

[Ordinance Designating the Dogpatch Historic District.]

Ordinance amending Article 10 of the Planning Code by adding Appendix L designating the Dogpatch Historic District, the location and the boundaries of which are generally between Indiana and Third Street, odd and even addresses, from 18th to Tubbs Street, and making findings of consistency with the priority policies of Planning Code Section 101.1 and the General Plan.

Note: Additions are single-underline italics Times New Roman;
deletions are ~~strikethrough italics Times New Roman~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

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

Section 1. Findings. The Board of Supervisors of the City and County of San Francisco hereby finds and determines that:

(a) Pursuant to Planning Code Section 302, this Board of Supervisors finds that this ordinance will serve the public necessity, convenience and welfare for the reasons set forth in Planning Commission Resolution No. 16519 recommending approval of this Planning Code Amendment, and incorporates such reasons by this reference thereto. A copy of said resolution is on file with the Clerk of the Board of Supervisors in File No. 020203.

(b) Pursuant to Planning Code Section 101.1, this Board of Supervisors finds that this ordinance is consistent with the Priority Policies of Section 101.1(b) of the Planning Code and, when effective, with the General Plan as proposed to be amended and hereby adopts the findings of the Planning Commission, as set forth in Planning Commission Resolution No. 16519, and incorporates said findings by this reference thereto.

Section 2. The San Francisco Planning Code is hereby amended by adding Appendix L, to read as follows:

SEC. 1. FINDINGS AND PURPOSES.

The Board of Supervisors hereby finds that the area known and described in this ordinance as the Dogpatch Historic District contains a number of structures having a special character and special historical, architectural and aesthetic interest and value, and constitutes a distinct section of the City. The Board of Supervisors further finds that designation of said area as an Historic District will be in furtherance of and in conformance with the purposes of Article 10 of the Planning Code and the standards set forth therein, and that preservation on an area basis rather than on the basis of individual structures alone is in order.

This ordinance is intended to further the general purpose of historic preservation legislation as set forth in Section 1001 of the Planning Code, to promote the health, safety and general welfare of the public.

SEC. 2. DESIGNATION.

Pursuant to Section 1004 of the Planning Code, the Dogpatch Historic District is hereby designated as an Historic District, this designation having been duly approved by Resolution No. 16518 of the Planning Commission and Resolution No. 558 of the Landmarks Preservation Advisory Board which Resolutions are on file with the Clerk of the Board of Supervisors under File No. 030203 and which Resolutions are incorporated herein and made part hereof as though fully set forth.

SEC. 3. LOCATION AND BOUNDARIES.

The location and boundaries of the Dogpatch Historic District are generally found between Indiana and Third Streets, odd and even addresses, from 18th to Tubbs Streets, Blocks/Lots: 3996/ 4-7; 4043/ 1-5, 5A, 6, 11B, 14, 15, 16; 4060/ 1, 4, 6-63; 4106/ 1A, 2-5, 5A, 6-9, 9A, 10-15; 4107/ 1B, 2A,

1 2B, 2C, 2E, 2F, 2G, 2H, 2I, 2J, 2K, 2L, 2M, 2N, 3-23, 26-57; 4108/1, 3A, 3C, 3D, 3E, 3G, 3H, 3O, 3P,
2 4, 5, 6, 8-14, 14A, 15, 17-21; 4171/1-7, 14, 15, 17; 4172/1, 2, 3, 15, 16, 18, 18A, 19, 20, 21, 25, 27,
3 28, 29, 32, 34, 34A, 34B, 35, 36, 41, 44-53, and shall be as designated on the Dogpatch Historic
4 District Map, the original of which is on file with the Clerk of the Board of Supervisors under File
5 No. 020972, which Map is hereby incorporated herein as though fully set forth.

6 **SEC. 4. RELATION TO PLANNING CODE AND THE PROVISIONS OF THE**
7 **CHARTER OF THE CITY AND COUNTY OF SAN FRANCISCO.**

8 (a) Article 10 of the Planning Code is the basic law governing historic preservation in the City
9 and County of San Francisco. This ordinance, being a specific application of Article 10, is both subject
10 to and in addition to the provisions thereof.

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

15 **SEC. 5. STATEMENT OF SIGNIFICANCE.**

16 The Dogpatch Historic District possesses a unique place and significance in the areas of
17 architecture, history, and environment worthy of protection as an historic district. Dogpatch is an
18 approximately nine-block enclave of industrial workers' housing located east of Potrero Hill, in San
19 Francisco's Central Waterfront district. The neighborhood is comprised of almost one-hundred flats
20 and cottages, as well as several industrial, commercial, and civic buildings, most of which were erected
21 between 1870 and 1930.

22 The neighborhood is significant under National Register Criterion A (Events/Patterns of
23 History) and Criterion C (Design/Construction). The neighborhood is significant at the local level
24 under Criterion A (Events/Patterns of History), within the category of Industry, as the oldest and most
25 intact concentration of industrial workers' housing in San Francisco. No other district of San

1 Francisco or California was industrialized to the degree of Potrero Point during the last quarter of the
2 19th Century. The shipyards and other maritime-related industries of Potrero Point required a steady
3 supply of inexpensive immigrant labor in an area that was geographically cut off from the rest of the
4 City. Local developers and landholders, including Santa Fe Land Improvement Company, responded
5 to this need by constructing rows of inexpensive cottages and selling individual parcels to laborers and
6 their families, allowing the neighborhood to develop as an informal company town. Dogpatch is also
7 significant at the local level under Criterion A (Events/Patterns of History), within the category of
8 Exploration/Settlement, as the first housing developed in the Potrero District. Initially developed in the
9 early 1870s, Dogpatch became the nucleus of the Potrero District that would evolve after the 1906
10 earthquake. Finally, Dogpatch is significant under Criterion C (Design/Construction), within the
11 category of Architecture, as a moderately intact district of mostly Victorian and Edwardian-era
12 workers' dwellings constructed between 1870 and 1910. Residences within the district reflect
13 vernacular forms of architectural styles that were prevalent throughout the country, including Greek
14 Revival, Queen Anne, Italianate, Eastlake and Classical Revival styles, or combinations thereof. The
15 district has several clusters and pairs of identical dwellings, including a group of thirteen identical
16 Eastlake-style cottages based on the plans of San Francisco architect John Cotter Pelton, Jr. While the
17 significance of Union Iron Works/Bethlehem Steel is national in scope, the significance of Dogpatch
18 under this criterion remains local.

19 The period of significance for the district dates from 1867, the opening of Long Bridge and the
20 beginning of construction in the neighborhood, to 1945, the end of World War II. Additional historic
21 information may be found in the Dogpatch Historic District Designation Report, which is hereby
22 incorporated herein as though fully set forth. This document is on file at the Planning Department
23 under Case No. 2002.07751.

24 SEC. 6. FEATURES.

25 (a) Residential—Features of Existing Buildings.

1 1. Overall Form and Continuity. Building height is generally within a three-story range, with
2 a substantial number of structures built at one or two stories in height. The majority of structures have
3 been either elevated or altered to allow for the construction of a garage level at grade. However,
4 despite these and other alterations, the majority of residences in the district retain their historic
5 integrity. Residential buildings are generally set back an average of 10 feet from the public right-of-
6 way.

7 2. Scale and Proportion. The buildings vary in height, bulk, scale and proportion. The width
8 of lots in Dogpatch range from single lots of 20 feet to 40 feet for larger lots. Early homes in Dogpatch
9 constructed circa 1870 were designed in a vernacular style with Greek Revival influences. Later homes
10 continued in the Greek Revival form, but were joined by homes designed in the Queen Anne, Italianate
11 and Classical Revival styles, as well as the Eastlake-styled Pelton Cottages. Multi-story residences are
12 large in bulk, often as great as 3,500 square feet. Smaller cottage-size structures, typically 800 square
13 feet, are well scaled to the smaller lots.

14 3. Fenestration. Existing fenestration consists of predominantly double-hung, wood sash
15 windows that are vertical in orientation. Residential buildings feature a fairly symmetrical and regular
16 pattern of windows with consistent dimensions along primary facades. Generally, the size and shape of
17 window openings have not been altered over time.

18 4. Materials. Horizontal rustic wood siding is the traditional cladding material found in the
19 district. However, fishscale wood shingles and asbestos siding are also found throughout the district.

20 5. Design Features. Recessed porches and entry porticos are characteristic design features of
21 the district.

22 6. Architectural detail. Architectural detail found in the district usually follows transitional
23 elements associated with the Greek Revival, Eastlake, Queen Anne, Italianate and Classical Revival
24 architectural styles.

25 (b) Industrial/Commercial—Features of Existing Buildings.

1 1. Overall Form and Continuity. Building height is generally within a four-story range and
2 many of the industrial/ commercial structures are one or two stories in height. Typically, these
3 buildings are constructed closer to the property line than the residential structures found in the district.

4 2. Scale and Proportion. The buildings are of typical warehouse design, large in bulk, often
5 with large, ground level openings originally designed for rail or vehicular access.
6 Industrial/commercial structures are found throughout the district, often surrounded by residential
7 buildings. While gaps may exist, because of height, bulk and setback, there is regularity to the overall
8 form of industrial/commercial buildings. A small cluster of brick and stucco public buildings (police,
9 fire and hospital) are easily recognizable from other industrial/commercial structures found in the
10 district. These resources, while offering a different scale and proportion, are compatible with the plain,
11 reinforced concrete and brick-faced structures characteristic of 20th century industrial architecture.

12 3. Fenestration. For the most part, the district's industrial/commercial buildings lack strong
13 fenestration patterns, which typically are not supportive of a warehouse function. Windows exist near
14 entrances and in some cases, offer small storefronts to display products. Early 20th century warehouse
15 buildings were often constructed with office spaces above warehouse functions. In this case, double-
16 hung, residential-type windows can be found. Larger industrial, metal sash windows are prevalent on
17 commercial buildings built after 1920. Door openings are often massive to facilitate easy access of bulk
18 materials.

19 4. Materials. Standard brick masonry is found on the older industrial/commercial buildings in
20 the district; reinforced concrete was introduced as a cladding material following the earthquake and
21 fire of 1906. Concrete block and stucco are also found on some 20th century industrial/commercial
22 buildings.

23 5. Color. Red brick is typical, with some yellow and painted brick. Muted earth tones of red,
24 brown, green, gray and blue are found on reinforced concrete, concrete block, and stucco-faced
25 buildings.

1 6. Texture. Typical facing materials give both a rough textured or smooth appearance,
2 depending on the cladding material.

3 7. Architectural detail. Industrial and commercial buildings typically lack ornamentation.
4 Warehouses by their very nature are utilitarian; warehouses constructed towards the end of the
5 Dogpatch Historic District period of significance (1943) have even less ornamentation than older
6 counterparts. Cornices are simple and may be abstract versions of more elaborate cornices found on
7 larger, commercial structures in San Francisco's Financial District. Where detail occurs, it is often
8 found surrounding entryways to industrial/commercial buildings.

9 **SEC. 7. STANDARDS FOR REVIEW OF APPLICATIONS.**

10 Any exterior change within the Dogpatch Historic District shall require a Certificate of
11 Appropriateness, pursuant to the provisions of Article 10, when such work requires a City permit. The
12 procedures, requirements, controls and standards of Article 10 of the Planning Code shall apply to all
13 applications for Certificates of Appropriateness in the Dogpatch Historic District. In addition, the
14 following specific standards for review shall apply to all applications for Certificates of
15 Appropriateness. In the event of any conflict or inconsistency between the provisions set forth below
16 and Article 10, those procedures, requirements, controls and standards affording stricter protection to
17 the Historic District shall prevail.

18 (a) Character of the Historic District. The general standards for review of all applications for
19 Certificates of Appropriateness are as set forth in Article 10. For purposes of review pursuant to said
20 standards, the character of said Historic District shall mean the features of the Dogpatch Historic
21 District referred to and described in Section 6 of this ordinance. For projects on buildings that have
22 been previously compromised by incompatible alterations or additions, proposed exterior changes
23 which bring these buildings closer to their original, historic appearance and make the buildings more
24 in conformity with the character of the district are encouraged.

1 (b) Residential—Alterations and New Construction. Exterior alterations or new additions to a
2 contributory or non-contributory residential resource in the Dogpatch Historic District shall not
3 destroy historic materials that characterize the resource or its environs. New additions, exterior
4 alterations, or related new construction shall not destroy historic materials, features and spatial
5 relationships that characterize the property. Any new work shall be differentiated from the old and
6 shall be compatible with the historic materials, features, size, scale and proportion, and massing to
7 protect the integrity of the property and its environment, and must conform to the following provisions:

8 1. False Historicism. False historicism and the conjectural replication of historic styles and
9 details is discouraged; if restoration is the selected alteration approach, historic documentation
10 through original architectural plans, historic photographs, or physical investigation will be required.
11 Where original plans or historic photographs are unavailable, close physical examination of the
12 building and existing scar traces, along with a comparison to buildings of the same age and style in the
13 neighborhood, may be sufficient to reveal evidence necessary to guide the restoration.

14 2. Materials. Horizontal rustic wood siding is the traditional cladding material in the district
15 and its use is encouraged over other cladding materials, including wood shingles (except where
16 appropriate).

17 3. Fenestration. Fenestration should be proportionate and in scale with traditional patterns
18 within the district. Double-hung wood sash windows are encouraged over vinyl or metal sash windows.
19 "Slider" windows of vinyl or aluminum construction are discouraged, especially on primary façades.
20 True divided lites, rather than snap-in or faux muntins, are encouraged when divided lite wood
21 windows are appropriate.

22 4. Style. New construction in a contemporary, yet compatible, idiom is encouraged.

23 5. Scale and Proportion. New construction must be compatible with the massing, size, scale
24 and architectural details of residential resources found in the district.

25 6. Setbacks. New construction should conform to existing setback patterns found in the district.

1 7. Roofline. Gabled roof forms and raised parapets are encouraged on new construction.

2 8. Detailing. Detailing on new construction should relate to the simple, traditional vernacular
3 forms found in the district.

4 (c) Industrial/Commercial—Alterations and New Construction. Exterior alterations or new
5 additions to a contributory or non-contributory industrial/commercial resource in the Dogpatch
6 Historic District shall not destroy historic materials that characterize the resource or its environs. New
7 additions, exterior alterations, or related new construction shall not destroy historic materials, features
8 and spatial relationships that characterize the property. Any new work shall be differentiated from the
9 old and shall be compatible with the historic materials, features, size, scale and proportion, and
10 massing to protect the integrity of the property and its environment, and must conform to the following
11 provisions:

12 1. Materials. The traditional cladding materials of industrial/commercial structures found in
13 the district are brick, reinforced concrete, cinder block, and stucco; they are encouraged over other
14 cladding materials.

15 2. Fenestration. Fenestration should be proportionate and in scale with traditional patterns
16 within the district. Wood or metal sash windows are encouraged, while “slider” windows of vinyl or
17 aluminum construction on either industrial or commercial buildings are discouraged.

18 3. Roofline. Flat roof forms are encouraged on industrial and/or commercial structures;
19 gabled roof forms may be appropriate for commercial structures that include residential upper floors.

20 4. Parapets. Raised parapets are typically found on industrial and/or commercial structures in
21 the Dogpatch Historic District and are encouraged where appropriate. Parapets should be kept to a
22 minimum height necessary to screen rooftop equipment, or to facilitate characteristic design features.

23 5. Design Features. The addition of bay windows, porches, balconies or other typically
24 residential features to new or existing industrial/commercial structures in the district are discouraged.
25 These elements may be appropriate on commercial structures that include residential upper floors.

1 6. Style. New construction in a contemporary, yet compatible, idiom is encouraged.

2 7. Scale and Proportion. New construction must be compatible with the massing, size, scale
3 and architectural details of industrial/commercial resources found in the Dogpatch Historic District.

4 8. Setbacks. New construction should conform to existing setback patterns found in the district.

5 9. Detailing. Detailing on new construction should relate to the simple, traditional vernacular
6 forms found on industrial/commercial structures in the district.

7 (d) Ordinary Maintenance and Repair. A Certificate of Appropriateness shall not be required
8 if the work consists of ordinary maintenance and repair, which is defined in Article 10 as any work the
9 sole purpose and effect of which is to correct deterioration, decay or damage, including repair of
10 damage caused by fire or other disaster.

11 (e) Garages and Garage Doors. The addition of garages at the front elevation of residential
12 buildings shall seek to minimize the physical and visual impacts on the significant architectural
13 features of the existing building. The design of garages and garage doors should be unobtrusive and
14 simple, with an emphasis on minimal size and dimensions of the structure as well as the door opening.
15 Garage doors should be recessed from the garage structure to create an adequate shadow line, with
16 wood being the preferable material. While remaining simple and unobtrusive, the design of the garage
17 door may relate to the existing residence in material, detail and orientation. Retention of historic side-
18 hinged garage doors is encouraged.

19 (f) Masonry, Brickwork and Stonework. A Certificate of Appropriateness shall be required
20 for painting previously unpainted masonry, brick or stone exterior surfaces, for cleaning such surfaces
21 with abrasives and/or treatment of such surfaces with waterproofing chemicals. The painting of
22 unpainted masonry, brickwork and stonework is discouraged. Sandblasting and certain chemical
23 treatment detrimental to masonry will not be approved.

24 (g) Demolition. Demolition of Contributory buildings shall be subject to the maximum controls
25 allowed under Article 10 of the Planning Code. A demolition permit shall not be issued until all other

1 required permits for new replacement construction have been approved. No application for a
2 demolition permit shall be deemed complete until all building permits for the replacement structure,
3 preferably located on the demolition site, have been approved.

4 (h) Seismic Upgrade. Seismic upgrades shall seek to minimize the alteration of the significant
5 architectural features of a structure. Proposed Unreinforced Masonry Building (UMB) upgrades
6 should follow the "Architectural Design Guide for Exterior Treatments of Unreinforced Masonry
7 Buildings during Seismic Retrofit," prepared by the American Institute of Architects. When enforcing
8 the terms of this provision during seismic upgrade work, due consideration shall be given to approving
9 modest alterations for seismic upgrade purposes when enforcing the terms of these provisions, for
10 example, the replacement of relatively unobtrusive building elements such as a brick foundation on a
11 wood frame building.

12 **SEC. 8. SIGNIFICANCE OF INDIVIDUAL BUILDINGS TO THE HISTORIC**
13 **DISTRICT.**

14 An architectural description, building history and evaluation of each parcel within the Historic
15 District is documented on the State of California—Department of Parks and Recreation Primary
16 Record (DPR 523A—descriptive) survey forms and Building, Structure, and Object Record (DPR
17 523B—evaluative) survey forms. These forms are part of the Dogpatch Historic Resource Survey which
18 was endorsed by the Landmarks Board on October 17, 2001 (Resolution No. 545), and then by the
19 Planning Commission on December 13, 2001 (Resolution No. 16300). These survey forms are hereby
20 incorporated herein as though fully set forth, and is on file at the Planning Department under Case No.
21 2002.0775L. It is important to note that street address numbers are subject to change, and that the most
22 reliable, official method for identifying a property within the Historic District is to refer to it by its
23 assigned Assessor Block and Lot number. Each building is assigned to either of the two following
24 categories:

1 Contributory. This category identifies buildings, which date from the Historic District's period
2 of significance and retain their historic integrity. These structures are of the highest importance in
3 maintaining the character of the Historic District. The category also includes buildings which date
4 from the Historic District's period of significance, but have had their historic integrity compromised by
5 inappropriate alterations. Appropriate restoration of such buildings is encouraged. The maximum
6 suspension period allowable under Article 10 shall be imposed on applications for demolition of
7 Contributory buildings.

8 The following buildings are deemed Contributory to the Historic District: 2300 3rd St., 2310
9 3rd St., 2342-44 3rd Street, 2476-78 3rd Street, 2500-02 3rd Street, 2518-20 3rd Street, 2620 3rd Street,
10 2624-26 3rd Street, 2628-32 3rd Street, 2636-38 3rd Street, 707 18th St., 700-02 22nd St., 714 22nd St.,
11 718 22nd St., 726-32 22nd St., 800-02 22nd St., 806 22nd St., 807 22nd St., 808-10 22nd St., 812-14 22nd St.,
12 816-18 22nd St., 820-24 22nd St., 825-29 22nd St., 833 22nd St., 834-40 22nd St., 845 & 849 22nd St., 894-
13 98 22nd St., 900-02 22nd St., 904-22 22nd St., 890-900 Minnesota St., 903 Minnesota St., 905 Minnesota
14 St., 907 Minnesota St., 909 Minnesota St., 911 Minnesota St., 913 Minnesota St., 914-16 Minnesota St.,
15 915 Minnesota St., 917-919 Minnesota St., 918 Minnesota St., 920-22 Minnesota St., 921 Minnesota
16 St., 923 Minnesota St., 924-26 Minnesota St., 930-32 Minnesota St., 934 Minnesota St., 944-46
17 Minnesota St., 945-47 Minnesota St., 948-50 Minnesota St., 949-51 Minnesota St., 952-54 Minnesota
18 St., 958 Minnesota St., 962-64 Minnesota St., 966-68 Minnesota St., 972-76 Minnesota St., 694
19 Tennessee St., 700-02 Tennessee St., 704 Tennessee St., 712-16 Tennessee St., 718-20 Tennessee St.,
20 724-26 Tennessee St., 730-32 Tennessee St., 740 Tennessee St., 800-50 Tennessee St., 900 Tennessee
21 St., 909 Tennessee St., 950 Tennessee St., 970 Tennessee St., 997-99 Tennessee St., 1002 Tennessee St.,
22 1004 Tennessee St., 1008 Tennessee St., 1010 Tennessee St., 1011 Tennessee St., 1012 Tennessee St.,
23 1014 Tennessee St., 1015-21 Tennessee St., 1016-18 Tennessee St., 1036 Tennessee St., 1042 Tennessee
24 St., 1045-47 Tennessee St., 1049-51 Tennessee St., 1053 Tennessee St., 1059-1061 Tennessee St., 1060
25 Tennessee St., 1063-65 Tennessee St., 1067 Tennessee St., 1074-76 Tennessee St., 1077-79 Tennessee

1 St., 1078-80 Tennessee St., 1100 Tennessee St., 1101-03 Tennessee St., 1104-06 Tennessee St., 1105-07
2 Tennessee St., 1108-10 Tennessee St., 1109-11 Tennessee St., 1112-14 Tennessee St., 1113-15
3 Tennessee St., 1116-18 Tennessee St., 1133-35 Tennessee St., 1139 Tennessee St., 1159-63 Tennessee
4 St., 1195 Tennessee St., 1199 Tennessee St.

5 Noncontributory. This category identifies buildings which postdate the Historic District's
6 period of significance. Demolition permit applications for these buildings will be processed without
7 reference to the suspension provisions of Article 10. Alterations to Noncontributory buildings would
8 require Certificate of Appropriateness review in order to ensure that alterations and new construction
9 would be compatible with the historic character of the District in terms of scale, massing, fenestration,
10 materials and detail.

11 The remaining buildings shall be deemed to be Noncontributory within the Historic District:
12 2514 3rd Street, 2604-08 3rd Street, 2642-46 3rd Street, 795 22nd St., 798 22nd St., 825 Minnesota St.,
13 910-12 Minnesota St., 670-72 Tennessee St., 674-82 Tennessee St., 690 Tennessee St., 748-50
14 Tennessee St., 760 Tennessee St., 780 Tennessee St., 790 Tennessee St., 870-90 Tennessee St., 901
15 Tennessee St., 991 Tennessee St., 993 Tennessee St., 1001 Tennessee St., 1005 Tennessee St., 1006
16 Tennessee St., 1007 Tennessee St., 1009 Tennessee St., 1025 Tennessee St., 1069 Tennessee St., 1117-
17 19 Tennessee St., 1120-22 Tennessee St., 1121-23 Tennessee St., 1124-28 Tennessee St., 1129-31
18 Tennessee St., 1167-69 Tennessee St., 1191-93 Tennessee St.

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1 SEC. 9. PAINT COLOR.

2 Nothing in this legislation shall be construed to regulate paint colors within the District.

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4
5 APPROVED AS TO FORM:

6 DENNIS J. HERRERA, City Attorney

7
8 By:

9 
 JUDITH A. BOYAJIAN
 Deputy City Attorney



City and County of San Francisco

Tails Ordinance

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 020972

Date Passed:

Ordinance amending Article 10 of the Planning Code by adding Appendix L designating the Dogpatch Historic District, the location and the boundaries of which are generally between Indiana and Third Street, odd and even addresses, from 18th to Tubbs Street, and making findings of consistency with the priority policies of Planning Code Section 101.1 and the General Plan.

April 1, 2003 Board of Supervisors — PASSED ON FIRST READING

Ayes: 11 - Ammiano, Daly, Dufty, Gonzalez, Hall, Ma, Maxwell, McGoldrick,
Newsom, Peskin, Sandoval

April 8, 2003 Board of Supervisors — FINALLY PASSED

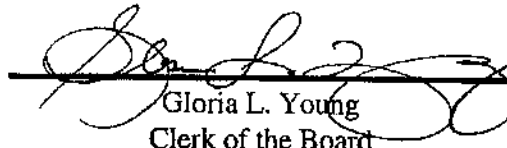
Ayes: 11 - Ammiano, Daly, Dufty, Gonzalez, Hall, Ma, Maxwell, McGoldrick,
Newsom, Peskin, Sandoval

File No. 020972

I hereby certify that the foregoing Ordinance
was **FINALLY PASSED** on April 8, 2003 by
the Board of Supervisors of the City and
County of San Francisco.

APR 18 2003

Date Approved


Gloria L. Young
Clerk of the Board


Mayor Willie L. Brown Jr.

SAN FRANCISCO
PLANNING COMMISSION
RESOLUTION NO. 16519

CONSIDERATION OF A RESOLUTION AND RECOMMENDING TO THE BOARD OF SUPERVISORS ADOPTION OF AN ORDINANCE AMENDING ARTICLE 10 OF THE PLANNING CODE BY ADDING APPENDIX L DESIGNATING THE DOGPATCH HISTORIC DISTRICT AND MAKING FINDINGS OF CONSISTENCY WITH THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.1 AND THE GENERAL PLAN.

1. **WHEREAS**, the Board of Supervisors initiated the Dogpatch Historic District on June 3, 2002, by Resolution No. 409-02; and
2. The Board of Supervisors introduced the designating ordinance for the Dogpatch Historic District (which would create Appendix L to Article 10 of the Planning Code), on November 12, 2002, as File No. 021476; and
3. Section 1004.2 of the Planning Code requires that the proposed historic district designation ordinance be referred to the Landmarks Preservation Advisory Board (Landmarks Board) for its review and report to the Planning Commission; and
4. At its regular meeting of August 7, 2002, the Landmarks Board recommended to the Planning Commission (through Resolution No. 557) that the Dogpatch Historic District designation be approved; and
5. At its regular meeting of December 4, 2002, the Landmarks Board recommended to the Planning Commission (through Resolution No. 558) that the Dogpatch Historic District designating ordinance be approved, and directed its Recording Secretary to transmit Landmarks Board Resolutions No. 557 and 558, the Dogpatch Historic District designation report and other pertinent materials in the case file 2002.0775LTZ to the Planning Commission; and
6. The Planning Commission, in considering the proposed historic district designation employed the National Register of Historic Places criteria and found that Dogpatch is significant under Criterion A (*association with events that have made a significant contribution to the broad patterns of our history*) and Criterion C (*embodies distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction*).

These criteria establish the description of the characteristics of the historic district which justify its designation:

- (A) Under Criterion A Dogpatch is significant, at the local level within the category of Industry, as the oldest and most intact concentration of industrial workers' housing in San Francisco. The district is also significant within the category of Exploration/Settlement, as the first housing developed in the Potrero area of the city.
 - (B) Under Criterion C Dogpatch is significant, also at the local level within the category of Architecture, as a moderately intact district of predominantly Victorian and Edwardian-era workers' dwellings constructed between 1870 and 1910. The period of significance for the entire district is 1867 to 1945.
7. The Planning Commission reviewed and endorsed the following particular features of the historic district to be preserved:

(A) Features of Existing Residential Buildings.

- (1) **Overall Form and Continuity.** Building height is generally within a three-story range, with a substantial number of structures built at one or two stories in height. The majority of structures have been either elevated or altered to allow for the construction of a garage level at grade. Residential buildings are generally set back an average of 10 feet from public right-of-way.
- (2) **Scale and Proportion.** The buildings are of typical residential design, but vary in height and bulk. The width of lots in Dogpatch range from single lots of 20 feet to 40 feet for larger lots. Early homes in Dogpatch constructed circa 1870 were designed in a vernacular style with Greek Revival influences. Later homes continued in the Greek Revival form, but were joined by homes designed in the Queen Anne, and Italianate styles as well as the Eastlake-styled Pelton Cottages. Multi-story residences are large in bulk, often as great as 3,500 square feet. Smaller cottage-size structures, typically 800 square feet, are well scaled to the smaller lots. Given this disparity in scale and proportion, there is an irregularity of overall form.
- (3) **Fenestration.** Existing fenestration is predominantly double-hung, wooden sash windows. Generally, the size and shape of window openings have not been altered over time.
- (4) **Materials.** Horizontal rustic wood siding is the traditional cladding material found in the district. However, scalloped-edge, asbestos siding is also found throughout the district.
- (5) **Architectural detail.** Architectural detail found in the district usually follows transitional elements associated with the Greek Revival, Eastlake, Queen Anne, and Italianate architectural styles.

(B) Features of Existing Industrial/Commercial Buildings.

- (1) **Overall Form and Continuity.** Building height is generally within a four-story range and many of the industrial/ commercial structures are one or two stories in height. Typically, these buildings are constructed closer to the property line than the residential structures found in the district.
- (2) **Scale and Proportion.** The buildings are of typical warehouse design, large in bulk, often with large, ground level openings originally designed for rail or vehicular access. Industrial/ commercial structures are found throughout the district; often surrounded by residential buildings. While gaps may exist, because of height, bulk and setback, there is regularity to the overall form of industrial/commercial buildings. A small cluster of brick and stucco public buildings (police, fire and hospital) are easily recognizable from other commercial structures found in the district. These resources, while offering a different scale and proportion, are compatible with the plain, reinforced concrete and brick-faced structures characteristic of 20th century industrial architecture.
- (3) **Fenestration.** For the most part, the district's industrial/ commercial buildings lack strong fenestration patterns, which typically are not supportive of a warehouse function. Windows exist near entrances and in some cases, offer small storefronts to display products. Early 20th century warehouse buildings were often constructed with office spaces above warehouse functions. In this case, double-hung, residential-type windows can be found. Larger industrial, metal sash windows are prevalent on commercial buildings built after 1920. Door openings are often massive to facilitate easy access of bulk materials.
- (4) **Materials.** Standard brick masonry is found on the older commercial buildings in the district; reinforced concrete was introduced as a cladding material following the earthquake and fire of 1906. Concrete block and stucco are also found on some 20th century industrial/commercial buildings.
- (5) **Color.** Red brick is typical, with some yellow and painted brick. Muted earth tones of red, brown, green, gray and blue are found on reinforced concrete, concrete block, and stucco-faced buildings.
- (6) **Texture.** Typical facing materials give both a rough textured or smooth appearance, depending on the cladding material.
- (7) **Architectural detail.** Commercial buildings typically lack ornamentation. Warehouses by their very nature are utilitarian; warehouses constructed towards the end of the Dogpatch Historic District period of significance (1943) have even less ornamentation than older counterparts. Cornices are

simple and may be abstract versions of more elaborate cornices found on larger, commercial structures in San Francisco's Financial District. Where detail occurs, it is often found surrounding entryways to commercial buildings.

8. The Planning Commission reviewed the case file and considered the findings and recommendation of the Landmarks Board set forth in the Landmarks Board Resolution No. 558, and held a duly noticed public hearing on the matter on February 6, 2003.
9. The designation of the Historic District is consistent with Planning Code Section 101.1(b), which establishes eight priority planning policies and requires review of projects for consistency with said policies. The Historic District is consistent with each of these policies as follows:

- 1) That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

While there is not a large amount of retail in the district, traditional uses for historic buildings in the neighborhood would be encouraged.

- 2) That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The purpose of this historic district is to conserve and protect the existing residences and the neighborhood character of Dogpatch.

- 3) That the City's supply of affordable housing be preserved and enhanced;

By preserving smaller, older residential buildings, the creation of the historic district would at the same time help to retain existing affordable housing.

- 4) That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

The historic district will not affect Muni service or parking.

- 5) That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

While the underlying zoning of the area will not change, the intent of the historic district is to retain the traditional (predominantly residential) uses and character of the neighborhood, and not to encourage intrusive commercial office development.

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- 6) That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The creation of the historic district will not affect seismic safety or preparedness. The designating ordinance encourages the implementation of compatible, sensitive seismic retrofit procedures for historic buildings.

- 7) That landmarks and historic buildings be preserved; and,

The principal intent of this historic district is to preserve the architecture and neighborhood character found in Dogpatch. The historic district seeks to minimize the adverse impacts of alterations and new development by creating an additional layer of review through the Certificate of Appropriateness process.

- 8) That our parks and open space and their access to sunlight and vistas be protected from development.

The creation of the district will not directly affect parks or open space.

10. Per Planning Code Section 302, the proposed historic district and the designating ordinance will serve the public necessity, convenience and welfare by protecting the City's significant historic resources.

THEREFORE BE IT RESOLVED, first, that the **Planning Commission** does hereby concur with the findings and recommendation of the Landmarks Board and **APPROVES** the designating ordinance, thereby creating Appendix L to Article 10 of the Planning Code;

AND BE IT FURTHER RESOLVED that the special character and special historical, architectural and aesthetic interest and value of the historic district is set forth in the adopted Dogpatch Historic District Designation Report, Landmarks Board Resolution No. 558, and other materials on file in the Planning Department Docket No. 2002.0775LTZ, which is incorporated herein and made a part of thereof as though fully set forth;

AND BE IT FURTHER RESOLVED that the **Planning Commission** hereby directs its Secretary to transmit this Resolution, the Dogpatch Historic District Amendment to Article 10 ordinance, the adopted Dogpatch Historic District Designation Report, and other pertinent materials in the case file 2002.0775LTZ, and a copy of this Resolution of Approval to the Board of Supervisors for appropriate action.

I hereby certify that the foregoing Resolution was Adopted by the Planning Commission on February 6, 2003.

Linda D. Avery
Commission Secretary

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AYES: Bradford Bell, Antonini, Boyd and Hughes

NOES:

ABSENT: Feldstein, S. Lee and W. Lee

ADOPTED: February 6, 2003

HISTORIC DISTRICT DESIGNATION REPORT
DATE: December 4, 2002
CASE NO: 2002.0775L
PAGE 1

LANDMARKS BOARD VOTE: 5-0
APPROVED: Unanimous
PLANNING COMMISSION VOTE:
APPROVED:
PROPOSED ARTICLE 10 APPENDIX: L

HISTORIC NAME: Dutchman's Flat
POPULAR NAME: Dogpatch

ADDRESS:

BLOCK/LOT: 3996/004, 005, 006, 007; 4043/001, 002, 003, 004, 005, 005A, 006, 011B, 014, 015, 016; 4060/001, 004, 006-063; 4106/001A, 002, 003, 004, 005, 005A, 006, 007, 008, 009, 009A, 010, 011, 012, 013, 014, 015; 4107/001B, 002A, 002B, 002C, 002E, 002F, 002G, 002H, 002I, 002J, 002K, 002L, 002M, 002N, 003, 0004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 026-057; 4108/001, 003A, 003C, 003D, 003E, 003G, 003H, 003O, 003P, 004, 005, 006, 008, 009, 010, 011, 012, 013, 014, 014A, 015, 017, 018, 019, 020, 021; 4171/001, 002, 003, 004, 005, 006, 007, 014, 015, 017; 4172/001, 002, 003, 015, 016, 018, 018A, 019, 020, 021, 025, 027, 028, 029, 032, 034, 034A, 034B, 035, 036, 041, 044-046, 047, 048, 049, 050, 051, 052, 053.

OWNER: Various

ORIGINAL USE: Residential/Industrial/Commercial

CURRENT USE: Residential/Industrial/Commercial

ZONING: P (Public Use) District, RH-2 (House, Two-Family) District, RH-3 (House, Three-Family) District, NC-2 (Small-Scale Neighborhood Commercial) District, M-2 (Heavy Industrial) District

NATIONAL REGISTER CRITERIA:

A (Events): x Association with events that have made a significant contribution to the broad patterns of our history.

B (Persons): Association with the lives of persons significant in our past.

C (Structures): x Embody 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 that represent a significant and distinguishable entity whose components may lack individual distinction.

D (Data): Has yielded, or may be likely to yield information important in history or prehistory.

Period of Significance: The period of significance for the district dates from 1867, the opening of Long Bridge and the beginning of construction in the neighborhood to 1945, following World War II.

Integrity: Resources located within the Dogpatch Historic 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 been modified to a degree that integrity is no longer conveyed. Other Non-Contributory resources were constructed after the district's period of significance or represent vacant lots.

ARTICLE 10 REQUIREMENTS - SECTION 1004(b):

Boundaries of the proposed historic district:

The location and boundaries of the Dogpatch Historic District are generally found between Minnesota, Tennessee and Third Streets, odd and even addresses, from Mariposa Street to Tubbs Street and encompassing the following blocks and lots: 3996/004, 005, 006, 007; 4043/001, 002, 003, 004, 005, 005A, 006, 011B, 014, 015, 016; 4060/001, 004, 006-063; 4106/001A, 002, 003, 004, 005, 005A, 006, 007, 008, 009, 009A, 010, 011, 012, 013, 014, 015; 4107/001B, 002A, 002B, 002C, 002E, 002F, 002G, 002H, 002I, 002J, 002K, 002L, 002M, 002N, 003, 0004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 026-057; 4108/001, 003A, 003C, 003D, 003E, 003G, 003H, 003O, 003P, 004, 005, 006, 008, 009, 010, 011, 012, 013, 014, 014A, 015, 017, 018, 019, 020, 021; 4171/001, 002, 003, 004, 005, 006, 007, 014, 015, 017; 4172/001, 002, 003, 015, 016, 018, 018A, 019, 020, 021, 025, 027, 028, 029, 032, 034, 034A, 034B, 035, 036, 041, 044-046, 047, 048, 049, 050, 051, 052, 053.

Characteristics of the historic district which justify its designation:

National Register Criteria A (Events) and C (Structures)

- Criterion A (Events): At the local level, within the category of Industry, as the oldest and most intact concentration of industrial workers' housing in San Francisco. Dogpatch is also significant on the local level under the category of Exploration/Settlement, as the first housing developed in the Potrero area.
- Criterion C (Structures): Dogpatch is significant under Criterion C as a moderately intact district of mostly Victorian and Edwardian-era workers' dwellings constructed between 1870 and 1910.

Description of the particular features that should be preserved:

(a) Features of Existing Residential Buildings.

1. **Overall Form and Continuity.** Building height is generally within a three-story range, with a substantial number of structures built at one or two stories in height. The majority of structures have been either elevated or altered to allow for the construction of a garage level at grade. Residential buildings are generally set back an average of 10 feet from public right-of-way.
2. **Scale and Proportion.** The buildings are of typical residential design, but vary in height and bulk. The width of lots in Dogpatch range from single lots of 20 feet to 40 feet for larger lots. Early homes in Dogpatch constructed circa 1870 were designed in a vernacular style with Greek Revival influences. Later homes continued in the Greek Revival form, but were joined by homes designed in the Queen Anne, and Italianate



styles as well as the Eastlake-styled Pelton Cottages. Multi-story residences are large in bulk, often as great as 3,500 square feet. Smaller cottage-size structures, typically 800 square feet, are well scaled to the smaller lots. Given this disparity in scale and proportion, there is an irregularity of overall form.

3. **Fenestration.** Existing fenestration is predominantly double-hung, wooden sash windows. Generally, the size and shape of window openings have not been altered over time.
4. **Materials.** Horizontal rustic wood siding is the traditional cladding material found in the district. However, scalloped-edge, asbestos siding is also found throughout the district.
5. **Architectural detail.** Architectural detail found in the district usually follows transitional elements associated with the Greek Revival, Eastlake, Queen Anne, and Italianate architectural styles.

(b) Features of Existing Industrial/Commercial Buildings.

1. **Overall Form and Continuity.** Building height is generally within a five-story range and many of the industrial/commercial structures are one or two stories in height. Typically, these buildings are constructed closer to the property line than the residential structures found in the district.
2. **Scale and Proportion.** The buildings are of typical warehouse design, large in bulk, often with large, ground level openings originally designed for rail or vehicular access. Industrial/commercial structures are found throughout the district; often surrounded by residential buildings. While gaps may exist, because of height, bulk and setback, there is regularity to the overall form of industrial/commercial buildings. A small cluster of brick and stucco public buildings (police, fire and hospital) are easily recognizable from other commercial structures found in the district. These resources, while offering a different scale and proportion, are compatible with the plain, reinforced concrete and brick-faced structures characteristic of 20th century industrial architecture.
3. **Fenestration.** For the most part, the district's industrial/commercial buildings lack strong fenestration patterns, which typically are not supportive of a warehouse function. Windows exist near entrances and in some cases, offer small storefronts to display products. Early 20th century warehouse buildings were often constructed with office spaces above warehouse functions. In this case, double-hung, residential-type windows can be found. Larger industrial, metal sash windows are prevalent on commercial buildings built after 1920. Door openings are often massive to facilitate easy access of bulk materials.
4. **Materials.** Standard brick masonry is found on the older commercial buildings in the district; reinforced concrete was introduced as a cladding material following the earthquake and fire of 1906. Concrete block and stucco are also found on some 20th century industrial/commercial buildings.



5. **Color.** Red brick is typical, with some yellow and painted brick. Muted earth tones of red, brown, green, gray and blue are found on reinforced concrete, concrete block, and stucco-faced buildings.
6. **Texture.** Typical facing materials give both a rough textured or smooth appearance, depending on the cladding material.
7. **Architectural detail.** Commercial buildings typically lack ornamentation. Warehouses by their very nature are utilitarian; warehouses constructed towards the end of the Dogpatch Historic District period of significance (1943) have even less ornamentation than older counterparts. Cornices are simple and may be abstract versions of more elaborate cornices found on larger, commercial structures in San Francisco's Financial District. Where detail occurs, it is often found surrounding entryways to commercial buildings.

DESCRIPTION:

Dogpatch, formerly known as Dutchman's Flat, is a nine-block enclave of industrial workers' housing located in San Francisco's Central Waterfront area. The neighborhood is comprised of almost one hundred flats and cottages, as well as several commercial, industrial and civic buildings, most of which were erected between 1870 and 1930. The period of significance ranges from 1867, the approximate age of the oldest residential construction in the neighborhood, to 1945, the date at which the neighborhood had been completely built-out and no longer the primary residential district for shipyard workers.

Dogpatch is significant as the oldest and most intact surviving concentration of Victorian-era industrial workers' housing in San Francisco. No other district in San Francisco was industrialized to the same degree as the Potrero area during the last quarter of the 19th century, with the exception of the South of Market area, which was destroyed during the 1906 earthquake and fire. The shipyards, rope factories, canneries and other industries that grew up at Potrero Point required a steady supply of resident, inexpensive labor in an area that was geographically remote from the established working-class residential districts of the city.

Local developers and landholders, including the Santa Fe Land Improvement Company, filled the pressing need for workers' housing by constructing rows of cottages, flats and residential hotels. Other speculators sold individual parcels to more well-to-do laborers who constructed their own housing. These development patterns allowed Dogpatch to evolve into an informal company town, with the critical difference that housing was supplied by private developers and speculators and not by the industries themselves.

Dogpatch is also significant as one of the last remaining mixed-use, industrial and residential districts in San Francisco. The proposed Dogpatch Historic District has several clusters of identical dwellings, which help to impart the "company town" feel of the neighborhood. The most important surviving cluster is a group of thirteen identical, Eastlake-style cottages on Tennessee and Minnesota Streets, whose designs were based on a series of free architectural plans produced by San Francisco architect John Cotter Pelton, Jr., between 1880 and 1883.

HISTORY OF THE CENTRAL WATERFRONT/POTRERO HILL AREA

The recorded history of the Central Waterfront /Potrero Hill area, which includes Dogpatch, begins with the establishment of Mission San Francisco de Asis (Mission Dolores) by Junipero Serra in 1776. Once grazing land for the Mission's cattle herds, Potrero Hill was originally known as Potrero Nuevo, or "new pasture." With its natural boundaries, including San Francisco Bay to the east and Islais Creek to the south, the grazing land needed little fencing.¹ Following the secularization of the missions in 1833, Potrero Hill became part of a vast rancho, known as Rancho Potrero de San Francisco, which was granted by the Mexican government to the sons of Francisco de Haro, the first alcalde of San Francisco.

In the years following the American conquest of California in 1846, the settlement of Yerba Buena (renamed San Francisco in 1847) was largely confined to a several-block area surrounding the original Spanish/Mexican settlement at Portsmouth Square.² Settlement of Potrero Hill was generally limited by a wide expanse of shallow tidal flats known as Mission Bay, located north of the Central Waterfront area. Historically known as Potrero Hill and Potrero Point, the Central Waterfront originally extended beyond Potrero Hill to the San Francisco Bay. Potrero Point was bordered by Mission Bay to the north and Islais Creek Basin to the south.

Only five years after California's admission to the Union in 1850, Potrero Point's destiny as the most important zone of heavy industry on the West Coast had already been established. Due to its relatively remote location, combined with its deep-water anchorage, Potrero Point was identified as the ideal location for black powder manufacturing operations.³ A city ordinance also forbade dangerous industries from being located anywhere near settled areas.⁴

Pioneer Industry

Before the completion of Long Bridge in 1867, maritime-related industries in search of large tracts of vacant land and direct access to deep-water anchorage began moving to Potrero Point. The earliest of these industries was the San Francisco Cordage Manufactory; a pioneer rope-making factory established by brothers Alfred and Hiram Tubbs in 1857. Included in the project was a

1,500-foot ropewalk that extended into the Bay and probably served a secondary purpose as a loading wharf.⁵ Later renamed Tubbs Cordage Company, it became one of the largest employers in the area from the 1870s until the arrival of Union Iron Works in 1883.⁶

In July 1868, Pacific Rolling Mills began producing rolled steel -- the first time the product had been produced on the West Coast.⁷ From 1868 onward, Pacific Rolling Mills turned out approximately

1 "Genesis of Our Hill," *Potrero View*, (September 1976), p. 1.

2 Christopher VerPlanck, *Dogpatch Historic District Context Statement*, (San Francisco: 2001).

3 Coast Survey Map of 1857.

4 Ibid.

5 The rope walk, built to suit the terrain and not the City grid, was built parallel to the shoulder of Potrero Hill that has since been leveled. The few remaining lot lines on this angle are the ghosts of the Point.

6 Christopher VerPlanck, *Dogpatch Historic District Context Statement*, (San Francisco: 2001).

7 J.S. Hittell, *Commerce and Industry of the Pacific Coast*, (San Francisco: A.L. Bancroft, 1882), p. 682.

30,000 tons of iron and 10,000 tons of steel annually. The company also manufactured rails, locomotive parts, marine and engine forgings, bolts, nuts, railroad spikes, track nails, washers and coil chains.⁸

Early Shipyards

Following the establishment of Tubbs Cordage Company, the industrialization of Potrero Point began in earnest as boat and ship builders in search of large parcels of land with deep-water access made the move from the older and more congested South of Market district to Potrero Point. In 1862, John North, San Francisco's most prominent shipbuilder led the way by relocating his shipyard from Steamboat Point, 1.5 miles to the north (present-day Pac Bell Park), to a large site near the foot of Sierra Street (now 22nd Street) on Potrero Point. Other shipbuilders such as Henry Owens, William E. Collyer and Patrick Tiernan followed north to Potrero Point.⁹ The early shipyards illustrated the potential of the district as a major shipbuilding center; a realization not lost on the owners of Union Iron Works and other major San Francisco manufacturers.

The shipyards and other industries provided jobs for nearby residents of the Irish Hill and Dogpatch neighborhoods, both settled sometime after 1870. Single and multi-family houses, boarding houses and hotels were built, which were followed by saloons, restaurants and groceries. The rise of industry and residential development were concurrent up to the first decade of the 20th century.¹⁰

Large Industry

By 1910 there were few large industrial parcels remaining in Dogpatch or elsewhere in Potrero Point. Early in 1915, the American Can Company, the largest manufacturer of tin cans in the United States, purchased a large two-square block tract of land bounded by Kentucky Street (now 3rd Street) on the west, 20th Street on the north, Illinois Street on the east and 22nd Street on the south for \$172,000.¹¹ The last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone, the factory was started in June 1916 and expanded in size through the early 1950s. In the 1930s, the company employed 1,200 workers, becoming one of the largest employers in the Central Waterfront. Following World War II, the company became the single largest employer of Dogpatch residents.

1906 Earthquake and Fire

The Central Waterfront area suffered little damage from the 1906 earthquake and fire. Residents of the adjacent South of Market neighborhood were not as lucky as most of their homes and businesses were destroyed. Following the catastrophe, many of the homeless found shelter in temporary refugee camps constructed on empty lots within the Central Waterfront.

A City refugee camp was established on a large vacant parcel in Dogpatch belonging to the Santa Fe Land Improvement Company, which was bounded by 18th Street to the north, Kentucky Street (3rd Street) to the east, Kentucky Place to the south and Indiana Street to the west. By the fall of

⁸ William Issel and Robert W. Cherny, *San Francisco: 1865-1932*, (Berkeley: UC Press, 1986), p. 30.

⁹ Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Study*, (San Francisco: 1982), p. 191.

¹⁰ It is a common misconception that the residential uses of part of Dogpatch were eclipsed by industry for the production of ships for World War I. Sanborn Map information indicates a strong decline as of 1915.

¹¹ "S.F. Tract Bought for Can Plant," *San Francisco Examiner*, (January 22, 1915), p. 7.

1906, the Army tents were replaced with temporary but more substantial two-and-three-room wood, prefabricated cabins. These structures were euphemistically called "cottages" by the government but quickly earned the name of "earthquake shack."

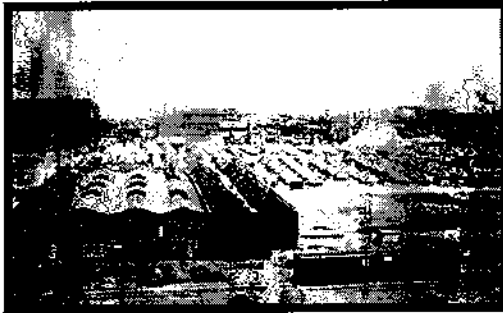


Figure 1: Potrero Point Refugee Camp, 1906.

After 1906, the South of Market district was rebuilt almost entirely as an industrial neighborhood and the residential population declined significantly, from 62,000 to 24,000. Working-class immigrant families who had dominated the district before 1906 were largely squeezed out. As a result, many South of Market refugees decided to remain in the Potrero environs, either taking up residence in the older industrial neighborhoods of Dogpatch or Irish Hill or moving their earthquake shacks to the underdeveloped expanses of Potrero Hill.¹²

The neighborhood the South of Market refugees moved to was essentially a remnant neighborhood they had previously known. Developed as an extension of the South of Market on the south side of Mission Bay, Potrero Point and Dogpatch were characterized by a mixture of industrial and residential uses, with small workingman's cottages, large hotels and flats located cheek-by-jowl next to various workshops and factories.

Central Waterfront's Iron Industry

The iron works business grew into one of Central Waterfront's largest industries between the 1880s and the early 20th century. These mills provided iron for the railroads, I-beams for bridges, and iron rails for streetcars and San Francisco's cable cars.

Union Iron Works

In 1883, Union Iron Works opened its factory adjacent to Pacific Rolling Mills. Though originally known for machinery production, Union Iron Works was also active in shipbuilding.¹³ In 1902, United States Shipbuilding Company acquired Union Iron Works, as well as seven other major shipyards in the nation.¹⁴ After the company went into receivership in 1905, Charles Schwab personally bid \$1,000,000 for Union Iron Works on behalf of Bethlehem Steel. Schwab appointed Joseph J. Tynan as the new superintendent of Union Iron Works and renamed it the San Francisco Yard.¹⁵

In 1911, Bethlehem Steel purchased the neighboring Risdon Iron & Locomotive Shipbuilding Works (formerly Pacific Rolling Mills) and added the company to the San Francisco Yard. The following year, the San Francisco firm of Weeks & Day was hired by Tynan to design a new powerhouse for the shipyard on a site on 20th Street. Charles Schwab, who had been appointed director-general of the Emergency Fleet Corporation by President Wilson, steered several major Navy contracts to the San Francisco Yard in the years leading up the First World War.¹⁶

¹² Interview with Edward Cicerone, conducted by Cheryl and Clark Taylor, (May 1964).

¹³ Union Irons Works built several of the battleships of the "Great White Fleet" and was therefore significantly associated with the Spanish American War and the building of an American overseas empire.

¹⁴ "Receiver for Union Works," *San Francisco Chronicle*, (August 18, 1903), p. 16.

¹⁵ "Iron Works Preparing for Increased Business," *San Francisco Call*, (October 24, 1905).

¹⁶ Victor S. Clark, *History of Manufactures in the United States, 1893-1928*, (New York: 1949), p. 141.

In 1916, the shipyard was expanded with a \$100,000 reinforced-concrete foundry building. This project necessitated the demolition of Irish Hill and indirectly led to the growth of Dogpatch as displaced Irish Hill residents moved to Dogpatch.¹⁷ The next year, a new administration building was constructed on the northeast corner of Illinois and 20th Streets.

In 1918, one year after the United States entered the First World War, the San Francisco Yard constructed 18 submarines, 10 of which were for Britain, and 66 destroyers. On July 4, 1918, eight destroyers were launched in one day to join the U.S. Navy. By 1918, the San Francisco Yard employed 10,000 workers and with the total sum of laborers employed at all of Bethlehem Steel's yards in the entire Bay area at 25,000, the San Francisco Yard was the single largest ship producing complex in the world.¹⁸

With peace in 1918 came a collapse in shipbuilding at Bethlehem Steel's San Francisco Yard, which lapsed into semi-dormancy. Nevertheless, business revived in the mid-1920s and by 1938 the shipyard had constructed 142 vessels, including submarines, oil tankers, freighters and ferries, as well as passenger and freight ships. With the revival of interest in the Merchant Marine, the plant was modernized in 1938. During the interwar period there was also some limited warship construction, including two destroyers: the *McCall* and the *Maury*.¹⁹ In 1938, the shipyard was renamed the Potrero Yard.

The military build-up of the late 1930s and subsequent American involvement in World War II in 1941 profoundly influenced the Central Waterfront area more than any other event, bringing in new residents and businesses to what had become a dilapidated area.

The influx of defense workers into the neighborhood and to the rest of the Bay area was the single largest population increase ever registered in the city. Workers were recruited from many different areas and populations, ranging from Dust Bowl refugees from Oklahoma and Texas to African-Americans from Louisiana, to Spanish-speaking immigrants from Mexico. Members of these ethnic groups and others doubled and tripled in the flats and workers' cottages of Dogpatch.²⁰

At the outbreak of World War II in 1941, the shipyard began operating at full capacity, employing 18,500 workers in round-the-clock shifts. During the Second World War, Bethlehem Steel again expanded the Potrero Yard facilities in order to facilitate the construction of 52 warships, troop transports and other war-related vessels constructed during the next four years. The Potrero Yard was also responsible for 2,500 repaired or converted vessels, ranging from tugs to battleships.²¹ Some of the ships overhauled included the *SS Nieu Amsterdam*, the Navy troop transport *Monticello* (formerly the captured Italian luxury liner *Conte di Savoia*), the 25,000-ton aircraft carrier *Essex* as well as several battleships damaged at Pearl Harbor, including the *USS California*, *USS Maryland*, *USS Mississippi*, *USS Nevada* and the *USS Pennsylvania*.

The Union Iron Works plant at Bethlehem Steel represents San Francisco's original maritime-oriented industrial base. Most of these buildings exemplify 19th century design concern for quality architecture, even in an industrial complex. The history of the Union Iron Works as a supplier of

¹⁷ "Iron Works is to Build an Addition," *San Francisco Examiner* (January 16, 1916), p. 1.

¹⁸ "Maritime News," *San Francisco Chronicle*, (June 3, 1918).

¹⁹ Bethlehem Steel Company, *A Century of Progress*, (San Francisco: Bethlehem Steel Company, Shipbuilding Division, 1949), p. 17.

²⁰ Christopher VerPlanck, *Dogpatch Historic District Context Statement*, (San Francisco: 2001).

²¹ *Ibid.*, p. 24.

equipment to mining ventures and railroad construction in the 19th century, through construction and maintenance of naval and merchant vessels, reflects the major economic patterns that shaped the development of San Francisco and American expansion into the Pacific.

Central Waterfront's Post-War Activity

Following World War II, the character of the Central Waterfront area changed once again as jobs dried up at the shipyard and as industries such as Western Sugar Refinery and Tubbs Cordage Company began closing shop and moving overseas. Between 1965 and 1980, jobs in the Central Waterfront area dropped from 16,304 to 11,004, with most of the loss occurring in manufacturing and ship repair.²² By the late 1960s, the Dogpatch neighborhood gradually deteriorated to the point where the San Francisco Planning Department considered razing the area and rezoning the land for industrial uses.

Industrial development in the blocks immediately north of Islais Creek was generally delayed until after World War II when empty lots were used for temporary military housing. The housing was demolished after the war and the area was developed as an industrial park with single story concrete buildings. Food and oil processing plants were developed south of Army Street (now Cesar Chavez Street).

The rise of the trucking industry lessened the Central Waterfront's dependence on rail during the 1940s and 50s. To accommodate an increase in vehicular traffic through the Central Waterfront area, 3rd Street was widened in 1938 and became a thoroughfare from downtown to the southeastern section of the city. In the mid-1960s, Interstate 280 was built over the existing Bayshore Cutoff.

A survey completed by the Potrero Central Waterfront Committee in 1999 reported the Central Waterfront area as maintaining a strong industrial and commercial base. The study showed the existence of the following businesses in the area: professional services, transportation, vehicle repair, food services, construction, manufacturing, textiles, design, multimedia, photography, wholesale sales, storage, retail, maritime, energy, waste management and biotechnology. Within the past two decades, the Dogpatch neighborhood has experienced a renaissance as homes and businesses have been restored. Today, Dogpatch is one of San Francisco's most vibrant neighborhoods.

Central Waterfront's Residential Enclaves

The development of Central Waterfront's residential enclaves, Irish Hill and Dogpatch, began in earnest after the completion of Long Bridge in 1867.

Irish Hill

Irish Hill was the first residential district at Potrero Point. Flattened in 1917, Irish Hill was a large knoll located in an area bounded by Illinois Street to the west, Pacific Rolling Mills/Union Iron Works to the north, San Francisco Bay to the east and San Francisco Gas & Electric Company to the south. It was the first residential enclave to develop at Potrero Point, predating Dogpatch by a few years.

²² San Francisco Department of City Planning, "Central Waterfront, An Area Plan of the Master Plan of the City and County of San Francisco," (1990), p. II.8.5.

Irish Hill, which began developing around 1870, consisted of two separate areas: a district of approximately 60 cottages huddled on the crest of an outcropping south of Union Iron Works and a compact district of approximately 40 lodging houses surrounding the intersection of Illinois and 20th Streets. According to the 1880 U.S. Census schedules, almost exclusively unskilled and semi-skilled Irish male laborers who worked at Pacific Rolling Mills or Union Iron Works inhabited Irish Hill.²³ There was also a prevalence of residential hotels and saloons in Irish Hill.

Demolished by Bethlehem Steel during the First World War to make way for shipyard expansion, all that remains of Irish Hill is a small rocky promontory near the intersection of Illinois and Humboldt Streets.

Dogpatch

Dogpatch, originally known as Dutchman's Flat, is (Structures) as a compact district embodying "the well as a "significant and distinguishable entity wh Dogpatch is in essence an isolated company town industries of Potrero Point. Although in theory pub commute from other parts of the city, most contem workers' housing adjacent to the factories of Potre very little residential development and imposing na



Figure 2: Southwest corner of 22nd and Minnesota Streets, 1951.

Even after the introduction of streetcar service in 1867, house builders were challenged by the existence of a formidable rampart of serpentine running in a southeasterly direction through the middle of what is now Dogpatch. Similar to the massive land-forming efforts necessary to transform the steep slopes of Potrero Point and the adjacent mudflats into industrial sites, vast amounts of labor were necessary to create residential building sites, either by terracing into the outcropping or filling mudflats. Areas cleared first, such as the intersection of Illinois and 20th Streets in Irish Hill, and the intersections of Tennessee and 22nd and Tennessee and 18th Streets in Dogpatch, were initially developed during in the 1870s.

History of Dogpatch

Early Development

During the late 1870s, the flats west of Kentucky Street were beginning to coalesce into a secondary district of industrial workers' housing. The 1869 U.S. Coast Survey map reveals few structures located within Dogpatch, especially along Tennessee and Kentucky Streets. Most of the other structures appear to have been dwellings or commercial structures with flats above. There were also several community buildings on Kentucky Street, including the Potrero School (1865), Olivet Presbyterian Church (1869) and the Kentucky Street Methodist Episcopal Church (1871), indicating the formation of a viable neighborhood.

²³ Tenth Census, 1880.



Figure 3: 1120 Tennessee Street, 1948.

The 1883 U.S. Coast and Geodetic Survey map indicates that by this year several new clusters of houses had been constructed on both sides of Tennessee Street, between Mariposa and 19th Streets. The 1886 Sanborn Fire Insurance map, the first to cover the Potrero district, illustrates that Dogpatch had blossomed into a growing residential neighborhood, with clusters of identical two-family flats and cottages, saloons, shops and several churches. The residences were located in two separate clusters along Tennessee Street; the first clustered around the intersections of Solano (now 18th Street) and Tennessee and Sierra (now 22nd Street). The first description of Dogpatch (then called Dutchman's Flat) appeared in the August 11, 1889 edition of the *San Francisco Examiner*:

The residence portion of the Potrero may be said to be divided like ancient Gaul, into three parts, the "old town" is that first divided, mentioned as crowning the heights above the waterside factories, and the principal means of gaining access to which are long flights of stairs (Irish Hill). Another section is that which has also been referred to as lying to the southwest in the valley next to the cordage factory (Dogpatch).

*The days of the cliff dwellers is passing. Many and many scores of modest homes still crown the heights which frown above the great waterside factories, and to which the principal means of access is still long flights of wooden stairs, but it is upon the gentler and more pleasing sites that rows of cottages, in later days erected, are located, and for long stretches of level or slightly rising streets, bordered by broad, tree-shaded sidewalks mark the new Potrero...*²⁴

The density of residential development in Dogpatch remained sparse in comparison with Irish Hill until the early years of the 20th century. Reasons for the relatively uneven level of development in Dogpatch include the fact that much of land was occupied by large rock outcroppings and second, that much of the neighborhood was owned by the Atchison, Topeka & Santa Fe railroad.

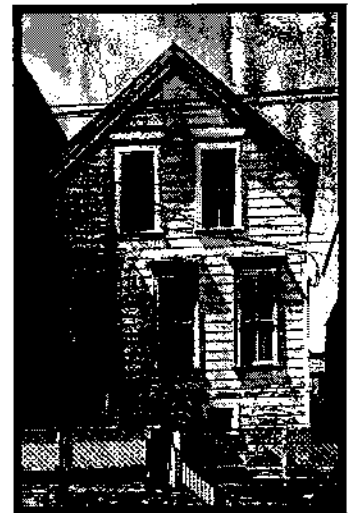


Figure 4: 718 22nd Street.

Dogpatch and Irish Hill retained very separate identities during the 1880s and 1890s. According to the 1880 US Census schedules, Irish Hill was inhabited almost exclusively by unskilled and semi-skilled Irish male laborers who worked at Pacific Rolling Mills or Union Iron Works.²⁵ The prevalence of residential hotels and saloons in Irish Hill reflected this state of affairs. Most of the first residents of what is now Dogpatch were American-born skilled craftsmen in the boatyards or as foremen at San Francisco Cordage or Pacific Rolling Mill.²⁶ Several of the oldest surviving dwellings in Dogpatch, such as 718 22nd Street or 707 18th Street reflect the early

²⁴ *San Francisco Examiner* (August 11, 1889).

²⁵ Tenth Census, 1880.

²⁶ Robert O'Brien, "Riptides," *Scrapbook, Oral History of San Francisco*, Bancroft Library, p. 14.

history of the neighborhood. The Italianate-style dwelling at 707 18th Street was constructed in 1876 by Frederick S. Castner, a gardener and carpenter, and the dwelling at 718 22nd Street (formerly Sierra) was constructed in 1872 by William J. Thompson, an American-born boat builder employed by Locke & Montague, one of the oldest boat yards on Potrero Point.²⁷

Churches

Further evidence of the establishment of Dogpatch as a distinct community include the establishment of several churches, including the Kentucky Street Methodist Episcopal Church, Olivet Presbyterian Church and what would eventually become St. Teresa's Catholic Church. Dogpatch received its first religious institution in 1869 when a congregation of seventeen Scottish ironworkers employed by Pacific Rolling Mills built a small church on Tennessee Street. When the church burned in 1877, a new one was built on Mississippi Street, closer to the growing Scottish settlement on Connecticut Street, near the crest of Potrero Hill.²⁸ In 1871 the original Kentucky Street Methodist Episcopal Church was built on a donated 60' x 100' lot on the corner of Michigan and Sierra Streets.

By 1881 Pastor David Seal moved the church to its present site on the "west side of Tennessee Street, between Butte and Solano." The church remained in operation at this address, ministering to American-born shipyard workers. However, the demographics of Dogpatch changed as Irish-born residents from Irish Hill and the South of Market moved into what had been a primarily native-born district and by 1900 the congregation had shrunk to a small number. The last listing for the Potrero Methodist Episcopal Church occurred in the 1904 San Francisco City Directory.²⁹

Potrero Point received its first regular Catholic services in the 1860s, when Catholic priests from St. Peter's began coming to celebrate Mass in the dining room of the Breslin Hotel in Irish Hill. In 1880 Archbishop Patrick Riordan decided to establish a new parish in the Potrero district, calling it St. Teresa, after St. Teresa of Avila. Father John Kenny was appointed the first pastor and a warehouse was converted into a church with three altars and a confessional. However, it would not be until 1892 that Dogpatch would get its own Catholic church when Father Patrick O'Connell built St. Teresa's Church on the northeast corner of Tennessee and 19th Streets, currently the site of a warehouse at 699 Tennessee Street.

Following the 1906 earthquake, Father O'Connell decided to build a school for the neighborhood's growing Catholic population. The Sisters of the Presentation began work in 1912 and by October of that year they had established a school with over 100 students. After the demolition of Irish Hill during the First World War, the Irish Catholic population of Potrero Point diminished significantly. This factor, combined with encroaching industrial development, compelled the parish to physically move St. Teresa's to the top of Potrero Hill. In 1924 movers sawed the building in half and moved it to its present location at the northeast corner of 19th and Connecticut Streets.³⁰

27 Christopher VerPlanck and San Francisco Architectural Heritage, "DPR 523B forms for 707 18th Street and 118 22nd Street," on file at San Francisco Architectural Heritage.

28 Margaret Henry, "Potrero Hill History," prepared for Potrero Neighborhood Bicentennial Festival, 1976.

29 Christopher VerPlanck, "DPR 523B form for 740 Tennessee Street," on file at San Francisco Architectural Heritage.

30 Ibid.

Commerce in Dogpatch

As a small, self-contained industrial/residential neighborhood removed from the rest of the city, Dogpatch supported several small groceries, butcher shops and vegetable stands. The principal commercial districts included Solano Street (now 18th Street) between Iowa and Kentucky Streets, and Sierra Street (now 22nd Street) between Minnesota and Kentucky Streets. Prior to its demolition during the First World War, the intersection of Illinois and 22nd Streets in Irish Hill was the most dynamic commercial area, accommodating saloons, groceries, cafes and other businesses. Most groceries in Dogpatch were located in the bottom floor of residential flats and they were usually owned by residents who either lived in a flat above or close by.



Figure 5: 700 22nd Street.

The first grocery in Dogpatch was opened by Gus Lehrke at 627 Tennessee Street. Businesses came and went in Dogpatch, but some important longer-lasting businesses included: Frank Weiss' butcher shop at 1532 Kentucky Street, which lasted from the 1890s until 1915. The 1915 City Directory records four other groceries in Dogpatch, two of which were located in surviving buildings. Serafina Barsi ran a small grocery and vegetable stand on the first floor of 1100 Tennessee from 1907 until 1930. The largest store was J. J. Twomey & Son's Market at 900 22nd Street.

This grocery was run by two generations of the Twomey family until Patrick Geary purchased it. Another grocery was located at 1103-05 Tennessee. In 1910 John Bowes built the existing one-story commercial structure and opened a market. In 1923 Bowes sold the building to Charles Crowley, a plumber. In 1941 Crowley sold 1103-05 Tennessee to Alberto Valadez, a Mexican-born grocer, who converted the building back into a grocery store. Other important businesses in Dogpatch include several saloons: Dugan's Liquors, at 914 Minnesota, Howley's Liquors at 1100 Tennessee, and Brady's Liquors at 700-02 22nd Street.

Dogpatch Population Characteristics: 1880-1890

The demographic makeup of Dogpatch was transformed between 1880 and 1890 from a predominantly American-born population of skilled craftsmen and foremen to a more varied population of European ethnic groups, although Irish-born residents predominated. By 1890 Irish-born residents comprised close to half the population. During first years of the decade, relatively few residents worked at Union Iron Works. Large numbers of neighborhood residents worked in a variety of the industries of Potrero Point, including Pacific Rolling Mills, San Francisco Cordage Company and Western Sugar Refinery. Nevertheless, by the end of the decade the workforce at Union Iron Works had expanded to constitute more than a thousand men and Dogpatch grew in response as empty lots were graded, subdivided and built up.

Development: 1880-1890

The expansion of Union Iron Works was the most significant factor behind the development of Dogpatch in the 1880s and for the next seventy years the fortunes of the neighborhood ebbed and flowed with the largest shipyard on the West Coast. During the 1880s speculators and individuals built several clusters of two and three-family flats and cottages along the graded sections of Tennessee Street, particularly at its intersections with Sierra Street (now 22nd Street), Butte Street



Figure 6: 700 Tennessee St.

(now 19th Street) and Solano Street (now 18th Street). One of the most significant clusters of surviving dwellings from the 1880s is located on the 1100 Block of Tennessee Street. In 1885 architect Michael J. Welch and builders O. E. Dunshea and Thomas Sullivan designed and constructed a row of identical Italianate-style two-family flats for the Sullivan family (1104-06, 1108-10, 1112-14 and 1116-18 Tennessee).

Three years earlier, Martin Phelan had commissioned a row of six identical Italianate style flats on the opposite side of the 1100 block of Tennessee. Nearly identical to the row on the west side of Tennessee, it is possible that they were also designed by Michael J. Welch. Only two of the original row (1109-11 and 1113-15 Tennessee) remains today. Although not built as a group, another row of Italianate style multi-family dwellings went up along the west side of the 700 block of Tennessee, including 694 Tennessee (1884), 700 Tennessee (1883), 724-26 Tennessee (1886), and 730-32 Tennessee (1885).

Observers of the “new Potrero” remarked on the steadily growing residential character of the district, which was transformed from a quasi-rural district of single-family dwellings into a workingman’s suburb inhabited largely by immigrant families employed by the industries of Potrero Point.

A reporter for the *Examiner* wrote in 1893:

Upon the gentle slopes to the northward are numerous blocks of cottages or more ambitious residence structures, amid which stands the large public school building, which certainly does not suffer by comparison with those within the better-known districts of the city.³¹

Irving Scott School

The brief mention of the “large public school” in the *Examiner* article sheds some light on the growth of civic institutions in Dogpatch, increasingly necessary to service the growing residential population. As the neighborhood was remote from older settled districts, the influx of immigrant families into the area created the need for a local public school. The Potrero School was founded in 1865 at the corner of Napa Street (now 20th Street) and Kentucky Street (now 3rd Street). Two years later, in 1867, the Outside Lands Committee set aside several parcels of land in outlying sections of the city for building schools, including the site at 1060 Tennessee, the location of the present Irving Scott School.

³¹ “Tubbs Cordage Company,” *San Francisco Morning Call* (May 28, 1893), p. 30.

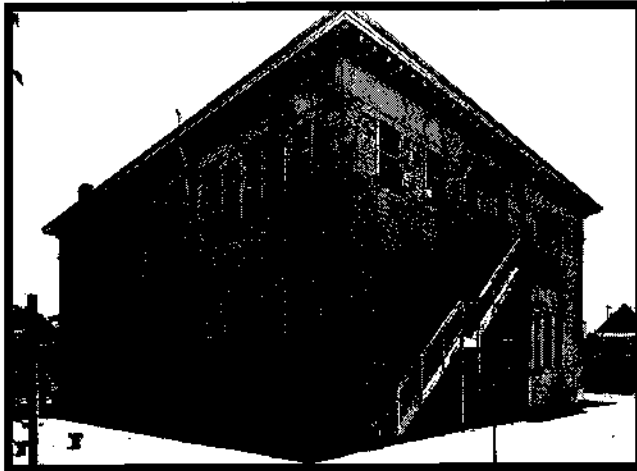


Figure 7: Irving Scott School.

By 1877, the old school had become inadequate due to the continued influx of industrial workers into the neighborhood. In response, the San Francisco School Department built a new school on the parcel set aside by the Outside Lands Committee at 1060 Tennessee Street. This eight-room frame building was constructed at a cost of \$12,834 and faced Minnesota Street. As the residential population of the neighborhood continued to grow, thought was given to expanding the school. In 1895 the City of San Francisco hired architect Thomas J. Welsh to design an addition. The new addition, which faced Tennessee Street, was constructed by contractor L. J. Dwyer at a cost of \$22,893.

The entire school was renamed the Irving Murray Scott School in honor of the superintendent of Union Iron Works. Scott was a local benefactor of the school and he contributed money for its construction and equipment. As a school serving a primarily working-class population, the Irving M. Scott School emphasized practical trades and skills, such as cooking and homemaking for the girls and manual training for the boys. The Irving Scott School is the only public school individually listed in the National Register of Historic Places and is a San Francisco City Landmark #138.

San Francisco Fire Department Station #16

Throughout the 1880s, city and utility companies also expanded services and infrastructure into Dogpatch. Although most of the industries at Potrero Point had their own fire fighting crews, the residential areas of Irish Hill and Dogpatch needed fire protection. In the early 1880s, the San Francisco Fire Department erected Station #16, an Eastlake-style, wood-frame firehouse at 1009 Tennessee Street.

In 1925, this fire station was superseded by a new fire station designed by City Architect John Reid Jr. at 909 Tennessee. Water service was established in Dogpatch relatively early on, with the Spring Valley Water Company hooking up individual houses to the mains as early as the 1870s.



Figure 8: 909 Tennessee Street.

Population Characteristics: 1890-1900

From 1890 to 1900, the population of Dogpatch continued to evolve, becoming increasingly foreign-born and working-class in character. According to the 1900 Census, 45.8 percent of the 72 households were Irish-born. German-born residents came in second with 25 percent and American-born residents ranked third with 13.9 percent. Other ethnic groups represented in the neighborhood included: Danish, Swedish, Japanese, Scottish, Welsh and Norwegian.

According to the 1900 Census, 38.9 percent heads-of-household were homeowners and 55.5 percent were renters. Occupational backgrounds of neighborhood residents varied greatly according to the 1900 Census. Union Iron Works had become, by far, the largest private employer of local residents. According to the 1900 Census, 25 percent of the heads-of-household were employed as laborers, platers, riveters, night watchmen, or other positions at the shipyard.

Residents employed as itinerant laborers formed the second-largest category, with 18.1 percent of all heads-of households employed as day laborers, teamsters and tradesmen. In 1900 Market Street Railway was the third-largest employer, employing 15.3 percent of neighborhood residents, mostly as conductors and gripmen on cable car lines. In 1900 12.5 percent of neighborhood heads-of-household were self-employed proprietors of businesses, including several local saloons, grocery stores and butchers. In fifth place was the Western Sugar Refinery, which employed 11.1 percent of neighborhood residents. Other employers of local residents included the San Francisco Fire Department, Pacific Rolling Mills, Atlas Iron Works, California Barrel Company, Tubbs Cordage Company and San Francisco Gas & Electric Company.³²

Development: 1890-1900

Roughly half of the surviving historic dwellings in Dogpatch were constructed between 1890 and 1900. The dramatic growth of Dogpatch reflected citywide and national trends that were fueled by the twin phenomena of mass foreign immigration and domestic urbanization. In the fifty years between 1850 and 1900, San Francisco had grown from a tiny rural settlement into the nation's eighth-largest city and the second most important port, second only to New York in foreign trade. At Potrero Point, Union Iron Works won several important contracts from the U.S. Navy to build warships, including the USS Charleston in 1888, the USS Oregon in 1893 and the USS Ohio in 1900.

The expansion of operations at Union Iron Works increased the demand for labor. Although public transit allowed workers to commute to Potrero Point from elsewhere in the City, the district was still relatively isolated from other residential districts. The crest of Potrero Hill was as yet sparsely populated due to lack of transit and water. In order to satisfy the demand for workers' housing in close proximity to the iron works, speculators and individuals built a wide variety of workers' housing, ranging from a cluster of sixteen single-family homes on Minnesota and Tennessee Streets, to several large multi-family dwellings on the north side of 22nd Street, to large hotels on Kentucky Street. As the remaining rock-bound lots were cleared and developed, workers from outside the neighborhood moved in to rental housing, or occasionally built their own residence.

Pelton Cottages

The surviving "Pelton cottages" in Dogpatch received their name from a local architect named John Cotter Pelton, Jr., who published free architectural plans of workers' cottages in the *San Francisco Evening Bulletin* between 1880 and 1883. Pelton was a prolific architect who worked in San Francisco and Los Angeles from the 1870s until his death in 1912. Between 1880 and 1883, he published a series of architectural patterns and specifications for inexpensive workers' dwellings in the *San Francisco Evening Bulletin*, a paper that attracted a large working-class readership.

³² *Twelfth Census of the United States: Enumeration Districts 72, 73, 84 & 85, 1900.*

These patterns proved to be so popular in the United States and Australia, that in 1883, the plans were republished in a book called "Cheap Dwellings." John Cotter Pelton, Jr. was born on July 24, 1856, in San Francisco, the second child born to John and Amanda Pelton, prominent San Francisco pioneer educators.³³ In 1875, Pelton, Jr. began working as a draftsman in the offices of Wright & Saunders, a large and well-connected architectural firm.³⁴

Pelton, like most other Victorian-era California architects did not receive academic architectural training, but instead learned his profession as an apprentice.³⁵ From 1877 until 1879, Pelton worked as a draftsman on the Old City Hall project, in the offices of Augustus Laver.³⁶ In 1879, Pelton opened his own firm in partnership with Edward Hatherton, another draftsman from Laver's office and San Francisco City Architect during the late 1880s.

Despite the economic depression brought on by the collapse of the Comstock Lode silver fortunes, the 1880s were busy years for Pelton's office. Hatherton & Pelton designed at least 30 residential projects in San Francisco between October 1881 and March 1886, the period in which he compiled the Cheap Dwellings Series. The bulk of his projects were commissioned by upper-middle class residences in the Western Addition and Pacific Heights.

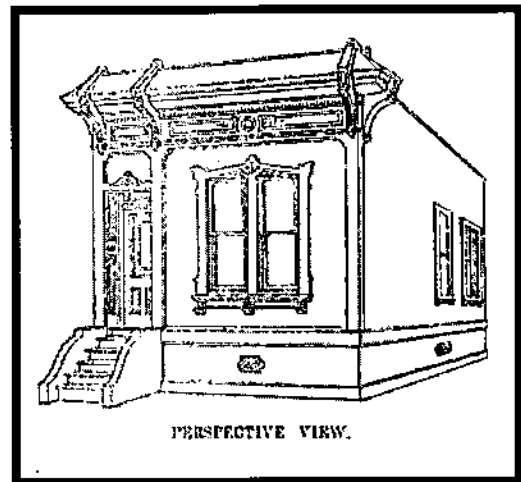


Figure 9: Pelton "Four-Room Cottage" elevation.

The editor of the *Bulletin* commented on this trend in 1880, the year in which the first plans were published:

*The time for the presentation of such plans is an auspicious one. In the city, street railroads are reaching out to the suburbs, making available the unimproved outside lands which can be bought at prices within the reach of all persons.*³⁷

This factor, combined with a twenty percent rise in real wages between 1870 and 1890, led to increasing interest in home ownership among working-class San Franciscans.³⁸ The homes constructed by working-class people in the industrial areas and peripheral neighborhoods were quite modest and construction costs rarely exceeded \$2,000. According to the *Bulletin*, most architects in San Francisco were unwilling to draw up plans for houses that cost less than this amount, leading to less-than happy results:

33 Charles L. and Lois M. Pelton, Pelton Family in America, 375 Years of Genealogy, (Aberdeen, SD: Family Health Media, 1992), p. 115.

34 John William Snyder, "Index of San Francisco Building, 1879-1900," (Masters Thesis, University of California, Davis, 1975), pp. 602-608.

35 Richard Longstreth, On the Edge of the World, Four Architects in San Francisco at the Turn of the Century, (Berkeley: University of California Press, 1998), p. 80.

36 Crocker-Langley's City Directory, 1877-78.

37 John Cotter Pelton, Jr., "Cheap Dwellings, Plans and Specifications of a Five-Hundred Dollar House," *San Francisco Evening Bulletin*, April 3, 1880, p. 1.

38 Clifford E. Clark, The American Family Home, 1800-1960, (Chapel Hill, NC: University of North Carolina Press, 1986), p. 103.

It frequently happens that the person contemplating building and thus financially situated, finds that the cost of the plans and specifications of such a cottage as he needs and can afford to construct cuts considerable of a hole in his building capital...The alternative which presents itself and which is frequently adopted, is to either draw plans himself or accept the plans of a carpenter or builder...In either case, he usually finds that he has builded (sic) for himself a house wherein there has been much waste of material, no economy of space, imperfect arrangement and many omissions, making the house which ought to be a "thing of beauty and a joy forever," an eyesore and an architectural abnormality.³⁹

Pelton's "Cheap Dwellings" series represented the first and only known instance in which a California architect published free plans for workers' dwellings in a daily newspaper. The closest national precedent to Pelton's work was a series of plans published in *Scientific American's* "Architects and Builder's" Edition. Like Pelton's work in the *Bulletin*, the plans published in the *Scientific American* featured the information one would need to construct the dwelling: plans, elevations, sections, specifications and estimates.

Between April 1880 and November 1883, the *Bulletin* featured one of Pelton's cottage designs on the front page of the Saturday edition every two or three months. Each of Pelton's installments



Figure 11: 1011 Tennessee.

was preceded by the editor's "Introduction." The Introduction introduced the current month's design, quoted positive reaction to previous installments and listed locations of places where cottages based on Pelton's plans were under construction.

The first installment of the "Cheap Dwellings" series was published on April 3, 1880. The three-room cottage was designed for the narrowest marketable lot width, 20' feet, and its cost, with all the bells and whistles, came to \$585.00. By omitting the indoor water closet, the hip roof and the picket fence, one could, according to Pelton, build the cottage for closer to \$500.00. Either way, this was a very reasonable price for a single-family urban home in 1880.⁴⁰

Pelton's next installment in the "Cheap Dwellings" series appeared in the *Bulletin* on May 8, 1880 and it is this design that appears frequently in Dogpatch. The "Four Room Cottage," like its predecessor, was designed for a 20' foot-wide lot. However, it was somewhat larger at 772 square feet. Pelton displayed his interest in designing flexible interior space. Although the front room was designated as a parlor in the plan, Pelton wrote that it could be just as easily used as a bedroom. Similarly, the oversized closets between the dining room and the bedroom could be converted into a staircase should the homeowner decide to jack up the cottage and insert another story. Although very inexpensive, the "Four-Room Cottage"



Figure 10: 1004 Tennessee.

³⁹ John Cotter Pelton, Jr., "Cheap Dwellings, Plans, and Specifications of a Five-Hundred Dollar House," *San Francisco Evening Bulletin*, April 3, 1880, p. 1.

⁴⁰ John Cotter Pelton, Jr., "Cheap Dwellings, Plans and Specifications for a Five-Hundred Dollar House," *San Francisco Evening Bulletin*, April 3, 1880, p. 1.

was also meant to be attractive and stylish. The plans depict scroll-sawn, Eastlake-style door and window casings and a heavy projecting cornice with brackets. Pelton estimated that the "Four-Room Cottage" would cost \$854.25 to construct as designed.⁴¹ He discussed how the decorative elements could be omitted to reduce the overall price but cautioned against parsimony.

Although intended to help working-class urban residents build inexpensive, durable and attractive cottages, speculators often used "Design No. 2, for a Four-Room Cottage," to quickly construct clusters of inexpensive housing in the Potrero area and elsewhere in the City. Sanborn maps and historic photographs reveal the presence of several clusters of identical cottages in Dogpatch, giving the neighborhood the classic appearance of a traditional company town more often associated with industrial centers of New England or the Southeast.

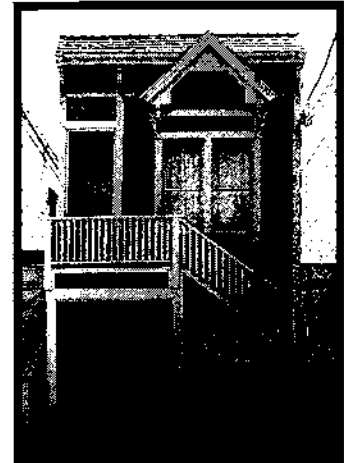


Figure 12: 905 Minnesota.

The most important surviving cluster of Pelton cottages in San Francisco is located in Dogpatch. This cluster of thirteen (originally sixteen) identical Eastlake style workers' cottages stand on both Tennessee and Minnesota Streets, between 20th and 22nd Streets. The Pelton cottages were constructed between 1890 and 1891 by a local carpenter named Rees O. Davis for two brothers named Jacob and John O. Reis. The Reis brothers owned more land in Dogpatch than any other entity beside the Santa Fe Land Improvement Company but instead of developing their lands with industry, the Reis brothers constructed small wood-frame cottages that were rented to local workers.



Figure 13: 913 Minnesota.

The Santa Fe Land Improvement Company also used John Cotter Pelton, Jr.'s plans to build a row of seven identical duplexes and cottages on the west side of Minnesota Street, between 20th and 22nd Streets. From 1890 to 1900, the Santa Fe Land Improvement Company rented these cottages to railroad workers. In 1900, the company redeveloped the large lot with a brick warehouse (the Schilling Wine Warehouse). The Santa Fe Land Improvement Company sold the cottages to John O. Reis, who moved the cottages to a large parcel with frontage in the 1000 Block of Tennessee Street and the 2400 block of Kentucky Street. Five were added to Kentucky Street and the remaining cottages were moved to Tennessee Street, across the street from the Reis cluster of rental cottages.

The Kentucky Street cottages were demolished when the street was widened in the 1930s. Today, two Santa Fe Land Improvement Company cottages survive at 997-99 and 1011 Tennessee Street. The 1890s also witnessed infill development of several vacant lots in Dogpatch but instead of cottages, most of

the dwellings built were large, multi-family flats, housing three or four families. A good example

⁴¹ John Cotter Pelton, Jr., "Cheap Dwellings, The Second of the *Bulletin* Series of Inexpensive Homes," *San Francisco Evening Bulletin*, May 8, 1880, p. 1.

illustrating this trend is a cluster of eight existing multi-family dwellings on the north side of the 800 block of 22nd Street. Located at the main commercial intersection of the neighborhood, several of these flats had stores on lower floors. The buildings along 22nd Street were designed in a variety of styles including Queen Anne and Classical Revival.

Population Characteristics: 1900-1920

The 1920 Census schedules reveal that Dogpatch had grown from around 700 people to over 1,000 between 1900 and 1920. Within these two decades the neighborhood became more ethnically diverse following a large influx of Italian-born residents. Between 1910 and 1920, Northern European immigrant groups shrank in proportion to immigrant groups from Eastern and Southern Europe and the percentage of native-born Americans shrank to a tiny portion of the population. Irish-born residents and their children still comprised the largest segment of the population although their percentage of the population shrank from 45.8 percent to 42.6 percent.

The largest decreases occurred among German-born residents, whose numbers declined from 25 percent of householders in 1900 to 4.6 percent in 1920, and native-born Americans who decreased from 13.9 percent to 6.5 percent. Conversely, between 1900 and 1920 the Italian-born population of Dogpatch increased from virtually nothing to around 30.5 percent, making this group the second-largest segment of the population. One of the first Italian families to settle in what is now Dogpatch was the Ciccerone Family, who started a grocery store in 1905 at 1204 19th Street.⁴²

Between 1900 and 1920, Union Iron Works/Bethlehem Steel's San Francisco Yard came to dominate the employment pool of Dogpatch. In 1900, Union Iron Works was already the single largest employer in the neighborhood, employing 25 percent of all residents. Related industries, such as Risdon Locomotive Works and Atlas Iron Works, which were later absorbed by Bethlehem Steel, employed 2.8 percent and 1.4 percent of neighborhood residents, respectively, bringing the total shipyard workforce in the neighborhood to 29.2 percent.

Thanks to aggressive wartime expansion, by 1920 Bethlehem Steel's San Francisco Yard employed 50 percent of the householders in Dogpatch. In distant second place, comprising 10.2 percent of the households, were self-employed business owners. Western Sugar Refinery came in third place, employing 7.4 percent of the neighborhood householders. Itinerant day laborers were in fourth place, comprising 6.5 percent and in fifth place was San Francisco Gas & Electric employing 5.6 percent of Dogpatch residents. Other employers included American Can Company, San Francisco Municipal Railway, San Francisco Fire Department, Tubbs Cordage Company and the Ford Motor Company. From a socio-economic perspective, Dogpatch was becoming poorer as the workforce became increasingly comprised of unskilled laborers.

Significantly, between 1900 and 1920 the percentage of homeowners shrank from 40 percent to 30.6 percent of the householders.⁴³ Part of this change can be accounted for by the increased construction of large multi-family dwellings but it can also be explained by the widespread trend of long-time homeowners moving from the neighborhood but retaining their homes as income-producing property.

⁴² Ibid.

⁴³ United States Census Schedules (1920).

Development: 1900-1910

The first decade of the 20th century was another important period for residential development in Dogpatch. The early part of the decade experienced a slump as shipbuilding dried up after the conclusion of the Spanish-American War and the receivership sale of Union Iron Works in 1905 to Bethlehem Steel. Development in Dogpatch picked up toward the end of the decade as Bethlehem Steel's San Francisco Yard.

Between 1900 and 1910, the largest single concentration of new residential development occurred in the southwestern corner of Dogpatch, where eleven new multi-family dwellings were built on a newly subdivided parcel on the west side of the 900 block of Minnesota Street. The majority of the other dwellings constructed during the decade occurred as infill development on vacant lots. Most of these later dwellings were larger multi-family dwellings designed in the Classical Revival style, such as 1016-18 Tennessee (1901) and 1159-63 Tennessee (1909).

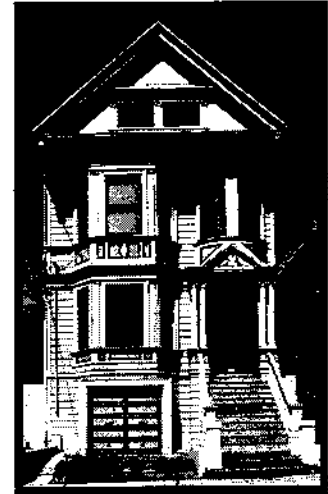


Figure 14: 1016-1018 Tennessee.

First World War

The outbreak of the First World War in Europe and the resulting expansion of Bethlehem Steel's San Francisco Yard were major factors behind the growth and development of Dogpatch between 1910 and 1920. Initially America's role in the War was that of a semi-covert supplier of materials to the Allies. Early in the War, the San Francisco Yard constructed several submarines for the Royal British Navy, which were shipped through Canada to the Atlantic.

Under the leadership of Superintendent Joseph J. Tynan, who was appointed Superintendent of the Potrero Yard by Charles Schwab in 1905, production grew by leaps and bounds. Tynan made the Potrero Yard the centerpiece of a shipbuilding complex centered in the Bay Area, which by 1918 had become the largest shipbuilding region in the United States. The San Francisco Yard expanded physically with the addition of vast concrete-frame machine shops in 1916, which resulted in the destruction of Irish Hill. The enlarged shipyard launched hundreds of freighters and destroyers and employed as many as 10,000 men.⁴⁴

Development: 1910-1920

Many of the wartime workers employed by Bethlehem Steel's San Francisco Yard sought housing in Dogpatch and many were taken in as boarders by local families. Nonetheless, between 1910 and 1920, residential construction declined in Dogpatch due to the lack of available land. Of the roughly 85 structures within Dogpatch from the period of significance, only three were built between 1910 and 1920. The existence of several large outcroppings of serpentine, combined with the continued ownership of much of the northern part of the neighborhood by Santa Fe Land Improvement Company, stymied further large-scale development. Some serpentine outcroppings even blocked city streets.

⁴⁴ "Maritime News," *San Francisco Chronicle* (June 3, 1918).

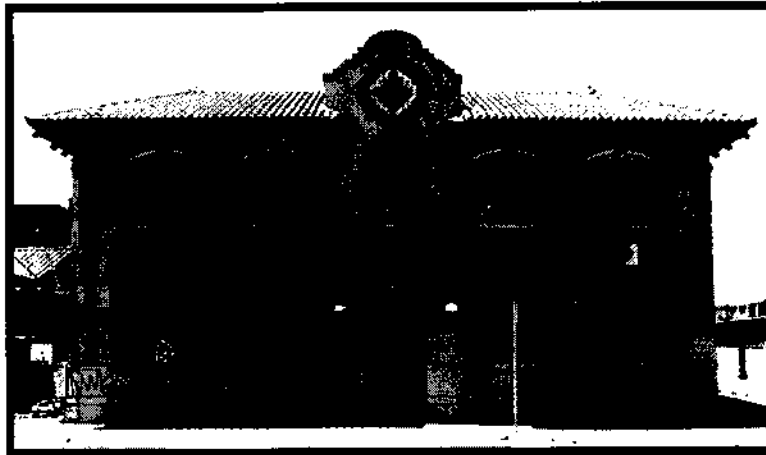


Figure 15: 2300 3rd Street – Potrero Police

In September 1910 the Potrero Commercial and Manufacturers' Association and the Potrero Improvement Club made a formal demand to the City to remove a 30'-high mound of serpentine that blocked the intersection of Tennessee and 20th Streets, citing persistent neglect of the neighborhood by city officials.⁴⁵ Later that year the Department of Public Works dismantled the hill and dumped the rocks in a large, four-block square pool of stagnant water, referred to locally as the "Red Sea."⁴⁶ Private landholders, such as Santa Fe Land Improvement Company began blasting the remaining outcroppings of rock on their land but these large parcels were more valuable as industrial sites than residential sites and were developed as such.

Between 1910 and 1920, the City constructed several institutional buildings in Dogpatch in an effort to cope with the expanding population of the Potrero District. In 1912, City Architect John Reid, Jr. designed the new Potrero Police Station for a large parcel on the southwest corner of Kentucky and 20th Streets (2300 3rd Street). Prior to being developed by the City, this lot had been an ungraded 60' foot-high outcropping of serpentine. The Potrero Police Station was built concurrently with the North Beach Police Station and the Richmond Station in anticipation of the Panama Pacific International Exposition.

The Potrero area needed its own police station to cope with the increasingly transient population of shipyard laborers, most of whom were single males. Three years later John Reid, Jr. designed a similarly detailed public hospital for the southern portion of the same lot (2310 3rd Street). The Potrero Emergency Hospital, as it was called, was deemed necessary to cope with the larger number of injured shipyard workers who typically had little recourse beyond the company dispensary. Within the next decade these two important public buildings were joined on the site by San Francisco Fire Department's Station #16 at 909 Tennessee Street.

American Can Company

By 1910 there were few large industrial parcels remaining in Dogpatch or elsewhere on Potrero Point. Although the Santa Fe Land Improvement Company continued to develop some of their

⁴⁵ "Potrero Demands Improvements," *San Francisco Evening Call* (September 4, 1910).

⁴⁶ "One Stone Pile Kills Two Birds," *San Francisco Morning Call* (November 17, 1910), p. 7.

remaining parcels in the next two decades, few of these developments exceeded 20,000-square feet. American Can Company was the last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone. In 1915, the company, the largest manufacturer of tin cans in the United States, purchased a large two-square block tract of land bounded by Kentucky Street on the west, 20th Street on the north, Illinois Street on the east and 22nd Street on the south for \$172,000.⁴⁷

This parcel, which had belonged to the Crocker Estate, had for most of its history remained largely vacant and had often served as a baseball field. The company blasted away the serpentine and constructed a tremendous concrete-frame factory. The factory was completed in June 1916 and at its height employed 1,200 workers, becoming one of the largest employers of workers in Dogpatch during the 1930s. After the Second World War, American Can Company became the single-largest employer in Dogpatch.

Development in Dogpatch, 1920-1940

Between 1920 and 1930, Dogpatch reached its population peak with more than 1,200 residents but residential construction had all but stopped. By the early 1920s, most of the available residential parcels had long since been developed. Of the existing 85 structures built during the period of significance, only four were built in this decade, including two single-family cottages and two multi-family apartment buildings. Although there were several large tracts still vacant in the northern portion of the neighborhood, such as Block 4059 and the northern portion of Block 4107, these tracts belonged to the Santa Fe Land Improvement Company and were earmarked for industrial development.

The 1920s also witnessed the beginning of the era of decline in population in Dogpatch and the Central Waterfront. With the increasingly widespread ownership of private automobiles, workers in the heavy industries of Potrero Point were no longer required to live within walking distance of their place of employment. As the need to live in Dogpatch declined, its value as industrial land increased. Beginning in the late 1920s, the remaining large parcels and infill parcels were redeveloped with machine shops and warehouses.

Throughout the 1920s and 1930s, several formerly residential sections of Dogpatch, particularly along Kentucky and the upper portion of Tennessee Street were demolished and redeveloped. In the mid-1920s, the last major institutional building was erected in Dogpatch: the new SFFD Station #16, which was designed by City Architect John Reid, Jr. and constructed in 1925. This brick firehouse joined at least four other firehouses in San Francisco designed by John Reid, Jr., as well as the Potrero Police Station (1912) and the Potrero Emergency Hospital (1915).

By 1930, Dogpatch was "built-out" with no new housing built in the neighborhood until the 1980s. Several factors contributed to the gradual stagnation of the neighborhood, the most important of which was the increasing ownership of private automobiles among working-class San Franciscans. Increasingly affordable, automobiles worked more than any other agent to disperse the workers in Potrero Point industries to the blossoming tracts of the Bayview and the Outer Mission districts. Although the population of Dogpatch grew significantly as a result of the World War II build-up at Bethlehem Steel's San Francisco Yard, no new housing was constructed due to scarcity of material, labor and developable lots.

⁴⁷ "S.F. Tract Bought for Can Plant," *San Francisco Examiner* (January 22, 1915), p. 7.

Population Characteristics of Dogpatch Between 1920 and 1940

The decade between 1930 and 1940 witnessed further transformation in the social and ethnic makeup of the population of Dogpatch. Much of the evidence is anecdotal, due to the fact that neither the 1930 nor the 1940 Census schedules have been released. According to local tradition, a second major influx of Italians into Dogpatch occurred in 1923 after a fire destroyed Cunio Flats, an Italian immigrant community located close to Fisherman's Wharf.⁴⁸

Block books, city directories and property sales records indicate that by 1930, the majority of the property purchases in Dogpatch were indeed being made by residents with Italian surnames. General information can also be gleaned from the 1940 Census population tables, giving a general portrait of the larger community of Potrero Hill. In 1940 there were 9,035 residents in Census Tract L-1, with Dogpatch comprising roughly an eighth of the total. Of the total population of Tract L-1, 66.3 percent were native-born Caucasian and 32.6 percent foreign-born Caucasian, which also included Mexicans and other Latin Americans. The non-Caucasian population was 1.1 percent and consisted primarily of native-born African-Americans.

The percentage of foreign-born residents in Potrero Hill was significantly higher than San Francisco as a whole, where only 20.5 percent of the population was foreign-born. According to the 1940 Census, one-third of the foreign-born population of Census Tract L-1 were born in Italy and Italian-born residents and their American-born progeny comprised almost one-third of the entire neighborhood population. American-born citizens of Italian parentage comprised another 20 percent of the population. Following Italy, the residents from the following nations comprised smaller percentages of the total population: Russia (5.0 percent of the total population), Yugoslavia (2.5 percent of the total population) and Mexico (2.2 percent of the total population).⁴⁹

The 1940 Census reveals that Dogpatch was still a solidly working-class neighborhood. The participation rate of male residents in Census Tract L-1 in the labor force was 80.1 percent, and 30.3 percent for women. Employment rates for both sexes were slightly higher than San Francisco as a whole. Of the total 4,085 residents in the labor force in Census Tract L-1, 2,515 were employed in working-class occupations, with 466 listed as "craftsmen, foremen and kindred workers," 966 were "operatives and kindred workers," 41 were "domestic workers," 421 were "service workers," and 621 were listed as "laborers." The percentage of working-class residents was undoubtedly higher in Dogpatch than it was for the rest of the Potrero Hill district included in Census Tract L-1.

In regard to rates of home ownership, of the total 2,655 housing units in Census Tract L-1, 1,246 or 46 percent were owner-occupied; 1,303, or 49 percent were rented and 3 percent were vacant.⁵⁰ As usual, Bethlehem Steel's Potrero Yard was the biggest employer in Dogpatch and most of Potrero Hill. Although the trend of suburbanization continued to lure long-time residents away from Dogpatch in the 1930s, the pre-war build-up attracted increasing numbers of transient shipyard workers to the area.

World War II

The military build-up of the late 1930s and American involvement in the Second World War in 1941 almost certainly changed Dogpatch more than any other single event, bringing in new residents to

⁴⁸ Interview with Robert Galli, conducted by Cheryl and Clark Taylor, (May 1964).

⁴⁹ Sixteenth Census of the United States (1940).

⁵⁰ Ibid.

what had become a declining area. The influx of defense workers into the neighborhood, as well as the rest of the Bay Area, was the single largest population increase ever registered in the neighborhood or the City. Workers were recruited from many different areas and populations, ranging from Dust Bowl refugees from Oklahoma and Texas to African-Americans from Louisiana, to Spanish-speaking immigrants from Mexico.

Members of these groups and others doubled-up and tripled-up in the flats and workers' cottages of Dogpatch. From 1935 until 1940, many Mexican laborers moved to Dogpatch to be close to their jobs at the Southern Pacific Railroad yard. City directories from the late 1930s and early 1940s indicate that many Spanish-surnamed residents of Dogpatch also worked at Bethlehem Steel's San Francisco Yard, especially during World War II.⁵¹ According to real estate transactions during this era, almost one-quarter of homebuyers in Dogpatch had Hispanic surnames.

Before the Second World War there were very few African-Americans in Dogpatch or San Francisco. But in the early 1940s the War Preparedness Board encouraged rural African-Americans from Texas, Arkansas and Louisiana to take jobs in Bay Area shipyards. According to the 1950 Census, Census Tract L-1 had 568 African-Americans residents, almost all of who either lived in Dogpatch or the Potrero View Defense Housing. Another group recruited to work in the shipyards of the Bay Area were Dustbowl refugees from Oklahoma, Arkansas and Texas. Disparagingly called "Okies" or "Arkies" by native-born Californians, these Southwestern migrants also made their way to Dogpatch during the 1930s.

STATEMENT OF SIGNIFICANCE:

The proposed Dogpatch Historic District appears eligible for designation under local ordinance using National Register of Historic Places Criteria A (Events) and C (Structures).

Criterion A (Events): Associated with events that have made a significant contribution to the broad patterns of our history.

Events/Patterns of History

The neighborhood is significant as the oldest and most intact concentration of industrial workers' housing in San Francisco. No other district of San Francisco or California was industrialized to the degree of Potrero Point during the last quarter of the 19th Century. The shipyards and other maritime-related industries of Potrero Point required a steady supply of inexpensive immigrant labor in an area that was geographically cut off from the rest of the City. Local developers and landholders, including Santa Fe Land Improvement Company, responded to this need by constructing rows of inexpensive cottages and selling individual parcels to laborers and their families, allowing the neighborhood to develop as an informal company town.

⁵¹ Sixteenth Census of the United States (1940).

Exploration/Settlement

Dogpatch is also significant as the first housing developed in the Potrero area. Initially developed in the early 1870s, Dogpatch became the nucleus of the Potrero area that would evolve after the 1906 earthquake.

Criterion C (Structures): Embodies the distinctive characteristics of a type, period, or method of construction.

Design/Construction

Dogpatch is significant as a moderately intact district of mostly Victorian and Edwardian-era workers' dwellings constructed between 1870 and 1910. The district has several clusters and pairs of identical dwellings, including a group of thirteen identical Eastlake-style cottages based on the plans of San Francisco architect John Cotter Pelton, Jr. The proposed Dogpatch Historic District displays the "distinctive characteristics of a type or period of construction," in this case a rare surviving district of industrial workers' dwellings constructed before the 1906 earthquake. Although very few structures in the neighborhood are individually eligible for listing, as a grouping they "represent a significant and distinguishable entity whose components may lack individual distinction."

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APPROVED: Unanimous
PLANNING COMMISSION VOTE:
APPROVED:
PROPOSED ARTICLE 10 APPENDIX: L

REFERENCES:

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APPROVED:
PROPOSED ARTICLE 10 APPENDIX: L

Longstreth, Richard. *On the Edge of the World, Four Architects in San Francisco at the Turn of the Century*. Berkeley: University of California Press, 1998.

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Photographs and Illustrations:

Figure 1: San Francisco Historical Photograph Collection, San Francisco Public Library

Figure 2: California Historical Society, Minor White Collection.

Figure 3: California Historical Society, Minor White Collection.

Figure 4: 718 22nd Street, Laura Maish & Bill Storage.

Figure 5: 700 22nd Street, Laura Maish & Bill Storage.

Figure 6: 700 Tennessee Street, Laura Maish & Bill Storage.

Figure 7: 1060 Tennessee Street, Laura Maish & Bill Storage.

Figure 8: 909 Tennessee Street, Laura Maish & Bill Storage.

Figure 9: *San Francisco Evening Bulletin*.

Figure 10: 1004 Tennessee, Laura Maish & Bill Storage.

Figure 11: 1011 Tennessee, Laura Maish & Bill Storage.

Figure 12: 905 Minnesota, Laura Maish & Bill Storage.

Figure 13: 913 Minnesota, Laura Maish & Bill Storage.

Figure 14: 1016-1018 Tennessee, Laura Maish & Bill Storage.

Figure 15: 2300 3rd Street, Laura Maish & Bill Storage.

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RATINGS: National Register of Historic Places:

- 1S -- Separately listed in the National Register of Historic Places (National Register).
- 3B -- Appears eligible for listing in the National Register as it contributes to a historic district that has been fully documented. The resource also appears eligible for separate listing in the National Register.
- 3D -- Appears eligible for listing in the National Register as it contributes to a historic district that has been fully documented.
- 3S -- Appears eligible for separate listing in the National Register.
- 4D2 -- May become eligible for listing in the National Register when more historical or architectural research is performed on the district.
- 5B1 -- (Assumed) Ineligible for the National Register but of local interest, both individually and as a contributor to a district under an existing local ordinance.
- 5D1 -- Ineligible for the National Register but of local interest as a contributor to a fully documented district that is designated or eligible for designation as a local historic district.
- 5N -- Ineligible for the National Register but of local interest because it has experienced significant changes but should be given consideration in local planning.
- 5S3 -- Ineligible for the National Register as separate listing or designation under local ordinances but is eligible for special consideration in local planning.
- 6Z1 -- Not of local interest or potentially eligible for the National Register.
- 7 -- Not evaluated.

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ATTACHMENTS: ☒ DPR 523 A, B, and L Forms (Exhibit A)
 ☒ Context Statement/Statement of Significance
 ☐ Photographs (Exhibit B)
 ☒ Maps (Exhibit C)
 ☐ Other