicle, 18 Oct 1948)*



*Dunham, Carrigan & Hayden Company building, ca. 1957, as seen from the Hwys 101/80 interchange.  
(Potrero Hill Archive Project)*

# ARTICLE 10 LANDMARK DESIGNATION

This section of the report is an analysis and summary of the applicable criteria for designation, integrity, period of significance, significance statement, character defining features, and additional Article 10 requirements.

## CRITERIA FOR DESIGNATION

Check all criteria applicable to the significance of the property that are documented in the report. The criteria checked are the basic justification for *why* the resource is important.

- Association with events that have made a significant contribution to the broad patterns of our history.
- Association with the lives of persons significant in our past.
- Embody distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Has yielded or may be likely to yield information important in history or prehistory.

## Significance

The Dunham, Carrigan & Hayden Building has significant historical associations in three areas.

1. Its construction, location, methods of building, and commercial/industrial functions were strongly associated with post-earthquake reconstruction in San Francisco.
2. It is the only-remaining and most prominent business location of the Dunham, Carrigan & Hayden Company, a business that was important in San Francisco history for decades and that contributed directly, through its products, to the Gold Rush, the post 1906 Reconstruction of the city, and to its growth to the metropolis of the Pacific Coast.
3. The building has noteworthy architecture and is a construction type that is characteristic of its time, location, and the historical events that produced it.

### Association with Significant Events

The Dunham, Carrigan & Hayden Building is significant for its key role in San Francisco's post-1906 reconstruction and its long use by one of the city's founding businesses. In the initial post-fire reconstruction of the city, building hardware was a critical commodity and Dunham, Carrigan & Hayden Company was a leading supplier, with long established chains of supply and commercial credit to draw on while business conditions remained unsettled. The company relocated to a temporary building immediately south of this one immediately after the earthquake and fire and eventually occupied the subject building, constructed specifically to suit its needs and express its importance in the commercial life of San Francisco.

Built in 1915, the building was constructed during the post-earthquake reconstruction period in San Francisco. Its construction was a direct result of much of the downtown and South of Market areas being destroyed by fire and many of the city's most established business locations and assets being lost. Dunham, Carrigan & Hayden Company, who occupied the subject building for more than fifty years from the time of its construction, was originally located on Beale Street, within the zone of destruction. Immediately following the disaster, Dunham, Carrigan & Hayden Company, like many other industrial businesses squeezed out of South of Market by a lack of fire restrictions, moved to what is now the Showplace Square area, just outside the burned area, and quickly rebuilt their business. In this way, the company was a major participant in a trend of industrial operations relocating from South of Market to areas of the city farther south that had vacant land for large buildings and ready rail access. Dunham, Carrigan & Hayden occupied two temporary corrugated-metal-on-studs buildings from 1906 to 1915. These structures were located on Alameda Street on the southern portion of this block and the



entire block south of this one. The company's goal of reestablishment was fully realized in the construction of the current building. The 1915 building is a symbol of the company's reaching full corporate "health" again, in a new, safer, and more functional industrial area, after almost a decade of recovery.

The building is located in Showplace Square, which features many buildings of a similar type, use, and architectural idiom. Therefore, the Dunham, Carrigan & Hayden Building fits a context of pre- and post-earthquake industrial construction that characterizes the area. Its post-earthquake construction among other industrial buildings of various eras shows the growth of the neighborhood as industrial businesses were forced out of the downtown and South of Market areas after 1906 and relocated to an area with ample rail access. It was built at a time when the neighborhood was one of San Francisco's most important industrial areas, a status that only lasted until World War II when industries began to relocate outside of the city for more space, better transportation access, and fewer organized labor conflicts.

#### Association with the Dunham, Carrigan & Hayden Company

The Dunham, Carrigan & Hayden Building is the only extant building associated with the Dunham, Carrigan & Hayden Company, which was an early and long-lived San Francisco business. Established during the Gold Rush under another name, the company was an important supplier of mining equipment, which contributed directly to Gold Rush activities. After that time, the company grew and adapted its wares to meet the needs of the day be it water and gas piping to improve the infrastructure of the growing city, industrial machinery and supplies to support the city's commerce and industry, or recreational and household goods for the city's settled domestic population. The company occupied at least two very prominent buildings before and after 1906, indicating its prosperity and prominent status among local businesses. It existed for over one hundred years, over half of which it spent in the subject building, and was one of the city's foundational businesses.

#### Significant Architecture

The Dunham, Carrigan & Hayden Company building is significant for its type and period of construction and as a fine example of a pre-fork lift, timber frame and brick masonry warehouse building. It is a good and very intact example of an early-twentieth century, multi-story, heavy timber and brick warehouse building. Its sturdy, fireproof construction reflects post-quake building practices in San Francisco. Its brick components in particular are characteristic of a short period when brick was seen as the ideal fireproof material, before more quake-resistant concrete construction was perfected. Additionally, the building's multi-story design is characteristic of a period when technology dictated warehousing practices that were then reflected in the physical characteristics of warehouse buildings. Pre-fork lift, warehouses had to be built with multiple stories linked by freight elevators since containers of goods could not easily be maneuvered, lifted, or stacked. This situation only lasted until 1925, when early warehouses, such as the Dunham, Carrigan & Hayden Building, were made obsolete. Many were demolished or altered to serve other uses, so intact structures of the type are noteworthy.

The work of Leo J. Devlin, designer of the subject building was reviewed favorably in trade periodicals of his day. He was a prolific designer of projects commissioned by the Roman Catholic Archbishop of San Francisco and also worked regularly for prominent real estate brokers. His work was diverse in genre, ranging from apartment buildings to churches and parochial buildings, commercial buildings to factories. Although the Dunham, Carrigan & Hayden Building is not overtly ornamental or unique in its architecture, it is a good, intact example of Devlin's work. It is one of few warehouses designed by him, the only one in brick and heavy timber.

#### Period of Significance

The Dunham, Carrigan & Hayden Company building has a period of significance of 1915 to 1967, defined by its date of construction and the occupancy of the Dunham, Carrigan & Hayden Company, a prominent hardware distribution company that conducted business in San Francisco from the Gold Rush to 1967.

#### Integrity

The seven aspects of integrity are location, design, materials, workmanship, setting, feeling, and association in relation to the period of significance established above. Cumulatively, the building retains sufficient integrity to convey its association with the Dunham, Carrigan & Hayden Company and its particular early-twentieth century warehouse design.

#### Location, Setting, Feeling, Association

The Dunham, Carrigan, & Hayden Company Building was constructed at its current location in 1915. The building has not been moved. It has not changed in size, form, or massing and continues to dominate the city block on which it sits. The surrounding area is still characterized by large industrial buildings as it was during the identified Period of Significance, and even retains the utilitarian infrastructure and traces of rail right-of-ways that marked the neighborhood in the early twentieth century. The construction of the Central Freeway immediately to the west in the late 1950s and the loss of some smaller buildings in the area have lessened the building's integrity of setting. However the strong connection between this and the other heavy timber and brick buildings in the vicinity still convey a strong sense of setting.

Although Dunham, Carrigan & Hayden Company vacated in 1967, the building retains its singular appearance as a warehouse building due to its brick construction, regular pattern of large industrial fenestration, loading dock and large associated openings, multiple story levels, and restrained Classical Revival ornament. Thus, it retains the feeling of an early-twentieth century warehouse building. These characteristics also connect the building strongly to the warehousing activities that Dunham, Carrigan & Hayden Company conducted in it, so association with both the use and occupying company is intact.

#### Design, Materials, Workmanship

The exterior of the Dunham, Carrigan & Hayden Building retains its form, massing, red brick cladding, fenestration type, pattern and material, decorative brick and concrete elements— all design features that were present during the established period of significance. In addition, the raised loading dock along the east facade remains, now used as a walkway. Some exterior design elements have been modified or removed, particularly the open entrance bays at the northeast and southeast corners, as well as other openings on the first story where entrances have been removed, added, or altered and the historic metal canopy that sheltered the east side loading dock. These alterations do not detract from the building's significance or design intent and do not negatively impact the building's overall integrity.

The interior spaces and finishes have been altered extensively in order to accommodate the change of use for the building. In most areas of the interior the historic heavy timber framing is at least partially visible, as are some brick surfaces of the peripheral walls.

## ARTICLE 10 REQUIREMENTS SECTION 1004

### Boundaries of the Landmark Site

Encompassing all of and limited to Lot 1 on Assessor's Block 3910, bounded by Division, Henry Adams, Alameda, and Vermont streets.

### Character-Defining Features

Whenever a building, site, object, or landscape is under consideration for Article 10 Landmark designation, the Historic Preservation Commission is required to identify character defining features of the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark. The character defining features of the Dunham, Carrigan & Hayden Company building's exterior are listed below:

- ▲ Generally rectangular plan and form
- ▲ Four story height
- ▲ Flat roof and skylights
- ▲ Red brick exterior cladding
- ▲ Facades organized into bays separated by slightly projecting square piers
- ▲ Regular grid of punched window openings dominating all facades and story levels
- ▲ Ground story window assemblies including windows, transoms, and wood bulkheads
- ▲ Six-part wood-sash windows with divided lights in each part
- ▲ Recessed entry vestibules at northeast and southeast corners of first story
- ▲ First story brick beltcourse with peaked details near corners of building
- ▲ Blonde brick beltcourses between upper story levels
- ▲ Cast concrete details at tops and bottoms of vertical piers between bays
- ▲ Flat roofline with stepped and peaked parapets near corners of building
- ▲ Loading dock along east facade
- ▲ Heavy timber framing

The heavy timber frame visible in interior spaces, though character-defining, is not regulated by Article 10 of the Planning Code.

### PROPERTY INFORMATION

**Historic Name:** The Dunham-Carrigan & Hayden Company Building

**Popular Name:** Showplace Building at San Francisco Design Center

**Address:** 2 Henry Adams Street

**Block and Lot:** 3910/001

**Owner:** Bay West Group

**Original Use:** Warehouse, wholesale distribution facility, and offices

**Current Use:** Interior design showrooms

**Zoning:** PDR-1-D: Production, Distribution, and Repair - 1 - Design

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Oakland Wiki, Charles J.I. Devlin, [http://oaklandwiki.org/Charles\\_J.\\_I.\\_Devlin](http://oaklandwiki.org/Charles_J._I._Devlin).

Thomas Truck Training, Ltd. "A Potted History of the Fork Lift Truck," [http://www.ttt-services.co.uk/truck\\_history.htm](http://www.ttt-services.co.uk/truck_history.htm)

### Other

Potrero Hill Archive Project binders, San Francisco Public Library.

San Francisco Public Library, San Francisco History Center, card files.

# ACKNOWLEDGEMENTS

## **San Francisco City and County**

Edwin M. Lee, Mayor

Malia Cohen, District 10 Supervisor

## **Historic Preservation Commissioners**

Karl Hasz, President

Andrew Wolfram, Vice President

Diane Matsuda

Jonathan Pearlman

Ellen Johnck

Richard Johns

Aaron Hyland

## **Planning Department**

John Rahaim, Director

Tim Frye, Preservation Coordinator

## **Project Staff**

Caitlin Page Harvey, Tim Kelley Consulting LLC, research, writing, and photography

Kara Fortuna, Tim Kelley Consulting LLC, research, writing, and photography

Tim Kelley, Tim Kelley Consulting LLC, research, writing, and photography

Mary Brown, Planning Department staff, document review

Susan Parks, Planning Department staff, document review

## **Photography**

All photography provided by Tim Kelley Consulting LLC unless stated otherwise.



BOARD of SUPERVISORS



City Hall  
Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

May 30, 2014.

File No. 140307

Sarah Jones  
Environmental Review Officer  
Planning Department  
1650 Mission Street, 4<sup>th</sup> Floor  
San Francisco, CA 94103

Dear Ms. Jones:

On April 8, 2014, Supervisor Wiener introduced the following legislation:

File No. 140307

Ordinance designating 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building), Assessor's Block No. 3910, Lot No. 001, as a Landmark under Planning Code, Article 10; making environmental findings, and adopting findings pursuant to the General Plan, and the eight priority policies of Planning Code, Section 101.1.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

Handwritten signature of Angela Calvillo.

By: Andrea Ausberry, Assistant Clerk  
Land Use & Economic Development Committee

Attachment

c: Joy Navarrete, Environmental Planning  
Jeanie Poling, Environmental Planning

*Categorical Exemption per  
CEQA Section 15307, Class 3  
Actions by Regulatory Agencies for  
Protection of the Environment. Including  
designation of landmarks*

*J. Navarrete 6/12/14  
JOY NAVARRETE*

BOARD of SUPERVISORS



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Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

## MEMORANDUM

TO: John Rahaim, Director, Planning Department

FROM: Andrea Ausberry, Assistant Clerk, Land Use and Economic Development Committee  
Board of Supervisors

DATE: April 18, 2014

SUBJECT: LEGISLATION INTRODUCED

---

The Board of Supervisors' Land Use and Economic Development Committee has received the following proposed legislation, introduced by the Historic Preservation Commission on April 8, 2014:

**File No. 140307**

**Ordinance designating 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building), Assessor's Block No. 3910, Lot No. 001, as a Landmark under Planning Code, Article 10; making environmental findings, and adopting findings pursuant to the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

If you have any additional comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: Jonas Ionin, Planning Department  
AnMarie Rodgers, Planning Department  
Tim Frye, Planning Department  
Aaron Starr, Planning Department



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1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
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PROOF OF MAILING

Legislative File No. 140307

Description of Items:

**Ordinance designating 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building), Assessor's Block No. 3910, Lot No. 001, as a Landmark under Planning Code, Article 10; making environmental findings, and adopting findings pursuant to the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

I, Andrea Ausberry and Monica Guzman, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: June 6, 2014

Time: 1:19 pm

USPS Location: Front Desk, Office of the Clerk of the Board

Mailbox/Mailslot Pick-Up Times (if applicable): \_\_\_\_\_

Signature: *Monica Guzman* / *AA*

Instructions: Upon completion, original must be filed in the above referenced file.

434

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
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**LAND USE & ECONOMIC DEVELOPMENT COMMITTEE  
NOTICE REVIEW**

Legislative File No. 140307  
Notice Type Planning Code - Landmark Designation of 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building)

Initial:

Handwritten initials "AA" circled in black, with a horizontal line extending to the right.

Initial:

Handwritten initials "Vm/q" with a horizontal line extending to the right.

Date:

June 5, 2014



1221 Harrison Street Ste 18  
San Francisco CA 94103-4449

415-391-4775 fax 391-4777  
Radiusservices © AOL.com

**AFFIDAVIT OF PREPARATION  
OF NOTIFICATION MAP, MAILING LIST, & DELIVERY MATERIALS  
FOR PUBLIC NOTIFICATION**

RADIUS SERVICES hereby declares as follows:

1. We have prepared the Notification Map, Mailing List, and Delivery Materials for the purpose of Public Notification in accordance with requirements and instructions stipulated by San Francisco City Planning Code / San Francisco Building Code:

Section 311 - labels may be requested by Planning Dept.

Section 312 - labels may be requested by Planning Dept.

Section 106.3.2.3 (Demolition)

Conditional Use Permit for Wireless Antenna Installation

Other COA / Landmark

2. We understand that we are responsible for the accuracy of this information, and that erroneous information may require re-mailing or lead to suspension or revocation of the permit.

3. We have prepared these materials in good faith and to the best of our ability.

We declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

EXECUTED IN SAN FRANCISCO, ON THIS DAY, 2/7/14

RADIUS SERVICES  
Professional Service Provider

Douglas Chuck  
Douglas Chuck  
Radius Services

391001W4  
Radius Services Job Number

2 Henry Adams ST  
Project Address



1221 Harrison Street Ste 18  
San Francisco CA 94103-4449

415-391-4775 fax 391-4777  
Radiusservices @ AOL.com

INVOICE FOR SERVICES

Bay West Development  
REQUESTED FOR:  
2 Henry Adams St #450  
SF, CA 94103

Larry Badier  
REQUESTED BY:

2/7/14  
DATE  
DUE  
PHONE  
PGR/CELL  
FAX  
EMAIL

JOB NO:	391001W4/RP		PROPERTY ADDRESS	2 Henry Adams St											
BLOCK	3910		LOT/S	1											
BLOCK			LOT/S												
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DELIVERABLES	UNITS	DESCRIPTION													
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	<input checked="" type="radio"/> 1	AFF-DAVT	<input type="radio"/>	RTRN LBS	<input type="radio"/>	DISK	<input type="radio"/>	OTHER							
DELIVERY	<input type="radio"/> MAIL	<input type="radio"/> MSNGR	<input type="radio"/> FEDX	<input type="radio"/> WILL CALL	<input checked="" type="radio"/> CALL READY	<input type="radio"/> OTHER									
SHIP TO:															
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REF / PO#															
	TOTAL AMOUNT DUE														90

INVOICES ARE PAYABLE UPON RECEIPT  
MAKE CHECKS PAYABLE TO RADIUS SERVICES

File 140307

BOS-11  
cpage

File No. 140307: 2 Henry Adams Street - Hearing on 6/16/14  
Board of Supervisors of the City and County of San Francisco

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO  
2014 JUN 11 PM 2:15

June 10, 2014

Respectable Members of the Board,

I own a business operating at the subject property which, among other affected businesses in the Design Center, will unfortunately be forced out of San Francisco as a direct result of the potential Landmark designation. At the risk of retaliation by the landlord, I oppose the Landmark status and urge the board to consider the wider implications of its decisions on San Francisco, its residents, and its businesses. The property is central to the thriving Design Center Community and is a destination for interior home furnishing throughout the state. It is well-recognized and visited both nationally and internationally.

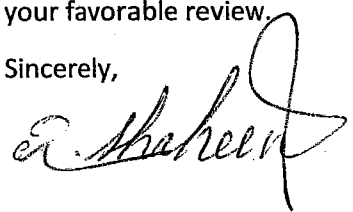
As you are well aware, the Landmark request by the Landlord exploits a loophole within the city planning governing body. More specifically, the landlord, Deutsch bank, intends to circumvent the restriction of PDR use and begins the initial phase of converting more than 245,000 square feet of showroom space into an office space. The desired outcome here is simply maximizing the profits of the landlord. There is only a single Design Center in the city which is under threat. The building has been a Design Center for decades and its architecture has not and does not face any threat.

To exploit the loophole, the Historic Preservation Commission and the city were expected to operate in silos, without the benefit of studying the wider implication, and they did. The matter before you is existential to many businesses. There is no transition plans for the Design Center tenants. No lease is being renewed for more than a month at a time in either the Showplace building (2 Henry Adams St.) or the Galleria (101 Henry Adams St.). The Galleria, which the landlord stated in the last hearing that it will host the displaced tenants, is already more than 95% occupied. Moreover, after voicing my concerns in the last hearing, I was told that my business is "less likely" to be relocated!

Understandably, no business can properly operate with this level of uncertainty and I invite the board to visit the Design Center and see first-hand how many businesses are already exiting the trade. The designation is bad for California, for San Francisco; and for the Design Center businesses. It sets a wrong precedence in the design district and could be a historical decision leading to the demise of the Design District altogether.

I urge the board to disapprove the designation, recommends an oversight committee to look into the overall impact of the designation in an effort to balance the benefits and risks. Perhaps you may consider a Landmark status but operating under PDR zoning restrictions. There was a legitimate reason for the PDR restriction placed by the city and if removed, as an incentive to the Landlord, it affects everyone from the operating businesses, to the design district, to the city residences. Regrettably, the ultimate price will be paid by successful operating businesses. On behalf of all affected, I look forward to your favorable review.

Sincerely,



Rafat Shaheen

Josephine Homes, Inc.

Sup Wiener, Kina  
LV Club

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO

2014 JUN 12 PM 2:36

BY AK

June 11, 2014

(Previously emailed to Malia Cohen and Andrea Bruss)

To the Land Use and Economic Development Committee:

I have a showroom in the building, Morgan and Company #345. I moved in about 2 1/2 years ago after being evicted with all other showrooms from 888 Brannan Street, I was there over 20 years. Only five showrooms out of three floors found a space to move into. I have just about recovered from the expense of moving and cost of building a new customer base. I don't think I have anywhere else to go from 2 Henry Adams. The building and the business within the building is active and important to a wide range of customers from all over Northern California and beyond....we have designers coming from our own territory and from out of state - it brings business to San Francisco and is a jewel among all the big box stores and office conversions that have taken so much space in our area.

I am also concerned with all the office space/retail and condo conversions planned for the surrounding area....where in the world will everyone park? Driving in the immediate area is difficult at best now....so much bike and pedestrian traffic mixed with the heavy vehicle load make a dangerous combination, I can't imagine what the addition of the proposed use would do. It's next to impossible to get parking now. Do we really need to displace more small vendors and the active customer base coming to shop with them for more retail and office space?

I service stores all over Northern California as well as the design trade. My customers include Gump's, Williams Sonoma, Anthem, Coppola .... hundreds from Eureka through Fresno ... they come to visit us and purchase for the sales floor. I have built a great Interior Design base too...where are all these businesses go to shop? The closest would be Los Angeles....a terrible loss of talent for our City.

On a personal note I would like to add that my great grandfather came from Germany to start a small business in San Francisco, my grandfather took it over and my father after that. My husband has a large cold storage business in San Francisco and two of our sons work with him - as a family we have been committed to sustaining the small business personal relationships that come from a hands on approach. I think this benefits San Francisco and the local business community as a whole.

Thank you again for taking a look at this proposal and giving us a voice. I welcome any and all follow up.

Nancy Morgan  
Morgan and Company  
SFDC  
2 Henry Adams Street, Suite 345  
San Francisco, CA. 94103  
510-541-5529 cellular  
415-437-6560 showroom  
[nancymorgan@earthlink.net](mailto:nancymorgan@earthlink.net) email  
[MorganandCompanySF.com](http://MorganandCompanySF.com)

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

## NOTICE OF PUBLIC HEARING

### BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Economic Development Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

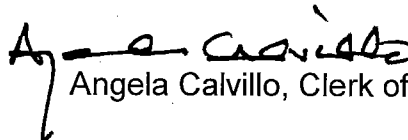
**Date:** Monday, June 16, 2014

**Time:** 1:30 p.m.

**Location:** Committee Room 263, located at City Hall  
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

**Subject:** File No. 140307. Ordinance designating 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building), Assessor's Block No. 3910, Lot No. 001, as a Landmark under Planning Code, Article 10; making environmental findings, and adopting findings pursuant to the General Plan, and the eight priority policies of Planning Code, Section 101.1.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made as part of the official public record in this matter, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, June 13, 2014.

  
Angela Calvillo, Clerk of the Board

DATED: June 6, 2014

MAILED/POSTED: June 6, 2014

BLOCK	LOT	OWNER	OADDR	CITY	STATE	ZIP
0001	001	RADIUS SERVICES NO. 391001W4	2 HENRY ADAMS ST	BAYWEST	14	0207
0001	002	.....	.....	.....	.....	.....
0001	003	RADIUS SERVICES	1221 HARRISON ST #18	SAN FRANCISCO	CA	94103
0001	004	BAY WEST DVLPMT	2 HENRY ADAMS ST #450	SAN FRANCISCO	CA	94103
0001	005	.....	.....	.....	.....	.....
3782	001	JOANNE COHEN LISS TRS	680 8TH ST #201	SAN FRANCISCO	CA	94103-4950
3782	001	OCCUPANT	700 TOWNSEND ST	SAN FRANCISCO	CA	94103
3782	001A	MORRIS TRS	205 WOODLAND RD	KENTFIELD	CA	94904-2631
3782	001A	OCCUPANT	680 8TH ST	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #0	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #100	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #153	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #155	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #157	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #159	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #160	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #161	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #162	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #163	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #164	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #165	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #168	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #205	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #206	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #210	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #228	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #230A	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #231	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #240	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #255	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #260	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #261	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #263A	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #264	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #265	SAN FRANCISCO	CA	94103-4942
3909	001	CALTRANS	111 GRAND AV	OAKLAND	CA	94612
3909	002	MARIAN & ALLAN BYER	66 POTRERO AV	SAN FRANCISCO	CA	94103-4837
3909	003	CALTRANS	111 GRAND AV	OAKLAND	CA	94612
3910	001	RREEF AMERICA REIT II CORP YYY	98 HENRY ADAMS ST #2	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 100	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 110	SAN FRANCISCO	CA	94103
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3910	001	OCCUPANT	2 HENRY ADAMS ST # 250	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 280	SAN FRANCISCO	CA	94103





3910	001	OCCUPANT	2 HENRY ADAMS ST # M69	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M70	SAN FRANCISCO	CA	94103
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3910	001	OCCUPANT	2 HENRY ADAMS ST # M97A	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M99	SAN FRANCISCO	CA	94103
3910	005	SF DESIGN CTR INVSTRS LLC	PO BOX 4900	SCOTTSDALE	AZ	85261-4900
3910	006	SF DESIGN CTR INVSTRS LLC	PO BOX 4900	SCOTTSDALE	AZ	85261-4900
3911	001	ARCHSTONE SHOWPLACE SQ LLC	9200 E PANORAMA CIR	ENGLEWOOD	CO	80112-3481
3911	001	OCCUPANT	55 DIVISION ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	40 RHODE ISLAND ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	1 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	3 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	5 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5215
3915	001	RREEF AMERICA REIT II CORP YYY	101 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 100	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 120	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 122	SAN FRANCISCO	CA	94103-5219
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3915	001	OCCUPANT	101 HENRY ADAMS ST # 303	SAN FRANCISCO	CA	94103-5219
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3915	001	OCCUPANT	101 HENRY ADAMS ST # 446	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 480	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 490	SAN FRANCISCO	CA	94103-5219

RADIUS SERVICES 1221 HARRISON ST #18 SAN FRANCISCO CA 94103 415-391-4775

3915	001	OCCUPANT	101 HENRY ADAMS ST FL GRND	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST STE LBBY	SAN FRANCISCO	CA	94103-5219
3916	002	SF DESIGN CTR INVSTRS LLC	PO BOX 4900	SCOTTSDALE	AZ	85261-4900
3916	006	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	006	OCCUPANT	151 VERMONT ST #1	SAN FRANCISCO	CA	94103
3916	007	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	007	OCCUPANT	151 VERMONT ST #2	SAN FRANCISCO	CA	94103
3916	008	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	008	OCCUPANT	151 VERMONT ST #3	SAN FRANCISCO	CA	94103
3916	009	SPY GROUP LLC	151 VERMONT ST #4	SAN FRANCISCO	CA	94103-5028
3916	010	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	010	OCCUPANT	151 VERMONT ST #5	SAN FRANCISCO	CA	94103
3916	011	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	011	OCCUPANT	151 VERMONT ST #6	SAN FRANCISCO	CA	94103
3916	012	B & S SCHERMAN	388 MARKET ST #500	SAN FRANCISCO	CA	94111-5313
3916	012	OCCUPANT	151 VERMONT ST #7	SAN FRANCISCO	CA	94103
3916	013	HAROLD KAUFMAN TRS	2474A FRANCISCO ST	SAN FRANCISCO	CA	94123-1815
3916	013	OCCUPANT	151 VERMONT ST #8	SAN FRANCISCO	CA	94103
3916	014	B & S SCHERMAN	388 MARKET ST #500	SAN FRANCISCO	CA	94111-5313
3916	014	OCCUPANT	151 VERMONT ST #9	SAN FRANCISCO	CA	94103
3916	015	COORITALIA PRPTYS LLC	1160 INDUSTRIAL RD	SAN CARLOS	CA	94070-4124
3916	015	OCCUPANT	151 VERMONT ST #11	SAN FRANCISCO	CA	94103
3916	016	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	016	OCCUPANT	151 VERMONT ST #11A	SAN FRANCISCO	CA	94103
3916	017	ROBERTSON COLLECTION LLC	8687 MELROSE AV #B538	LOS ANGELES	CA	90069-5789
3916	017	OCCUPANT	135 VERMONT ST	SAN FRANCISCO	CA	94103-5020
3917	001	CALTRANS	111 GRAND AV	OAKLAND	CA	94612
9999	999	.....	.....	.....	.....	.....

BLOCK	LOT	OWNER	OADDR	CITY	STATE	ZIP
0001	001	RADIUS SERVICES NO. 391001W4	2 HENRY ADAMS ST	BAYWEST	14	0207
0001	002	.....	.....	.....	.....	.....
0001	003	RADIUS SERVICES	1221 HARRISON ST #18	SAN FRANCISCO	CA	94103
0001	004	BAY WEST DVLPM	2 HENRY ADAMS ST #450	SAN FRANCISCO	CA	94103
0001	005	.....	.....	.....	.....	.....
3782	001	JOANNE COHEN LISS TRS	680 8TH ST #201	SAN FRANCISCO	CA	94103-4950
3782	001	OCCUPANT	700 TOWNSEND ST	SAN FRANCISCO	CA	94103
3782	001A	MORRIS TRS	205 WOODLAND RD	KENTFIELD	CA	94904-2631
3782	001A	OCCUPANT	680 8TH ST	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #0	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #157	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #168	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #169A	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #169C	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #170	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #201	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #204	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #206	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #210	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #228	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #230	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #231	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #240	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #255	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #260	SAN FRANCISCO	CA	94103-4942
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3782	001A	OCCUPANT	680 8TH ST #262	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #263	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #263A	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #264	SAN FRANCISCO	CA	94103-4942
3782	001A	OCCUPANT	680 8TH ST #265	SAN FRANCISCO	CA	94103-4942
3909	001	CALTRANS	111 GRAND AV	OAKLAND	CA	94612
3909	002	MARIAN & ALLAN BYER	66 POTRERO AV	SAN FRANCISCO	CA	94103-4837
3909	003	CALTRANS	111 GRAND AV	OAKLAND	CA	94612
<del>3910</del>	001	RREEF AMERICA REIT II CORP YYY	98 HENRY ADAMS ST #2	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 100	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 110	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 125	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 135	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 140	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 150	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 152	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 153	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 155	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 160	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 170	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 195	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 207	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 220	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 233	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 250	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # 280	SAN FRANCISCO	CA	94103



3910	001	OCCUPANT	2 HENRY ADAMS ST # M69	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M70	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M71	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M71A	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M72	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M73	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M74	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M94	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M95	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M97A	SAN FRANCISCO	CA	94103
3910	001	OCCUPANT	2 HENRY ADAMS ST # M99	SAN FRANCISCO	CA	94103
3910	005	SF DESIGN CTR INVSTRS LLC	PO BOX 4900	SCOTTSDALE	AZ	85261-4900
3910	006	SF DESIGN CTR INVSTRS LLC	PO BOX 4900	SCOTTSDALE	AZ	85261-4900
3911	001	ARCHSTONE SHOWPLACE SQ LLC	9200 E PANORAMA CIR	ENGLEWOOD	CO	80112-3481
3911	001	OCCUPANT	55 DIVISION ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	40 RHODE ISLAND ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	1 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	3 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5215
3911	001	OCCUPANT	5 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5215
3915	001	RREEF AMERICA REIT II CORP YYY	101 HENRY ADAMS ST	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 100	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 120	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 122	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 130	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 133	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 136	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 144	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 170	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 200	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 206	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 217	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 218	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 212	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 215	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 220	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 230	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 236	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 240	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 256	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 272	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 300	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 303	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 308	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 315	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 320	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 340	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 344	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 348	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 350	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 355	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 370	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 376	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 380	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 407	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 410	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 412	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 416	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 425	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 426	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 429	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 430	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 435	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 445	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 446	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 480	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST # 490	SAN FRANCISCO	CA	94103-5219

RADIUS SERVICES 1221 HARRISON ST #18 SAN FRANCISCO CA 94103 415-391-4775

3915	001	OCCUPANT	101 HENRY ADAMS ST FL GRND	SAN FRANCISCO	CA	94103-5219
3915	001	OCCUPANT	101 HENRY ADAMS ST STE LBBY	SAN FRANCISCO	CA	94103-5219
3916	002	SF DESIGN CTR INVSTRS LLC	PO BOX 4900	SCOTTSDALE	AZ	85261-4900
3916	006	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	006	OCCUPANT	151 VERMONT ST #1	SAN FRANCISCO	CA	94103
3916	007	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	007	OCCUPANT	151 VERMONT ST #2	SAN FRANCISCO	CA	94103
3916	008	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	008	OCCUPANT	151 VERMONT ST #3	SAN FRANCISCO	CA	94103
3916	009	SPY GROUP LLC	151 VERMONT ST #4	SAN FRANCISCO	CA	94103-5028
3916	010	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	010	OCCUPANT	151 VERMONT ST #5	SAN FRANCISCO	CA	94103
3916	011	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	011	OCCUPANT	151 VERMONT ST #6	SAN FRANCISCO	CA	94103
3916	012	B & S SCHERMAN	388 MARKET ST #500	SAN FRANCISCO	CA	94111-5313
3916	012	OCCUPANT	151 VERMONT ST #7	SAN FRANCISCO	CA	94103
3916	013	HAROLD KAUFMAN TRS	2474A FRANCISCO ST	SAN FRANCISCO	CA	94123-1815
3916	013	OCCUPANT	151 VERMONT ST #8	SAN FRANCISCO	CA	94103
3916	014	B & S SCHERMAN	388 MARKET ST #500	SAN FRANCISCO	CA	94111-5313
3916	014	OCCUPANT	151 VERMONT ST #9	SAN FRANCISCO	CA	94103
3916	015	COORITALIA PRPTYS LLC	1160 INDUSTRIAL RD	SAN CARLOS	CA	94070-4124
3916	015	OCCUPANT	151 VERMONT ST #11	SAN FRANCISCO	CA	94103
3916	016	GRIFFITH MCGUIRE	PO BOX 883814	SAN FRANCISCO	CA	94188-3814
3916	016	OCCUPANT	151 VERMONT ST #11A	SAN FRANCISCO	CA	94103
3916	017	ROBERTSON COLLECTION LLC	8687 MELROSE AV #B538	LOS ANGELES	CA	90069-5789
3916	017	OCCUPANT	135 VERMONT ST	SAN FRANCISCO	CA	94103-5020
3917	001	CALTRANS	111 GRAND AV	OAKLAND	CA	94612
9999	999	.....	.....	.....	.....	.....

**BOARD OF SUPERVISORS**

City Hall

1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689

Larry Badiner  
95 Brady St.  
San Francisco, CA  
94103



**Ausberry, Andrea**

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**From:** Bruss, Andrea (BOS)  
**Sent:** Friday, May 30, 2014 3:20 PM  
**To:** Ausberry, Andrea  
**Cc:** Caldeira, Rick (BOS)  
**Subject:** Supervisor Cohen Sponsorship of File No. 140307

Andrea-

Supervisor Cohen has agreed to become the primary sponsor of File No. 140307 [Planning Code - Landmark Designation of 2 Henry Adams Street (aka Dunham, Carrigan & Hayden Building)]. This ordinance was introduced by the department. Please let me know if you need anything else from us to change this sponsorship.

Thanks

Andrea

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Andrea Bruss  
Office of Supervisor Malia Cohen  
City Hall, Room 244  
(415) 554-7672  
[Andrea.Bruss@sfgov.org](mailto:Andrea.Bruss@sfgov.org)

**LEGISLATION RECEIVED CHECKLIST** I

Date 3/26/14

File Number (if applicable) Planning

- |   |                                |
|---|--------------------------------|
| <input checked="" type="checkbox"/> Legislation for Introduction ( <b>NEW</b> ) | ▶▶▶ Legislation Clerk          |
| <input type="checkbox"/> Legislation Pending in Committee ( <b>AMENDED</b> )    | ▶▶▶ Committee Clerk            |
| <input type="checkbox"/> Legislation for Board Agenda ( <b>AMENDED</b> )        | ▶▶▶ Dep Clerk, Legislative Div |

**Supervisor, Mayor, and Departmental Submittals**

**Grant Ordinance**

- Legislation:** Original and 2 hard copies and 1 electronic copy in word format
- Signature:** Department Head, Mayor or the Mayor's designee, plus the Controller
- Back-up materials:** 1 full set (see below) and 1 electronic copy in pdf format\*
  - Cover letter (original and 1 hard copy)
  - Grant budget/application
  - Grant information form, including disability checklist
  - Letter of Intent or grant award letter from funding agency
  - Contract, Leases/Agreements (if applicable)
  - Ethics Form 126 (if applicable)\*Word format
- E-Copy of legislation/back-up materials: Sent to BOS.Legislation@sfgov.org**

**Ordinance**

- Legislation:** Original and 2 hard copies and 1 electronic copy in word format
- Signature:** City Attorney (For Settlement of Lawsuits - City Attorney, Department Head, Controller, Commission Secretary)
- Back-up materials:** 1 hard copy (see below) and 1 electronic copy in pdf format
  - Cover letter (original and 1 hard copy)
  - Settlement Report/Agreement (for settlements)
  - Other (Explain)
- E-Copy of legislation/back-up materials: Sent to BOS.Legislation@sfgov.org**

**Grant Resolution**

- Legislation:** Original and 2 hard copies and 1 electronic copy in word format
- Signature:** Department Head, Mayor or the Mayor's designee, plus the Controller
- Back-up materials:** 1 hard copy (see below) and 1 electronic copy in pdf format\*
  - Cover letter (original and 1 hard copy)
  - Grant budget/application
  - Grant information form, including disability checklist
  - Letter of Intent or grant award letter from funding agency
  - Contract, Leases/Agreements (if applicable)
  - Ethics Form 126 (if applicable)\*Word format
- E-Copy of legislation/back-up materials: Sent to BOS.Legislation@sfgov.org**

**Resolution**

- Legislation:** Original and 2 hard copies and 1 electronic copy in word format
- Signature:** None (Required for Settlement of Claims - City Attorney, Department Head, Controller, Commission Secretary)
- Back-up materials:** 1 full set (see below) and 1 electronic copy in pdf format
  - Cover letter (original and 1 hard copy)
  - Settlement Report/Agreement (for settlements)
  - Other (Explain)
- E-Copy of legislation/back-up materials: Sent to BOS.Legislation@sfgov.org**

Susan Parks 575-9101  
Name and Telephone Number

Planning  
Department

