

FILE NO. 90-87-10

ORDINANCE NO. 47-88

(Landmarks)

1 DESIGNATING ENGINE CO. NO. 37, TRUCK CO. NO. 9, AS A LANDMARK PURSUANT TO ARTICLE 10
2 OF THE CITY PLANNING CODE.

3
4 Be it Ordained by the People of the City and County of San Francisco:

5 Section 1. The Board of Supervisors hereby finds that Engine Co. No. 37, Truck
6 Co. No. 9, located at 2501 - 25th Street, Lot 1 in Assessor's Block 4279, has a
7 special character and special historical, architectural and aesthetic interest and
8 value, and that its designation as a landmark will further the purposes of, and
9 conform to the standards set forth in Article 10 of the City Planning Code.

10 (a) Designation. Pursuant to Section 1004 of the City Planning Code, Chapter
11 II, Part II, of the San Francisco Municipal Code, Engine Co. No. 37, Truck Co.
12 No. 9, is hereby designated as a Landmark, this designation having been duly
13 approved by Resolution No. 11211 of the City Planning Commission, which Resolution
14 is on file with the Clerk of the Board of Supervisors under File No. 90-87-10.

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

19
20 APPROVED AS TO FORM:
21 LOUISE H. RENNE
CITY ATTORNEY

RECOMMENDED:
CITY PLANNING COMMISSION

22 By [Signature]
23 Deputy City Attorney

24 By [Signature]
25 Dean L. Macris
26 Director of Planning
27
28
29
30

Board of Supervisors, San Francisco

Passed for Second Reading	§ Finally Passed
	§
February 1, 1988	§ February 8, 1988
	§
	§
Ayes: Supervisors Gonzalez Hsieh	§ Ayes: Supervisors Gonzalez Hsieh
Kennedy Maher Molinari Nelder	§ Kennedy Maher Nelder Silver
Silver Walker Ward	§ Walker Ward
	§
	§ Noes: Supervisor Britt
	§
Absent: Supervisors Britt Hongisto	§ Absent: Supervisors Hongisto
	§ Molinari

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

FEB 18 1988

File No.
90-87-10

Date Approved

John H. Taylor

Clerk
[Signature]

Mayor

File No. 86.57RL
2501 - 25th Street

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 11211

WHEREAS, A proposal to designate the Engine Co. #37, Truck Co. #9 as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on October 7, 1987, and said Advisory 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 November 19, 1987 to consider the proposed designation and the report of said Advisory 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, Engine Co. #37, Truck Co. #9, 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 those of Lot 1 in Assessor's Block 4279;

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Landmarks Preservation Advisory Board Resolution 397 as adopted on October 7, 1987 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. 86.57RL.

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 on November 19, 1987.

Lori Yamauchi
Secretary

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

NOES: None

ABSENT: None

ADOPTED: November 19, 1987

JHM:atm/419

BUILDING NAME:	Engine Co. #37 Truck Co. #9	OWNER:	City & County of San Francisco San Francisco Fire Department
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BUILDING ADDRESS: 2501-25th Street BLOCK & LOT: 2479/1 ZONING:
P (Public Use)

ORIGINAL USE: Fire House NO. OF STORIES: One LPAB VOTE: 6-0

CURRENT USE:	Bureau of Equipment Storage Facility	EXTERIOR MATERIALS:	Brick with Terra Cotta and a Tiled Roof
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STATEMENT OF SIGNIFICANCE:

Engine Co. No. 37, Truck Co. No. 9, is architecturally significant as an example of early twentieth century municipal commitment to high quality design in public buildings. The structure is historically significant as part of San Francisco's Fire Department, a City institution of great importance in a community where memories of the destruction of 1906 earthquake and fire run deep.

Designed by Clarence Ward and completed in 1918, the building contains a central section with seven six over six windows with terra cotta surrounds flanked by two triangular pedimented wings. The western wing contains (cont.)

EVALUATION CRITERIA

A. ARCHITECTURE

1. Style: Mission Revival
2. Construction Type: Masonry
3. Construction Date: 1918
4. Design Quality: Excellent
5. Architect: Clarence R. Ward, Architect (John Reid, Jr., Consulting City Architect)

B. HISTORY

7. Persons: 2501 - 25th Street was designed by the firm of Ward (cont.)
8. Events: -
9. Patterns of History: The location of extant firehouses in San (cont.)

C. ENVIRONMENT

10. Continuity: 2501 - 25th Street provides a visual link to the (cont.)
11. Setting: The Bureau of Equipment is of particular importance (cont.)
12. Importance as a Visual Landmark: a conspicuous and substantial (cont.)

D. INTEGRITY

13. Generally unaltered except for blocking in of panels above the (cont.)

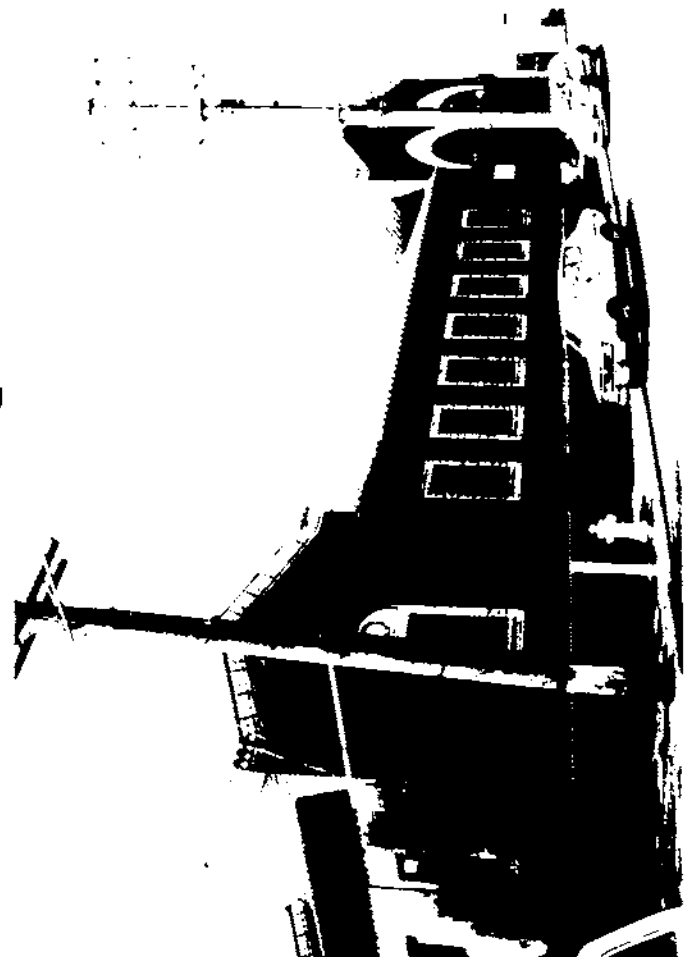
RATINGS

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DCP: "2"
HERE TODAY: -
SPLENDID SURV.: N/A
NAT'L REGISTER: Probably Eligible
NAT'L LANDMARK: -
STATE LANDMARK: -
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BIBLIOGRAPHY: see p. 3

PREPARED BY: Vincent Marsh
ADDRESS: Department of City Planning
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PHONE: (415) 558-6345
DATE: November 28, 1986
EDITED BY STAFF: 10/16/87

VFM:atm/553



a double arched symmetrical garage doors supported by a simple pilaster and semicircular terra cotta surrounds. Three "Italian" lamps flank the doorways. A shield with "SFFD" and the two-trumpet insignia of a Fire Department captain embossed and centered in terra cotta is also evident over the west wing garage doors. The eastern wing contains a single sash with a curved arch in terra cotta. A fourth Italian lamp is evident at the eastern corner building facade. Terra cotta detailing both at the base and roof line as well as the red tile variegated roof line accentuate the overall design of this Firehouse. The structure costs \$34,550. It operated continuously as the Mission/Potrero Hill Fire Station until approximately 1960, when it became the Bureau of Equipment. Currently, the building serves as a storage area for Department utility and maintenance vehicles.

B. HISTORY (Cont.)

7. Persons (cont.) and Blohme under supervision of John Reid, Jr., City Architect Clarence R. Ward (1870 - 9/10/1939) San Francisco, California. (AIA) was a pioneer architect in California, member of the San Francisco Chapter of A.I.A. and a past-president of the State Board of Architecture. He was a native of Niles, Michigan, educated in public and technical schools and during his youth migrated to California. After establishing residence in San Francisco, Mr. Ward secured a position as draftsman with Edward R. Swain, for whom he worked until 1892. During that year he opened his own office in the City, continuing independent practice for a decade. From 1904 until 1924, Clarence R. Ward carried on his work as an architect under the firm name of Meyers and Ward.

Following the Earthquake and Fire of 1906, Ward was active in reconstruction work, and is said to have planned and built at least a hundred new structures. With Blohme he rebuilt the damaged Memorial Chapel at Stanford University. Among later works redesigned the Machinery Building at the Pan-Pacific Exposition of 1915 and several Fire Engine Houses in San Francisco, a Memorial Hospital in Marysville, California and the County National Bank in Santa Cruz.

9. Patterns of History (cont.) Francisco is roughly proportional to the density of population in any particular area in the city. But it also reflects the patterns of how city was built and occupied. Factors such as population density, building materials and types of construction and street patterns influenced the design and placement of San Francisco's firehouses. Traditionally, firehouses in San Francisco had primary service areas which extended within a radius of one-half mile. Engine Company No. 31, Truck No. 9, located at 2501 Vermont Street, when completed in 1918 was considered a "state of the art" firehouse. By 1916, the San Francisco Fire Department had some motor apparatus. Increasingly truck companies were motorized, replacing horses with a four-wheel tractors. Hose wagons and engine companies had new motor vehicles, generally with a chemical tank thereon. Some forerunners of the present combination pumper and hose wagon were in service. Engine Company No. 37, Truck No. 9 Firehouse, was representative of the modern Fire Department which developed during the second decade of the 20th century. Its high powered motor vehicles and apparatus were attended by conveniently, comfortably housed and therefore highly efficient firemen. 2501 Vermont Street was one of 28 firehouses constructed between 1907 and 1926. It was designed to serve the Mission/Potrero Hill neighborhood.

The Fire Department of the City and County of San Francisco is organized under what might be termed the American Plan to distinguish it from its European counterpart. In Europe all fire fighting equipment and men are housed in a few central locations. In Paris, for example, there are only six stations to serve the entire city with its population of almost three million. On the other hand, the typical United States city distributes its fire fighting facilities widely over the entire city in an effort to give all areas an equal amount of protection, based on the amount of time required to reach any part of the city in answering a call. San Francisco, even though it is not a typically sprawling American city, but, rather, a compact area of relatively high population density, maintains the American type system and presently operates approximately 50 firehouses.

C. ENVIRONMENT (cont.)

10. Continuity (cont.) pattern of street development in the Mission and Potrero Hill prior to construction of Freeway 101 which bisected these two neighborhoods. The firehouse currently abuts the freeway and is a familiar institutional building in this residential district.
11. Setting (cont.) in establishing the character of the neighborhood because of its size, scale and excellent design quality.
12. Importance as a visual Landmark (cont.) landmark within the context of the Mission neighborhood.

D. INTEGRITY (cont.)

13. western most garage door and installation of a single window on the eastern portion of the Firehouse.

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