

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 10403

WHEREAS, A proposal to designate the San Francisco and San Mateo Railroad Company Office Building at 2301 San Jose Avenue as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on June 5, 1985 and said Board, after due consideration, has recommended approval of this proposal; and

WHEREAS, The City Planning Commission, after due notice given, held a public hearing on August 22, 1985 to consider the proposed designation and the report of said Board; and

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

THEREFORE BE IT RESOLVED, First, the proposal to designate the aforementioned structure, the San Francisco and San Mateo Railroad Company Office Building at 2301 San Jose Avenue, as a Landmark pursuant to Article 10 of the City Planning Code is hereby APPROVED, the precise location and boundaries of the Landmark site being that portion of Lot 20 in Assessor's Block 6972 on which the San Francisco and San Mateo Railroad Company Office Building is located;

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Landmark justifying its designation are set forth in the Landmarks Preservation Advisory Board Resolution 306 as adopted on June 5, 1985 which Resolution is incorporated herein and made a part thereof as though fully set forth;

Third, That the said Landmark should be preserved generally in all of its particular exterior features as existing on the date hereof and described and depicted in the photographs, case report and other material on file in the Department of City Planning Docket No. 85.277L;

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

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its regular meeting of August 22, 1985.

Lee Woods, Jr.
Secretary

AYES: Commissioners Bierman, Karasick, Nakashima, Rosenblatt and Wright

NOES: None

ABSENT: None (2 vacancies)

DATED: August 22, 1985

FILE NO.

90-85-4

ORDINANCE NO.

555-85

(Landmarks)

DESIGNATING THE SAN FRANCISCO AND SAN MATEO RAILROAD COMPANY OFFICE BUILDING
AT 2301 SAN JOSE AVENUE AS A LANDMARK PURSUANT TO ARTICLE 10 OF THE CITY
PLANNING CODE.

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

Section 1. The Board of Supervisors hereby finds that the San Francisco
and San Mateo Railroad Company Office Building located at 2301 San Jose
Avenue, Lot 20 in Assessor's Block 6972, has a special character and special
historical, architectural and aesthetic interest and value, and that its
designation as a Landmark will further the purposes of, and conform to the
standards set forth in Article 10 of the City Planning Code.

(a) Designation. Pursuant to Section 1004 of the City Planning Code,
Chapter II, Part II of the San Francisco Municipal Code, the San Francisco
and San Mateo Railroad Company Office Building at 2301 San Jose Avenue is
hereby designated as a Landmark, this designation having been duly approved by
Resolution No. 10403 of the City Planning Commission, which Resolution is on
file with the Clerk of the Board of Supervisors under File No. 90-85-4.

(b) Required Data. The description of the location and boundaries of the
Landmark site, of the characteristics of the Landmark which justify its
designation, and of the particular features that should be preserved as
included in the said Resolution, are incorporated in this designating
ordinance as though fully set forth.

APPROVED AS TO FORM:
George Agnost
City Attorney

RECOMMENDED:
CITY PLANNING COMMISSION

By Thomas J. Casey
Deputy City Attorney

By Dean L. Macris
Dean L. Macris
Director of Planning

JHM:vr
7948B/202A

BOARD OF SUPERVISORS

Board of Supervisors, San Francisco

Passed for Second Reading

December 9, 1985

Ayes: Supervisors Britt Kennedy
 Maher Molinari Nelder Renne
 Silver Walker

Absent: Supervisors Hongisto Kopp
 Ward

§ Finally Passed

§

§ December 16, 1985

§

§

§ Ayes: Supervisors Britt Hongisto
 § Kennedy Kopp Maher Renne Silver
 § Walker Ward

§

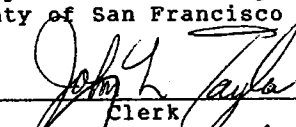
§ Absent: Supervisors Molinari Nelder
 §

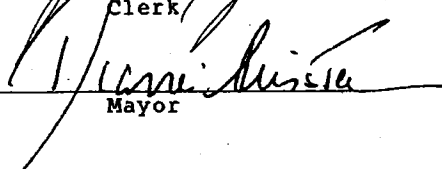
I hereby certify that the foregoing ordinance
 was finally passed by the Board of Supervisors
 of the City and County of San Francisco

File No.
 90-85-4

DEC 27 1985

Date Approved


 Clerk


 Mayor

LANDMARKS PRESERVATION ADVISORY BOARD
of the
SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 306

WHEREAS, A proposal to designate the San Francisco and San Mateo Railroad Co. Office Building at 2301 San Jose Avenue as a Landmark pursuant to the provisions of Article 10 of the City Planning Code has been heard and considered by the Landmarks Preservation Advisory Board; and

WHEREAS, This Advisory Board believes that the proposed Landmark has a special character and special historical, architectural and aesthetic interest and value; and that the proposed designation would be in furtherance of and in conformance with the purposes and standards of the said Article 10;

NOW THEREFORE BE IT RESOLVED, That this Advisory Board does hereby initiate the designation of the San Francisco and San Mateo Railroad Co. Office Building at 2301 San Jose Avenue as a Landmark pursuant to Article 10 of the City Planning Code and recommends to the City Planning Commission that this designation proposal be APPROVED:

AND BE IT FURTHER RESOLVED, That

- 1) the precise location and boundaries of the landmark site are to encompass the portion of Lot 20 in Assessor's Block 6972 on which the San Francisco and San Mateo Railroad Co. Office Building at 2301 San Jose Avenue is located, and
- 2) the description of
 - a) the special character or special historical, architectural or aesthetic interest or value are described and depicted in the photographs and other materials on file in the Department of City Planning in Docket No. 85.277L and as more fully set forth in the Landmarks Preservation Advisory Board's case report titled "San Francisco and San Mateo Railroad Co. Office Building" approved 6/5/85; and
 - b) the particular features existing as of this date which should be preserved are those shown on the said photographs and described in said report under the heading "ARCHITECTURE", and

BE IT FURTHER RESOLVED, That the Board hereby directs its Secretary to report this action and to submit a copy of this Resolution to the Planning Commission for further action in accordance with the said Article 10.

I hereby certify that the foregoing Resolution was ADOPTED by the Landmarks Preservation Advisory Board at its regular meeting of June 5, 1985.

Jonathan H. Malone
Secretary to the Board

AYES: Mr. Choy, Mrs. de Losada, Mr. Hartley, Mrs. Klemeyer, Mr. McGrew, Mr. Ritchie and Mrs. Sabiniano

NOES: None

ABSENT: Ms. Bogatay and Mrs. Kortum

DATED: June 5, 1985

BUILDING NAME: San Francisco & San Mateo Railroad Co. Office Building OWNER: City & County of San Francisco (Municipal Railway)
BUILDING ADDRESS: 2301 San Jose Avenue BLOCK & LOT: 6972/20 ZONING: Public

ORIGINAL USE: street railway facility NO. OF STORIES: 2 LPAB VOTE: 7-0

CURRENT USE: same EXTERIOR MATERIALS: brick, wood trim

STATEMENT OF SIGNIFICANCE:

(Describe special CHARACTER, or special HISTORICAL ARCHITECTURAL or AESTHETIC interest or value:) The San Francisco and San Mateo Railroad Company Office Building complex served San Francisco's first electric line. San Francisco's street railway system opened the City's outlying areas for development. The yard housed San Francisco's historic private cars during the operation of the Market Street Railway Company (1921-1944). The complex has continued in use under the Municipal Railway system, with recent renovations to the yard to accommodate Light Rail Vehicles.

(may be continued on back)

EVALUATION CRITERIA

A. ARCHITECTURE

1. Style: Romanesque
2. Construction Type: load bearing masonry
3. Construction Date: 1901
4. Design Quality: (LPAB ONLY)
5. Architect: Reid Bros. (attributed by California Architects and Builders) (Fairmont Hotel, 950 Mason Street; First Congregational Church, 432 Mason Street; Fitzhugh Building, 384 Post Street - demolished; Hale Brothers Department Stores, 901 and 979 Market Street).
6. Interior Quality: (LPAB ONLY) -

B. HISTORY

(as building is significantly associated with specific)

7. Persons: Adolph R. Spreckels (1857-1924) and John D. Spreckels (over)
8. Events: The building survived the 1906 earthquake with minor damage.
9. Patterns of History:
(cultural, social, political, military, economic or industrial) An integral part of the transit system, which facilitated the development of the outer sections of the city. As the cable car system opened up slopes downtown to development, the electric (over)

C. ENVIRONMENT

(relation to surroundings, specifically in terms of:)

10. Continuity: Long term use of site for transit facility.
11. Setting: The structure remains a working transit yard, with recent major reinvestment.
12. Importance as a Visual Landmark: A conspicuous and familiar structure in the context of the neighborhood.

D. INTEGRITY

(cite alterations and physical condition) Essentially intact.

RATINGS

DCP: 3
HERE TODAY: -
SPLENDID SURV.: N/A.
NAT'L REGISTER: -
NAT'L LANDMARK: -
STATE LANDMARK: -

BIBLIOGRAPHY:

(list sources on back)
PREPARED BY: J. Malone
ADDRESS: 450 McAllister St.
San Francisco, CA 94102
PHONE: 558-2816
DATE: Nov. 15, 1982
EDITED: April 17, 1984
May 21, 1985

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JHM:vr/202A



7. Continued

(1853-1926) purchased the San Francisco and San Mateo Electric Railroad Company in 1896. Under their stewardship the company expanded necessitating construction of the Geneva Avenue Car House complex in 1901, completed only 22 days prior to the sale of the company.

The father of the business partner brothers, Claus Spreckels, built his financial empire in sugar refining. Adolph and John were lifelong partners in a number of business ventures, including shipping, banking, real estate and rail companies.

9. Continued

railway systems provided access to outlying "suburbs".

The San Francisco and San Mateo Railroad Company was incorporated in San Francisco in 1891 by Isaac and Berend Joost (with other investors). The first line opened on April 27, 1892 providing service from Second and Market Streets to Daly's Hill (now Daly City), with a branch line up Eighteenth Street to Golden Gate Park opening November 25, 1894. Forced sale through foreclosure and subsequent reorganization as the San Francisco and San Mateo Electric Railroad Company in 1896 put the organization in control of A. B. and J. D. Spreckels. Original facilities at Sunnyside Avenue (now Monterey Boulevard) and Joost Street proved too small as the company expanded. The existing Car House site was purchased, and construction on the office and powerhouse complex began July 14, 1900, completed April 22, 1901. The Spreckels interests sold to the Baltimore Syndicate headed by Brown Bros. of New York. With the purchase of the San Mateo Line, the nucleus of United Railroads was formed. During United ownership, the 1906 earthquake damaged the car house, still visible in areas of the building. United Railroads operated an unusual funeral service. Specially equipped cars carried the coffin and mourners directly to the cemeteries via spurs off of the San Mateo line.

This period was also marked by a number of bitter labor disputes, notably 1906, 1907 and 1917 carmen strikes. The large social hall at the rear of the top floor provided space for company sponsored entertainment in times of labor peace. But when a strike occurred, the space could quickly be converted to dormitory space for live-in strike-breakers. The intensity such situations generated is evidenced in the second floor conversion of a window to a doorway for stairs (since removed) that provided direct access to the yard of the complex, thus avoiding contact between strike-breakers and striking employees.

Bibliography:

Adams H. Austin, John D. Spreckels - The Man, Frye and Smith, San Diego, 1924.

Smallwood, Charles, Essay on Geneva Avenue Car Barn, unpublished.