



DRAFT Landmark Designation Report



Clyde and Crooks Warehouse Landmark District

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 District 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.

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Clyde and Crooks Warehouse District

19 Buildings, 12 contributors, 7 non-contributors

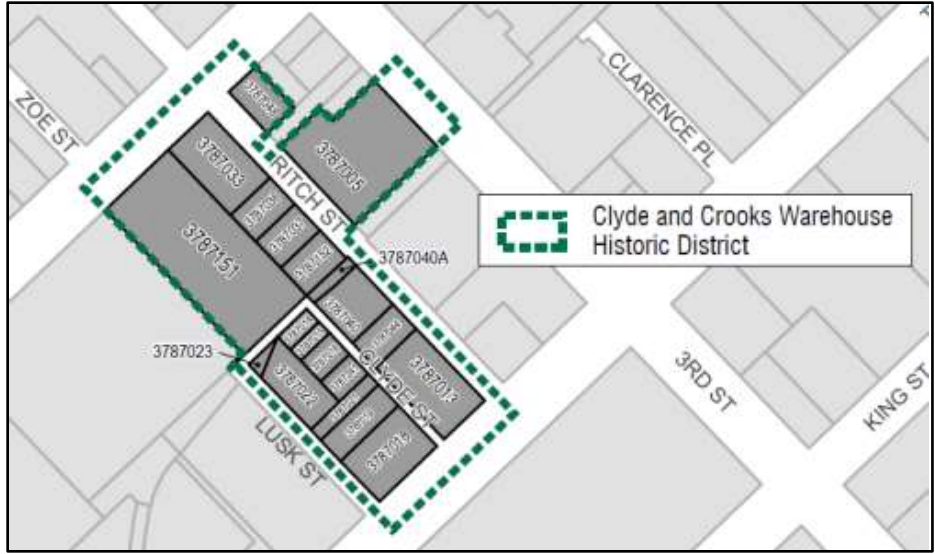
Built: 1906-1935
Architects: Edward J. Vogel, John Charles Flugger, Arthur S. Bugbee, George Wargner, A.C. Griewank,

Overview

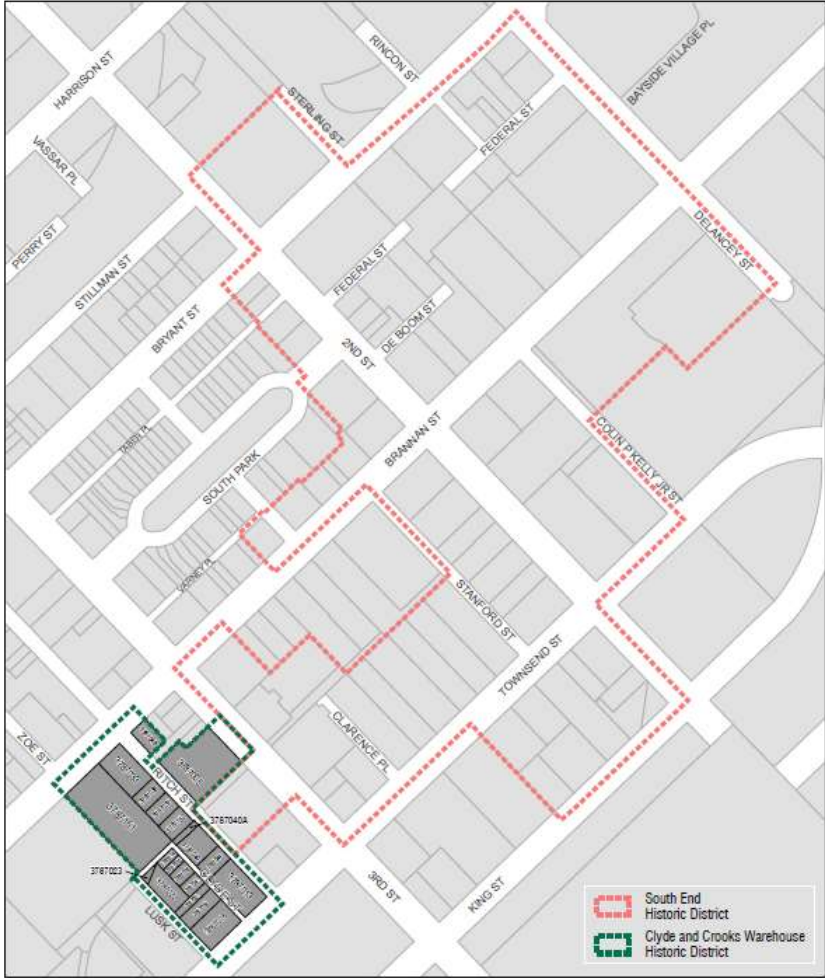
The Clyde and Crooks Warehouse District is a rare, remaining enclave of small and medium-scaled light industrial buildings constructed following the 1906 Earthquake and Fire through the middle of the Great Depression. Located in the southeast section of the South of Market neighborhood, the district is comprised of nineteen properties, twelve of which include contributing resources. The district is immediately adjacent to and shares a common development history with the South End Historic District. It is named for the two narrow streets located wholly within the district, Crooks (present day Lusk Street) and Clyde, and the two-to-three story warehouse buildings common to the district.

The Clyde and Crooks Warehouse District reflects the late nineteenth and early twentieth century development of the South of Market area as a center of industrial production in San Francisco and maritime commerce along the west coast. The district's mix of industrial and warehouse buildings interspersed with residential structures is typical of the land use patterns developed in SoMa in the nineteenth century and continued during the 1906 Earthquake and Fire reconstruction period. The buildings exemplify early twentieth century methods of construction and materials and the return of South of Market's function as the industrial center of the city following the earthquake and fire.

The Clyde and Crooks Warehouse District's period of significance, 1906-1935, falls within the broader 1867-1935 period of significance of the adjacent South End Historic District. The industrial buildings found within the district are unique for their smaller size and massing reflecting their use as small manufacturing operations, storage, and packing facilities and are consistent with the character and redevelopment pattern of South of Market following the quake and fire, which largely consisted of industrial and warehouse buildings.



Clyde and Crooks Warehouse Historic District



Clyde and Crooks Warehouse Historic District in relation to the South End Historic District

Development History

South of Market

Following the discovery of gold near San Francisco in 1848, the city's population grew from several hundred to nearly 35,000 in the span of a few years. Many of the newcomers, having arrived from across the globe in search of fortune, resided in large camps made up of tents and temporary wooden shelters

established in today's South of Market neighborhood by the early 1850s. These makeshift communities were eventually replaced by more permanent housing, commercial and industrial buildings, and infrastructure. Along with new roads, substantial piers and



2nd Street north of Townsend, 1864, San Francisco Public Library

wharves along the nearby waterfront were erected to accommodate the constant flow of cargo ships arriving and departing from San Francisco. The South of Market area quickly became the center of industrial production in San Francisco and the major west coast industrial supplier of mining equipment, heavy machinery and other goods to the western states. By 1875, forty-two foundries were operating in the neighborhood, including the Metropolitan Foundry located in the Clyde and Crooks Warehouse District.¹

¹ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 18-20; Sanborn Fire Insurance Map, Sheet 26, 1887.

Warehouses

A boom in warehouse construction took place to keep up with the demand for storage of imported goods and products awaiting export from the city with great numbers erected between Harrison, 1st, King and 3rd Streets, in the area that would eventually be known as South End.⁴ Given the proximity to the nearby waterfront, and later to nearby rail lines, warehouse construction was particularly concentrated near Bryant, Brannan, 1st and 3rd streets.⁵



Oriental Warehouse, 1867.

The Pacific Mail Steamship Company, one of San Francisco's largest employers and the largest firm to move to SoMa, constructed the area's first major warehouse in 1867. Along with "extensive and commodious wharves," the company erected the brick Oriental Warehouse, named for the company's Asian trade routes, at 650 Delancey Street. The company's pier became the most active pier in San Francisco operating numerous steamship lines between San Francisco, Japan and China. The Pacific Mail's operations spurred the construction of numerous warehouses, docks, and commercial development along the waterfront in the 1870s.⁶

The completion of the transcontinental railroad in 1869 spurred additional construction of warehouses in SoMa, but it proved disastrous for the port. Goods arriving by train from the east flooded the market and depreciated in value leading lowering of rents along the waterfront. By the end of the 1870s, the total tonnage of vessels was 176,000. A decrease from 426,000 in 1867. In 1870, the Central Pacific Railroad acquired the San Francisco and San Jose line and built a new freight and passenger terminal at 3rd and Townsend streets in 1872. This was followed by the construction of numerous spur railroad lines connecting to warehouses and industrial facilities throughout SoMa. Spur lines were constructed later in Clyde and Crooks with a number laid down in the early to mid-twentieth century that terminated at specific buildings, including the 1924 Colgate and Company warehouse at 630 3rd Street.

⁴ Ibid., 22; Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 9-10; Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 41.

⁵ Ibid., 22; Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 9-10.

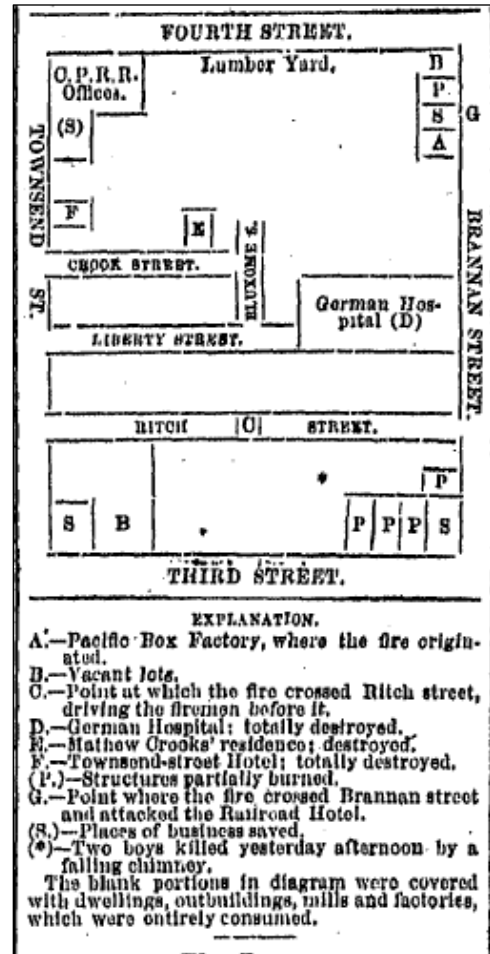
⁶ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 41; South End Case Report, 18.

The Port of San Francisco's State Belt Line Railroad supplemented the Central Pacific's lines beginning in 1889 with its network of tracks linking piers to the warehouses of South End, Northeast Waterfront and elsewhere in the city.⁷ Because of proximity of wharves to rail lines, warehouses and other storage facilities sprang up to house coal, lumber, and dry goods. The Central Pacific Railroad constructed three "mammoth freight warehouses" on the north side of Townsend between 4th and 5th streets.⁸ By the mid-1880s, dozens of warehouses were constructed in South End to store imported and exported goods ranging from sugar, coffee, rice, and beans to pharmaceuticals, chemicals and liquor. The buildings were largely one-to-two stories with heavy timber framing and loadbearing brick walls.⁹

Along with the construction of warehouses, boarding and lodging houses sprang up to accommodate the employees of SoMa's growing industries.¹⁰ From the 1860s through the 1920s, residential hotels were built in great numbers to house the increasing population of seasonal laborers and employees, primarily single men, of the nearby factories, mills, warehouses and along the waterfront.¹¹ One-quarter of the city's boarding houses and half of the city's 655 lodging houses were located South of Market by 1870. A great number of boarding houses and hotels were located along Mission Street between 3rd and 9th streets.

By the mid-nineteenth century, South of Market was a bustling and self-contained community. Several churches, social organizations, schools, hospitals and other welfare institutions, along with stores and saloons served a population that by 1900 had grown to 62,000 people, making it the most densely populated section of the city.¹²

SoMa was only a temporary home for many, but not all the residents were seasonal laborers living in boarding houses and residential hotels. Residential pockets of two-story single-family dwellings, row houses and flats could also be found amidst the manufacturers and commercial operations.



Buildings destroyed by 1876 fire.

⁷ Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 14.

⁸ South End Historic District Case Report, 20.

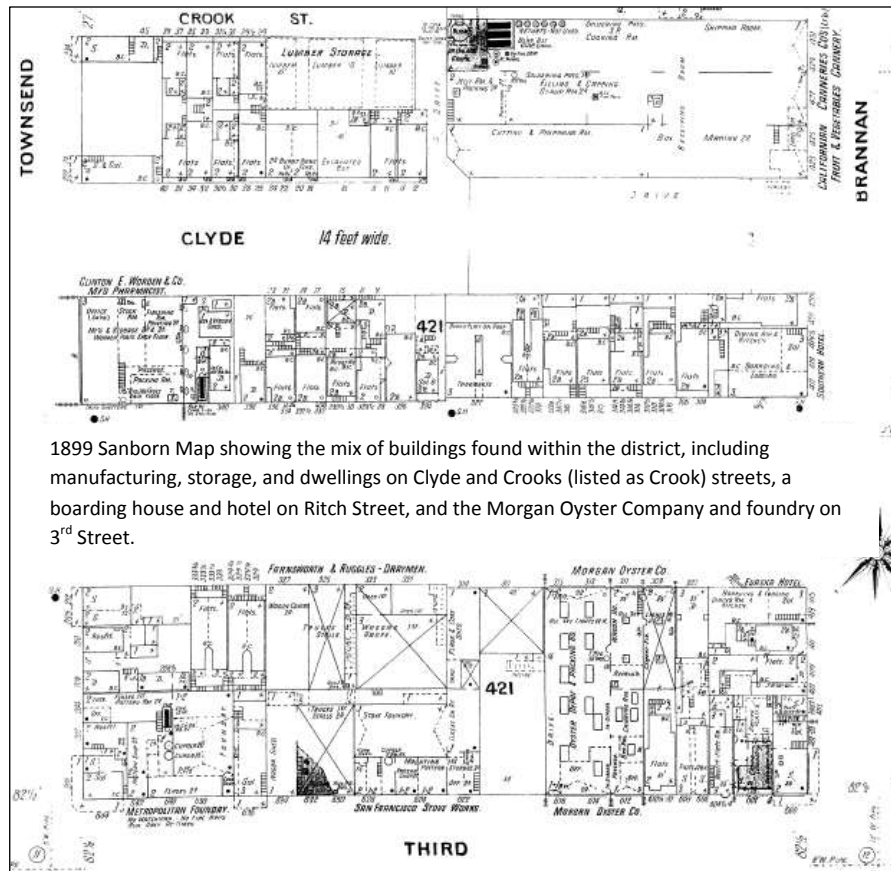
⁹ South End Historic District Case Report, 18-19, 21; Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 41-42.

¹⁰ Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 9-12

¹¹ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 44, 84; "South of Market Building up Rapidly," *The Call*, 11/09/1912; Dineen, J.K. *High Spirits: the Legacy Bars of San Francisco*. Berkeley: Heyday, 2015, 72.

¹² Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 25-26, 37.

The Clyde and Crooks Warehouse Historic District, with its mix of residential flats, single family dwellings, lodging houses and numerous multi-use and commercial and industrial buildings exemplified the late-nineteenth to early twentieth century character of SoMa. By 1876, the district and adjacent lots contained a box factory, hospital, hotel and dwellings, including the home of and several properties owned by Matthew Crooks, a former member of the Board of Supervisors and prosperous landowner. Many of the buildings located within the district were destroyed by a fire that year, but within a few years the mix of industrial and residential buildings would be recreated.¹³ The 1899 Sanborn Fire Insurance map note the flats on Clyde, Crooks and Ritch streets neighbor a pharmaceutical manufacturer, a lumber yard and a cannery. The Eureka Hotel at Brannan and Ritch streets is located a short distance from the Morgan Oyster Company and on the opposite end of the block from Metropolitan Foundry at 3rd and Townsend streets.¹⁴



1899 Sanborn Map showing the mix of buildings found within the district, including manufacturing, storage, and dwellings on Clyde and Crooks (listed as Crook) streets, a boarding house and hotel on Ritch Street, and the Morgan Oyster Company and foundry on 3rd Street.

1906 Earthquake and Fire Reconstruction

South of Market, like much of San Francisco, was devastated by the April 1906 Earthquake and Fire. Within hours, nearly the entire neighborhood was destroyed by the numerous fires that broke out following the quake. Only a few buildings, primarily built of steel-frame construction, survived. The disaster destroyed all of SoMa's lodging houses and decimated the neighborhood's population.¹⁵ In the Clyde Crooks district, all the buildings on the block bounded by Third, Townsend, Crooks and Brannan streets were all destroyed by the 1906 quake and fire.

Following the disaster, San Francisco again saw a massive influx of people as temporary workers arrived in the city to aid in the reconstruction. Many found employment in a post-quake building boom which lasted through 1913. As was the case prior to the quake and fire, hotels, apartment buildings and

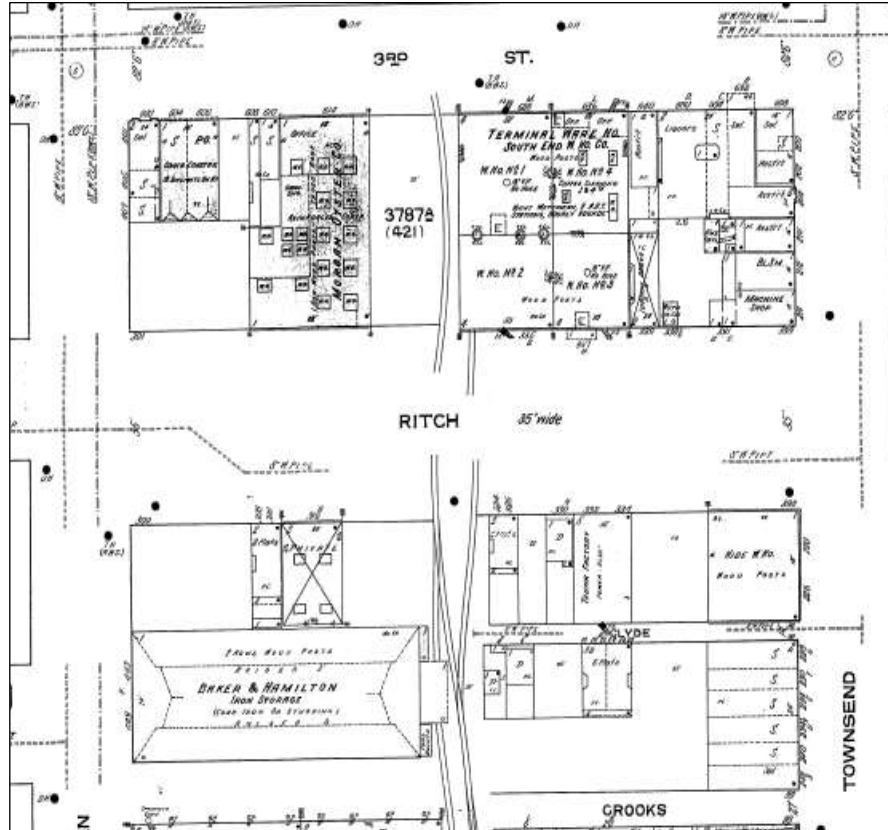
¹³ "After the Fire," *San Francisco Chronicle*, August 30, 1876.

¹⁴ DPR Form, 1.

¹⁵ Page & Turnbull, *South of Market Historic Context Statement*, San Francisco, CA, June 30, 2009, 11.

residences could be found interspersed between warehouses, manufacturers, and wholesaling businesses, but residential construction was limited in SoMa. Reconstruction focused on reestablishing the neighborhood's industrial and commercial businesses and many of the 62,000 people who lived in the neighborhood at the turn of the century settled in other parts of San Francisco or the Bay Area. SoMa's population eventually grew to significant numbers, but it never regained its pre-quake and fire magnitude.¹⁶

The warehouses and industrial buildings in South End were rebuilt shortly after the earthquake and fire. Many buildings were reconstructed atop the foundations of warehouses that stood prior to the disaster.¹⁷ The wagon and horse stable for the Morgan Oyster Company, located at 322-326 Ritch Street, was among the earliest post-earthquake buildings erected in the Clyde and Crooks Warehouse District. Designed by architect Edward J. Vogel, the brick-clad building was constructed in September 1906 to serve the company's oyster depot and packing house located directly across Ritch Street.



1913 Sanborn Fire Insurance Map

The blocks that comprise the Clyde and Crooks Warehouse District were rebuilt with a stronger warehouse and industrial focus, but lodging and residential structures were also erected following the quake and fire. In 1907, a few residential flats and single-family dwellings were constructed on Clyde and Ritch streets, including 18-28 Clyde. The wood-frame, six-unit Romeo flat building was occupied by short and long-term, primarily working class, residents throughout its history. The occupations of the early tenants of the building, according to the 1907 and 1911 city directories, included an engineer, master mariner, carpenter, a bartender and a brakeman. The property was one of three residential flat buildings and three single family dwellings noted on the 1913 Sanborn Fire Insurance Map. By 1950, 18-28 Clyde was the only remaining residential building in the district.¹⁸

One of the earliest hotels to be constructed within the district was located 228-242 Townsend Street. Hotel operator Mary McMillan hired architect J. Charles Flugger to design the building, which was

¹⁶ Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 26-27; Averbach, Alvin, *San Francisco's South of Market District, 1850-1950: The Emergence of Skid Row*, California Historical Quarterly, Vol. 52, No. 3 (Fall, 1973), 204; Groth, Paul. *Living Downtown: The History of Residential Hotels in the United States*. Berkeley: University of California Press, 1994, 153.

¹⁷ Central SoMa Historic Context Statement and Historic Resource Survey, San Francisco, CA, March 16, 2015, 24.

¹⁸ DPR form, 12.

completed in 1909. Following occupation by a number of hotel tenants, the building housed the New Pullman Hotel from 1948 to 1984 and served as the primary lodging venue in San Francisco for African American railroad workers, including Pullman porters and maids, during the first half of the twentieth century.¹⁹

The 1913 Sanborn Map revealed the district had partially recovered and post-quake and fire development included dwellings, stores, a hide warehouse, and a trunk factory at 332 Ritch Street.²⁰ An industrial building at 435 Brannan was constructed in 1910 for Herman Levi, owner of H. Levi & Co. The building was rented out to several businesses and is identified as “Baker & Hamilton Iron Storage” and listed as 443-449 Brannan on the 1913 map. The map also documents the Southern Pacific railroad spurs which traveled through the center of the district from the rail yard on Townsend Street. Additional railroad spurs were in place by 1950, some of which led to individual buildings in the district. Apart from Morgan Oyster Company stable at 322-326 Ritch Street, the Pullman Hotel at 228 – 242 Townsend Street, and 435 Brannan Street most of the buildings identified on the 1913 map were no longer extant 1950.²¹

A recession overlapping with World War I followed the post-quake building boom and slowed construction from 1914 to 1919. Few structures were erected in SoMa during the period. One building, a brick two-story structure at 25-35 Lusk (Crooks) Street, was constructed in the district during this period. The early-twentieth century industrial style building completed in 1917 served as a cold storage warehouse for the Ogden Packing and Provision Company.²²

Second Building Boom, 1920-1926

In 1920, construction began to increase in SoMa and elsewhere in San Francisco. This second post-quake building boom continued through 1926 and is characterized by a substantial increase in construction of warehouse and light industrial buildings. Public warehouse space grew from one million square feet in 1911 to 2.5 million square feet by 1922 in San Francisco.²³ By this time concrete had become the predominate building material given its strength and the speed with which it allowed buildings to be constructed compared to other materials. It was also ideal for warehouse and industrial buildings as it allowed for the construction of large open spaces. Six buildings were constructed between 1920 and 1924 in the Clyde and Crooks Warehouse District. These include 330 Ritch Street, a 1920 brick warehouse for William Stuart and the Union Feed Company; architect and developer Arthur Bugbee designed 415 Brannan, a 20th Century Commercial style building completed in



36 Clyde

¹⁹ New Pullman Hotel, Landmark Designation Case Report, 3.

²⁰ DPR form, 9; Sanborn Fire Insurance Map, 1913.

²¹ DPR form, 9.

²² DPR form, 13.

²³ South End Historic District Case Report, 25; DPR form, 10.

1923, and 425 Brannan, a two-story concrete frame commercial building with Classical Revival style details, completed in 1924. Also in 1924, a warehouse at 630 3rd Street was constructed by contractor George Wagner Inc. for Colgate and Company, who used the building as an office and storage for their perfumes, soaps and powder.²⁴

Two of the district's most unique buildings, 36 Clyde and 45 Lusk (Crooks) streets, were constructed during this period. The one-story, wood frame industrial building at 45 Lusk (Crooks) was constructed in 1922 and is associated with Robert McMillan. The son of former Supervisor Daniel McMillan and member of a prominent San Francisco pioneer family, McMillan was a real estate businessman who led the Masonic relief organization following the 1906 Earthquake and Fire. The two-story, wood frame building at 36 Clyde was completed in 1923. The industrial building is connected to 45 Lusk and both structures are located on through-lots. The early occupant history of the buildings is limited, but by 1940, 36 Clyde housed L.R. Steinberg and the McNeill-Steinberg Manufacturing Company.²⁵



45 Lusk

The Great Depression

Through the end of the 1920s San Francisco remained the chief harbor and predominate west coast port city, but with the onset of the Great Depression in the 1930s, new construction all but ceased. Some property owners during this period chose to upgrade their buildings to incorporate Art Deco and Streamline Moderne details. Builder George Wagner reconstructed the north and west walls of 435 Brannan Street in the Art Moderne style. The modifications, completed in 1941, included rounded corners, steel windows, speedlines and belt courses.

Investors had some success in encouraging warehouse construction in SoMa during the period by touting the low maintenance costs of industrial buildings and the neighborhood's location close to major transportation routes, including three transcontinental railroads, the city's street car system, and highways, allowing goods to be easily moved. Construction in SoMa during this period was relatively minimal, but the new buildings were frequently designed in the Art Deco or Art Moderne style, including the two-story industrial building at 224 Townsend Street completed in 1935. Constructed as a pump warehouse for Henry Wagreich, 224 Townsend Street was designed by engineer A.C. Griewank, designer of the 1930 Art Deco style Eng-Skell Company building located at 1035 Howard Street.²⁶

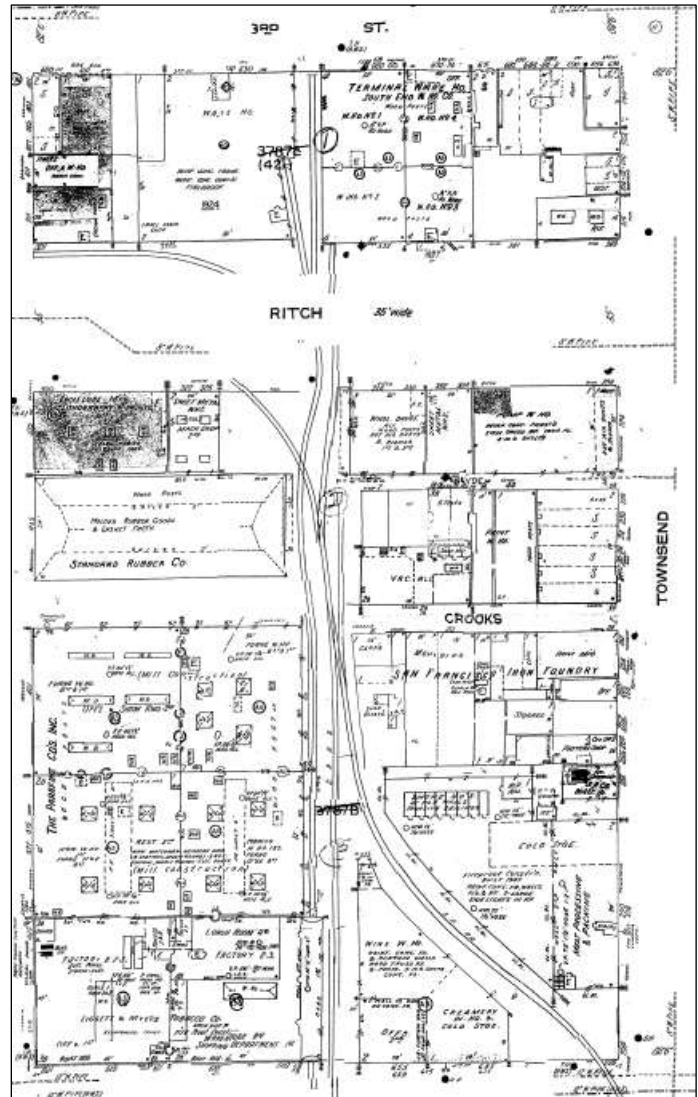
²⁴ DPR form, 10, 15-17.

²⁵ 36 Clyde Street/45 Lusk Street DPR Form, 2009.

²⁶ DPR form, 10, 18; Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 65.

Decline

World War II spurred industrial and population growth throughout California and for many years following the war, San Francisco's warehouses and piers along the city's waterfront remained active. Trade started to shift towards Oakland, Los Angeles and Seattle as the interstate highway system was developed and more goods were transported by truck and beginning in the mid-1960s by container shipping. No longer needing to be located in close proximity to the port companies began to construct warehouses in the East Bay where inexpensive tracts of flat land convenient to highways could be found. Warehousing in San Francisco began to decline as Oakland and other cities invested heavily in developing container shipping operations. By the 1960s, San Francisco's piers were becoming obsolete as they could not accommodate the new large ships of the period. Companies directed their business elsewhere and by the early 1970s, trade at the port all but stopped. The early 1970s also saw the departure of many of the area's major warehouse companies as businesses relocated to the East Bay or went out of business.²⁷



1950 Sanborn Fire Insurance Map

The decline of jobs along the waterfront and a lack of investment in the neighborhood following World War II was seen as an area primed for development. Urban renewal projects conceived in the 1950s and carried out over the course of more than four decades, decimated the residential hotel stock in the city as blocks were cleared for the construction of the complex of buildings that make up the Yerba Buena Center.²⁸

During the 1990s, SoMa transformed from an industrial and manufacturing section of the city to a high-tech center. In the 1990s, the population grew nearly 80%. By 2000, nearly 13,500 people were living South of Market. Many of the spaces that once held SoMa's manufacturing, commercial distribution, and industrial business have been converted to residential and office use. Old building stock has been

²⁷ South End Case Report, 27.

²⁸ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 67; Goth, 156.

demolished to allow for the construction of new buildings to keep up with the demand for housing and the creation of live/work spaces.²⁹

Architecture

The industrial buildings found within the Clyde and Crooks Warehouse District are unique for their smaller size and massing reflecting their use as small manufacturing operations, storage and packing facilities, but are consistent with the character and development pattern of the buildings constructed in the area during the post-earthquake period, which largely consisted of industrial and warehouse buildings.

Warehouses³⁰

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

Style

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

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

Construction and Function

Warehouses are storage buildings which accommodate irregularities of seasonal and traffic fluctuation in commerce. Merchants were forced to anticipate market demands many months in advance, food stuffs and other goods needed storage for varying amounts of time. Buildings were also needed for temporary cargo storage before a second transport...From approximately 1850 until 1950, the siting of warehouses was dependent upon the availability of inexpensive land near piers...

...Extension of rail service to the waterfront was slow, and it was not until after 1915 and the completion of the seawall that most warehouses in this area were served by spur rail lines of the state-run Belt Railway. Spur tracks connected with both the Belt Railway and the extensive rail yards of the Southern

²⁹ Page & Turnbull, South of Market Historic Context Statement, San Francisco, CA, June 30, 2009, 1.

³⁰ South End Case Report, 2-8; DPR 523, 2-4.

Pacific Company. A *San Francisco Chronicle* article of August 21, 1920 notes: “the demand for spur track locations in this district is increasing because of its convenience to docks and railroads.”

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

...Multiple story buildings have been more common along the southern waterfront since the turn of the century... After 1906, almost all new warehouses were constructed to be at least three stories in height... Multiple story buildings are usually characterized by fairly small floor to ceiling heights - commonly 11

to 12 feet - because the weight of stored merchandise created great dead loads... Ground story heights, accommodating greater live loads (people, furniture, and other items), were more on the order of 20 feet in height... By 1900, it was customary for a multi-story warehouse to be equipped with a freight elevator, usually able to handle two drays...Regardless of the number of stories, large doors have been necessary to allow interior access for trucks and drays.



Garcia and Maggini Warehouse, 128 King Street

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

Susceptibility of wood to fires led to the use of masonry walls with timber-framed interiors. Although iron - and later steel - posts and beams were used in construction after the 1880s, the economic nature of warehouse construction precluded their adoption on a large scale...Given their widespread use between the 1850s and 1920s, bricks were the building materials commonly associated with warehouses... Brick bearing walls typically ranged from 12 to 20 inches in thickness, depending upon height.

...The last great technological development to impact warehouse design was the introduction of reinforced concrete, the bracing of concrete (cement, water, sand and gravel) with notched steel bars. Reinforced concrete, in use since the late nineteenth century, became a common building material in San

Francisco after the 1906 earthquake, although its widespread use did not occur until the 1920s. The use of reinforced concrete permitted [a] relatively large proportion of the wall surface [to be] given over to glazing. The exterior of the reinforced concrete building were often finished with white Santa Cruz cement.

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

Architects³¹

Edward J. Vogel

Edward J. Vogel is associated with 322-326 Ritch Street, constructed in 1906. Little biographical information on Vogel is available, but the Irish immigrant settled in San Francisco and designed over 30 residential, industrial, and commercial buildings in San Francisco in the 1890s alone.

John Charles Flugger

Architect John Charles Flugger practiced in San Francisco as early as 1902 through 1923. In the two years following the 1906 Earthquake and Fire, Flugger designed numerous buildings throughout the city including several residences in the Richmond District. These include 853 – 855 Arguello Boulevard, 144 – 146 Lake Street, 766 – 768 Second Avenue, 640 – 642 Fourth Avenue, and 372 Seventh Avenue, all designed in 1908. In 1909, Flugger designed 228 – 242 Townsend Street in 1909.

Arthur S. Bugbee

Arthur S. Bugbee worked throughout the Bay Area designing commercial, residential and industrial buildings from 1915 until the late 1920s. Bugbee partnered with William E. Schirmer, operating a firm from 1920-1927. Together they designed high-end apartment buildings in Oakland and at least two car dealerships, Krestellar Motor Company (now S&C Motors) at 2001 Market Street (1920) and the Arthur Kiel Showroom at 2343 Broadway in downtown Oakland (1925). In the Clyde and Crooks Warehouse Historic District Bugbee designed 415 Brannan Street (1923) and 425 Brannan Street (1924) for Bothin Real Estate Co. in the 1920s. Bugbee's name is solely listed on the building permit for the Brannan Street properties. The two buildings are representative examples of Bugbee's work in the South of Market neighborhood.

George Wagner

Builder George Wagner, constructed 630 3rd Street in 1924 and remodeled 435 Brannan Street in 1941. Wagner Construction Company was greatly successful following the 1906 Earthquake and Fire and undertook major building projects throughout San Francisco and the Bay Area, including, in partnership with architecture firm Bakewell and Brown, San Francisco City Hall in 1915. Wagner built several well-known Bay Area buildings, including, Oakland City Hall, Alameda County Courthouse, and the Paramount Theater in Oakland. In SoMa, Wagner also constructed 85 Columbia Square Street (1921), 1019-1021 Mission Street (1922), 927-931 Howard Street (1923), 414 Brannan Street (1924), 921 Howard Street (1924), and 1061 Howard Street (1935 alteration). Following World War II, Wagner built Mather Field near

³¹ DPR form, 18-19.

Sacramento and in 1945, he formed a partnership with builder Adrian Martinez. Wagner-Martinez Co. built many of the major buildings at Stanford University, including the medical center.

A.C. Griewank

Engineer A.C. Griewank designed 224 Townsend Street (1935) along with the Eng-Skell Co. building at 1035 Howard Street. The Art Deco-style industrial building was completed in 1930. As noted by Page and Turnbull, both buildings feature fluted pilasters that divide the bays and a three-dimensional, stepped triangular parapet over the primary entrance.

Article 10 Landmark District Designation

CRITERIA FOR DESIGNATION

Criteria

Check all criteria applicable to the significance of the district that are documented in the report. The criteria checked is (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 in history or prehistory.

Statement of Significance

Association with significant events

The Clyde and Crooks Warehouse District is locally and nationally significant under Events as it is representative of the post-1906 San Francisco earthquake and fire reconstruction period and under Design as representative of warehouse/industrial building type and exemplify early twentieth century methods of construction and materials. The period of significance is 1906 to 1935. The district is comprised of nineteen properties, twelve of which include contributing resources, located in the South of Market neighborhood. The non-contributing properties consist of two buildings constructed after the period of significance and five surface parking lots.

The Clyde and Crooks Warehouse District's period of significance reflects the nineteenth century development of the South of Market area as a center of industrial production in San Francisco and maritime commerce along the west coast. The Clyde and Crooks Warehouse District's mix of industrial and warehouse buildings interspersed with residential structures is typical of the land use patterns developed in the nineteenth century in the South of Market neighborhood and continued during the 1906

earthquake and fire reconstruction period. The buildings exemplify early twentieth century methods of construction and materials and reconstruction the return of South of Market's function as the industrial center of the city following the earthquake and fire.

Significant architecture:

The industrial buildings found within the Clyde and Crooks Warehouse District are unique for their smaller size and massing reflecting their use as small manufacturing operations, storage and packing facilities, but are consistent with the character and development pattern of the buildings constructed in the area during the post-earthquake period. The buildings reflect the redevelopment pattern of South of Market following the quake and fire, which largely consisted of industrial and warehouse buildings.

Period of Significance

The period of significance for the district dates from 1906 to 1935, inclusive of the known period of construction of all buildings within the district. The addition's period of significance falls within the broader 1867-1935 period of significance of the South End Historic District.

Integrity

The seven aspects of integrity are location, design, materials, workmanship, setting, feeling, and association. The district clearly exhibits high physical integrity of materials, design, and workmanship, with most buildings still retaining historic windows, including wood double-hung and multi-lite steel sash units, wood and brick cladding, millwork, and historic applied ornament. The district's roof forms, massing, window and door openings are largely intact. Several surface parking lots are found within the district and construction after the 1906-1935 Period of Significance is limited to two buildings.

The Clyde and Crooks Warehouse District retains the physical components, aspects of design, spatial organization, and historic associations that it acquired during the 1906 to 1935 Period of Significance. Despite limited alterations to individual buildings, the district retains sufficient overall integrity to convey its significance.

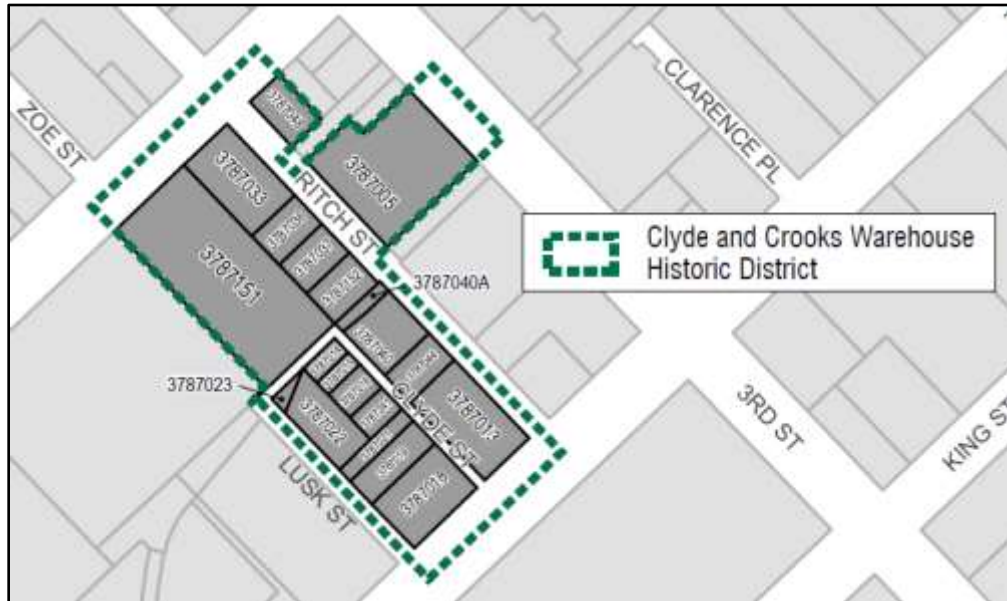
Resources located within the Clyde and Crooks Warehouse District boundaries are identified as Contributory or Non-Contributory. Contributory resources were constructed during the district's period of significance and retain a sufficient level of integrity. Non-Contributory resources may have been constructed during the district's period of significance but have lost integrity such that significance is no longer conveyed. The district is comprised of twelve contributing buildings and seven non-contributory buildings.

Article 10 Requirements Section 1004 (b)

Boundaries of the Landmark District

The location and boundaries of the Clyde and Crooks Warehouse District are: Brannan Street to the north, Third Street to the east, Townsend Street to the south, and Lusk Street to the West. The district also joins

the South End Historic District’s lot line at 660 3rd Street (3787/008) – South End Terminal Warehouse. The historic district encompasses lots 005, 048, 033, 151, 017, 021, 022, 019, 036, 040, 018, 013 contained within Assessor's Block 3787.



Contributing Properties

The following properties are contributors to the Article 10 landmark district:

APN	From St. #	To St. #	Street Name	Date Built
3787 005	630	630	03rd St	1924
3787 048	415	415	Brannan	1923
3787 033	425	425	Brannan	1924
3787 151	435	435	Brannan	1910
3787 017	18	28	Clyde	1907
3787 021	36	36	Clyde	1923
3787 022	25	35	Lusk	1917
3787 019	45	45	Lusk	1922
3787 036	322	326	Ritch	1906
3787 040	330	330	Ritch	1920
3787 018	228	242	Townsend	1909
3787 013	224	224	Townsend	1935

Non-Contributing Properties

The following properties are located within the district boundaries, but are considered non-contributing elements. The majority were constructed within the period of significance, but do not contribute due to subsequent alterations that have significantly altered their integrity such that they can no longer readily convey their significance.

APN	From St. #	To St. #	Street Name	Year Built
3787 014	2	2	Clyde	1935
3787 015	10	10	Clyde	N/A
3787 016	16	16	Clyde	N/A
3787 037	326	326	Ritch	N/A
3787 040A	328	328	Ritch	N/A
3787 044	336	340	Ritch	N/A
3787 152-159	340	340	Ritch	1955

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 *interior* features of buildings in the district are identified as: None.

The character-defining *exterior* features of buildings in the district are identified as: All exterior elevations and rooflines.

The following section describes in further detail the character-defining features of the district and of individual buildings. Landmark district designation is intended to protect and preserve these character-defining features.

1. Overall Form, Continuity, Scale and Proportion

All buildings are built to the property lines and rise vertically without setbacks. Building heights are two to three stories, with the exception of the single-story 45 Lusk Street. The majority of the contributing buildings have flat roofs. 435 Brannan has a combination gable and flat roof and 322-326 Ritch Street has a double-gable roof. The District's buildings are rectangular plan and largely masonry structures, with the exception of four wood frame buildings: 18-28 Clyde, 36 Clyde, 45 Lusk, and 435 Brannan.

2. Fenestration

The majority of the buildings have aluminum and steel sash multi-lite windows. Wood frame windows are found on two properties (45 Lusk, 322-326 Ritch). Methods of operability include fixed, awning, double-hung, pivot and sliding.

3. Materials & Finishes

Six of the buildings are clad in smooth finish stucco. Two are clad in wood channel drop siding and one is clad with wood clapboard siding. Two buildings are red brick. One of the brick buildings has a concrete base that falls just below the water table. Materials and paint are generally light to medium colors with white, buff, and grey the predominate shades.

4. Architectural Details

There are no character-defining interior features identified as part of this designation. Exterior ornament consists of projecting corniced rooflines with modillions, egg and dart and dentil molding, beltcourses, brick corbelling. The specific character-defining exterior features of the buildings are as follows, but not limited to:

630 3rd Street (1924) Character-defining features include:

- two-story height and rectangular massing
- six bays
- flat roof
- smooth finish stucco cladding
- fixed multi-lite aluminum sash windows
- piers
- cornice
- string course
- ornamental shields



415 Brannan Street (1923) Character-defining features include:

- two-story height and rectangular massing
- three bays
- flat roof
- smooth finish stucco cladding
- multi-lite steel sash windows
- pilasters
- projecting cornice
- belt courses



425 Brannan (1924) Character-defining features include:

- two-story height and rectangular massing
- smooth-finish stucco cladding
- flat roof
- projecting cornice
- dentil and egg and dart molding
- recessed panels and parapet
- piers
- belt courses



435 Brannan (1910) Character-defining features include:

- two-story height and rectangular massing
- smooth finish stucco cladding
- parapet
- multi-light, steel sash ribbon awning windows
- rounded corners
- window and door openings
- entrance awning
- belt courses
- speedlines



18-28 Clyde St (1907) Character-defining features include:

- three-story height and rectangular massing
- three bays
- wood channel drop siding
- flat roof
- projecting cornice with dentils and modillions
- open central bay and staircase
- double-hung windows
- projecting wood window sills and headers



36 Clyde St (1923) Character-defining features include:

- two-story height and rectangular massing
- three bays
- wood clapboard siding
- flat roof
- projecting cornice
- modillions, egg and dart and dentil molding
- multi-lite steel and plate glass pivot windows
- wood window trim and sills



25-35 Lusk Street (1917) Character-defining features include:

- two story height and rectangular massing
- six bays
- flat roof
- brick cladding
- corbelled cornice
- multi-lite steel sash windows
- recessed window openings
- quoins
- second floor brick detailing
- molded concrete belt courses
- painted sign "Ogden Packing & Provision Co."



45 Lusk Street (1922) Character-defining features include:

- one-story height and rectangular massing
- channel drop wood siding
- flat roof
- multi-lite wood sash windows
- above grade recessed entrance
- projecting cornice and modillions
- dentil and egg and dart molding



322-326 Ritch Street (1906) Character-defining features include:

- two-story height and rectangular massing
- five bays
- brick cladding
- piers
- brick corbelling
- brick window sills
- projecting cornice
- recessed door and window openings
- multi-light and double-hung wood windows
- parapet



330 Ritch Street (1920) Character-defining features include:

- three-story height and rectangular massing
- brick cladding
- flat roof
- brick window sills



224 Townsend (1935) Character-defining features include:

- two-story height and rectangular massing
- five bays
- concrete cladding
- flat roof
- decorative parapet above central entrance bay
- spandrel panels between first and second floors on primary elevation
- vertical ornament above second floor window openings on primary elevation
- fluted columns projecting above the roofline



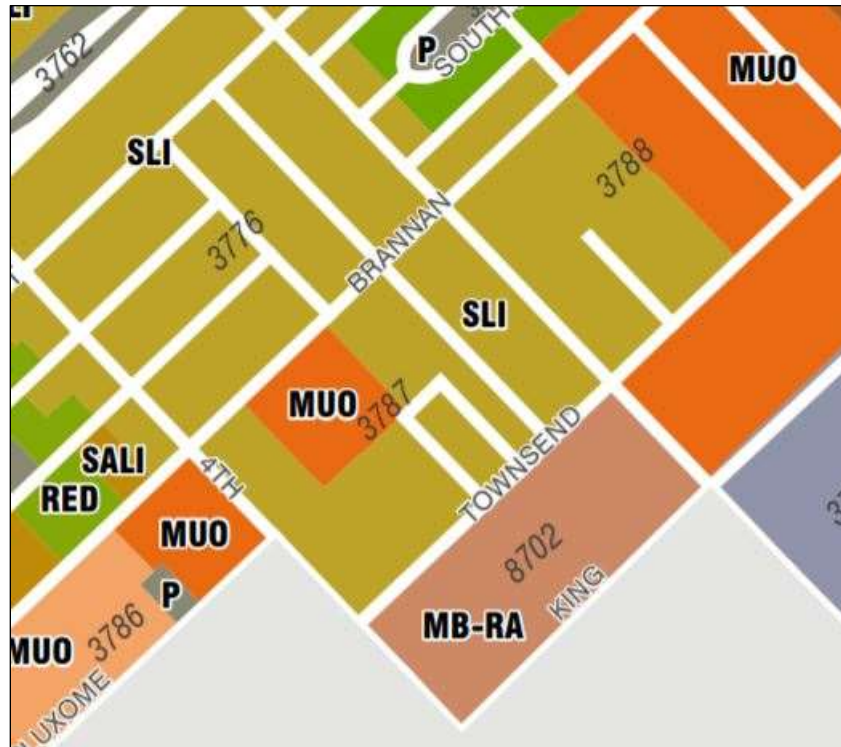
228-242 Townsend St (1909) Character-defining features include:

- two-story height and rectangular massing
- flat roof
- stucco cladding
- projecting cornice with brackets and dentil molding



Zoning

Properties in the Clyde and Crooks Warehouse District are zoned SoMa Service – Light Industrial (SLI) as indicated on the map below. All buildings in the district are located within a 65-X height and bulk zoning district.



Clyde and Crooks Warehouse District, Assessor's Parcel No. 3787, is located within the SLI Zoning District.

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San Francisco City and County

Mark E. Farrell, Mayor

Jane Kim, District 6 Supervisor

Historic Preservation Commissioners

President: Andrew Wolfram

Vice-President: Aaron Jon Hyland

Commissioners:

Ellen Johnck

Richard S.E. Johns

Diane Matsuda

Jonathan Pearlman

Planning Department

John Rahaim, Director

Tim Frye, Historic Preservation Officer

Project Staff

Frances McMillen, Senior Preservation Planner

Additional Support

Desiree Smith, Senior Planner, Shannon Ferguson, Senior Planner