Corbett Heights, San Francisco
(Western Part of Eureka Valley)
Historic Context Statement

Prepared for

Corbett Heights Neighbors

Funded by

Historic Preservation Fund Committee

For Submittal to

San Francisco Planning Department

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11 May 2017

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I. GENERAL INTRODUCTION

A. PROJECT PURPOSE

Preparation of this report follows guidelines of the California Office of Historic Preservation (OHP) available on the OHP website in two documents: "Writing Historic Contexts" by Marie Nelson and "OHP Preferred Format for Historic Context Statements"; these expand on a 1999 OHP "Suggested Outline for Fully Developed Context Statement." Following these guidelines, this report presents a general narrative historical overview of Corbett Heights addressing "the overarching forces (environmental, geophysical, social, cultural, political, governmental, technological) which have shaped land use patterns and development of the built environment of the area." (Office of Historic Preservation n.d.)

These OHP guidelines are derived from federal guidelines of the National Park Service (NPS) including National Register Bulletin 16B, *How to Complete the National Register Property Documentation Form* (1999, NPS website 2010) and the Secretary of the Interior's *Standards and Guidelines for Preservation Planning* (Federal Register 29 September 1983).

This historic context statement will be submitted to the San Francisco Historic Preservation Commission to further guide the evaluation of historic resources subject to project review and in other planning and preservation efforts. The following definition and discussion of historic contexts are contained within Standard 1 of the Secretary of the Interior's *Standards and Guidelines for Preservation Planning:*

> Decisions about the identification, evaluation, registration and treatment of historic properties are most reliably made when the relationship of individual properties to other similar properties is understood. Information about historic properties representing aspects of history, architecture, archeology, engineering and culture must be collected and organized to define these relationships. This organizational framework is called a "historic context." The historic context organizes information based on a cultural theme and its geographical and chronological limits. Contexts describe the significant broad patterns of development in an area that may be represented by historic properties. The development of historic contexts is the foundation for decisions about identification, evaluation, registration and treatment of historic properties.

B. HISTORIC CONTEXT STATEMENTS

This Historic Context Statement for the Corbett Heights neighborhood in San Francisco follows the guidelines from the California Office of Historic Preservation (OHP) and the National Park Service and recommended by the San Francisco Planning Department.

A Historic Context Statement for a neighborhood is a particular kind of history that is focused on the physical development of a neighborhood — on the history of the cultural landscape and its components, including its natural features, infrastructure, and buildings. With its orientation to the physical features of a neighborhood, a Historic Context Statement helps to explain why an area looks the way it does.

The form and content of Historic Context Statements are designed to facilitate the evaluation of historic buildings and other resources. A Historic Context Statement is an essential first step that must be completed before conducting a historic resource survey. However, its value extends beyond its potential relationship to a survey. It is of value to residents and to anyone interested in understanding an area and in making decisions about it.

The city's Planning Department website currently lists twelve draft or completed Historic Context Statements for neighborhoods and themes all over the city, and others are in progress. Historic Context Statements are used in the day-to-day work of the department in planning, project review, and environmental review. A neighborhood that lacks a Historic Context Statement lacks essential information for good development, planning, and decision making.

C. PROJECT HISTORY AND PERSONNEL

This Historic Context Statement was prepared by Michael R. Corbett, Architectural Historian (no relation to the Corbett of Corbett Heights). Corbett meets the qualifications of the Secretary of the Interior for history and architectural history. The project began under a contract dated 29 May 2012. Presentations of work in progress were made to the membership of Corbett Heights Neighbors (CHN) on 26 July 2012 and 23 October 2012, the latter with slides of historic maps and photographs as well as current photographs.

The text was edited by Mary Hardy. Word processing and assistance with images was provided by Brian Vahey.

Sponsoring Organization

This report was prepared for Corbett Heights Neighbors, a neighborhood organization formed in 2004 "for the purpose of providing a forum for the residents to discuss common issues and concerns, develop solutions, and guide the direction of the neighborhood." Among its goals are to "Beautify, maintain and improve the character of the neighborhood"; "Protect historic architectural resources"; and "Ensure that new construction/development is compatible with the neighborhood." (CHN website) The group defines its area of concern as bound by Douglass, Market, Corbett, Clayton, Seventeenth, Roosevelt, Saturn, and Ord Streets, a smaller area than is addressed in this Historic Context Statement, as discussed below. CHN was represented by Gary Weiss, president, and Leslie Koelsch throughout the project.

Fiscal Sponsor

The San Francisco Study Center (SFSC) served as fiscal sponsor for the project. According to its website, "San Francisco Study Center provides research, editorial, graphic arts and fiscal sponsorship services to Bay Area non-profits, foundations and public agencies."

Volunteers

While there was no organized volunteer program, volunteers made important contributions to the effort. Anna Corbett served as a driver during the initial reconnaissance survey. Gary Weiss and Leslie Koelsch

served as the administrative committee. Weiss and several others contributed images from their own research in historic photographs. Koelsch contributed substantial research on numerous subjects, including the Simons-Fout Company and the Reorganized Church of Latter Day Saints. She prepared the Street Names Index in Appendix E, and she contributed to the images in the report both as a photographer and a driver. Glenn D. Koch contributed images from his vast collection. Robert Cherny provided information on Archie Green and on various matters of interpretation.

Planning Department

The San Francisco Planning Department participated throughout the project under the direction of Tim Frye. Jonathan Lammers read numerous drafts closely and provided detailed guidance in shaping the final report. The last stages of the report were reviewed by Shannon Ferguson.

Funding

The project was primarily funded and reviewed by the Historic Preservation Fund Committee (HPFC) under the administration of the Office of Economic and Workforce Development (OEWD) represented by Jon Lau. Members of the HPFC are Mark Ryser, Chair, Dennis Antenore, Bruce Bonacker, Mike Buhler, Robert Cherny, Lila Hussain, and Mrs. G. Bland Platt. Members of the Grant Review Subcommittee who reviewed and commented on drafts of the report are Mark Ryser, Mrs. G. Bland Platt, Robert Cherny, Courtney Damkroger, and Bruce Bonacker.

D. PROJECT PARAMETERS

Location

Corbett Heights is in the center of San Francisco. Popular sources have identified the geographical center of San Francisco as Mount Olympus, located in a portion of the Park Lane Tract that is outside of Corbett Heights on the northwest. The City Engineer's Office has defined the geographical center as about three blocks south of the southern boundary of the neighborhood "between Alvarado and Twenty-third Street on the east side of Grandview Ave." (Hansen 1975: 2) Situated on axis with the original alignment of Market Street between the waterfront and Castro Street, Corbett Heights is perceived as being in the center.

Boundaries

Unlike the eastern portion of Eureka Valley whose origins are the grid of a single development, the Eureka Valley Homestead Association, for example, Corbett Heights is a collage of street plans and subdivisions from different eras. Thus, the boundaries of the study area, based on an understanding of the neighborhood's history, are a mix of hard edges (Douglass Street is the western boundary of the Eureka Valley Homestead Association), topography (Clayton Street–Corbett Avenue run generally on ridges and valleys on the west side of Corbett Heights), feeling (Romain Street on the south), and history (the northern edge of Rancho San Miguel on the north). On each side there are other neighborhoods whose edges are sometimes subjective, including Eureka Valley and the Castro District, Noe Valley, Twin Peaks, and Mount Olympus-Ashbury Heights. (**Figure 1**)

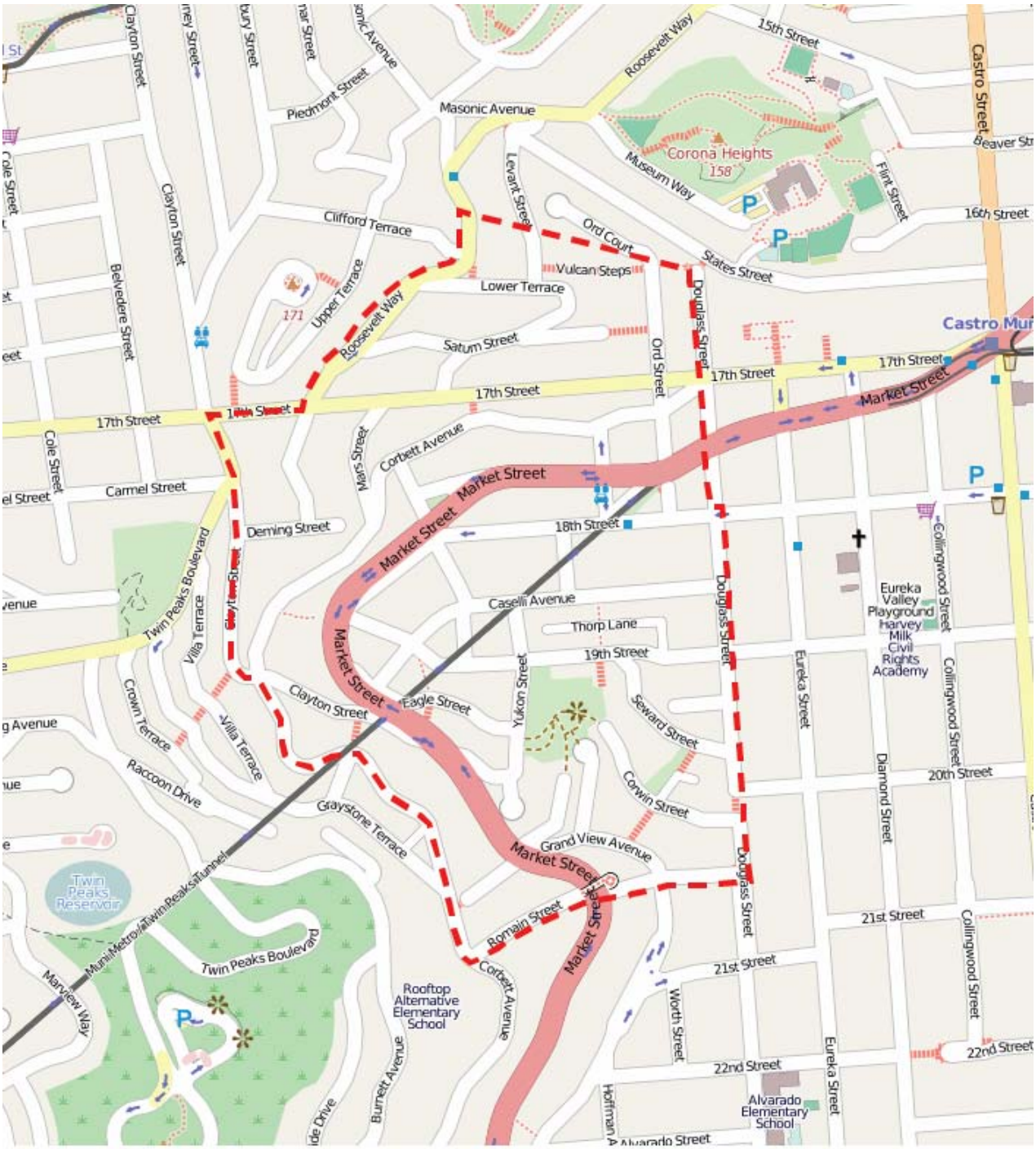


Figure 1 – Map of Study Area for Corbett Heights. (Base map: Map data 2017 Google)

Time Period of the Study

This study addresses the period of permanent development of the land beginning with roads in the 1840s. The end date of the study is forty years ago — 1974. Because the key purposes of this project include serving to facilitate environmental review, which uses the criteria of the National Register and the California Register, and the normal threshold of fifty years for historical resources, it includes the entire period ending fifty years ago plus ten years. The year 1974 is an arbitrary but practical end date that ensures the usefulness of the Historic Context Statement for another ten years.

Overview

In the 1971 *Urban Design Plan,* the "visual form and character" of Corbett Heights was identified as "Outstanding and Unique" (San Francisco Department of City Planning 1971: 49), part of a small proportion of the city that was classified in the highest category. Today, the combination of an irregular street plan, dramatic changes in elevation, and a mix of residential buildings from every decade since the 1860s creates an area that is surprising and distinctive both at the scale of the street and at the scale of the city. On the one hand, there is tremendous variety in streetscapes including paving, infrastructure, housing types and styles, and local views. On the other hand, there are spectacular views to and from the wider city including an orientation to the Market Street axis.

James Beach Alexander and James Lee Heig in their book *San Francisco: Building the Dream City*, characterized the area in observing "the steep, tree-lined streets, the postage stamp-size gardens, and the astonishing variety of architecture, ranging from the smallest improvised vernacular cottage to the grand villa, and spanning well over a hundred years of building and rebuilding." (Alexander and Heig 2002: 356) With the addition of the distinctive street plans, this observation identifies both the key physical features of the neighborhood and the process of its development through "building and rebuilding," a process that has obscured the chronology of the patchwork of subdivisions and produced a richly diverse building fabric with a unified neighborhood character.

Name of the Neighborhood

The name "Corbett Heights" was created by Gary Weiss, president of the neighborhood association in 2004, but the area has no generally recognized name. Today, the Castro District, Eureka Valley, Corona Heights, Twin Peaks, and Upper Market are common names that might include this area. Historically, several names have imperfectly referred to the area in the names of subdivisions and neighborhood associations, either including only a part of this area, or including more than this area: "even the residents themselves cannot always say just where one neighborhood begins and another leaves off." (Alexander and Heig 2002: 356). Some names have incorrectly referred to the area or to parts of it, like Ashbury Park and Clarendon Heights. (Sanborn Map Company 1899)

Because Corbett Road has also been part of the name of a neighborhood group — the Corbett Road and Eureka Valley Improvement Club of 1891 — it establishes a precedent for the current name, Corbett Heights, with Corbett Road not only a central feature of the area, but also perhaps the oldest man-made

feature. Corbett Road was named for John Corbett, a deputy county clerk in the 1850s. (Lowenstein 1984: 19)

For much of its history, the area has been considered the major part of Eureka Valley, with the area around Mount Olympus and the blocks between Douglass and Castro from Seventeenth to Twentieth Streets also included. In a 1913 report to the city on transportation, Bion J. Arnold included a drawing that best illustrates Eureka Valley (Arnold 1913: 234) and shows that it is largely the same neighborhood we are calling Corbett Heights. (**Figure 2**)

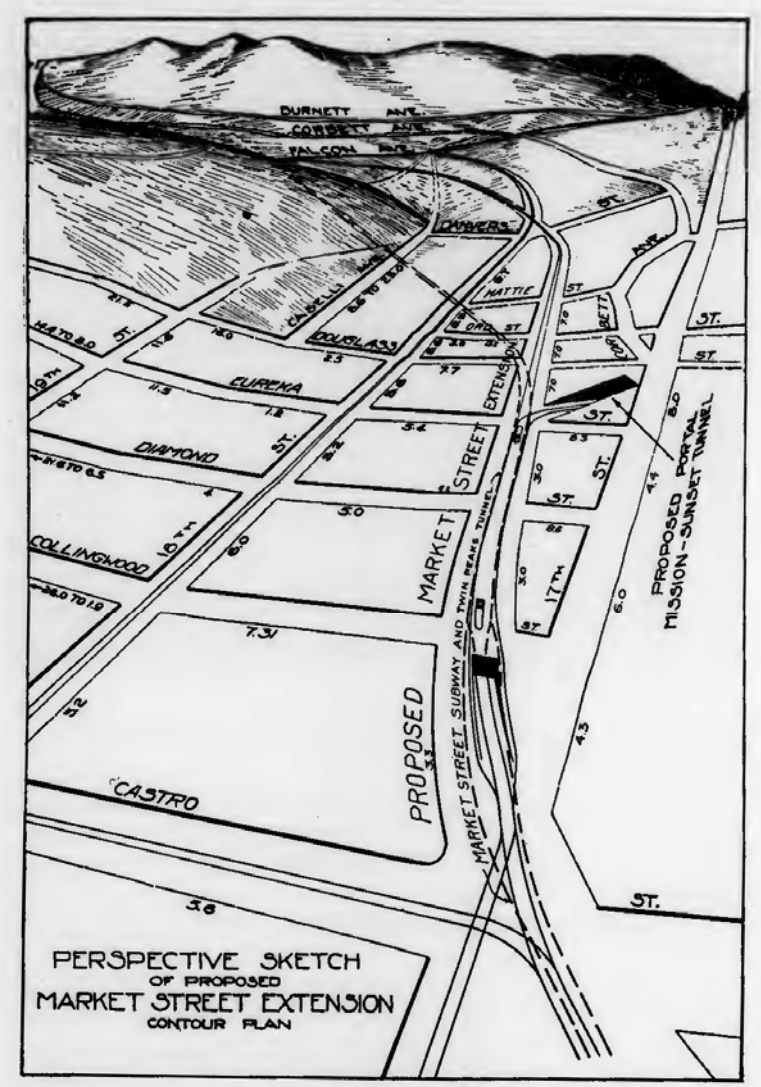


FIGURE 54.—PERSPECTIVE SKETCH OF EUREKA VALLEY.

Showing Market Street extension and relative position of Eureka Valley station and Mission-Sunset tunnel. Also indicating the impossibility of extending Market Street straight across Eureka Valley if an outlet is desired. This secures easy grade for both tunnel and street.

Figure 2 – This 1913 drawing of Eureka Valley includes Corbett Heights. Detail. (Arnold 1913)

Without being specific about the boundaries, in 1924 the journalist, Anita Hubbard, considered Eureka Valley to include the Corbett Heights study area, just as Bion J. Arnold did. To Hubbard, Eureka Valley included the Miller-Joost House and the milk ranches above it, a brickyard at Eighteenth and Douglass, Nobby Clarke's mansion, and the land above the Twin Peaks Tunnel as well as parts of the Eureka Homestead east of Douglass Street. Returning her focus to the Corbett Heights study area, she wrote: "It is hard to believe that seekers after splendid apartment house sites have overlooked the Eureka Valley so long. Under the shelter of the hills, with the sun shining on the pleasant slopes even when the rest of the city is foggy, one may look at an excellent panorama of the downtown section of San Francisco as from a remote distance and yet be within a few minutes of the very heart of things." (Hubbard 1924: 99)

Why "Eureka?" A plausible but not confirmed explanation comes from a story on the internet that Eureka Valley was named for the northernmost of the Twin Peaks, called Eureka Peak by the Americans when they took California from Mexico. Noe Peak on the south and Eureka Peak on the north drained into Noe Valley and Eureka Valley, respectively. (Timberlake 2013) As shown on early maps, a stream drained out of this valley and down more or less along Caselli and Eighteenth Streets toward the bay. This stream crossed the area of the 1864 Eureka Homestead Association within the area bound by Seventeenth and Twentieth, Noe and Douglass Streets. It may also be that Eureka Valley is named for the Eureka Homestead Association or for the state motto, "Eureka!" (see also Appendix A)

E. EVALUATION OF HISTORIC RESOURCES

Historic resources of every sort — buildings, structures, objects, sites, and districts in Corbett Heights — may be identified as significant in various ways for various purposes.

For the highest level of protection, historic resources may be protected as city landmarks or historic districts under Article 10 of the Planning Code, on the basis of which properties are also eligible to use the State Historic Building Code.

The National Register of Historic Places (NRHP) and National Historic Landmarks provide prestigious and widely-respected levels of recognition, but no more protection than other types of recognition, except against federally permitted, licensed, or funded projects. Resources listed on the NRHP are automatically listed on the California Register of Historic Resources (CRHR).

For day-to-day purposes of planning, preservation, and environmental review, the most useful program is the CRHR. Resources that are eligible for the CRHR can be entered in the state's database of significant properties. Identification of CRHR-eligible properties is the most common way of identifying historic resources subject to review under the California Environmental Quality Act (CEQA).

The criteria for the CRHR are similar to those of the NRHP. To be eligible for the CRHR, a property must be evaluated in a series of steps. An eligible property must meet one of four criteria of significance:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, important information to the prehistory or history of the local area, California, or the nation.

In finding a property significant in relation to one of these criteria, a period of significance is identified. Then a property is eligible for the CRHR only if it possesses integrity within its period of significance. Integrity is measured in seven aspects: location, setting, design, materials, workmanship, feeling, and association.

F. METHODS

Tasks

Reconnaissance survey of study area by walking and driving to become familiar with the area and to make a preliminary identification of property types and architectural styles. From the 1980 *Realdex* maps, there are 1,181 parcels in the study area (San Francisco Board of Realtors and Real Estate Data, Inc. 1980), with at least one building on almost every parcel. Many parcels have more than one building on the parcel, e.g., flats facing the street and a cottage, garage, or sheds at the rear.

Historic maps: research of study area.

Presentation I to CHN to introduce the project to the members and to present a limited number of tasks for individual volunteers.

Research. Research in libraries and online in archives and published sources.

Images. Identify maps, photos, and illustrations for report.

Presentation II to CHN to present research before drafting the report, and to solicit ideas for Preservation Goals and Priorities.

Draft report. Prepare text, word processing, images for delivery in electronic format.

Review. Review of draft report by CHN, Preservation Fund Committee, and Planning Department.

HPC Review. Attend HPC meeting and present draft findings.

Final Report. Respond to comments, revise draft and produce final report.

Sources

Research sources for this project include historic maps (Sanborn maps, state land office maps, official city maps, subdivision maps, street surveys, etc. at the San Francisco Public Library [SFPL], the County Recorder,

and online), photographs (including Department of Public Works [DPW] photos at the San Francisco History room [SFPL], and from the California Historical Society [CHS]), business history (material on Simons-Fout brick and quarry businesses at the National Archives Branch in San Bruno), social and ethnic history (from census records and other sources), public works history (the Auxiliary Water Supply System [AWSS], Market Street, and Twin Peaks Tunnel information in municipal reports, engineering journals, and technical reports), information on post-earthquake housing in *San Francisco Relief Survey* (1913) by the Russell Sage Foundation, and the collections on San Francisco history and architecture at local libraries (SFPL, CHS, the Bancroft Library, and Environmental Design Library at the University of California , and others).

Specific online sites include: ancestry.com (census, voter records, military records, ships passenger lists, etc.); newspaperarchive.com; the San Francisco Public Library (Sanborn Insurance maps, historic photos, *San Francisco Chronicle* 1865-1922, etc.); internetarchive.com (San Francisco directories, *California Architect and Building News*); Library of Congress (*San Francisco Call* 1890-1913); the California Digital Newspaper Collection (*Daily Alta California* 1849-1891, and others); the *New York Times;* the Huntington Library; the David Rumsey map collection; Google search; Google books; online catalogs of many libraries.

Among all these sources, the single most important for the architectural context was the 1913 report of the Russell Sage Foundation of New York, *San Francisco Relief Survey: The Organization and Method of Relief After the Earthquake and Fire of April 18, 1906*. This report and sources it opened up, including city and state laws, tells the story of the post-earthquake period and the development of one of the principal building types in the neighborhood, the flats building.

While this context statement tells a more complex story than was possible even a few years ago because of new sources that have come to light and because of online access to old familiar sources, there are still important sources that have not been addressed. The first and most urgent of these is the always vanishing generation of old people who remember how things were and why they were done.

G. ORGANIZATION OF REPORT

Overall Organization

The main body of this report is presented in seven sections, six sections of narrative text with illustrations and a bibliography. Following the main report is an eighth section with a series of six appendices.

The contents of the main body of the report provide information that will be used on a routine basis by the Planning Department. For this purpose, the most important parts are the subsections on Property Types and Evaluation Guidelines at the ends of Sections III, IV, and V. The property types subsections identify themes of significance, the types of resources most likely to be significant in relation to those themes, the character defining features of each property type, standards or benchmarks of significance for each property type, and integrity considerations for each building type. The information will facilitate the quick identification of significant properties by planning staff including those who may not be familiar with historic preservation. For this purpose, the appendices at the end of the report are of secondary value, providing background information for reference or information which has no immediate application for preservation purposes.

For readers who come to the report to understand the history of the neighborhood, one of the appendices, Appendix C, is a basic part of the story, and should be read at the beginning of the historical narrative, after Section II, Historical Introduction. Appendices B and D provide additional information about the early history of the area. Appendices A and E provide more information about the name of the neighborhood and street names, respectively.

Map and Photograph Citations and Sources

Two principal types of images are included in the report: maps and photographs. In the text, these images are given a figure number in parenthesis, e.g., (Figure 3). The caption for the figure itself begins with the figure number. At the end of the caption, the citation is given in parenthesis, e.g., (Chevalier 1904). This is the same format used for citations in the text, the abbreviated citation referring to a complete entry in the bibliography. Thus, in the example given, the map shown in Figure 3 is the Chevalier map, published in 1904. At the end of the complete entry in the bibliography is the source of the image, in this case the David Rumsey map collection, available online. The provider of the image is shown at the end of the citation in the caption, e.g., San Francisco Public Library, California Historical Society, etc. Current photographs were taken by Michael Corbett and Leslie Koelsch.

II. HISTORICAL INTRODUCTION

A. SETTING

Corbett Heights occupies a kind of natural amphitheater formed by a partial ring of hills outside the study area around a sloping shelf of land: counterclockwise, these are Corona Heights, Buena Vista Peak, Mount Sutro, and Twin Peaks. Daniel Burnham and Edward Bennett described "The Twin Peaks Group," meaning this ring of hills, as "the crescent of hills encircling the city." (Burnham and Bennett 1905: 132) Collectively, these hills have been called by various names. On early maps they were the Mission Mountains (Wackenreuder 1861), Las Papas (United States Coast Survey 1869), The San Miguel Hills (California State Earthquake Investigation Commission 1908), or, most curiously, they were not named at all on most maps. A twenty-first century geology guidebook calls them "the central highlands," a simple descriptive term that is used in this report (Sloan 2006: 110) (**Figure 3**)

Figure 3 – This 1904 visitor's map shows the Corbett Heights amphitheater and the relationship of the neighborhood to the ring of hills. Detail. (Chevalier 1904) (David Rumsey Map Collection, www.davidrumsey.com)

As shown on early maps, runoff from these hills drained into Mission Creek and flowed easterly more or less along the later alignments of Caselli and Eighteenth Streets to a lagoon near the edge of Mission Bay. (Goddard 1869) Numerous springs in the hills, best known as part of the Mountain Spring property of Behrend Joost, contributed to this runoff. Little more than a mile east of Corbett Heights, marsh and tidelands along the creek and around Mission Bay made land travel difficult or seasonally impossible east of what is now South Van Ness Avenue, more or less. This situation did not substantially change until 1867 with the completion of Long Bridge across Mission Bay. (Sloan 2006: 111, 116) (**Figure 4**) When the marshes and Mission Bay were finally filled, a process that was not complete until the 1920s, the distance from Corbett Heights to San Francisco Bay was about three miles.

Figure 4 – 1869 map showing streams in Corbett Heights and relationship to bay. (Goddard 1869)

The Corbett Heights amphitheater is open to the east-northeast so that there are views from many parts of the neighborhood out across the Mission District and toward downtown, with San Francisco Bay and the hills of the East Bay in the distance. Elements of San Francisco's street grid are present in the lower, central parts of the neighborhood. Curvilinear and contour streets predominate in the higher areas.

The relationship between this natural amphitheater and the city was recognized by Burnham and Bennett in the 1905 *Report on a Plan for San Francisco* in the design and location of two of the major focuses of their vision: the "Approach to Twin Peaks," and the "Atheneum" at the projected end of Market Street.

B. CHARACTER OF THE BUILT ENVIRONMENT

Corbett Heights is characterized not, like many parts of San Francisco, by the uniformity or harmony of its streetscapes, but by the diversity of its buildings. In contrast to neighborhoods that were built largely within a few years after the 1906 earthquake, for example, or as the product of a single builder or real estate developer, Corbett Heights is marked by variegated streetscapes. These often include buildings of six decades or more in a single block with a mix of types of accommodations including small cottages, substantial houses, and flats in a corresponding mix of architectural styles.

To an unusual degree, the variegated character of the neighborhood is also a function of the number and types of building alterations. While no systematic comparison has been made, Corbett Heights appears to have more external additions and changes that are visible from the street than many other neighborhoods including enclosed porches (**Figure 5**), garages (**Figure 6**), and large dormers (**Figure 7**). Changes that appear to have been made in the 1940s to 1970s, typically modified an existing structure for continued use and in many cases blended into the fabric of the neighborhood, for example at 154-158 Yukon Street. (**Figure 8**) A newer wave of changes beginning in the 2000s has often changed the texture and scale of the neighborhood. Examples are bizarre remodelings like the house at 69 Grand View Avenue, originally built in 1953, (**Figure 9**) and new floors added to old buildings that were originally built as cottages, such as the property at 4658 Eighteenth Street. (**Figure 10**)

Figure 5 – 4799 Nineteenth Street, 1911. Porch addition and enclosure. (Photo by M.R. Corbett, 5 October 2015)

Figure 6 – 1262 Clayton, 1907. Garage addition. (Photo by M.R. Corbett, 5 October 2015)

Figure 7 – 221 Danvers, ca. 1901-1905. Large dormer addition. (Photo by M.R. Corbett, 5 October 2015)

Figure 8 – 154-158 Yukon, 1908. Multiple additions. (Photo by M.R. Corbett, 5 October 2015)

Figure 9 – 69 Grand View. Infill design post-2000. (Photo by M.R. Corbett, 6 June 2012)

Figure 10 – 4658 Eighteenth Street, ca. 1880. Italianate cottage with second story addition. (Photo by M.R. Corbett, 5 October 2015)

After the 1850s, by which time nothing had been built there, residential buildings and associated structures were built in the neighborhood in every decade. This spectrum of construction over time produced a variety of styles and appearances.

At the same time, while there is a superficial diversity of appearance, there is a very limited range of building types. Almost exclusively residential — consisting of working class and middle class dwellings and flats — there were never more than a few stores, saloons, workyards, and workshops in the neighborhood. (**Figure 11**) And while there were more of these on and near Eighteenth Street, still there were never enough to create a neighborhood commercial street even there. For most daily business and shopping, residents of Corbett Heights went east a few blocks to the area around Castro between Seventeenth and Nineteenth Streets. Most other San Francisco neighborhoods that were built mostly before the zoning law of 1921, as was Corbett Heights, have a greater variety of building types. Even other predominantly residential areas usually have dense and permanent commercial streets.

The streetscapes and collective character of the neighborhood are the products of the varied types and styles of buildings, but also of the distinctive street plans and the changing orientations of lots on the streets. Laid in curves over uneven and sometimes steep topography, twisting and climbing streets are often lined in lots that meet the street at an angle. Rows of houses on lots at ever changing angles produce lively and varied street frontages.

The character of the neighborhood has been shaped by a number of primary forces. First, the amount and timing of new construction have been the product of fluctuations in the economy and development of the infrastructure — particularly the planning of subdivisions, streets, blocks and lots; the opening of the Eighteenth Street streetcar line in 1892; and the availability of water from the Spring Valley Water Company in 1895. It has also been a product of automobile use, which for the most part began about 1908, grew

Figure 11 – 1918 view of a corner store attached to a house at the northeast corner of Market and Romain. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

steadily through the 1920s and 1930s, and boomed after World War II. And, it is a reflection of the social demographics of residents. These primary forces changed in relative importance over time. They can be used to identify a number of more or less distinct and sometimes overlapping periods in the history of the development of the neighborhood.

C. LAND DIVISION AND SURVEYS

Among San Francisco neighborhoods, it would be difficult to find one with a more complex history of subdivision and early development than Corbett Heights. Most areas that are considered neighborhoods are built on a single land survey or on extensions of a survey. This is true of neighborhoods based on a grid and of those based on topography or artistic design or some other rationale. Compare Corbett Heights to North Beach, the Marina, Presidio Terrace, the Richmond and Sunset, St. Francis Wood, and Forest Hill to name a sample of neighborhoods with a variety of street plans. All of these were built on a simpler urban framework that is easier to understand and easier to explain.

Although it is an imperfect simplification, it may be useful to say that Corbett Heights is a neighborhood based on four primary surveys: the Pioche & Robinson Subdivision, the McKee Subdivision, the Park Lane Tract, and Clover Heights. The history of each of the four primary surveys is complicated by overlaying land uses or developments. In addition, two or three (depending on how the four areas are defined) are divided by Market Street.

Indeed, while the density and topography tend to create a sense that Corbett Heights is a distinct place, Market Street works against the unity of the area with its wide roadway and fast traffic that splits the neighborhood into two halves.

So, although the origins of the neighborhood are in four parts, from the beginning there were relationships between the parts. Over time the parts were knit together until it became impossible to discern the separate histories just by looking — which is easy to do even after 100 or more years in most neighborhoods.

The knitting together took place through internal changes in the parts, through neighborhood developments among the parts, and from citywide forces. Each of the four primary parts and the principal forces of evolution and development are addressed in the Early Development of Corbett Heights section and Appendix C, below.

III. EARLY DEVELOPMENT OF CORBETT HEIGHTS, 1860–1906

A. ECONOMIC CONDITIONS

During the American period in nineteenth century San Francisco, the city was subject to a roller coaster of economic booms and busts (Delehanty 1997: 32-33), both of local and national impact. These economic fluctuations had a strong influence on the development of the city and its neighborhoods, including Corbett Heights.

The first economic crisis came in the period 1853-1857, as described in the section on Horner's Addition, causing the bankruptcy of the Horner brothers, their loss of San Miguel Rancho, and the near absence of development in Corbett Heights in the early 1860s due to the prolonged recovery. Nothing is known to have been built in Corbett Heights during this early period.

Anticipation of a great stimulus from completion of the transcontinental railroad in 1869 caused a boom in 1868-1869. The timing of the creation of the Pioche & Robinson Subdivision and the Market Street Homestead Association in 1867 and 1868 was associated with this. However, the completion of the railroad brought about an unexpected depression instead. As the economy collapsed, so did the market for lots in the Pioche & Robinson Subdivision. Thus, the sale and development of land in Corbett Heights stopped shortly after it began. (**Figure 12**) Only one property, the Miller-Joost House, built as part of a milk ranch in 1867, is known to survive from this period.

Figure 12 – View east from Twin Peaks in 1872 showing sparse development in vicinity of Corbett Heights. (San Francisco History Center, San Francisco Public Library AAC-1549)

Speculation associated with the Comstock Mine created a boom in 1874-1875 that ended with the failure of the Bank of California and other banks. An unknown number of houses, at least three of which survive, and a brick-making plant are known to have been built in this period. (**Figure 13**) (**Figure 14**)

Figure 13 – Eighteenth Street below Corbett Heights, 1880. (San Francisco History Center, San Francisco Public Library. M.B. Collection AAB-5868)

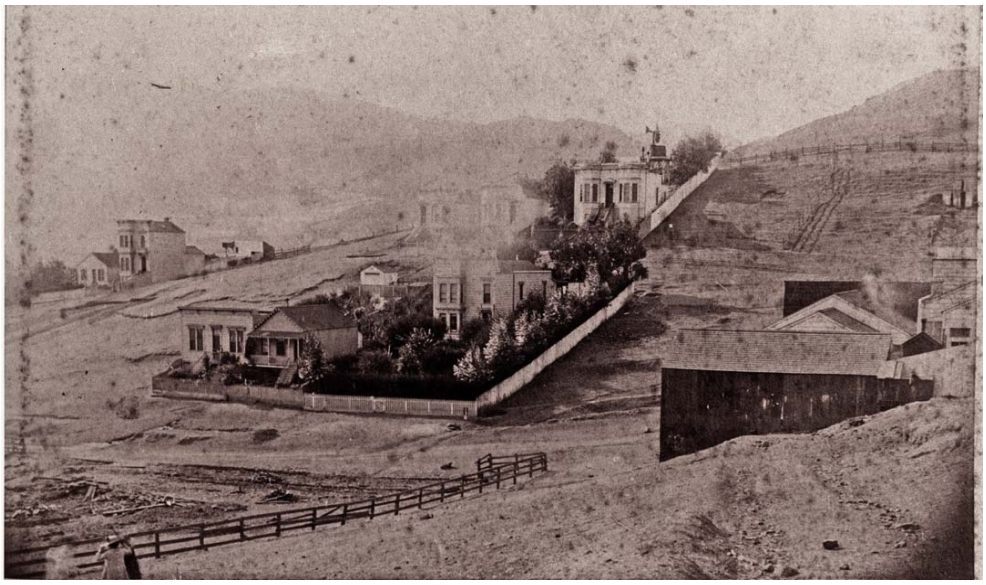


Figure 14 – Scattered development in McKee Subdivision, 1880s. (Courtesy of Western Neighborhoods Project)

Following the crisis of 1875, there was a prolonged slump generally in building that did not end until another boom in 1889-1890, just as streetcar lines were beginning to be built in San Francisco. Building in Corbett Heights itself increased at this time, stimulated both by the economy and by the imminent construction of streetcar lines. The California Brewing Company built a plant adjacent to Corbett Heights in this period. With the expectation of a streetcar line, an unknown number of houses were built in the northern part of Corbett Heights in the Park Lane Tract in the period after it opened in 1885. (**Figure 15**) (**Figure 16**)

Figure 15 – 1886 view south toward vicinity of Corbett Heights. (Courtesy of Western Neighborhoods Project)

Figure 16 – View west from Mint Hill after 1887 snowfall showing generally bare slopes of Corbett Heights. (Glenn D. Koch Collection)

The Eighteenth Street line was not completed, however, until 1892, the year before a major new financial crisis. Thus, although the streetcar brought new potential for development to the neighborhood, little was built at first. With the availability of water from the Spring Valley Water System in 1895 and stimulation of the local economy from the discovery of gold in Alaska in 1896, building increased again in the late 1890s, continued through the boom years of 1902 to 1905 (**Figure 17**), and was interrupted by the earthquake and fire of 1906.

Figure 17 – View east from Twin Peaks ca. 1899-1906, showing part of Corbett Heights on the left including the Clarke house. (San Francisco History Center, San Francisco Public Library. AAC-1548)

B. INITIAL DEVELOPMENT

Milk Ranches

By 1861, as shown on a map prepared for the city directory (Wackenreuder 1861), five houses were scattered throughout San Miguel Rancho, each labeled by owners' last name, one of which was "Noe" for a property in the far south of the rancho. There were also five sizable properties, probably dairies or ranches. Of all of these, one — at the extreme north end of the rancho property, occupying the area between Corbett Road and the north boundary line and extending for a distance roughly equal to that from Harrison Street to Castro Street — was within what would become Corbett Heights. As shown in the 1862 directory, this was the dairy or "milk ranch" of John Pfaff, a member of a family of squatters that Pioche had sued "for forty acres of Noe ranch and $60,000 damages" in 1860. The newspaper reported the suit against "January Phoff," likely the same as January Pfaff who was born in Germany, naturalized in 1854, and registered to vote in 1879. (*Sacramento Daily Union* 24 November 1860)

It is not clear what happened to the Pfaffs, but in the 1870 census there was a 21-year-old John Pfaff living with Henry Pfaff and many others in a household with Adam Miller, Jr., son of another German-born dairy rancher and the builder of the first section of the landmark Miller-Joost House at 3224 Market Street. The area of the Pfaff Ranch on the maps is ambiguous. John Pfaff was on the north side of Corbett Road in 1862. The future site of Miller's house was on the south side. Thus, the earliest known resident of what would become Corbett Heights was the milk rancher John Pfaff, who appears to have had some relationship with the Miller family as well as property that was adjacent if not the same.

On the few pages before and after this property in the 1870 and 1880 censuses, there were numerous other milk ranches, dairies, dairy workers, and milkmen, a majority of them with German names. By 1875, the Pfaff milk ranch or another nearby was run by the Schaefer family (also spelled Schaffer). John Schaefer's milk ranch was listed on the Mission and Ocean Beach Road (meaning Corbett Road) near Mountain Spring House. In the 1880 census, Henry Schaefer, born in Germany, and his family of eight had a dairy and were listed between Adam Miller and four Swiss dairy workers. According to Hubbard, the Schaeffer brothers' milk ranch was "just back of the Miller place and below the Mountain Spring House." (Hubbard 1924: 89) In 1875, Adam Miller had a milk ranch called the Eureka Dairy at the northwest corner of Eighteenth Street and Clara Avenue (now Ord Street). (Hubbard 1924: 90) Another resident known only as Wagner was listed at the same location as the Eureka Dairy until at least 1897, although his occupation by that time is unknown. According to Hubbard, Alfred (Nobby) Clarke "had another ranch at Seventeenth and Douglass" (Hubbard 1924: 90), whether a milk ranch or otherwise and whether on the east or west sides of Douglass Street are unknown.

Most milk ranches appear to have been north of Corbett Road. Because this area had previously been sold to milk ranchers, it was not included within the boundaries of the 1864 McKee Subdivision or the 1867 Pioche & Robinson Subdivision. Apparently, the developers of the Park Lane Tract bought out the milk ranchers in that area.

A typical milk ranch in the period before there was any outside infrastructure probably had, in addition to the house, a milking barn, sheds, fences, wells, tanks, and an outhouse. Following the earthquakes of 1857, 1865, and 1868 most if not all milk ranch buildings would have been of wood construction. With the variety of building types, there was a variety of wood structural types: heavy timber framing for the barns, balloon or platform frames for the houses, and box or plank frame construction for the sheds and outhouses. Nothing is known about the plans of these buildings. In appearance, they were probably plain with little or no stylistic embellishment. As a point of comparison, the Italianate details on the Miller-Joost House may partly date from the original period of Adam Miller's ownership.

Some milk ranches may have been closed when the McKee, Pioche & Robinson, and Park Lane Subdivisions were created. With accelerated residential development beginning about 1893, milk ranches were further limited. However, some small scale milk ranching persisted into the 1950s when Kite Hill, on the south side of the Corbett Heights amphitheater, was known as Solari Hill for the Solari family dairy. It is unknown whether any milk ranching buildings still survive. (**Figure 18**)

Miller-Joost Property, 1867

Only one property associated with milk ranching in Corbett Heights — the Miller-Joost House of about 1867 — is known to have survived (San Francisco Landmark No. 79). What is known about its buildings, structures, and landscape comes mostly from a period when its owners, the Joosts, no longer operated the milk ranch and had enlarged the principal structure on the property, the main house.

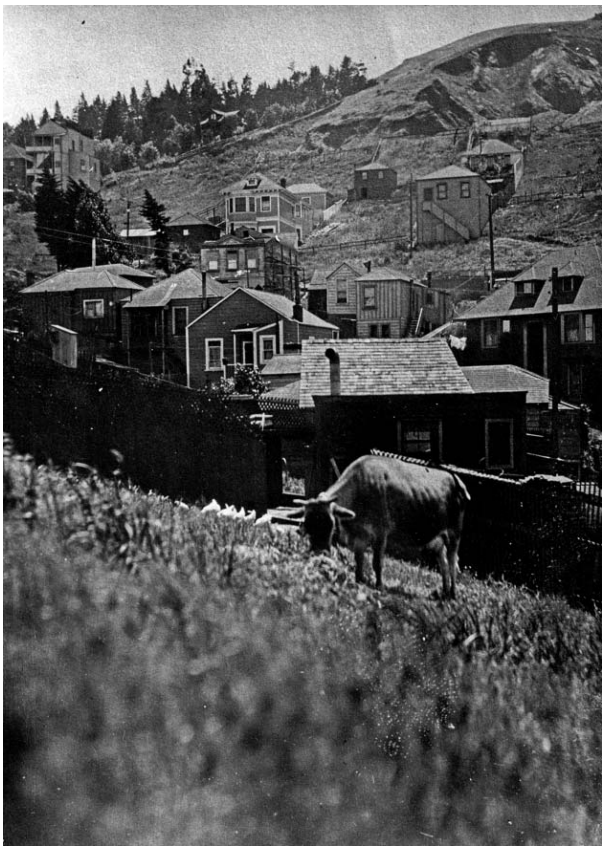


Figure 18 – Cow grazing in view of the Simons-Fout plant, probably from the Solari dairy (now Kite Hill), ca. 1906-1911. (Courtesy of Western Neighborhoods Project)

The Miller-Joost property, at 3224 Market Street, was once at the center of a much larger property first developed as a milk ranch in the 1860s by Adam Miller. Miller and his wife Maria were born in Germany and came first to Milwaukee, where he was listed as a gardener in the 1860 census. He was first listed in San Francisco directories in 1865, when the family lived on Leavenworth Street on Nob Hill and he and his son, Adam, Jr., were both carpenters. He was first listed in Corbett Heights in 1868, having bought this property — described as being on the south side of Corbett Road near Eighteenth Street — from Pioche & Robinson in their subdivision of 1867. This property was not included in the 1868 Market Street Homestead because it had already been sold to Miller.

Miller was listed as a milk rancher in 1868, but after that first year in Corbett Heights he was listed again as a carpenter. However, the property may have been still operated as a milk ranch possibly by the Pfaff family, who had a milk ranch on the north side of Corbett Road by 1860 and who lived in the same household with Adam Miller, Jr., in 1870. (United States Bureau of the Census 1870) (**Figure 19**)

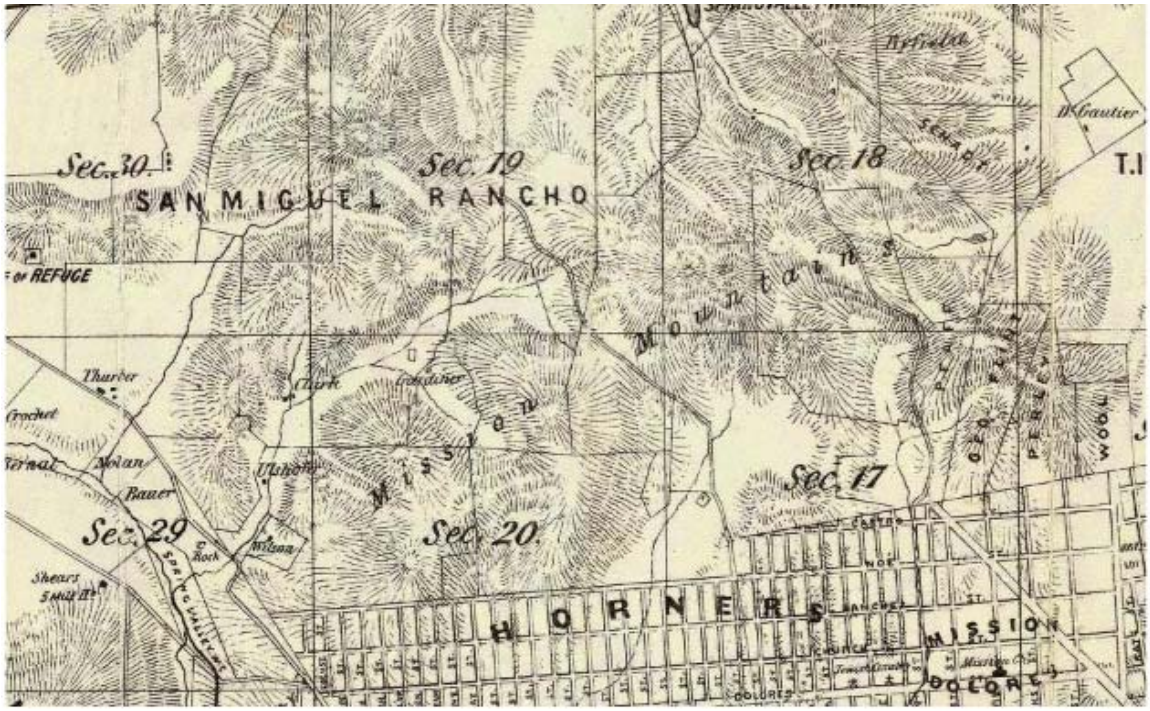


Figure 19 – 1861 map with milk ranch property of Pfaff family labeled at north end of San Miguel Rancho shown at right side of map. Detail. (Wackenreuder 1861) (David Rumsey Map Collection, www.davidrumsey.com)

As a carpenter, Miller built the house that is still on the property, now a city landmark. According to the journalist Anita Hubbard, who, writing in 1924 may have spoken to people who knew the Millers, "there were five springs on the place" and there was a six-room brick house that was demolished "for the roadway, and the carline" — i.e., in the early 1890s. (Hubbard 1924: 92)

Hubbard also said that the brick house had been owned by General Mariano Vallejo. No such house appeared on maps of San Miguel Rancho even though many other houses were shown. Except for this isolated reference, the only places identified with General Vallejo in San Francisco are the Presidio of San Francisco where he was the Military Commandant in 1833-1834 and a structure at the southeast corner of Montgomery and Washington Streets labeled on a map of 1846-1847 as "Gen. M.G. Vallejo's building." (Woodbridge 2006: 30-31) Beginning in 1834 when he received a large land grant near Petaluma, Vallejo's principal residence was always in Petaluma or Sonoma. Although it seems unlikely that the house belonged to General Vallejo, Hubbard's story and the presence of brick debris in 1924 suggests that more research on this is warranted.

In 1874, the Miller's daughter Anna married Behrend Joost, a salesman and investor whose diverse enterprises played an important role in the development of Corbett Heights and "South West San Francisco." (*San Francisco Call* 28 May 1893) Joost came to San Francisco in 1857 from Germany when he was fifteen years old and went to work in his brother's store before opening his own highly successful hardware business. Because at that time San Francisco was a world center of the innovative design and manufacturing of machinery for mining, agriculture, construction, dredging, irrigation, and reclamation, local hardware sales

was an international business. Seeing larger opportunities, Joost joined the California Dredging Company where he played a principal role in supplying equipment to the Panama Canal Company, an international organization under Ferdinand de Lessups, in the effort to build a canal across the Isthmus of Panama in the 1880s. Although the effort failed, Joost was paid before the canal project ended in bankruptcy and he returned home to San Francisco with "immense profits." (M'Donald 1893)

With his new wealth, Joost improved his own property and invested in the development of San Francisco. After the Joosts lived for many years at Twelfth and Folsom Streets, in 1883 they moved back to the house that Anna's father built and that she grew up in, which became known as the Miller-Joost House.

Re-established in Corbett Heights, Joost developed the well-known springs on the property, forming the Mountain Spring Water Company. The water works were located at the northeast corner of Falcon Avenue and Moss Alley. Today they would be near the intersection of Eighteenth, Danvers, and Market Streets. There was already a structure on this property or nearby, a roadhouse or an inn, called Mountain Spring House.

References to Mountain Spring House appeared in the newspapers and directories from 1875 to 1892, its location described in various imprecise ways. In 1875 it was listed for sale as "Mountain Springs House and Grounds, 8½ Acres of Ground near the Head of Market Street . . . on the continuation of Seventeenth Street known as Corbett Road. About 8½ acres of land with never failing spring of water, which supplies the entire vicinity. A large house, well built; a great number of shade trees." (*Daily Alta California* 22 February 1875) Willow trees planted and watered by Joost were an advertisement for his water supply and won a prize for "the best specimen of their kind." (Hubbard 1924: 93, 100)

In 1878, Mountain Spring House, with Samuel Costello proprietor, was listed at the corner of Mission & Ocean Beach Roads near Eighteenth Street. The Mission and Ocean Beach Macadamized Road, surveyed 4 April 1872, ran from Ocean Beach near Lake Merced past the Ocean House Race Course to a toll gate at the intersection of Corbett Road and "Eagle Street or Ocean Road" (Healy 1872), more or less the intersection of Corbett Avenue and Market Street (south of Corbett Heights) today. Since the Mission and Ocean Beach Road and Corbett Road were different names for a continuous roadway, the location of Mountain Spring House might also be stated as Corbett Road and Eighteenth Street which was on or near the Miller-Joost property.

In 1879, Mountain Spring House, where Sam Costello was beaten nearly to death by an unknown assailant, was described as "on the road between the Almshouse and the House of Correction" (*San Francisco Chronicle* 2 June 1879), that is, between what is today Laguna Honda and City College. This route would have been south and west of Corbett Heights, unless the roads were so poor that Corbett Road provided the best route.

In 1888, Joost had a survey made of "Subdivision No. 1 of Mountain Spring Property" (Munch 1888) which was filed with the County Recorder in June 1889. The subdivision covered a portion of the area roughly bound by Clayton, Deming, Danvers, and Caselli Streets today. While the map showed a house (the Miller-Joost house) and a barn, no structures were shown on the site of the water works. The Mountain Spring Water Works, consisting of two wind mills, five wood tanks holding 50,000 gallons of water, tunnels in the

hill to twenty springs, and a round brick reservoir, appear to have been built between mid 1889 and April 1891, when neighbors complained that the supply was insufficient. (*San Francisco Chronicle* 20 August 1891) These water works were shown on the 1895 and 1905 Sanborn maps, but were not shown on the 1914 map. It seems likely that the round brick reservoir was destroyed in the 1906 earthquake. According to Anita Hubbard in 1924, although the supply was diminished by construction of the Twin Peaks Tunnel from 1914 to 1917, the system was still in operation in 1924.

Joost also had other business interests. As president of the San Francisco and San Mateo Electric Railroad Company, he built a streetcar line between San Francisco and San Mateo in 1891 and a line to Corbett Heights in 1892. And he was a director of the American Bank and Trust Company and several savings-and-loans.

Both the water works and street railways were related to his real estate investments, principally the Clarendon Heights and Sunnyside land companies. The street railway up Eighteenth Street initially stopped at the Mountain Spring House. When he acquired property in Clarendon Heights, just west of the Park Lane Tract, he extended the streetcar through that subdivision and down Stanyan Street to Golden Gate Park. He also subdivided and sold his own property around his home in Corbett Heights (Munch 1888) (**Figure 20**) and nearby property in Corbett Heights that he acquired and subdivided. (Munch 1889) (**Figure 21**)

Figure 20 – Subdivision map of Behrend Joost's Mountain Spring Property showing his house at the southwest corner of Falcon and Moss. (Munch 1888)

Figure 21 – 1889 subdivision map of Joost property. (Munch 1889)

Alfred "Nobby" Clarke Property: Estate and Hospital

By July 1890, Alfred "Nobby" Clarke acquired 17 acres in Corbett Heights, according to many popular accounts. While the exact size and boundaries of this property are not known, slightly over half of the 17 acres and the site of the house he built in 1891-1892, at the southwest corner of Douglass and Caselli Streets, consisted of the 8.65-acre subdivision of Johnson, Ellis, & Burke. (**Figure 22**) Presumably the other half of his 17 acres was contiguous, in which case it included all or part of Kite Hill and the two blocks bound by Eighteenth, Caselli, Douglass, and Danvers (these two areas were not included in the Market Street Homestead Association). The house itself, long known as Nobby Clarke's Folly or Nobby Clarke's Mansion (San Francisco Landmark No 80), was located at 250 Douglass Street, at the northwest corner of the Johnson, Ellis, & Burke Subdivision. The house and the lot it sits on in 2013 is all that remains of the property and its extensive grounds. At 78 by 107 feet, it is more than twice the size of most lots in the neighborhood. In the context of Corbett Heights, Clarke's property represented both the residential use that the sequence of American owners of San Miguel Rancho anticipated and also the high-end of the real estate spectrum that they might have hoped for.

When Clarke acquired the property he declined to purchase water from the Mountain Spring Company, a system developed by his neighbor, Behrend Joost, who lived uphill about 1,000 feet to the west. Clarke and Joost argued about the water and as a result, Clarke built his own system which the publication *San Francisco Water* referred to as "Nobby Clarke's Water Works." Clarke's system included dams, reservoirs, flumes, pumps, and tanks, of which, by 1922 "no vestige" remained. Early photographs published in 1922 showed elements of the system including Lake Livingston, Nellie Dam, a stream or canal, and a spraying hose next to the newly completed house, demonstrating the pressure in the water system, as well as views of the surrounding barren landscape. (San Francisco Water Company 1922)

Figure 22 – Alfred "Nobby" Clarke house, 1892, showing water under pressure from his water works. (San Francisco History Center, San Francisco Public Library. AAC-5716)

With his water works in operation, Clarke created gardens around the house. Described as extensive, it is not known how much of the 17 acres the gardens covered. When he lost the property in 1896, *The Call* described "the beautiful grounds": "The building presents the appearance of a mansion in a private park. It is surrounded by well-kept lawns, banks of flowers and inviting shady walks." (*Call* 1896)

The previous owners of the property, Johnson, Ellis, & Burke, had all worked at the Police Department with Clarke. As a young patrolman, beginning in 1856, Clarke had a record of violence against suspects. When one retaliated and left his hand permanently disfigured, he acquired the nickname "Nobby." As a result of this he got a desk job and soon became clerk of the chief of police, in which role he served for many years until his retirement in 1887: "Clarke was a promoter, had many friends in City Hall and had developed usury into a fine art within the department. As he loaned out money to his fellow officers at exorbitant rates, it was said that on payday Nobby had as long a line at his desk as the paymaster." (Secrest 2003: 125) "Soon he was making more money than the chief," and apparently as a consequence, was suspended for three years in 1867. During his suspension he became a lawyer: "When he returned to the Police Department in 1870, he was chief legal advisor to the department and its chief." (Silver n.d.)

Clarke worked closely with Martin Burke and Henry Ellis when each served as chief of police. When he retired in 1887, he had made enough money from his work and his sidelines to buy a large lot and build a mansion. According to popular accounts he had $200,000 when he retired and spent $100,000 developing his property. He intended to move into the house with his wife and child. However, his wife wouldn't live in so remote a location.

Although at least temporarily it appeared that Clarke won the water battle with Joost, in other respects he would soon lose in the larger effort to establish his home where he built a great mansion. The Depression of

the 1890s depleted his wealth and "as his fortune declined he was forced to mortgage" his property. When he failed to pay the mortgage, in 1896 the house and its lot (this was Henry Johnson's portion of the Johnson, Ellis & Burke Subdivision) were sold to the faculty of the California Medical College." (*San Francisco Call* 18 November 1896)

Whereas the medical college bought Johnson's old lot, it may be that when Clarke lost the property, the three remaining lots from the old Johnson, Ellis & Burke Subdivision reverted to the previous owners as they were shown in the 1909 block book in the hands of the heirs of Ellis and Burke.

The California Medical College made extensive alterations to the house so that it could function as a small teaching hospital. "Its appointments are complete and in keeping with the necessities of modern surgery and for the treatment of all cases whether acute or chronic. Ample facilities and appliances are at hand for carrying out the hygienic methods of an up-to-date sanitarium. Medicated hot and cold water baths, steam baths, hot air baths, vapor baths, electrical baths and appliances for the use of electricity and massage are provided in a glass-covered apartment." (*San Francisco Call* 18 November 1896). In the 1899 city directory it was called "The finest building and grounds in the city." (Crocker Langley 1899: 61)

The former Clarke Mansion was known as the Maclean Hospital and Sanitarium for Dr. Donald Maclean, dean of the College and a prominent practitioner of "eclecticism in medicine," a medical practice that chose the best treatments from among existing theories. (*San Francisco Call* 25 December 1895) During the years the college was in the former Clarke Mansion, Dr. Maclean was shot and severely wounded by a former janitor at the hospital. The janitor had worked in the Clarke Mansion but the shooting was outside Maclean's house on Van Ness. (San Francisco Call 24 July 1897) Also, a Chinese student, Law Keem, studied and received his medical degree in the mansion. Law Keem was, "the star of the commencement exercises . . . under the patronage of the Seventh Day Adventists." (*San Francisco Call* 17 May 1900)

The California Medical College moved out after 1901, succeeded by the California Hospital, "Under control of the College of Physicians and Surgeons of San Francisco," a predecessor of the dental school of the College of the Pacific. A full-page advertisement in the college yearbook included the following: "An elegant and commodious hospital for all classes of medical and surgical cases, excepting contagious diseases"; "Large and beautiful grounds", and "Located in the warm belt of the Mission and sheltered from the cold west wind." The ad also noted that at that time, there were "No other buildings in the block" — meaning the entire Johnson, Ellis, & Burke Subdivision. (College of Physicians and Surgeons 1904 reprinted in *Contact Point* 1966) The California General Hospital moved out after 1906 and was succeeded for two years by the Jefferson Hospital.

On Subdivision Lots

Among early developments in Corbett Heights, the milk ranches and the Clarke Mansion were built on large agricultural or suburban parcels. In the 1870s to 1890s, the earliest buildings on typical lots in the new subdivisions were built.

C. SUBDIVISIONS

Plan and Lot Types

The ways in which land is surveyed and divided for sale and settlement are fundamental to every city and neighborhood. The patterns of streets and the sizes and shapes of blocks and lots reflect the values and intentions of the people who create them and the society in which they are created. Subdivision plans in Corbett Heights follow two historically related models, the grid and the nineteenth-century reaction to the grid in the Romantic tradition. Whereas the two grid-based subdivisions in Corbett Heights followed widely accepted patterns, the other two primary subdivisions broke new ground.

Grid Plans

In most American cities, including San Francisco, during all of the nineteenth century and the early decades of the twentieth century, city and subdivision plans were almost entirely based on the grid. A grid plan with its uniform blocks and lots accommodated the efficient and unambiguous survey and recording of real estate in a time when rapid growth was normal and expected. The grid made no accommodation for topography, views, ground conditions or many other practical or aesthetic considerations.

At the same time, variations in the grid were designed for different purposes. For example, the 1847 O'Farrell survey of San Francisco platted 50-vara blocks north of Market Street and 100-vara blocks south of Market Street, planning for residences and small-scale uses on the north and industrial plants and large-scale uses on the south.

The size and arrangement of lots in a grid was also varied for different purposes. San Francisco's 50-vara blocks were each originally divided into six square lots, each one large enough for a house, outbuildings, garden, and a few animals. As these blocks were later typically divided for urban residential development, they have been characterized with three types of lots: corner lots had the most expensive houses because they had two street facades and were the most visible, mid-block lots on the long sides of rectangular blocks were second in exposure and desirability, and mid-block lots on the short sides, called key lots, were the least expensive and least prestigious. (Delehanty 1997: 19-20) This arrangement produced blocks with a range of house types and social levels.

Another configuration for lot design, not common in San Francisco but present in parts of the Eureka Homestead and in most of the McKee Subdivision in Corbett Heights, platted rows of lots through a narrow block so that each lot had two frontages. This facilitated a variety of types of work, making it possible for a horse-drawn vehicle to enter at one end of the lot and leave at the other. Agriculture and trades like carpentry and plumbing could benefit from this arrangement.

Grids could also be modified as needs changed. Large 100-vara lots south of Market Street were subdivided by small streets to accommodate initially unanticipated residential development. And 50-vara lots were subdivided with alleys, as in North Beach, where some were developed with cheap housing and others facilitated business and industry by providing a front door on the main street for customers and a back door

on the alley for loading and delivery. Two of the four primary subdivisions in Corbett Heights were variations of the grid.

Reaction to the Grid: Romantic Planning

Spread over most of the nineteenth century, designers and developers reacted to the rationalism of grid planning in America by introducing curvilinear paths and asymmetrical layouts in a number of types of places beginning with cemeteries, private gardens and parks, parkways and park systems, and eventually including new subdivisions in suburban areas of major cities. Briefly, this romantic movement replaced an abstract intellectual touchstone for truth with reliance on nature as a model of truth. According to the historian Dell Upton, "romantic nature was suffused with imminent divinity, made visible through the accidents and specificities of the physical world, particularly the idiosyncrasies of place, site, and region. We discover nature's indwelling spirit though our feelings rather than through rational investigation." (Upton 1998: 113) At a superficial level, this change was manifest in the adoption of curvilinear streets and paths, design with regard to topography, and enhancement of the natural attributes or potential of a place.

One of the key figures in Romantic landscape design in the United States was Frederick Law Olmsted who designed several major landmarks of American landscape architecture. With his partner Calvert Vaux he designed Central Park in New York in 1858. He also designed a suburb of Chicago — Riverside, Illinois in 1868 — that included one of the first Romantic, curvilinear street and landscape plans. Only one earlier design based on related ideas, for Llewellyn Park, New Jersey, is widely known.

Based in Boston, Olmsted came to California in 1863 where he prepared plans for the Mariposa Mining Estate and Yosemite Valley. In 1864, he prepared a plan for Mountain View Cemetery in Oakland. In 1865, he prepared a plan for the College of California in Berkeley, which became the University of California in 1868. Also in 1865, he prepared a plan for property adjacent to the College site for a small residential subdivision called the Berkeley Property Tract. The surviving parts of this plan are designated as Berkeley City Landmark No. 130 called "Piedmont Avenue Right of Way." Berkeley historian Susan Cerny has written: "The Berkeley Property Tract was Olmsted's first fully developed landscape plan for a subdivision." (Cerny 2001-2003) The principal distinguishing features of the plan were curvilinear streets related to the topography, the main street treated as a parkway with a central green planted strip between lanes of traffic, and large lots.

In San Francisco in 1866, Olmsted advised creating a linked system of parkways and small parks rather than a single large park in the site that became Golden Gate Park. Also in 1866, contemplating the future of the large undeveloped central and western parts of the city, including what would become Corbett Heights, he proposed "a parade and playground of moderate size . . . close on Market Street near the Mission," and predicted, "beyond this point to the westward the rectangular system of streets will probably be abandoned, owing to the steepness and ruggedness of the hills." (Olmsted 1997: 41)

The superficial similarity between the 1867 design for the Pioche & Robinson Subdivision, and Olmsted's design of the following year for Riverside, Illinois, together with the local availability of his ideas and work in the period immediately preceding the Pioche & Robinson design, raises the question of a possible connection

between the two. However, the leading landscape historian of California and the western United States, David Streatfield, is unaware of any connection. Instead, he suggests that it "looks like something that William Hammond Hall would do," except that Hall was working in Oregon from 1865 to 1870 and could not have done it. Hall was influenced by Olmsted and was the designer of the similar 1874 Coleman Subdivision in San Rafael. (Streatfield 2013) Thus, although the design resembles the work of the leaders of the profession at the time, the designer is unknown.

Olmsted's report on his plan for Riverside might almost have been written about the Pioche & Robinson Subdivision, presenting a case for a Romantic, curvilinear plan over a grid plan: "In the highways, celerity will be of less importance than comfort and convenience of movement, and as the ordinary directness of line in town-streets, with its resultant regularity of plan, would suggest eagerness to press forward, without looking to the right hand or the left, we should recommend the general adoption, in the design of your roads, of gracefully-curved lines, generous spaces, and the absence of sharp corners, the idea being to suggest and imply leisure, contemplativeness, and happy tranquility." (quoted in Newton 1971: 466-467)

Johnson, Ellis, & Burke, 1862

The first property in Corbett Heights that appears to have been purchased for its residential potential was an 8.65-acre rectangle subdivided in 1862 with its short side (520 feet) along Douglass Street southeast of what is now Caselli Avenue and its long side (724.2 feet) stretching back from Douglass to a line defined by Stanton Street. The northeast corner of this subdivision would later be the site of Nobby Clarke's mansion. The owners Henry Johnson, Henry H. Ellis, and Martin J. Burke divided the property into four unequal lots with Johnson and Burke each owning one and Ellis owning two. This was a subdivision of land but not a residential subdivision in the normal sense — it had no streets.

At the time they bought the property, Martin J Burke was Police Chief of San Francisco. Henry H. Ellis was a police captain who would be Police Chief in 1875-1877. Henry Johnson was a former partner of Ellis in the police department (*Daily Alta Californian* 15 March 1860) where he was a Special Detective. In addition, according to William Secrest, a historian of the San Francisco police, he was a "detective for the Pacific Mail Steamship Company and was a member of Tom Ausbro's private detective agency. Johnson also frequently aided Wells Fargo in tracking down stage robbers." (Secrest 2003: 142)

William R. McKee Subdivision, 1864

Among the new subdivisions west of Horner's Addition that would later be included in an enlarged version of Horner's Addition, one was in an area that would become part of Corbett Heights — the subdivision of "William R. McKee and Others" of 1864. Indeed, the McKee Subdivision was the first part of Corbett Heights to be developed. It is also one of three primary subdivisions of San Miguel Rancho in Corbett Heights along with the Pioche & Robinson Subdivision and the Park Lane Tract. It is the smallest of the three. (**Figure 23**)

The McKee Subdivision is a two-block area occupying ten acres that is both at the northwest corner of the expanded version of Horner's Addition and at the northeast corner of Corbett Heights. It is bound on the

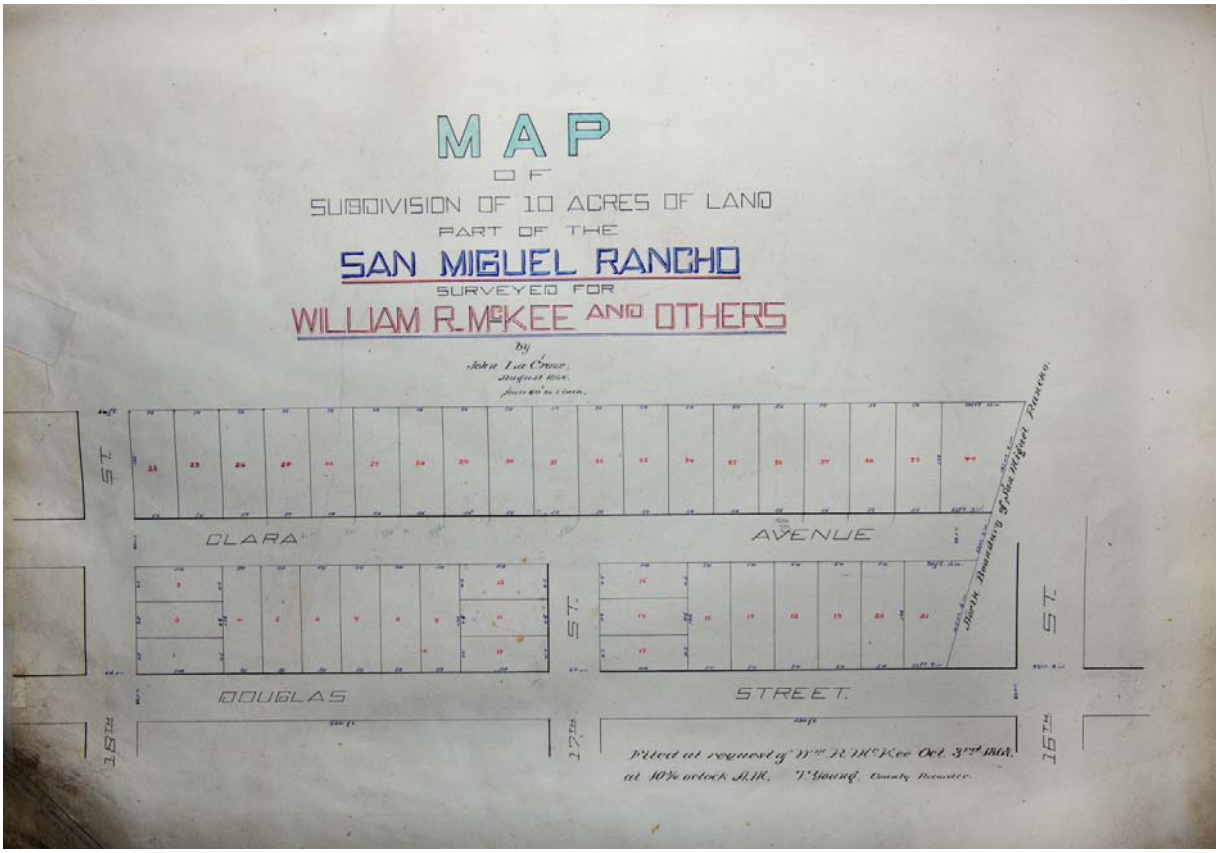


Figure 23 – William McKee Subdivision, 1864. (La Croze 1864)

north by the north boundary line of San Miguel Rancho (more or less where an extension of Sixteenth Street would be), on the east by Douglass Street, on the south by Eighteenth Street, and on the west by properties facing Clara Avenue (now Ord Street). As originally designed the subdivision consisted of one long block on the west, and two half-size blocks on the east, divided at the center by the stub-end of Seventeenth Street. Sixteenth, Seventeenth, and Eighteenth Streets were extensions of streets that already existed in the Mission and Horner's Addition.

The McKee Subdivision map records an early use of numbered streets in this part of town, changing some street names that previously appeared on the map of Horner's Addition. On the 1853-1854 map of Horner's Addition, what later became Seventeenth Street was labeled Corbett Street which ran from South Harrison Street to a point just west of the intersection of Corbett, Diamond, and Market Streets — today this is the intersection of Seventeenth, Castro, and Market Streets. (By 1864, the previous Diamond Street was renamed Castro and the name Diamond was given to the street one block west of Castro.) Similarly Falcon Street on the 1854 Horner's Addition map, running from South Harrison Street to just beyond Diamond (now Castro), had become Eighteenth Street. And Centre Street, running from South Harrison Street past Mission Dolores to Market at Pearl (changed to Noe Street), had become Sixteenth Street. With these changes there was, for the time being, no Corbett Street in San Francisco.

The McKee Subdivision was a development of William Ritchie McKee (1828-1876), an investor in mining stocks who turned to real estate including two homestead associations. McKee and several brothers had come to San Francisco from West Virginia after their father, Redick McKee, was posted in northern California as an Indian Agent in 1850-1851 to negotiate treaties with California tribes. (Redick McKee was a colorful pioneer about whom much as been written.) In 1863, William McKee married Clara French (1843-1870). In 1864, he purchased land from Pioche & Robinson and filed the McKee Subdivision with the County Recorder, with its central street, Clara Avenue, named for his wife. In 1865, the McKee's had a daughter, Hattie (1865-1951). After Corbett Street was revived as Corbett Road in 1867 by branching to the southwest from Seventeenth Street at Douglass, it created conditions for a new street in the McKee Subdivision between Eighteenth and Corbett, which would be named Hattie Street for the McKee's daughter. Clara died without any more children. The name of Clara Avenue was changed to Ord Street in 1909 because of confusion with Clara Street in the South of Market area.

McKee invested in some of the same Nevada mining stocks as Pioche, but it is not known if they had any closer relationship. McKee was active in the Masons in the 1860s, whereas Robinson was a member of the socially more prestigious Pacific Union Club. Both Pioche and Robinson lived social lives that were typical of members of the elite clubs.

McKee made a significant contribution to the development of Corbett Heights by creating the first framework for selling lots and building houses there. But McKee's work represented a different and far smaller and more limited vision than those of the Horner brothers, Moss brothers, Borie, and Pioche & Robinson, all of whom owned San Miguel Rancho as a whole as well as had other, larger interests related to the development of San Francisco and California. McKee was able to take advantage of the much greater capital and broader scope of these previous investors.

The McKee Subdivision had forty numbered lots that were twice the width of downtown lots. The mid-block lots on the east side of Clara stretched through to Douglass Street, a plan that allowed for small-scale agricultural use (e.g., chickens or a vegetable garden). This was a suburban subdivision intended primarily for tradespeople who depended on proximity to the city to sell goods and services, but who also benefitted from cheap land where there was ample room for crops, animals, and equipment. Such lots were rarely platted in urban settings.

Pioche & Robinson Subdivision, 1867

By far the largest of the primary subdivisions of Corbett Heights is that of Pioche & Robinson of 1867, consisting of over two-thirds of the land area of the neighborhood. (**Figure 24**) That part of the Pioche & Robinson Subdivision within Corbett Heights is also the principal part of the subdivision that was developed in the period before World War II. The remaining one third of the subdivision, outside of Corbett Heights, was mostly developed in the 1950s-1970s.

In this report, the subdivision is called "the Pioche & Robinson Subdivision" as a descriptive way of referring to it. In its early years it did not have a clear name. The 1867 map on which it was platted was titled "Subdivision of a Part of the San Miguel Rancho. City & County of San Francisco, Cal. Property of F.L.A.

Pioche & L.L. Robinson." An 1867 auction notice in the newspaper described it as "Suburban Villa Lots . . . on San Miguel Rancho west of and adjoining the Eureka Homestead Lots." In various places it was referred to ambiguously as a portion of the San Miguel Rancho. From 1868 to 1872, a portion of it was called the Market Street Homestead Association which overlay the original plan. As early as 1898, real estate notices referred to the Pioche & Robinson Subdivision. Maps produced by the City of San Francisco in 1909 that are available on the website of the City and County Surveyor in the Department of Public Works (www.sfdpw.org) were titled "Pioche and Robinson Subdivision." For clarity and to distinguish it from the Market Street Homestead Association, the original 1867 subdivision is called the Pioche & Robinson Subdivision.

That part of the Pioche & Robinson Subdivision within what would become Corbett Heights lay west of Douglass Street and the McKee Subdivision and included the area bound on the north and west by the contour route of Corbett Road and on the south by Romain Street. The entire subdivision continued west to Lincoln Road (now Graystone Avenue) and south to the junction of Lincoln Road and Ocean Road (below the intersection of Corbett Avenue and Market Street). Because the alignments and names of some of the streets have changed, especially west of Corbett Avenue, south of Romain, and along the Market Street corridor, it is hard to identify today the precise edge of the subdivision as it was designed.

Unlike every previous street plan in San Francisco, which had utilized the grid as the framework of organization (even the elongated circular plan of South Park in 1854 was set symmetrically within a rectangular block), the Pioche & Robinson Subdivision was asymmetrical and highly irregular. In plan, fingers of the subdivision might be likened to flames leaping from a fire.

Although irregular, the street plan was not irrational. Rather, unlike the grid plan that was laid out regardless of topography — over Telegraph Hill, Nob Hill, Russian Hill, etc. — the Pioche & Robinson plan was made in relation to the irregular topography of the Corbett Heights natural amphitheater. Streets following natural contour lines ring the amphitheater at different elevations, connector streets link one contour line to another, and small alleys and pedestrian ways form intermediate connectors. Overall these contours, connectors, and alleys form a web wherein the hierarchical relationships between contours and connectors sometimes are transformed from one to the other.

As in other subdivisions, the blocks are numbered and each block is divided into lots. Altogether there were initially twenty-six blocks in the subdivision with a variable number of lots in variable sizes and shapes. Fourteen of the Pioche & Robinson blocks were in Corbett Heights.

At the time of Horner's Addition there were no numbered streets, but by the time of the Pioche & Robinson Subdivision in 1867, the major east-west streets across the Mission and Horner's Addition had been renamed as numbered streets. Three of these streets continued into the Pioche & Robinson Subdivision. Corbett Street had been renamed Seventeenth Street but its continuation, diverging to the southwest from the grid was called Corbett Road. Falcon Street had been renamed Eighteenth Street but its extension in the Pioche & Robinson Subdivision was called Falcon Street. Similarly, Eagle Street had been renamed Nineteenth Street but its extension in the new subdivision was called Eagle Street.

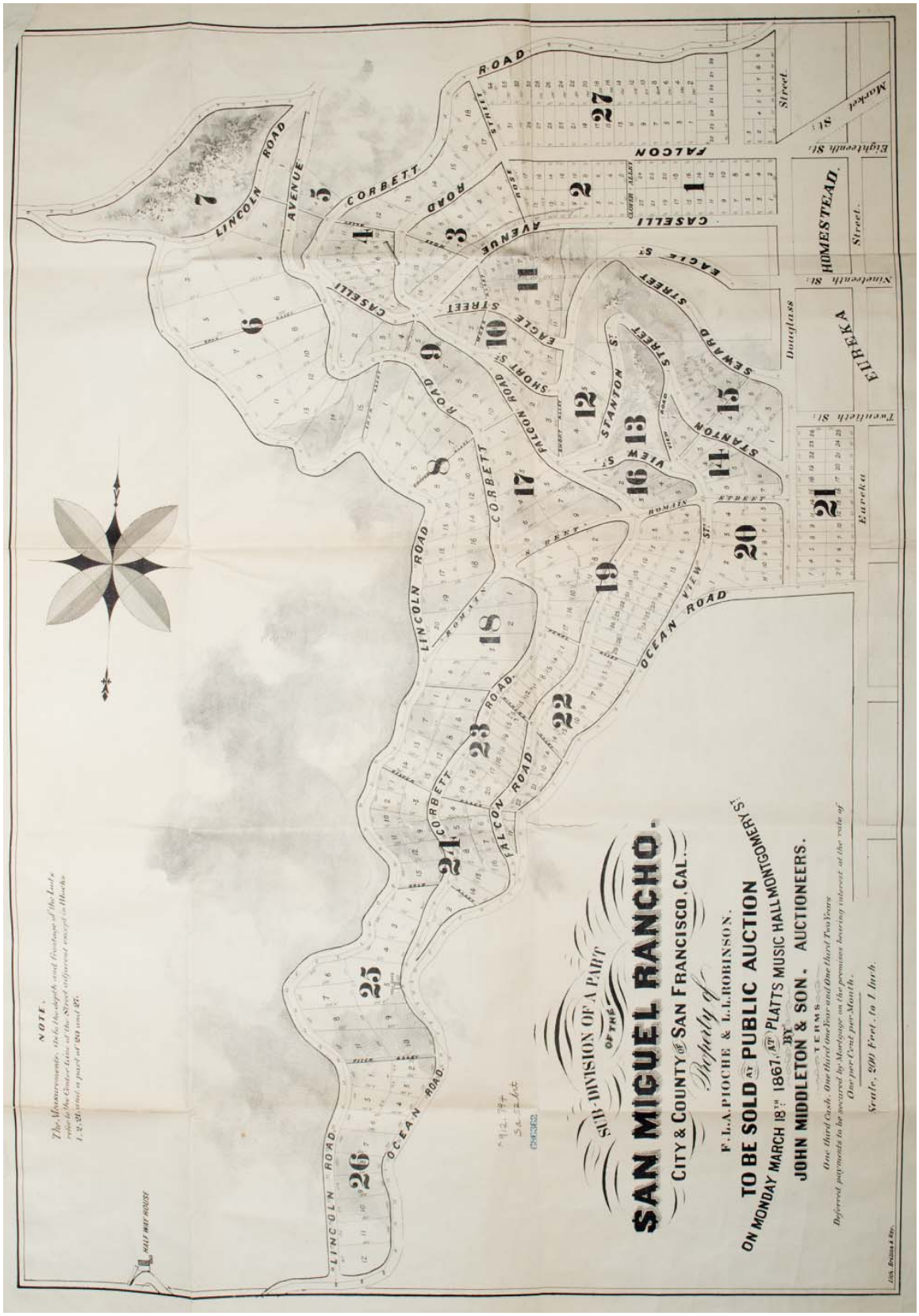


Figure 24 – Pioche & Robinson Subdivision, 1867. (Pioche and Robinson 1867)

The rest of the streets in the new subdivision were new streets with new names. Within Corbett Heights, Stanton, Seward, Lincoln, and Douglass (possibly already named by the Eureka Homestead Association) were named for heroes of the Civil War era — the war ended just two years earlier. Also, the year of the subdivision was the year that Seward arranged for the purchase of Alaska.

Romain, Caselli, and Moss (now Mono) Streets were named for officers in the Pioche & Robinson firm. Because Samuel Moss, Jr. had died twelve years earlier, it is not clear whether the street was named for him or one of his brothers, Theodore J. or J. Mora Moss, or for all three. Another Moss Street south of Market was named for J. Mora Moss. (Loewenstein 1984: 55) Alexander Caselli, born in France, was active in mining and railroad investments.

The names View, Rosa, Clover, Falcon, Short, and Eagle Streets all recognized the environment of the site. As such, these names were literally in the spirit of Romantic subdivision planning. Copper and Iron Alleys referred to the mining interests of the firm.

The Pioche & Robinson Subdivision included the southern part of the McKee Subdivision, below Corbett Road. The plat map identified lots in this area but did not include a block number or name the street, as if there was some ambiguity about who owned the property. The Pioche & Robinson Subdivision also included all the land west of Douglass between Corbett Road and Romain Street except the 8.65-acre Johnson, Ellis & Burke Subdivisions.

The first effort to sell lots in the Pioche & Robinson Subdivision, typical of the time, was an auction on 18 March 1867. While nothing is known about the details of that auction, according to Delehanty the recent settling of titles in San Francisco and the imminent arrival of the transcontinental railroad "fueled wild speculation in empty lots on the city's fringes between 1867 and 1869." (Delehanty 1997: 35) Presumably, many lots were sold, but to investors rather than individuals intending to build a home.

The Pioche & Robinson Subdivision of 1867, appears to be among the earliest curvilinear street plans in the United States, designed two years before the 1869 General Plan for Riverside, a suburb of Chicago. There are many differences between the two. The design of Riverside on relatively level ground had elaborately articulated aesthetic embellishments and intentions, while the Pioche & Robinson Subdivision was provided with a more limited rationale: an 1867 newspaper ad called attention to "the view of the city which can never be obstructed," the large lots, the city access, and the layout, following the natural contours that minimized the need for grading. (*Daily Dramatic Chronicle* 20 March 1867) Perhaps the most important feature was the provision of easy grades for safe horse-drawn conveyances on a hilly site.

Previous efforts to lay out streets over hills in San Francisco and elsewhere simply extended existing grids regardless of steep slopes, resulting in street rights-of-way on Telegraph Hill and Russian Hill, for example, that were too steep for streets. Until the cable car made hilltops valuable after 1873, lots that couldn't easily be reached by horse-drawn conveyances were harder to sell, if they could be sold at all. The Pioche & Robinson plan was a creative effort to sell real estate that would have been worth little as part of a grid. More than thirty years later, in 1905, Burnham and Bennett observed the persistence of this condition: "The

rectangular plan of the streets of San Francisco has rendered intercommunication difficult, more especially where the grades are very steep, as is often the case." (Burnham and Bennett 1905: 67)

By comparing the original plans with current assessor's maps, it is clear that most blocks in the Pioche & Robinson Subdivision have been re-subdivided, creating smaller lots. The street plan is largely intact except where Market Street was cut through and subsequently widened, generally following the alignment of what were Merritt Street and Falcon Road. Thus, the primary feature of the Pioche & Robinson design — its curvilinear, contour street plan —remains largely intact as it was designed, within the Corbett Heights study area.

Market Street Homestead Association, 1868

Two months after the first auction of properties in the Pioche & Robinson Subdivision, a new overlapping entity was established called the Market Street Homestead Association with the intention of purchasing a substantial part of the Pioche & Robinson Subdivision and selling the land to a different market — to people who would begin to build houses in the neighborhood. In a manner of speaking, Pioche & Robinson were wholesalers who bundled lots for sale to investors, while the Market Street Homestead Association was a retail seller of lots.

The homestead association bought about two thirds of the Pioche & Robinson Subdivision within Corbett Heights, omitting the blocks north of Caselli Street (the edge of the Johnson, Ellis, & Burke Subdivision) as far west as Rose Street (now Danvers), block 13 (more or less the top of Kite Hill), and all or portions of blocks 6, 8, 9, 12, and 17 which would later become the Simons-Fout Quarry. Within the boundaries of the homestead association, the streets and lots of the original plan were unchanged. The new plat also included a "Proposed Extension of Market St." in dashed lines that crossed the Johnson, Ellis & Burke Subdivision and terminated at Seward Street. (**Figure 25**) (**Figure 26**)

Homestead associations were created by an act of the state legislature 20 May 1861 in a period when the large ranchos were purchased and ready for subdivision and sale. The commonly stated purpose, as described in the 1863 *San Francisco Directory*, was to help working people to buy homesites: "Homestead Associations . . . by unified effort and consolidated capital, place it within the scope and means of any industrious and prudent individual to secure a tract that he can call his own, and secure to him the proud title of 'lord of the soil'." (Langley 1863: 28)

With the formation of savings-and-loans under state law in 1862, working-class people could borrow money to buy a lot from a homestead association and build a house. In the 1860s, 179 homestead associations were formed in San Francisco, some by real estate developers like Pioche & Robinson and others by fraternal or charitable organizations, some of these for members of specific ethnic groups. Likewise, some of the savings-and-loans were ethnic. The homestead associations had "all but vanished by 1876." (Delehanty 1997: 21)

From another perspective, homestead associations were a structure for marketing large tracts of land, typically owned by wealthy real estate developers. According to Henri Mathey, a mining engineer and metallurgist,

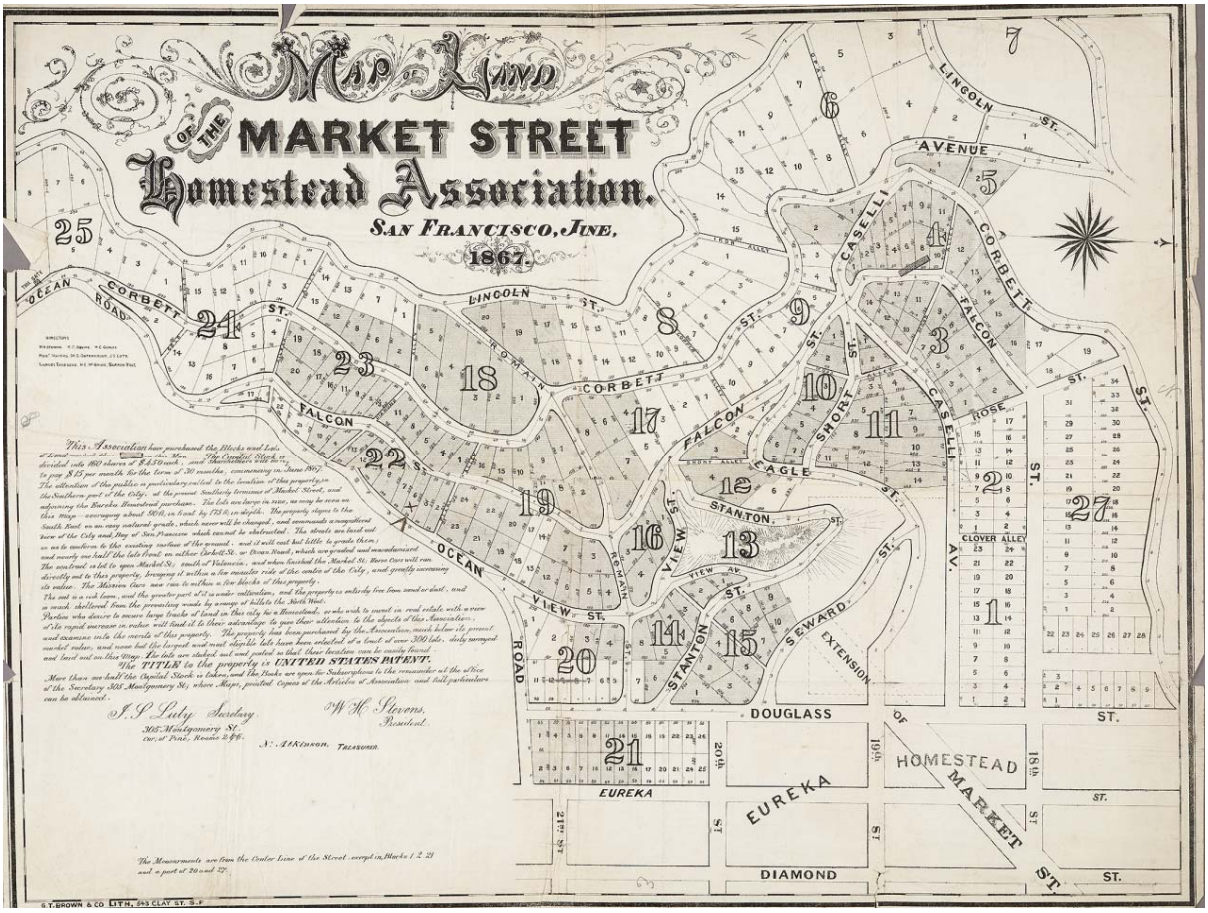


Figure 25 – A promotional map of the Market Street Homestead Association overlaid on Pioche & Robinson Subdivision Map, 1867. (Market Street Homestead Association 1867)

L.L. Robinson "was the one that started the homestead system" (quoted in Silver 2001: 72-73) and was active in creating and administering several on San Miguel Rancho.

The Market Street Homestead Association was incorporated by ten investors on 15 May 1867. They appear to have acquired the property between May and June 1867 when they issued a retitled Pioche & Robinson subdivision map with the holdings of the Market Street Homestead Association shaded in. Over a year later, in October 1868, the association filed a map of their holdings based on a new survey by the City and County Surveyor, William P. Humphreys. No streets, blocks, or lots were changed from the Pioche & Robinson map in this resurvey which was done to meet the needs of the County Recorders office.

On the June 1867 map, a description of the organization of the homestead association and the property stated some of its attractive features: "The property slopes to the South East on an easy natural grade, which never will be changed, and commands a magnificent view of the City and Bay of San Francisco which cannot be obstructed. The streets are laid out so as to contour to the existing surfaces of the ground, and it will cost little to grade them." (Market Street Homestead Association 1867) As a promotional statement it also made exaggerated claims for the quality of the paved surface of Corbett Avenue, convenient access to transit, and various other features (see Appendix D for complete text).

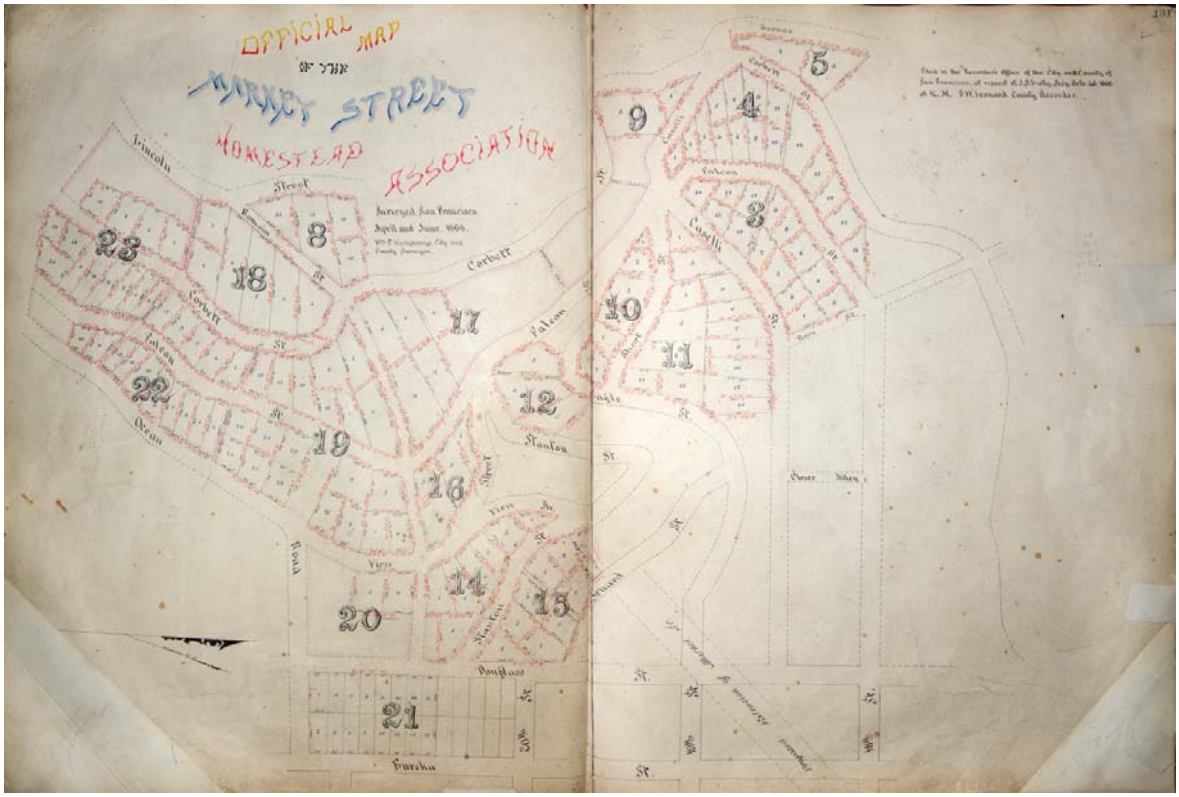


Figure 26 – Market Street Homestead Association Tract Map, 1868 filed in the office of the County Recorder. (Humphreys 1868)

The directors were businessmen from a variety of backgrounds, including commission merchant, law, insurance, mining, and publishing. Three were involved with libraries. Seven of them were investors in at least one other homestead association. The most prominent was probably the president, William N. Stevens, who was a founder of the Mercantile Library Association and active in San Francisco political affairs from the 1850s to 1880s.

Park Lane Tract, 1885

The northwest corner of Corbett Heights (that area between Corbett Road and the north boundary of San Miguel Rancho, and west of what would become the McKee Subdivision) was sold by Pioche & Robinson to John Pfaff, a squatter who had a milk ranch there, about 1860-1861. When the Pioche & Robinson Subdivision was created in 1867, the Pfaff land was open pasture and remained as such for almost twenty years while Pioche & Robinson's Market Street Homestead Association began to be developed immediately south of Pfaff's property.

After the death of Pioche in 1872, the San Miguel Rancho was finally broken up. Unlike the changes in ownership since Jose de Jesus Noe sold it, when San Miguel Ranch was sold as a whole, after Pioche it was sold in pieces, some of them large, to numerous buyers. By 1880 Adolph Sutro had purchased about 1,200 acres of the rancho in its northwest quadrant, all of which was west of Corbett Heights. In addition, he bought up surrounding land, in and out of San Miguel Rancho, accumulating most of the central highlands

area of San Francisco including the Pfaff milk ranch. Sutro famously planted trees on much of the land he bought. He also developed, donated, and sold land for a variety of purposes. He subdivided the Pfaff ranch as a residential development called Park Lane in 1885 as shown on a tract map of that year, naming it for its location on a proposed future transit line between the Mission District and Golden Gate Park. (**Figure 27**) Between 1885 and 1891, he subdivided the tract in sections and sold lots. (**Figure 28**) (**Figure 29**) (**Figure 30**) (**Figure 31**) (**Figure 32**)

The Park Lane Tract was a four-sided area — from the north boundary of San Miguel Rancho to about Eighteenth Street on the south, and from the McKee Subdivision on the east (Hattie Street today), to the west side of what is Clayton Street, more or less, today — about two-thirds of which lay within Corbett Heights. It had twenty-three lettered blocks and a hilltop park called Mount Olympus, which lay outside of Corbett Heights. Continuing in the spirit of the distinctive street plan of the Pioche & Robinson Subdivision,

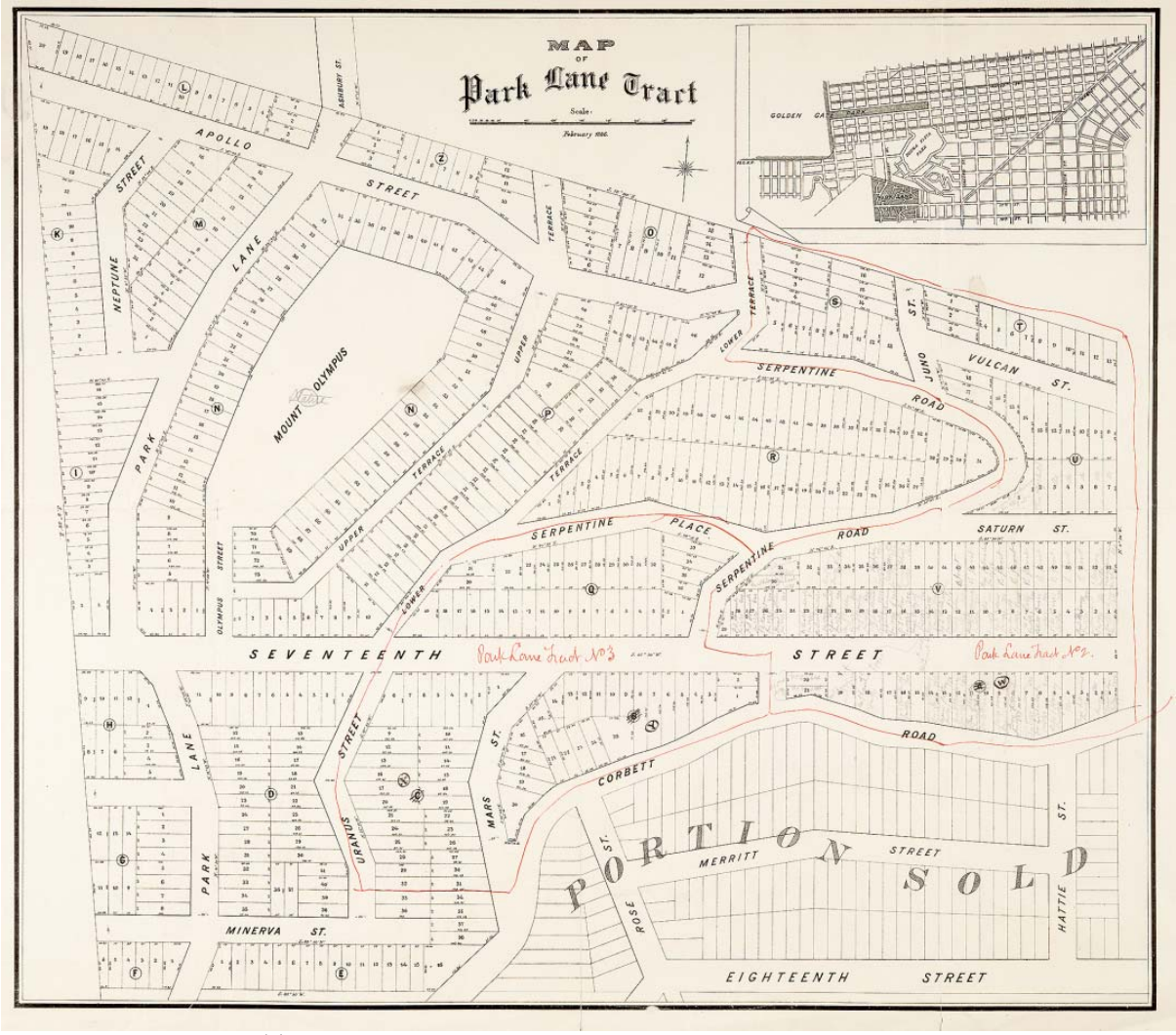


Figure 27 – Park Lane Tract Map, 1886. (Sutro 1886)

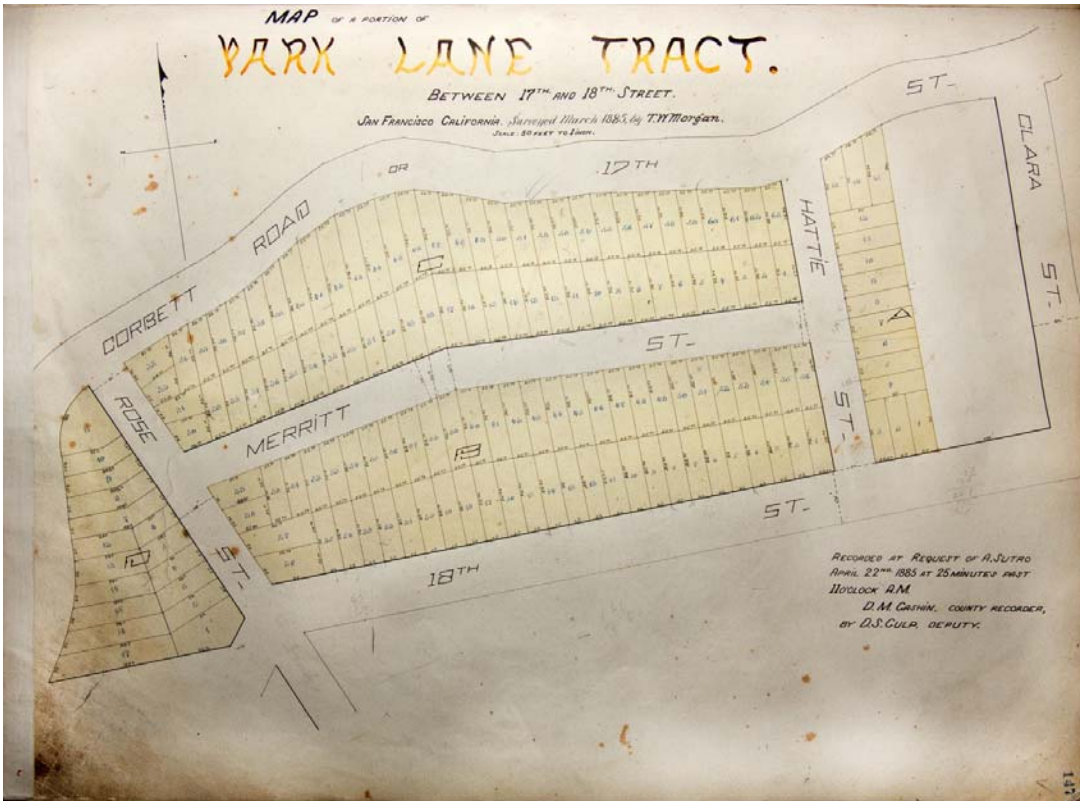


Figure 28 – Portion of Park Lane Tract, 1885. (Morgan 1885)

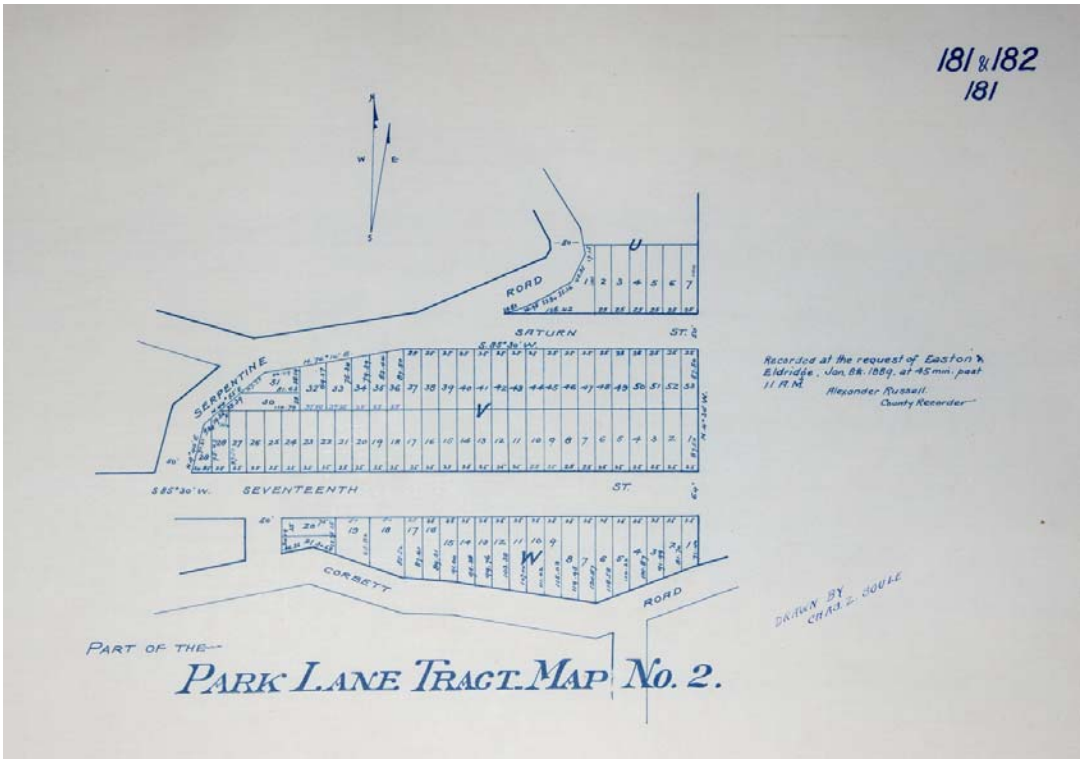


Figure 29 – Park Lane Tract Map No. 2, 1889. (Russell 1889a)

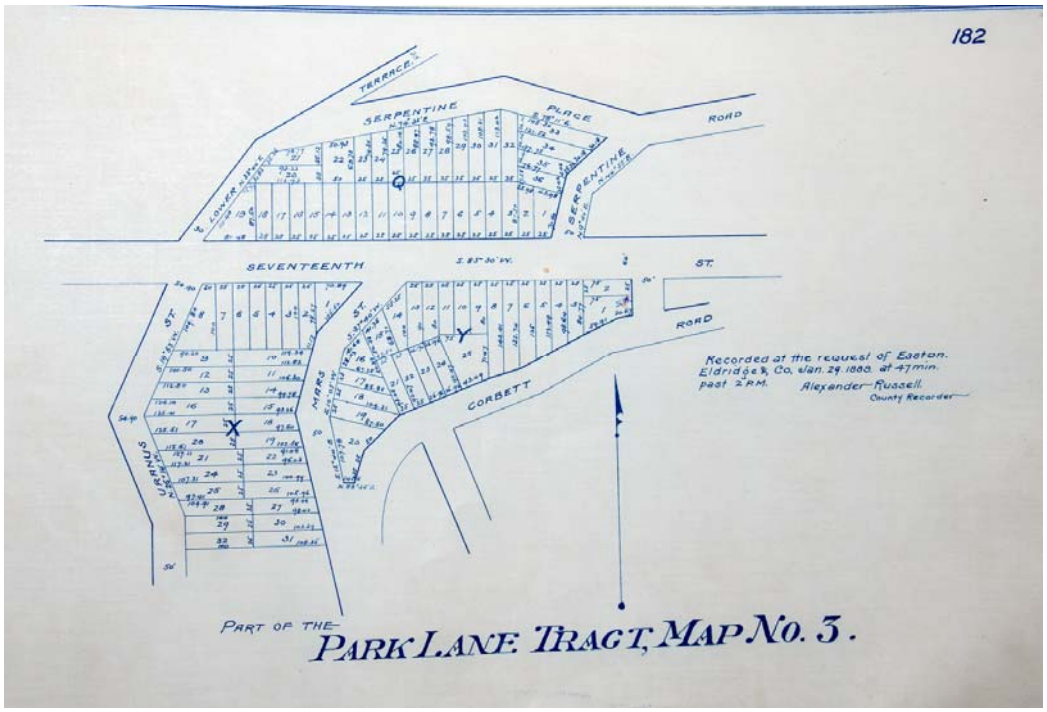


Figure 30 – Park Lane Tract Map No. 5[a], 1889. (Russell 1889b)

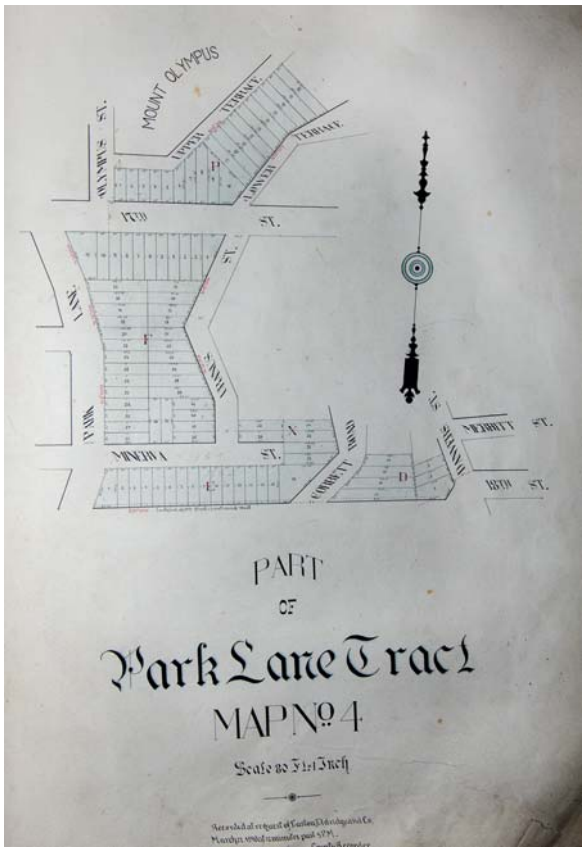


Figure 31 – Park Lane Tract Map No. 4, 1890. (Russell 1890)

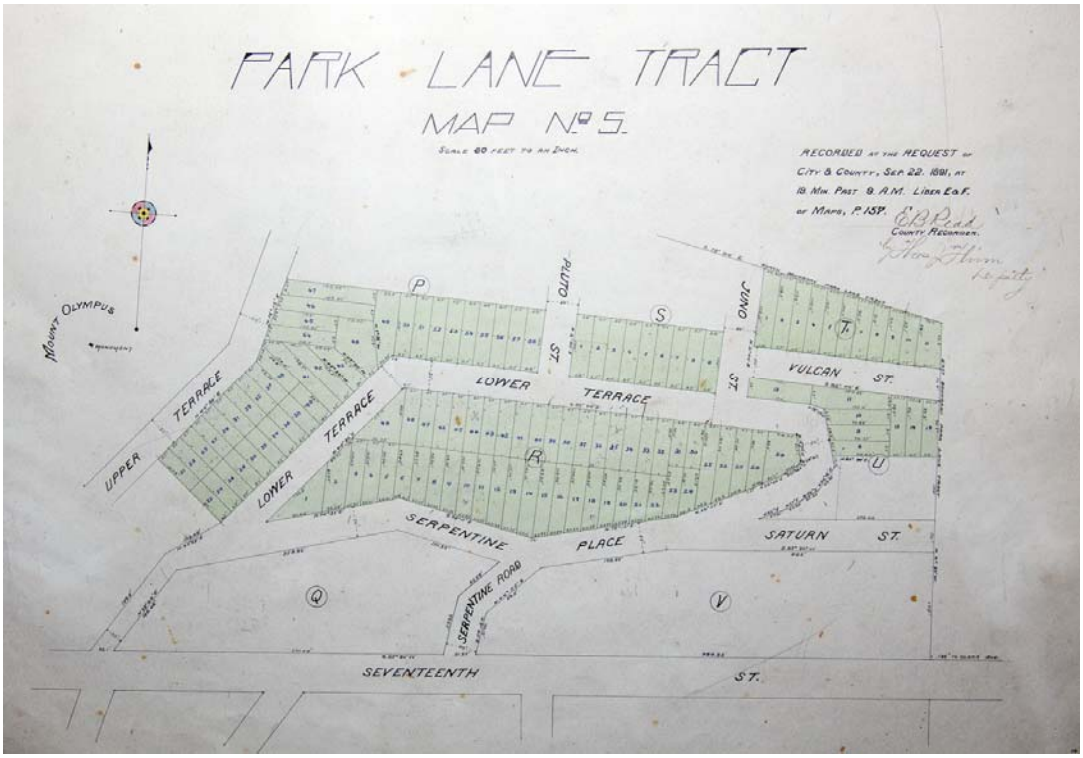


Figure 32 – Park Lane Tract Map No. 5[b], 1891. (E.B. Read 1891)

its streets were not laid out on a grid but were designed in relation to the hilly site and distant views. Unlike the Pioche & Robinson Subdivision, however, its streets generally did not curve, but only appeared to do so by running in straight segments with slight angles, a system that made surveying and recording lots easier. Because of the street plan, the sizes and shapes of blocks and lots varied. A typical lot was 25 by 100 feet — standard dimensions for city, rather than suburban lots — like lots in North Beach or the Mission District.

The Park Lane Subdivision, as shown on the 1886 *Map of Park Lane Tract*, overlapped with a portion of the Pioche & Robinson Subdivision that had not been included in the Market Street Homestead. This area, between Corbett Road and Eighteenth Street west of the McKee Subdivision, did not have block or lot numbers on the tract map and was marked in large letters, "Portion Sold."

The original street names in the Park Lane Tract were mostly in the theme of Mount Olympus, loosely speaking. Mount Olympus was the home of the gods in ancient Greece, and the neighborhood streets were named for a mix of gods of ancient Greece and Rome, most of them Roman: Vulcan, Saturn, Juno, Mars, Uranus, Minerva, Neptune, and Apollo. Minerva, the Roman goddess of wisdom and war, was also on the Great Seal of California.

In the 1885 *Map of Park Lane Tract*, in the "Portion Sold" section, Merritt Street runs between Corbett Road and Eighteenth Street, added when this area, originally part of the Pioche & Robinson Subdivision, became part of Park Lane. Adolph Sutro's daughter Emma, the wife of George W. Merritt, was a physician and influenced Sutro's decision to donate land for the University of California medical school. Merritt Street runs

into Rose Street — Rose was another of Sutro's daughters, but Rose Street (now Danvers) already existed in the Pioche & Robinson Subdivision and did not acquire that name for Sutro's family associations.

Although eighteen years later than the Pioche & Robinson Subdivision, the Park Lane Tract was among the earliest in San Francisco and an early example in the United States of a curvilinear street plan based on natural contours. The best-known subdivisions of this type in San Francisco, St. Francis Wood and Forest Hill, which were laid out 45 years later, have often been described erroneously as the first.

On the one hand, the Park Lane Tract continued the principles of the Pioche & Robinson Subdivision with its contour streets designed so that its grades were suitable for horse-drawn vehicles. On the other hand, it represented an advance over Pioche & Robinson in its amenities (some of them only promised). With its designation of Mount Olympus as open space, the Park Lane Tract was more like Riverside, Illinois and other subsequent Romantic suburbs that incorporated parkways and parks than like Pioche & Robinson which had none.

In the first advertisements to sell lots, the claim was made that the Park Lane Tract was located on the streetcar line between the Mission District and Golden Gate Park "now being completed by Mr. Sutro." (*San Francisco Chronicle* 9 March 1885) — but not actually finished for at least another six years and then by someone else. While the report of the streetcar line was premature, the very name of the neighborhood — Park Lane — was an expression of Sutro's intention that it be on a transit line to the city's largest park.

While there were many more or less ordinary city lots in the Park Lane Tract, with minor variations in size and shape because of the curving streets, there were also many through-block lots. However, these were not the through-block lots for tradesmen found in the McKee Subdivision, but lots on steep sites where the whole lot was not buildable anyway.

Adolph Sutro (1830-1898)

Adolph Sutro was born in Germany and educated there in mining engineering. He came to California in 1851 and made a fortune in Nevada in the 1860s-1870s. His ingenious Sutro Tunnel solved previously intractable obstacles to efficient mining of the Comstock Lode. After he sold the tunnel in 1879 he bought large amounts of San Francisco real estate, most of it undeveloped, in the central and western parts of the city. At his peak he owned one-twelfth of the land in San Francisco. (Brandi 2003: 36)

Sutro developed this land in a variety of ways. His best known projects are his home and gardens at Sutro Heights overlooking the Pacific Ocean, three generations of the Cliff House, Sutro Baths, and the Sutro Forest. In the same spirit that he named Mount Olympus near Corbett Heights, he renamed Blue Mountain Mount Parnassus — today it is called Mount Sutro. He also donated land to the University of California for a medical school, and assembled a large and important library, the surviving portions of which are part of the state-owned Sutro Library. From 1895-1897, he was the mayor of San Francisco, representing the Populist Party. As mayor he was known for his opposition to the Southern Pacific Company and its attempts to control the city's street railways.

D. TRANSPORTATION AND INFRASTRUCTURE

As Corbett Heights changed from an isolated rural area to an urbanized part of a large city, its residents changed from self-sufficient to highly dependent with regard to technology for daily life. Pfaff, the Miller-Joost family, Clarke and perhaps others had obtained their own water, disposed of their own wastes, provided their own light and heat, and relied on their own horses for transportation. In the 1880s and 1890s, the residents of the area began to seek the benefits of urban infrastructure: water, gas, sewers, electricity, streetlights, mail boxes, fire alarm boxes, fire hydrants, streets and sidewalks, and public transit. The principal elements of the infrastructure are addressed here. (**Figure 33**) (**Figure 34**)

Corbett Street/Road/Avenue

Corbett Road appears to be the earliest human development within Corbett Heights, although its early history is largely conjectural. Before it was named, according to Mae Silver, author of a booklet, *Old Corbett Road*, it was a "trail used by Spanish Colonials and perhaps even by the Ohlones and Miwoks." Subsequently, "During the days of the Mission Rancho San Miguel owned by Jose Noe (1846-1851) [this trail] was likely widened." (Silver 1992) Since then, in different times and in different segments it has been known as Corbett Street, Corbett Road, and Corbett Avenue, its current name. Through these name changes the route of the street has also changed and segments have been added and dropped.

The first time "Corbett Street" (or any variation of that name) was used on a map appears to have been the 1854 plat map of Horner's Addition that included adjacent parts of the city. (Gardiner 1854) The name was applied to what is now called Seventeenth Street between Harrison Street on the east and a point just beyond the intersection of Seventeenth, Market, and Castro Streets on the west.

Figure 33 – 1916 view of Roosevelt and Seventeenth Streets showing infrastructure systems: utility poles and wires for telephone and electricity, fire hydrant, stone curbs, workmen with basalt paving blocks. (Courtesy of Western Neighborhoods Project)

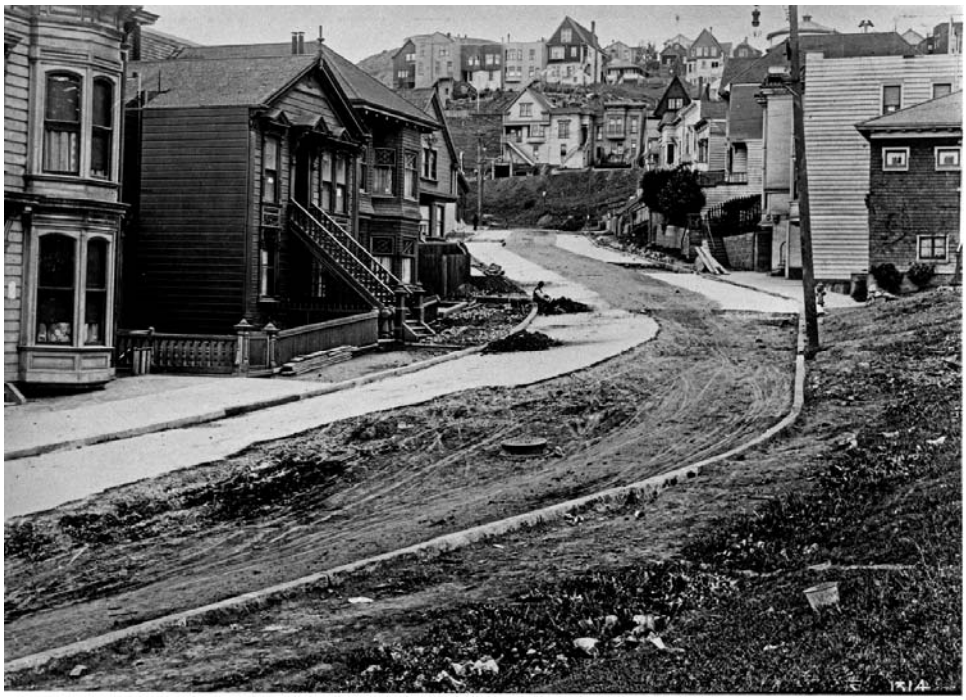


Figure 34 – 1912 view looking west on Corbett in the 200 block showing infrastructure systems: stone curbs, partial concrete sidewalks, partial street paving in macadam, manhole covers for sewers, streetlights. (Courtesy of Western Neighborhoods Project)

According to Anita Hubbard, Corbett Road "was built about 1860" under the ownership of Pioche & Robinson (Hubbard 1924: 54) who bought San Miguel Rancho in that year. She was referring to Corbett Road west of Douglass Street in Corbett Heights. A map of the city published in 1864 (Wackenreuder 1861) may be the first to show a road more or less where Corbett Avenue runs today. This road, not named on the map, runs in a winding contour path around the north side of the Corbett Heights amphitheater. On the west side of the amphitheater, instead of turning south as Corbett Avenue does today, it continued in a westward course over the ridge in the direction of Laguna Honda.

In 1867, Corbett Road as we know it today was shown and labeled by that name on the Pioche & Robinson Subdivision map. A city map in 1869 labeled it New Ocean Road. (Goddard 1869) In the 1870s Corbett Road was a link in the principal route from the built-up parts of San Francisco to places of recreation and entertainment on the west side of the city, including Lake Merced and Ocean Beach.

Horse Power

Until the advent of the automobile after the turn of the twentieth century, work and transportation were accomplished by human and animal power. From the beginnings of settlement in Corbett Heights, possibly by squatters in the late 1850s, people walked to the area from the closest transit lines many blocks away. The most important early form of transportation was by horses or horse-drawn vehicles. Heavy loads for building or agriculture or other purposes were carried in wagons pulled by teams of horses. Access to higher levels in the hills was limited by the ability of horses. As it rose along the sides of the amphitheater following the natural contours, the rough path of Corbett Road provided access to some areas. Despite the first

subdivisions of the land for homesites in 1864 and 1867, most of the area was so difficult to reach that it remained at most very sparsely developed until the early 1890s.

Golden Gate Park: Streets and Transit Lines to the Neighborhood

Located on the east slope of San Francisco's central highlands, Corbett Heights occupies a prime position on what was historically a major barrier between the eastern and western parts of the city. In the 1880s and 1890s, the newly developing Golden Gate Park was on the opposite side of the barrier from the fastest growing parts of the city — the Mission District and the neighborhoods of Horner's Addition. Because of this, efforts were begun to make a connection between the two areas and also to make money from the real estate between them.

The new neighborhoods surveyed and developed by Adolph Sutro and others in and around the central highlands — Ashbury Heights, Clarendon Heights, and the Park Lane Tract among them — were an early result of efforts to make this connection. The projected route between the Park Lane Tract and Golden Gate Park ran along a street called Park Lane (now Clayton Street between Deming Street and Terrace Street) to an extension of Ashbury Street at the top of the hill, down Ashbury Street, and westward to the park. To realize this connection, however, it was necessary to build a transit line or a road that was passable by horse-drawn vehicles, and therefore not too steep.

In 1885-1887, Sutro tried to build a transit line to the neighborhood. Then, in 1889, a proposal was made that would ultimately result in a road. According to the *Chronicle*, a man identified only as Mr. Bartlett, representing the Sixteenth Street Improvement Club (Bartlett and his business associates may have been the only members), proposed extending Sixteenth Street in a straight line to the ocean and the park from its terminus at Castro Street. This would have cut across Sutro's Park Lane Tract (and Corbett Heights) and required cutting down the centerpiece of that subdivision, Mt. Olympus, and two other hills.

Sutro and others objected to this plan: "I am in favor of all improvements, provided they are properly done," Sutro said. His objections were that the Sixteenth Street grade would be too steep to drive teams on, that no one would ever build a cable railway on Sixteenth Street, and, most passionately, that he was opposed to cutting down any hills. But, he said, "To get a good highway to the park is one of the most important questions before the people of San Francisco." As an alternative to Sixteenth Street, he proposed a circuitous route one hundred feet wide "up Seventeenth Street from Market and then crossing into Corbett Road and thence into Serpentine Avenue" that was at a suitable grade for horses. This route would have required a new connection from Corbett to what is now Temple Street. Serpentine Avenue would follow Saturn Street, Lower Terrace, Roosevelt Way, and Clifford Terrace to Ashbury Street today. Seventeenth Street was blocked by a hill between Mars and Uranus. (*San Francisco Chronicle* 1 December 1889)

In a series of neighborhood meetings over the next few years, a neighborhood organization was formed, this one consisting of residents of the neighborhood, which advocated for a Seventeenth Street route over the hill, as indicated by the group's name, the Park Lane Tract and Seventeenth Street Improvement Club (often appearing in the newspaper as the Seventeenth Street and Park Lane Improvement Club). The issues of

street grading and construction of a streetcar line stalled a successful route to the park until 1897 (see Streetcars & Development and Streets & Sidewalks sections, below).

Streetcars & Development

Early transit lines — the Market Street Railroad, the North Beach and Mission Railway, and the Omnibus Railroad — brought people to the Mission District and made Corbett Heights accessible with a long walk. The Market Street Homestead Association boasted in 1867 that, "The Mission cars now run a few blocks from this property," meaning that a horse car line ran about ten blocks to the east. The association also claimed that the Market Street Horse Cars "will run directly out to this property, bringing it within a few minutes of the center of the City" (Market Street Homestead Association 1867), a prediction that was premature by about twenty-five years. In 1888 the Market Street cable line ran out Market Street and turned south on Castro Street, providing much closer access to the center of the city from Corbett Heights. This was a significant improvement that affected the development of Corbett Heights. Within a few years, the Market Street line became a streetcar, while Castro Street kept its cable car until 1939.

After Sutro's failed efforts to build a transit line to Corbett Heights, in 1891 Behrend Joost proposed an electric streetcar line on Eighteenth Street to Corbett and ultimately to Lake Merced. (*San Francisco Chronicle* 13 June 1891). Later in the year he announced that the Eighteenth Street streetcar that started at Guerrero would pass "through Eureka Valley" on its way to Golden Gate Park, and "would be completed in a few months." (*San Francisco Chronicle* 8 August 1891) The exact starting date is uncertain, but it was in 1892. (Stindt 1990: 109) A timetable was published in August 1893: at that time there were forty-four trips per day between 5:35 A.M. and 12:15 A.M. along Eighteenth Street between Guerrero and its terminus at the corner of Falcon and Moss (more or less Market and Nineteenth Streets today). (*San Francisco Chronicle* 21 August 1893) By 1897, the streetcar was extended over the hill to Stanyan Street and down to the park (Rand McNally & Co. 1897), too late for the 1894 Midwinter Fair. (**Figure 35**)

With the arrival of the first phase of streetcar service in 1892, Corbett Heights had one of the key ingredients for sustained development. Once the Eighteenth Street line was in operation, residents could travel to the Mission District and downtown to work by making one transfer. The full benefit of streetcar service was felt gradually as other key ingredients for development fell into place, especially an adequate water supply as discussed below, and a healthy economy. As the economy improved in the late 1890s, Corbett Heights entered its streetcar-driven development phase which continued strongly from about 1900 to the time of World War I. (**Figure 36**)

At the end of this period, just before the United States entered World War I, improvements were made to the streetcar line where there was a "switchback" at the junction of Clayton and Falcon Streets. There, according to the label on a San Francisco Public Library photograph, "ends were reversed & car proceeded in opposite direction." (**Figure 37**) (**Figure 38**)

Figure 35 – 1897 map showing route of Eighteenth Street carline through Corbett Heights. Detail. (Rand, McNally & Co 1897) (David Rumsey Map Collection, www.davidrumsey.com)

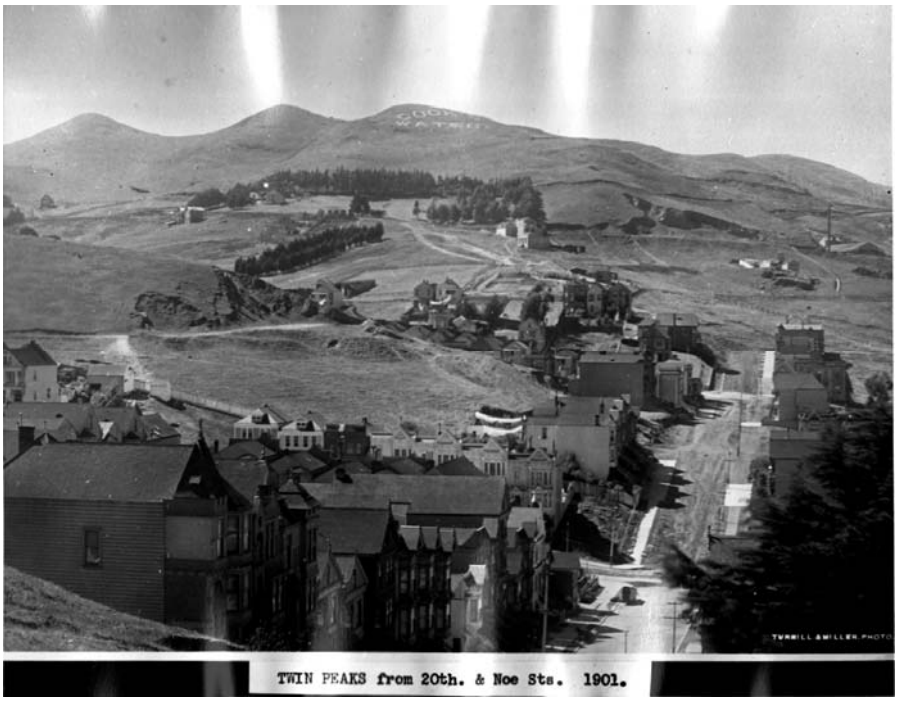


Figure 36 – 1901 view west on Twentieth Street from Noe showing Simons-Fout plant and undeveloped slopes of Corbett Heights on the right edge of photo. (Courtesy of Western Neighborhoods Project)

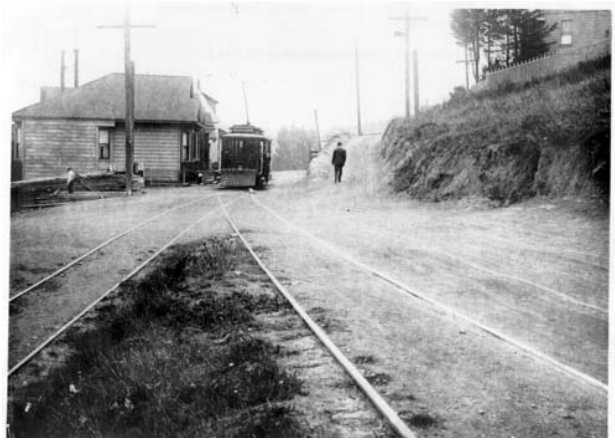


Figure 37 – Switchback at Falcon and Clayton Streets, 1917, before improvements. (San Francisco History Center, San Francisco Public Library. Ted Wurm Collection)

Figure 38 – Switchback in 1918, after improvements. (San Francisco History Center, San Francisco Public Library. Ted Wurm Collection)

City Monuments

Among the first objects of the urban infrastructure to serve Corbett Heights were reference points for land surveyors called City Monuments. In contrast to "natural monuments" — trees, rocks, shorelines, etc. — which were common reference points for land surveyors in nineteenth and early twentieth-century California, "City Monuments were "artificial monuments" (Breed & Hosmer 1938: 134) built and placed by City Engineers for City Surveyors who used them in the survey of streets, blocks and lots, and other features. The earliest City Monuments in San Francisco were probably impermanent markers like wood stakes with a special nail on top indicating the precise reference point. Once a program to place permanent City Monuments was underway, apparently before 1864 (San Francisco Board of Supervisors 1887: 317), City Monuments were made of stone. Because City Monuments were placed, ideally, on the centerlines of streets or at the intersections of two crossing centerlines, in order not to obstruct traffic they were recessed from the surface in monument wells with a cast iron cover at the surface to maintain the level of the street.

The first known record of a permanent monument in the area was the 1893 Park Lane Tract Map No. 5 which showed a monument located on Mount Olympus, just outside Corbett Heights. By 1904, there were twenty-three "stone monuments" in that part of the Park Lane Tract occupied by Corbett Heights. Additional research would be necessary in the Bureau of Streets Use and Mapping within the Department of Public Works, to know the early history of City Monuments in other areas of Corbett Heights.

Ideally, City Monuments were placed at the time that streets were first surveyed. However, in many areas of San Francisco, including Corbett Heights, the streets were surveyed before permanent monuments were placed.

Many monuments in Corbett Heights appear to have been placed in 1904. The publicly visible part of each monument is a circular cast-iron plate, typically decorated with stars and the letters: "City Mon." The Bureau

of Streets Use and Mapping has original engineering drawings of some of these cast-iron covers, which vary somewhat in design and in some cases by neighborhood. An examination of these drawings may show the dates of the various designs. While the stone monuments themselves appear to be from 1904, the dates of the cast-iron covers is not known.

The Surveyor (variously also known as the County Surveyor, the City Surveyor, and the City & County Surveyor) was one of the original public officials of the City of San Francisco upon its incorporation in 1850. As it has been from the start, and as it continues to be, the work of the surveyor is fundamental to the clear delineation of public and private property. Every street and every residential lot is defined with reference to nearby City Monuments. The abstract description of property as presented in maps and deeds, is connected to the actual conditions on the ground by the surveyor using the City Monuments.

Water

The dispute between Nobby Clarke and Behrend Joost over their respective water systems makes a colorful story, but was of minor significance in the basic problem of supplying water to Corbett Heights. (See previous sections: Miller-Joost Property, 1867 and Albert "Nobby" Clarke Property: Estate and Hospital.) The Moss brothers and Pioche & Robinson anticipated the value of water not only to this neighborhood but to the city at large in their associations with the Spring Valley Water Company and its line through San Miguel Rancho to Laguna Honda.

The small scattered population of Corbett Heights began to grow in the early 1890s as streetcar lines were planned with efforts to market the Park Lane Subdivision. This brought the issue of a reliable safe water supply to the forefront of neighborhood consciousness. Beginning in June 1891, while Clarke and Joost were feuding, the Park Lane Tract and Seventeenth Street Improvement Club began efforts to secure a better water supply, asking the Board of Supervisors to ask the Spring Valley Water Co. "to build a reservoir to supply the residents of Eureka Valley, Clarendon Heights, and Park Lane Tract." (*San Francisco Chronicle* 6 June 1891) A subsequent request for water mains in the neighborhood was also rejected. (*San Francisco Chronicle* 11 July 1891 and 19 July 1891) This effort was followed by another approach, to ask the Board of Health to condemn the existing water supply from Clarke: "the water furnished the residents of Eureka Valley is impure and is pumped from all the old wells and cess pools, and . . . a large amount of disease to the children of the neighborhood has resulted." (*San Francisco Chronicle* 8 August 1891) Although the Board of Health condemned the water system, Clarke continued in operation, resulting in a warrant for his arrest. In the same meeting, water mains were requested again for Seventeenth Street. (*San Francisco Chronicle* 29 August 1891) As late as May 1895, property owners still complained that they could not build without adequate water for domestic use and fire protection. (*San Francisco Chronicle* 18 May 1895)

The Clarendon Heights Reservoir, a few blocks away from the west edge of Corbett Heights, was completed in the summer of 1895. This made water available to the entire Corbett Heights neighborhood and for the first time provided a sound basis for building and selling houses. Completion of the reservoir and the pipes that brought water to it from Laguna Honda did not end the problems, however. In June, blasting nearby almost damaged the reservoir and temporarily caused it to be drained. Later in the year, the system had to be cleaned because of bad tasting water. (*San Francisco Chronicle* 10 May 1895, 14 June 1895, and 11 November

1895) The large steel tank built as part of the original reservoir complex gave Tank Hill its name and is visible in many historic photos of Corbett Heights until its demolition in 1957.

The availability of water was only the first step in its delivery. With the completion of the Clarendon Heights Reservoir, requests were made street by street over several years for mains that would be connected to each house. The first streets in Corbett Heights to make the request were Lower Terrace and Uranus in mid 1895. (*San Francisco Call* 19 May 1895) A fine-grained history of the area would probably show that the development of houses and flats in the 1890s followed the availability of Spring Valley water street by street and block by block.

The provision of water from the Spring Valley System required trenches in every street to lay water mains. When the mains were in place, residents were responsible for connecting the mains to their property, requiring a second phase of construction.

Streets & Sidewalks: Internal Concerns

After the early subdivision developers surveyed the streets and filed their surveys with the County Recorder, the streets became the responsibility of the city which in turn assessed residents. The first problem in Corbett Heights was grading the streets over its hilly topography to make the slopes appropriate for horse-drawn vehicles and for public transit.

The grading of streets was a principle concern of the Park Lane Tract and Seventeenth Street Improvement Club. From 1890 to 1895, this was a regular topic at club meetings. Recurring issues in these discussions were the impact of grading, or not grading, or how grading was done, on property values. To best accommodate horses, for example, a street grade might leave some houses below the level of the street and others above it (**Figure 39**) such as can be seen today in the 100-200 blocks of Corbett Avenue, and on Mars Street. One result of this was the need to move houses. (**Figure 40**) (**Figure 41**)

Figure 39 – 1918 view north on Falcon from Corwin showing relationship of houses to graded street. Also note the wooden sidewalk. (San Francisco History Center, San Francisco Public Library. AAB-6114)

Figure 40 – 1920 view east on Saturn from Lower Terrace showing relationship between houses on sloping lots and ungraded streets. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

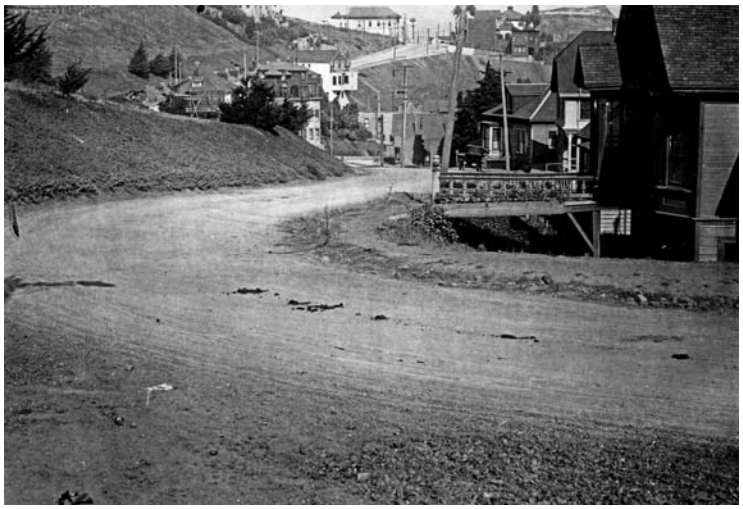


Figure 41 – Undated view north along 400 block of Corbett showing necessity of bridge between house and graded street. (Courtesy of Western Neighborhoods Project)

In May 1890, the club reported that the city would soon grade Seventeenth Street from Douglass Street to the Park Lane Tract. Over a year later when this had not been done, the club asked the city "that Seventeenth Street be graded, sewered, and macadamized from Clara Avenue to Park Lane road" and to lower the grade on Seventeenth at Uranus. (*San Francisco Chronicle* 11 July 1891) When Sutro objected to this, the club withdrew its request. Newspaper accounts did not give reasons for Sutro's objection, but he was already on record as opposing the cutting down of hills (Golden Gate Park section, above) which this would have required. Also, because the project would bisect the Park Lane Tract, he may have felt that it affected the value of his property.

The issue erupted in controversy in August 1891 with some property owners wanting the grading to be done as proposed, including removal of the hill at Seventeenth and Uranus. Joost threatened to sue if it were done because of damages to his property. The newspaper reported that a group of "property owners object to the grade, some of them claiming that they will be left on an embankment from ten to twenty feet above the street, while others will be that much below and will have to fill in their land to utilize it for building purposes." (*San Francisco Chronicle* 29 August 1891)

The city restudied the proposed grade and reported in 1892 that it would require a twenty-five foot cut on Seventeenth Street at Mars. (*San Francisco Chronicle* 13 February 1892). Finally, in 1893, the paper reported, "the widening and opening of Seventeenth Street from Douglass to Stanyan . . . had been completed" (*San Francisco Chronicle* 14 January 1893) which should have established the long-sought route over the hill. However, the newspaper's 1893 statement of completion notwithstanding, the blockage around Mars and Uranus was still in place in 1895. Because "Seventeenth Street has been opened to Uranus, but a high bluff prevents travel from getting through to the Park," the improvement club stated, Minerva Street (now Deming Street) should be opened to provide a by-pass around the blockage. A 1925 photograph in the collection of the San Francisco Public Library shows the hill finally being cut down. (**Figure 42**)

Figure 42 – View south on Roosevelt Way, 1925, showing rock cut at Seventeenth Street. (San Francisco History Center, San Francisco Public Library. AAB-5177)

The culmination of these efforts after endless debate about individual streets was the request by the "Park Lane Tract Improvement Club" in 1893 for the city to establish official grades for all streets. (*San Francisco Chronicle* 14 January 1893) In some cases, many years passed before grading was completed.

Until they were improved, streets in Corbett Heights were dirt. (**Figure 43**) A few streets in this early period were macadamized — paved in compacted layers of crushed rock that is covered in a smooth surface of asphalt or similar material. By 1895, Corbett Road, Lower Terrace, and Uranus were all macadamized. (*San Francisco Call* 4 May 1895 and *San Francisco Chronicle* 19 May 1895) More commonly, before automobiles were widely in use, streets were paved in paving blocks or bricks, typically basalt blocks such as are visible in the first block of Corbett Avenue today. (**Figure 44**) (**Figure 45**) (**Figure 46**)

Limited numbers of sidewalks were also built in this period, first of wood and then of concrete. Permanent sidewalks at this time would have been built of concrete or a variation of standard concrete based on "the science of manipulating cement ingredients" called artificial stone or patent stone. (*California Architect and Building News* 1888: 72) In 1891, Adolph Sutro and his son-in-law George W. Merritt requested that the width of proposed new sidewalks on Corbett Road and Eighteenth Street between Douglass and Danvers be reduced from fifteen to twelve feet and the six feet gained added to the roadway. (*San Francisco Chronicle* 28 November 1891) This would have reduced the sidewalks next to Nobby Clarke's mansion. Some sidewalks are stamped with names of the contractor and the date of construction.

Curbs

Along with streets and sidewalks, curbs were built as part of the development and improvement of the neighborhood. Curbs were built in ancient Rome as can be readily seen in the excavations at Pompei and

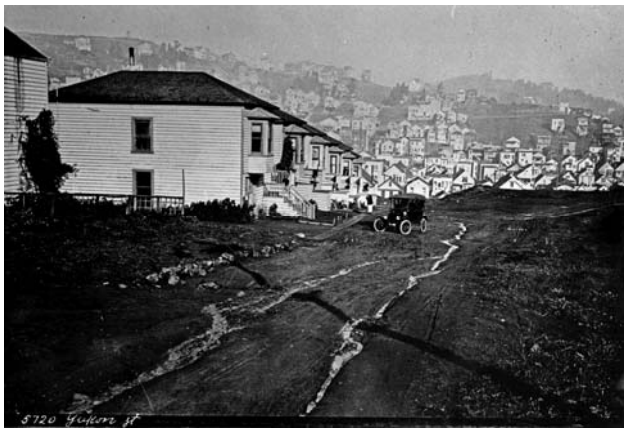


Figure 43 – View north on Yukon Street ca. 1906 showing poor condition of dirt street. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

Figure 44 – 1921 view of basalt block paving at Mars and Seventeenth Streets. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

Figure 45 – 1926 view west on Seventeenth past Mars showing basalt block paving. (San Francisco History Center, San Francisco Public Library. AAB-5863)

Figure 46 – 1927 view east on Corbett toward Douglass showing basalt block paving. (San Francisco History Center, San Francisco Public Library. AAB-3462)

Herculeum. In more recent times, curbs were built in London with the adoption of macadam paving in the late eighteenth century, and spread to the United States and elsewhere. Curbs built with stones, called curbstones, were a common feature in early American cities including Alexandria, Virginia (1812); Hagerstown, Maryland (1815); and Portsmouth, Virginia (1835). (Lounsbury 1994: 106-107) As early as 1855, when 108 curbstones were brought from Glasgow to San Francisco in ships, they served both as ballast for the voyage and as a sellable commodity in a city notorious for its poor streets and sidewalks (*Daily Alta California* 13 April 1855) At the annual Industrial Exhibition of the Mechanic's Institute in 1860, granite curbstones produced in California "of the very finest quality" (Daily Alta California 5 September 1860) were on display.

Beginning in the 1860s, the construction of curbs in San Francisco was frequently noted in the newspapers. Granite curbs were considered the best, but some were built of basalt. First built downtown, curbs were gradually extended to the west. The earliest known instance of granite curbs in Corbett Heights was in the

Municipal Reports for 1889 when ninety-two feet was laid under public contract at the intersection of Douglass and Eighteenth Streets. In the same year, five hundred feet of redwood curbs were built adjacent to Corbett Heights on Eighteenth between Eureka and Douglass Streets. (San Francisco Board of Supervisors 1889: 19, 23)

The fundamental purpose of curbs is "so that the water can flow over them into the gutters" without eroding the soil and undermining streets and sidewalks. (Gillmore 1890: 150) A civil engineering definition published later applies equally well to San Francisco's curbs before streetcars and automobiles: "Curbs at the margin of the pavement serve to define the edge of the traffic way, to hold in place the turf between pavement and sidewalk, to form one side of the drainage channel or gutter, and to trim and make sightly the whole street area." (Radford 1929: 136)

Streetlights

In 1886, the Committee on Street Lights of the Board of Supervisors noted that there were no gas mains on Eighteenth Street between Collingwood and Clara Avenue (now Ord Street). (*Daily Alta California* 28 January 1886) Although gas lamps were the norm at the time, electric streetlights were about to be widely adopted. A year and a half later, local property owners requested "the erection of an electric light mast" on the corner of Seventeenth Street and Clara Avenue (Ord Street). (*Daily Alta California* 10 May 1887) Three years later, Behrend Joost advocated for six electric streetlights at a meeting of the Park Lane Tract and Seventeenth Street Improvement Club. (*San Francisco Chronicle* 10 May 1890) In 1891, three electric streetlights were placed in Eureka Valley and another was requested and rejected at Seventeenth and Corbett. (*San Francisco Chronicle* 1890-1891, passim) In this early period, streetlights were added incrementally and may have depended in part on political connections in City Hall.

Sewers

Property owners in Corbett Heights requested sewers in the meetings of the Seventeenth Street and Park Lane Tract Improvement Club meetings in 1891 and 1892, specifically on Seventeenth and Corbett Streets. When efforts were begun to build a sewer in Corbett Road in 1892, Behrend Joost "claimed that there was no Corbett road from a point seventy-five feet east of Hattie Street, but that it was private land owned by him." (*San Francisco Chronicle* 9 January 1892) However, probably no sewers were built until after the 1893 engineering report to the city proposing a city-wide system of modern sewers. (Manson and Grunsky 1893)

Telephone

While the earliest telephone service in the neighborhood is not known, a newspaper article in February 1896 shows that it was in place by that time in Clarendon Heights, a short distance from Corbett Heights. (*San Francisco Chronicle* 11 February 1896)

E. INDUSTRY

Large industrial enterprises were located around the periphery of Corbett Heights. Two of the largest, the California Brewing Company and the San Francisco Brick Company were located outside the boundaries of

Corbett Heights on the east and north sides, respectively. One, the Simons-Fout Quarry and Brick Company, had most of its industrial facilities just outside Corbett Heights on the west side.

In addition to these and the two water works of Behrend Joost and Alfred Clarke, discussed above, there were a small number of home industries scattered around the neighborhood that were identified on Sanborn maps and probably many others not marked on the maps.

Although most of these industrial establishments were outside the boundaries of Corbett Heights or are no longer standing, their historical presence is important to an understanding of the people who lived here and the residential buildings that remain today. A substantial portion of the neighborhood was built up with residences before the last industries in the area closed about 1915. Thus, a substantial portion of the neighborhood was built in proximity to noisy, dirty, industrial plants that would have kept property costs low and available to working class people. The residences built for the population are significant for the ways they represent this population which is manifest first of all in building types such as workingmen's cottages and modest houses.

The prevalence of brick making establishments in the neighborhood is due to the presence of loamy soils, clay, and shale from which bricks could be made. There were deposits of loamy soils and clay in shallow pits on the surface both in the lower elevations of Eureka Valley and the higher hillside elevations. In addition, the higher sites of two of the brick makers (see San Francisco Brick Company and Simons-Fout Quarry and Brick Company below) there were also exposed rock outcroppings which included shale that could be crushed and added to clay mixes to produce the kinds of harder bricks used as pavers or for structural purposes. (Mosier 2015)

Tuttle Brothers Brick Company

In the 1860s and 1870s there were approximately ten to fifteen brick manufacturers listed every year in the San Francisco city directory. Several of these were small businesses and short lived, many of them located in or around Horner's Addition. Near Corbett Heights, Charles Marois had a brick-making business for one year only, in 1877, at the corner of Eighteenth and Eureka Streets. In 1876 and 1877, Tuttle Brothers had a brick business at Twenty-seventh and Guererro. Then in 1878 and 1879, the company was at the southwest corner of Eighteenth and Douglass Streets, a part of the Pioche & Robinson Subdivision that was not included in the Market Street Homestead Association land. By 1880 they moved their brick-making operation to Contra Costa County. John Tuttle was born about 1843 and Albert J. Tuttle about 1848, both in Ontario, Canada.

In 1878, when Tuttle Brothers was located at Eighteenth and Douglass Streets, one of the brothers attended the founding meeting of the Bricklayers' Protective Association of California. As secretary of the group, "Mr. Tuttle" read the following document, which was subsequently approved:

> *Whereas*, There are thousands of our own men in this State suffering for want of employment, entailing untold suffering among their families and spreading general alarm throughout the land, causing stagnation of business, and a general reproach on the fair name of our State; therefore, be it

> *Resolved*, That we, the brickmakers of the State of California, do organize ourselves into a society for our mutual aid and protection, to be called the Bricklayers' Protective Association of California, and that we do hereby solemnly pledge ourselves to each other, individually and collectively, that on and after the 1st day of May, 1878, that we will not employ any Chinamen, directly or indirectly, in the manufacture of bricks.

Nevertheless, according to Anita Hubbard, the Tuttles employed Chinese labor. (Hubbard 1951: 89)

Home Industry

In 1900, the Sanborn maps showed four properties with hen houses, three coal and wood businesses, one carpenter, and one cobbler within Corbett Heights. The hen houses were in sheds behind the houses, the carpenter and cobbler were in basements of houses, and the coal and wood businesses were on their own lots. Before any infrastructure of gas or electricity, coal and wood were used everywhere as fuel for cooking and heating of houses.

California Brewing Company

In 1891, Peters Brothers proposed building a brewery in "Eureka Valley," a name which referred in part to Corbett Heights. Despite objections from "a few property owners," the Park Lane Tract and Seventeenth Street Improvement Club "unanimously indorsed the locating of the brewery in the district." Henry Peters of Peters Brothers proposed building a $20,000 building with steam engines and boilers and said the business "would give employment to a large number of men." (*San Francisco Chronicle* 10 October 1891). Known as the California Brewing Company, the business operated at 111-123 Douglass Street until 1915 when it closed as a result of construction on the Twin Peaks Tunnel. (*San Francisco Chronicle* 16 April 1913 and sfbeer.org)

San Francisco Brick Company

On 10 August 1897, the Gray brothers purchased a site on Corona Heights in the Flint Tract, just north of the San Miguel Rancho boundary line, for the Crushed Rock Co. They intended to establish a quarry and rock crushing business there, but quickly discovered that the rock was unsuitable for the purpose. (Myrick 2001: 59-60) Less than a year later, on 19 May 1898, they established the San Francisco Brick Company to operate on the same site. The San Francisco Brick Company had a reputation for poor quality bricks and was closed in late 1914.

The Gray brothers owned several building-materials businesses. They had provided the high quality cement for two of the best-regarded examples of early concrete construction, the foundations for the Claus Spreckels Building (completed 1897) and the Ferry Building (completed 1898). They were also infamous for their disregard for the safety and peace and quiet of residents near their Telegraph Hill Quarry and for their harsh treatment of labor. One worker who was owed money shot and killed George Gray at the Twenty-Ninth and Castro Street quarry on 10 November 1914 — and was acquitted of the crime.

Simons-Fout Quarry and Brick Company

Among numerous industrial operations in and around Corbett Heights, the Simons-Fout Quarry and Brick Company was the largest and most important to the development and character of the neighborhood. It was established in 1900 on land purchased in the Pioche & Robinson Subdivision from an unknown party. The Simons-Fout Brick Company was incorporated in May 1900 by Edward Simons, Charles E. Fout, Lutie W. Fout, E.W. Simons, and C.F. Simons of Los Angeles. The industrial land purchased by the company had not been part of the Market Street Homestead Association, probably because it was purchased from Pioche & Robinson in the first year of the subdivision and never developed. The 1900 Sanborn maps show that no development had yet begun on this site which was labeled "steep." By 1905, the site was no longer steep because substantial material had been removed for use in the rock crushing and brick making operations.

Simons-Fout's industrial facilities were largely or entirely located in blocks 6 and 8 of the Pioche & Robinson Subdivision just outside the boundary of Corbett Heights. The Simons-Fout Brick Company operated both a brick factory and a quarry at this site. An undated map that does not show a brick plant raises the possibility that, like the nearby Gray Brothers, the rock at this site was inferior, leading to the establishment of a brick business. While the brick company was listed in directories for many years beginning in 1901, the rock business was never listed in directories. It appears that the brick company was the larger business but that both businesses operated at the same time. (Aubury 1906: 321)

When the plant was first established there were only three houses in the vicinity. (Sanborn Map Co. 1900) From size and location, these houses may have been for workers. Down hill and outside the immediate vicinity, Clarence F. Simons, a salesman for the company, lived in Corbett Heights at 101 Caselli Avenue in 1903.

By 1905, as shown on the Sanborn Map, the Simons-Fout Brick Co. factory, straddling Iron Alley, was a large wood and corrugated iron structure, 300 feet long, with a brick continuous kiln in the center and a 100-foot iron chimney. According to the State Mining Bureau, "The bricks are made in a stiff-mud machine, which average 30,000 a day. They are dried by live steam and burned in a 20-compartment Hoffman kiln, using coal as fuel. Only common bricks are made." (Aubury 1906: 254) The plant was largely destroyed in a fire in October 1902, but was rebuilt.

The plant continued in operation except for winter closures until 1918 (see Simons-Fout Brick Company and Quarry in Building the Neighborhood, 1906-1945 section below). The hauling away of bricks and other products from the site, mostly if not entirely by teams of horses pulling wagons, would have constituted a substantial amount of traffic through Corbett Heights during the life of the operation. The most likely route for this traffic would have been on the relatively gentle grades of Corbett Avenue.

F. DEMOGRAPHICS

Social Class

In this report, residents are described informally as working class and as middle class, terms that each encompass a mix of socio-economic levels. The census between 1870 and 1940 shows that the neighborhood was always overwhelmingly a working class residential area. Until after 1910 this meant a spectrum that included laborers, workers who performed physical labor and lacked advanced skills, and tradesmen or mechanics, such as carpenters or plumbers, who may have been highly skilled. Much of the work for this group of the working class was performed partly or largely outdoors. Almost all of these workers were men. Although all nominally working class, workers in these groups owned or rented a range of accommodations, from flats and small cottages, to two-story dwellings with stylish ornamentation. According to Delehanty, "The relatively high wage rates in Victorian San Francisco paid for the so-called mechanic's cottages that dotted the city's peripheral neighborhoods." (Delehanty 1997: 91) (**Figure 47**)

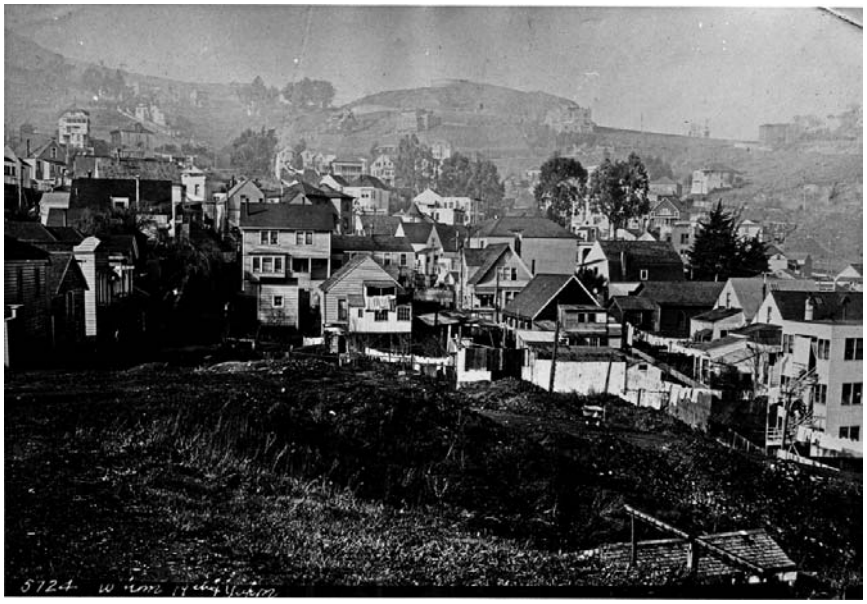


Figure 47 – View west from Nineteenth and Yukon showing working class neighborhood, typical of Corbett Heights, ca. 1912. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

From 1910 to 1940, the working class increasingly included women workers and workers whose jobs were indoors. There were fewer laborers and tradesmen or mechanics, and increasing numbers of workers in shops and offices.

Nationality and Occupation Groups

An analysis of census records from 1870 to 1940 shows that like other parts of San Francisco, Corbett Heights was first populated and built up by a significant number of foreign-born people, the large majority of whom were working class. Some groups were larger than others but after the milk ranching period, when

there were many from German-speaking countries, there was never a dominant national or non-English language speaking group in the neighborhood, and within the neighborhood no districts have been identified that belonged to one group or another. The occupations of residents changed over time, but whether laborers or office workers, the neighborhood remained overwhelmingly working class through 1950.

In a sampling from the 1870 census, when the population was low and the means of recording information make it hard to tell who lived in the district and who lived outside of it, it appears that more than half the heads of household were foreign born. The largest numbers were from Ireland; others were born in France, Italy, England, Switzerland, and areas of what became Germany — Hess Darmstadt and Prussia. A small but significant number worked in some aspect of the milk business, as a milk dealer, dairy laborer, or milk deliverer. Other occupations, none dominant, were carpenter, blacksmith, teamster, retail merchant, hosteler, brick layer, farm laborer, cook, deputy sheriff, and porter. There was also a law student, an artist, and a teacher. A sampling of the 1880 census was made with the same difficulty. It was hard to tell who lived in the neighborhood and who didn't and therefore hard to count the population. Nevertheless, the results were similar to those from 1870. Again, more than half of the heads of household were foreign born. The two largest groups were from Ireland and Germany. There were also people present from Switzerland, England, Australia, and Norway. The largest occupation group, still a small number, was still associated with the milk business including milk wagon driver and "dairy." Also listed as occupations were: servant, express wagon, machinist, laborer, carpenter, beer, harness making, jeweler, tobacco, cigar maker, brick layer, poultry puller, miner, and butcher. A female resident was a dressmaker.

1900 Census

A more thorough analysis of the 1900 census showed a population of 681 people at 146 different addresses. A few entries listed two households at one address, but most residences were occupied by a single family of parents and children. A small number listed an in-law or other relative and a still smaller number listed a boarder. The few in the neighborhood identified as servants appear to have been employed elsewhere — there were not any servants listed as working in Corbett Heights. There was an average of 4.66 people per household, including a number with only one or two people, reflecting the typically large size of families of that time.

Among the 146 households, 99 heads of household were foreign born. The largest numbers were from Germany (39) and Ireland (27), with Sweden (9), Scotland (7), England (6), Canada and Nova Scotia listed separately (3 each), Russia (2), and Norway, Italy, and Switzerland (1 each).

A sampling of occupations can be grouped according to type and location of employer, most of them probably accessible on the Eighteenth Street streetcar line to the Potrero District, waterfront, and South-of-Market industrial areas. The jobs of stevedore, longshoreman, ship carpenter, marine engineer, sail maker, and sailor all existed at the waterfront. Brewer, baker, iron moulder, iron maker, book binder, cabinet maker, foreman planing mill, machinist, foreman spice mill, pork packer, trimmer, coffee roaster, paper maker, paper ruler, millwright, and wire worker all were likely to be in the industrial districts. Construction-related occupations that could be at the waterfront, for industrial employers, or anywhere in the city included

electrician, plumber, carpenter, stationary engineer, painter, stone cutter, brick layer, day laborer, contractor, stone mason, cement finisher, and builder.

Others worked in some aspect of transportation: car motorman, railroad clerk, blacksmith, teamster, express man, and horseshoer. Some had occupations that might have been located in neighborhood or downtown shops or stores: shoemaker, candy dealer, manager glove store, laundry, fruit dealer, cashier china store, waiter, grocery clerk, grocer, book dealer, dry goods clerk, salesman, proprietor notions store, restaurant proprietor, merchant, and tailor.

For the first time, a number of women were employed. Some of these may have been based at home: dressmaker, shirt maker, telephone operator, bookkeeper, seamstress, domestic, sales lady, stenographer, lady's dry goods, and laundrywoman.

A very small number of workers, both men and women, had government jobs: inspector, policeman, postal clerk, and clerk Board of Health. A few were in arts-related occupations: photographer and actress (both women), publisher and musician. Miscellaneous occupations were: watchman, paper carrier, errand boy, farmer, capitalist, auditor, porter, cook, janitor, coal dealer, steward, and wood chopper (a Russian!). A physician and three nurses resided at the former Clarke Mansion.

G. BUILDINGS, ARCHITECTURE, AND LANDSCAPE

Overview

At the most basic level, residential properties in Corbett Heights in the Early Development period, overwhelmingly the dominant property type in the neighborhood, are of two types: dwellings and flats. However, each of these types has significant variations. One particularly significant consideration in defining these types is the presence, whether only historically or still extant, of outbuildings. Early outbuildings in particular may provide a basis for distinguishing between residences that were originally built as part of agricultural or other working operations, and residences that were built for city dwellers.

The earliest residents of the area were milk ranchers whose properties would have consisted of barns, sheds, tankhouses, windmills, fences, and other features in addition to dwellings. The only property known to survive with roots in milk ranching is the Miller-Joost property. It is possible that other dwellings built on milk ranches survive — according to *Here Today*, the house at 4521 Eighteenth Street was once part of a milk ranch (Olmsted & Watkins 1968: 264), an attribution that should be the subject of additional research. It is also possible that outbuildings survive, perhaps hidden from view at the back of lots. Because they are so rare, any historic dwelling that survives from a milk ranch would be significant. Any surviving outbuildings or other historic resources may be contributors to the setting of a significant property or could even be individually significant in special cases.

The next group of dwellings were those built on scattered lots in the period before streetcar service began in 1893. Many of these were part of small agricultural or home industry operations that might have had outbuildings. Barns, sheds, and other features either surviving or shown on Sanborn maps would be

indications of such uses. All dwellings in the period before 1893 were built by human and animal power alone as largely self-sufficient properties. Although such buildings may appear similar to later dwellings, they are significant for this reason.

Among an unknown number of houses built in the 1870s, only three have been positively identified so far. The houses at 140 Ord Street (**Figure 48**) and 4521 Eighteenth Street (**Figure 49**) are on their original sites. The house at 189-191 Corbett Road was moved to the site from Twin Peaks in 1914. Before 1884, when there was little or no planning for transit in the neighborhood and there was no adequate or efficient water supply, there was little development. One house is known to be from the early 1880s — 236 Corbett Avenue of ca. 1882. (Olmsted and Watkins 1968: 264) (**Figure 50**) Another, at 67 Douglass Street, may have been built as early as 1883. It seems likely that there are other houses and outbuildings from this period that have not been identified.

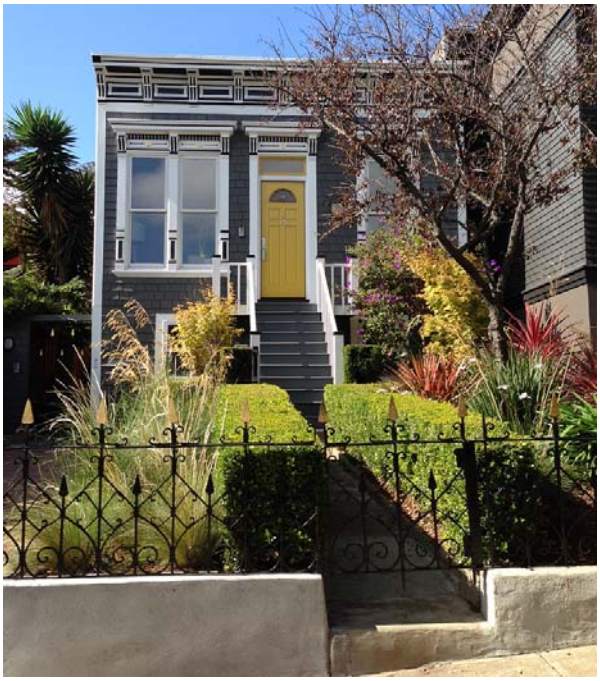


Figure 48 – 140 Ord Street, 1870s. Flat-front Italianate dwelling set back from street. (Photo by Leslie Koelsch 19 October 2014).

Figure 49 – 4521 Eighteenth Street, ca. 1877. Simple Italianate cottage. (Photo by Leslie Koelsch 19 October 2014).

From 1885 to 1892, the planning for and expectation of streetcar lines, water systems, and other improvements resulted in increased development in the neighborhood. Thus, while construction during this entire period was still accomplished only with horse and human power, builders in this period could expect to live in houses soon served by the streetcar and provided with water. An unknown number of houses were built in this phase of development — fourteen have been positively identified and located. (**Figure 51**) (**Figure 52**), (**Figure 53**), (**Figure 54**), and (**Figure 55**) In addition to its association with many of these themes, the Alfred Clarke Mansion (San Francisco Landmark No. 80) is significant as the lone great estate in the neighborhood, representing the unrealized potential of the subdivisions for more expensive houses and greater profits.

Figure 50 – 236, 238, and 242 Corbett Avenue. Ca. 1882. (Photo by Leslie Koelsch 19 October 2014).

Figure 51 – 60 Caselli Avenue, 1892. Petterson & Persson Architects. (Photo by M.R. Corbett, 6 June 2012)

Figure 52 – Alfred "Nobby" Clarke house. (Photo by M.R. Corbett, 22 July 2012)

Figure 53 – 210 Douglass Street, 1885, John J. Clark, architect. (Photo by Leslie Koelsch 19 October 2014).

Figure 54 – 178 Douglass Street, 1888. (Photo by Leslie Koelsch 19 October 2014).

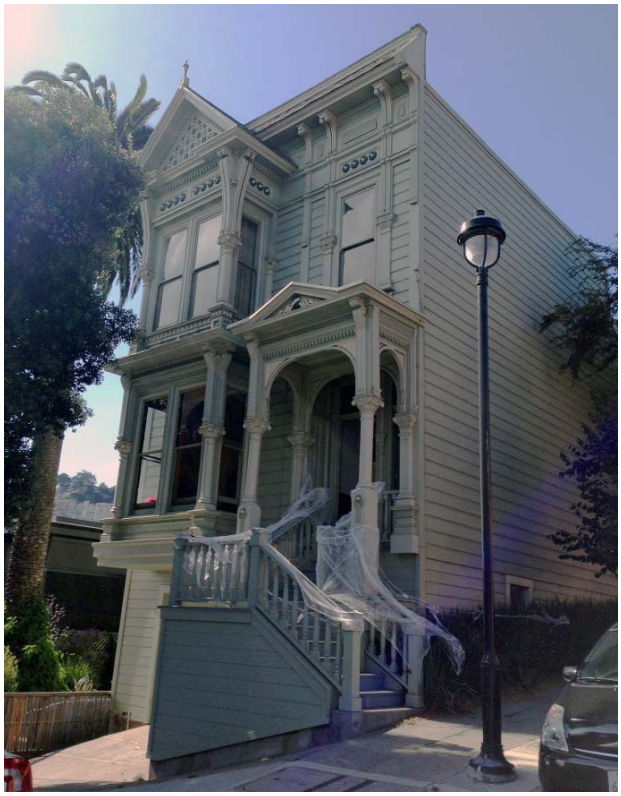


Figure 55 – 126-128 Ord Street, 1890. Michael J. Welsh, architect. Stick-Eastlake Style. (Photo by Leslie Koelsch 19 October 2014).

With the advent of streetcars and other urban systems beginning in 1893, Corbett Heights was built up almost exclusively with residences, specifically with what the building law and the Sanborn maps called dwellings. The term "dwelling" encompassed houses, cottages, boarding houses, and residences for "not more than two separate and distinct families or households . . . in which not more than fifteen rooms shall be used for the accommodation of boarders." (San Francisco Board of Supervisors 1901: 85). Two buildings shown on the 1900 and 1905 Sanborn maps appear to be this last type of structure, both still standing but altered: 37 Mars and 4565-4567 Eighteenth Street. It is not clear how such dwellings were occupied. Some were lodging or boarding houses, some may have been for related families. In North Beach, such dwellings were sometimes occupied as houses of prostitution, although there is no evidence of this in Corbett Heights. A dwelling accommodated one or two households, each having a single principal entrance and a single kitchen. Ordinary houses and cottages were not distinguished in the building law. In common usage, a "house" was, imprecisely, an ordinary or larger dwelling for a middle-class family or household and a cottage was a small, simple dwelling for a working-class family or household. With the increased land values brought about by streetcars, flats were built, typically with two or more separate and self-contained residential units on a standard lot.

The buildings of Corbett Heights are not generally distinguishable in their physical characteristics from buildings of the same periods in other San Francisco neighborhoods. The structural systems and materials, styles, forms and features, and siting of these buildings are associated with historic contexts that could be written for the entire city. Still, among these common features are some that are rare. Specifically, dwellings built set back from the street represent a less intensive land use than would be feasible in many streetcar era developments. According to the Mission District historic context statement: "The reduction of front setbacks stemmed from the need to meet municipal goals of locating structures closer to utilities that were installed along the street, as well as for more livable area." (San Francisco Planning Department 2007: 49)

Just as outbuildings may be part of the setting of a significant property, so also may gardens and landscaping. For example, the setback of a dwelling behind a front garden, perhaps with a stone wall and iron fence, and with a palm tree in the back would all be contributing features of a significant property.

Generally speaking, dwellings in Corbett Heights should first be evaluated for significance as examples of building types. Recognition of building types incorporates social and historical issues that are closely related to the primary themes of the area in this period. However, buildings may also be significant for their stylistic and other physical attributes. For example, before streetcars, dwellings were designed in the Italianate, Stick Eastlake, and Queen Anne styles. Others were built with little or no stylistic features. In the streetcar era, the most common styles were the Stick-Eastlake and Queen Anne. Toward the end of this era, the first Craftsman Style buildings in the neighborhood were built.

First Wave: Buildings Before Streetcars and Other Infrastructure Systems, 1870s-1892

Until the arrival of the streetcar in 1892 and the reliable availability of water in 1895, development in Corbett Heights was sparse. Little detail is known about this period of building because of the scarcity of easily researched records. The 1886-1887 Sanborn insurance map of San Francisco does not cover this area

because there was so little built here at the time. Most buildings in this era were small one-story cottages or two-story dwellings.

From a search of books (Olmsted and Watkins *Here Today* 1968, Kirker 1973, Lowell and Hardy 1988, and others), newspapers (*Daily Alta California*, *San Francisco Call*, and the *San Francisco Chronicle*), journals (*California Architect and Building News*), and the files of historian Gary Goss, sixteen structures, all described by the terms "dwelling" and "cottage," together with outbuildings, have been identified by address in Corbett Heights between 1875 and 1892 — photographs such as **Figure 14**, taken in the 1880s, suggest that there were more than sixteen dwellings and cottages before 1892. Additional detailed research should identify at least some of these. Among the outbuildings were a number of "barns," which may have been for milk cows or general livestock, but mostly were built as stables for horses.

As in the case of the milk ranches, these subdivision buildings were all wood structures that varied in construction type according to their use: balloon or platform frame for dwellings, box or plank frame for sheds and outhouses, and timber construction for barns and stables. Barns, stables, sheds, and outbuildings were clad in rough vertical boards. The frames of dwellings may have been clad in any of a number of types of horizontal siding but most commonly were clad in channel rustic. Board and batten exterior walls on dwellings were usually an indication of substandard construction — such structures are more likely to have been replaced or simply demolished over the years and few if any survive.

While few, if any, actual floor plans of these specific dwellings are known to exist, for several reasons it is possible to generalize about the plans or layouts of the buildings in the neighborhood. Many San Francisco dwellings of the period were built from plans published in newspapers, periodicals, and books. Among these, in addition to many published in Chicago, New York and elsewhere, two well-known plan books published in San Francisco that included plans previously published locally give an idea both of how available such sources were and what the buildings built from them looked like: John Cotter Pelton's *Cheap Dwellings* of 1883 and the Newsom brothers *Picturesque California Houses* of 1884.

The plans of the majority of dwellings followed the same general patterns, both because of the plan books and because popular and successful plans were copied over and over again. The majority of the dwellings were designed by carpenters or builders following examples they had seen before. The plans of architect-designed buildings were not much different from those designed by non-architects. Popular and successful plans were those that made the best use of the space on typically narrow lots with front setbacks, bay windows, and side setbacks or "slots" open to the front (Delehanty 1991: 132-133) that would still admit light as the neighborhood became densely built up.

Few of these dwellings were wide enough to have a central corridor because most lots were narrow. The principal difference among floor plans was the presence or absence of a side corridor. With or without a corridor, parlors were at the front, kitchens were at the back, dining rooms were next to kitchens, and bedrooms and baths were in between. Although cottages were "dwellings" under the building and fire laws, in ordinary usage, a cottage was a small dwelling for a working-class household. The plans of cottages were

similar to those of other dwellings. In two-story dwellings, bedrooms were upstairs at the front and rear and along a side corridor when there were enough bedrooms to make it necessary.

The presence or absence of a corridor was a function not only of money but of social attitudes and status. Without a corridor and vestibule, a visitor at the front door entered the parlor directly, and because the parlor opened directly into one or more rooms, there was little privacy. A corridor made it possible to better protect privacy, to regulate the admission of visitors to the house and where they would go, and in this regulation to maintain ideas of decorum and status.

Raised basements were common, often used as spaces that supported work on the property. Many people had small-scale agricultural activities, such as gardens, fruit trees, chickens, and other animals. For some, their home was also their place of work — e.g., a cobbler — or a place to store tools and materials for work elsewhere, like carpenters and plumbers. Many residents would store canned fruits and vegetables — often grown or processed on their property —in these spaces.

For dwellings in this period, heat was provided by wood- or coal-burning stoves, often only in the kitchen. Most had indoor plumbing, but some had outhouses; there were no sewers in the neighborhood yet so many properties had septic tanks. Most had wells for their own water and by 1875, water was available to neighbors from the Miller-Joost property. Interior light was provided by oil lamps. By the end of this period, it seems likely that gas lines had been extended to the Clarke Mansion, if nowhere else.

While dwellings changed little during the period in terms of structure, floor plans, and the infrastructure of the property (lighting, heating, plumbing, etc.), the decorative style of their exterior facades, especially those facing the streets, changed substantially. All were variations of rectangular boxes that varied only in the shapes of bay windows and the occasional addition of a round turret. The earliest houses of the period in the neighborhood were in the Italianate Style. These were built from the mid to late 1870s until the late 1880s. (**Figure 56**) Compared to what came later, these were sparsely ornamented with the application of details from Italian Renaissance architecture executed in wood and applied primarily to window and door frames, entrance porches, and cornices. Italianate houses had bay windows with angled sides. Some of these details, such as column capitals, typically of the Corinthian order, required hand carving and were, therefore, expensive to make. Like the structural members and siding, most of the decorative details were machine made and mass produced.

Cheap to make, the more restrained and sparsely ornamented Italianate Style was replaced by a style with more prolific ornament. Beginning in the mid 1880s, following the publication of the Newsom brothers' pattern book and other sources, new styles were popularized that rejected the historical associations of the Italianate. Often combined, the Stick Style of the eastern United States and the Eastlake Style, based on the work of the English furniture designer Charles Eastlake, utilized decorative details that were ahistorical in character and that were almost entirely machine made and mass produced. The Stick Style, the Eastlake Style, and the most common in San Francisco, the Stick-Eastlake Style more directly expressed the mass-production

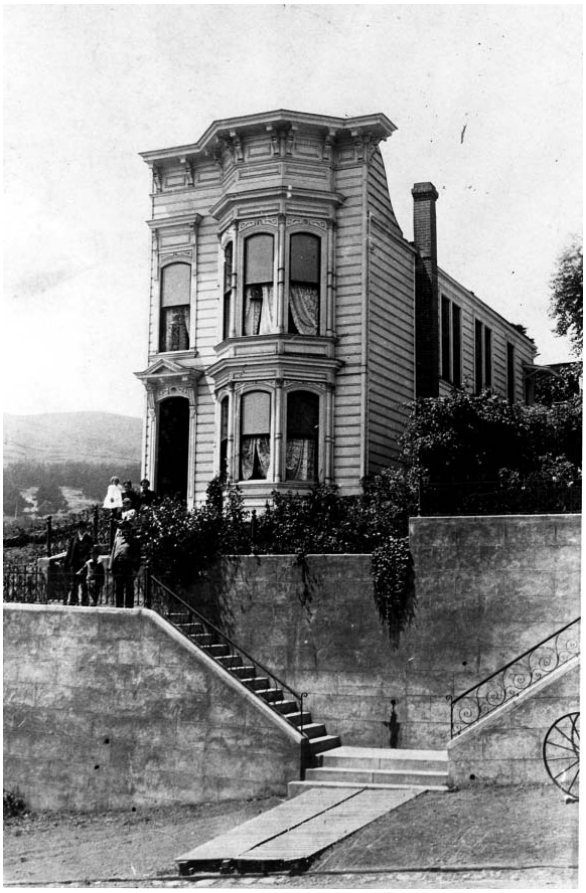


Figure 56 – Italianate style house in McKee Subdivision on Clara (now Ord) Street. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

methods by which these buildings were built. The boxy, square-sided bay windows associated with these styles were also easier and cheaper to build than the angled bay windows of the Italianate. Houses in these styles continued to be built in this neighborhood well into the 1890s.

At the very end of this period, around 1890, another style was introduced, the Queen Anne. Houses in this style continued to be built until the earthquake and fire. Decoration of these houses was almost entirely of machine-made and mass-produced elements. The style combined an attention to surface textures created with shingles and types of siding, and historical details associated with Renaissance and medieval English architecture, such as elements of the classical orders and half-timbering. The Queen Anne Style was applied to the same rectangular-box houses ornamented in the Italianate and Stick-Eastlake group of styles. But it was also adapted to larger houses with floor plans that did not necessarily follow the standard pattern book models, notably the Alfred (Nobby) Clarke Mansion. Both ordinary row houses and freestanding large houses in the Queen Anne Style had rounded bay windows and sometimes round turrets. These round shapes were more expensive to build and required more highly-skilled carpenters.

The oldest houses in Corbett Heights, those built in the 1870s-1880s, were generally set back from the street, leaving room for a small front garden visible from the street. When residents built garage additions in large numbers in the 1920s-1930s, these setbacks were the logical place to build and consequently the garden spaces were lost. A few of these early front garden spaces survive in the neighborhood including a very small number with early fences of wrought iron and stone. The more typical early fences were built of wood, but none of these are known to survive. (**Figure 57**) Later residences were built closer to the street, leaving room only for very limited planting between the house and the street, or were built to the property line, leaving no room at all.

Figure 57 – 1918 view northwest between Market and Grand View showing yards enclosed by picket fences. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

Second Wave: Streetcars and Urban Systems Era, 1892-1906

The pace of construction increased in the early 1890s with expectations of a streetcar line, and increased substantially when streetcar service along Eighteenth Street began in 1892 and Spring Valley Water Company service began in 1895. Electricity, telephone service, sewers, gas, street paving and permanent sidewalks, streetlights, and mail boxes also began to be built in the 1890s. From a small number of buildings in the neighborhood in 1892 — a very rough estimate from documented buildings and photographs would be not more than thirty buildings — the Sanborn maps showed 261 principal buildings in 1899-1900 and 334 principal buildings in 1905 (not counting unlabeled sheds, mostly in back yards). (**Figure 58**) (**Figure 59**) (**Figure 60**) (**Figure 61**) (**Figure 62**)

Cottages were classified on Sanborn maps as dwellings. Whether a dwelling was a cottage is not always clear, but one measure of this was the number of one-story dwellings. In 1900, there were 128 one-story dwellings and 40 two-story dwellings. Most of those one-story dwellings would probably have been described as working men's cottages. In 1900 there were totals of 168 dwellings, one "cabin," and 22 flats buildings, and

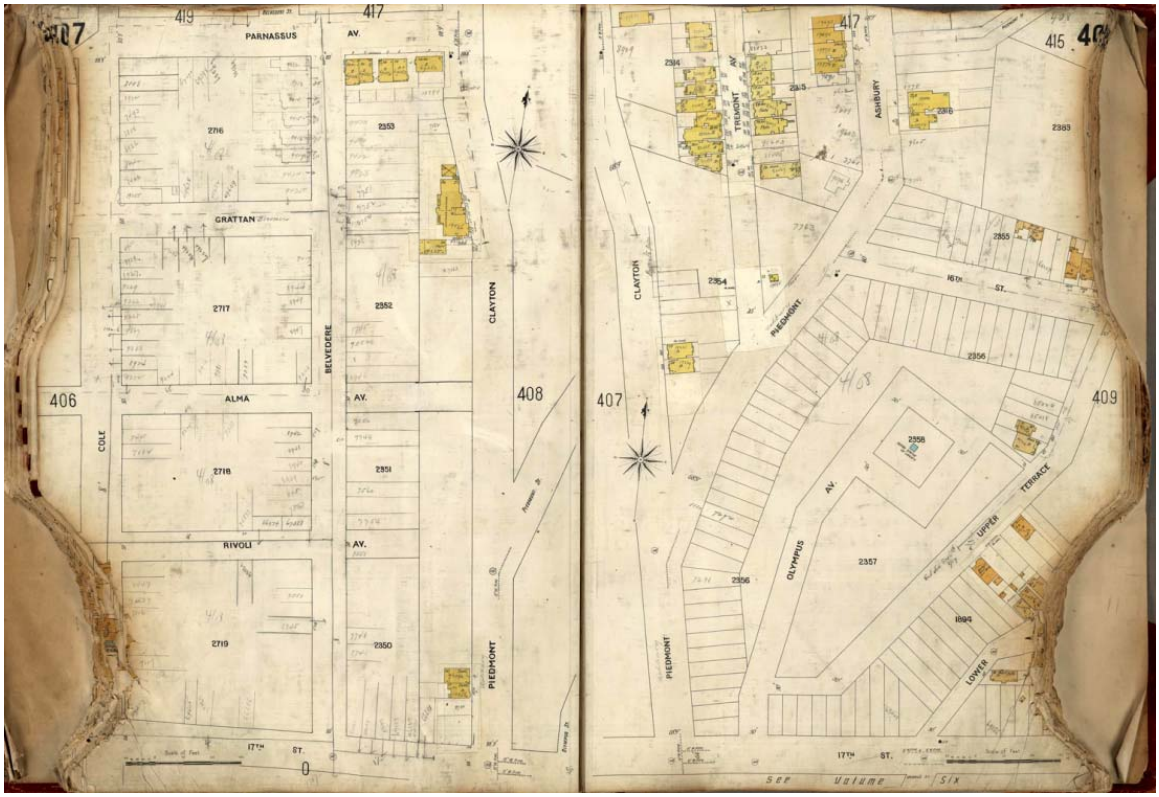


Figure 58 – Portion of the Park Lane Tract within Corbett Heights in lower right corner of p. 40 (right page) (Sanborn Map Company 1905) (David Rumsey Map Collection, www.davidrumsey.com)

Figure 59 – The diagonal line running northwest-southeast across both pages is the north boundary of San Miguel Rancho below which is a portion of the Park Lane Tract. (Sanborn Map Company 1905) (David Rumsey Map Collection, www.davidrumsey.com)

Figure 60 – The left page shows the Clarke house and open space of the Johnson, Ellis & Burke subdivision with development with the Market Street Homestead Association above. New streets and parcels are drawn in pencil showing post-earthquake changes. The right page shows development in the McKee, Market Street Homestead Association, and Park Lane subdivisions. (Sanborn Map Company 1905) (David Rumsey Map Collection, www.davidrumsey.com)

Figure 61 – These pages show the Simons-Fout brick plant on the left and in the center, the Miller-Joost house and Joost water works among houses built mostly within the Market Street Homestead Association. (Sanborn Map Company 1905) (David Rumsey Map Collection, www.davidrumsey.com)

Figure 62 – The tops of these pages, above Romain Street, show the sparsely developed southern part of Corbett Heights, within the Market Street Homestead Association. (Sanborn Map Company 1905) (David Rumsey Map Collection, www.davidrumsey.com)

in 1905 there were 215 dwellings and 45 flats buildings. In association with these residences, there were outbuildings of various sorts including 40 stables, 6 tanks or tankhouses, 5 windmills, 4 hen houses, one outhouse, and numerous small sheds. Among the residences, a few appear to have been dwellings — not flats or apartments or hotels — that were built for more than one household. One dwelling had a cobbler in the basement. And one flats building, at 4200 Seventeenth Street (extant, northwest corner of Douglass), had two stores and a saloon downstairs and flats upstairs.

With essential urban systems in place, the biggest change in this period was the introduction of a new building type — the flats building. Typically associated with higher land values brought by streetcar and transit service, even the smallest flats building with only two units doubled the number of households on an ordinary city lot. Flats buildings are the classic building type of the streetcar era. (see **Figure 75**)

In structure, materials, scale, and style, many of the 45 flats buildings built in Corbett Heights are barely distinguishable from dwellings at first glance. Indeed, a number of existing dwellings were converted to flats in this period. Construction of the flats building, accommodating more than one household, was a way of increasing density in areas served by transit. As distinguished from apartments, under the building and fire laws flats could cover more of the lot and had less-stringent requirements for light and air. Flats buildings are readily identified by the presence of an outside door to each flat. Until 1906, most flats buildings in Corbett Heights were two-unit buildings with one flat on top of the other. There were also three large Romeo Flats, buildings with six or more units, on Eighteenth Street built before 1906. Romeo Flats were evasions of the Tenement House Laws allowed to have more density than tenements or apartments on the same site. The

name is an allusion to the site of serenading in Shakespeare's *Romeo and Juliet*, based on the open stairway with front balconies that link parallel tiers of flats.

Before 1906 flats and Romeo Flats were treated in the same styles as the contemporary dwellings around them but most commonly their ornamentation was derived from Renaissance and Baroque sources in a way that was distinctive to San Francisco flats, especially toward the end of this period. (These are often referred to in San Francisco as "Edwardian.") The association of these buildings with the architecture of Renaissance and Baroque Europe was more precise in the details than in their overall character. The appearance of the buildings faintly echoes the masonry palaces of Renaissance Italy in the regular placement of windows, in the use of proportions and details of the classical orders (of base, shaft, capital, entablature and cornice), and in the use of classical moldings. These are superimposed on the facades of American buildings whose bay windows, fenestration, and proportions were generated by balloon or platform frame construction (rather than masonry), and whose basements were often later converted to garages. Thus, the proportions of the details, say in a cornice or around a window, may be similar to those of historical details, while the relationships of the different parts, for example the windows and entryways to the wall as a whole, are nothing like the historical sources of the details.

These buildings tend, like Renaissance palaces, to be either in a one-part composition or a two-part composition with the first floor constituting the lower portion and the higher floors constituting the upper portion. This is almost always the case in bay windowed buildings because of the building code requirement that bay windows be a minimum of ten feet above the sidewalk, which creates a different appearance between the lower and upper parts of the building.

A few buildings were given other stylistic treatments — Gothic, Arts and Crafts, Art Nouveau, Elizabethan, Tudor. Although superficially diverse, because they were typically applied in the same compositions in the same materials and at the same scales, they harmonize with the predominant Renaissance and Baroque styles of the neighborhood. Although Romeo Flats were larger than the typical dwellings and two-flat residences in the neighborhood, they do not appear to be jarringly out-of-scale with their neighbors because their design, tiers separated by open staircases, visually breaks up the building mass.

Another new development was the addition of a small number of non-residential buildings of various types. In addition to the building mentioned above at 4200 Seventeenth Street, on the 1899-1900 Sanborn maps there were four buildings that included both stores and a saloon, two stores, three coal-and-wood operations, one carpenter business, and one hospital — the former Alfred (Nobby) Clarke Mansion. By 1905, there was one additional store and saloon building, one building with a meat business, and a chemical laboratory (in an isolated location — perhaps because of dangerous materials — in the vicinity of what is now 44-50 Short Street. (**Figure 63**)

The densest development, as shown on the Sanborn maps of 1899-1900 and 1905, was along Eighteenth Street where the streetcar ran, and nearby on the parallel streets of Caselli and Merritt (mostly incorporated in the later extension of Market Street) and the cross blocks of Douglass, Clara (now Ord), and Hattie Streets. Almost all of the non-residential buildings were in this area, especially on Eighteenth Street.

Figure 63 – This 1914 view of a cluster of houses looking southwest from Yukon and Eagle, includes the 1905 site of chemical laboratory on Short Street. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

Other streets were sparsely developed including Corbett Avenue, Seventeenth Street, Serpentine Place (now Saturn Street) and its cross blocks. Beyond these there were only scattered individual dwellings by 1905.

Most dwellings built in the urban-systems era before the earthquake of 1906 were similar in structure, materials, and plan to those described above for the pre-systems era, except that by this time the balloon frame was rarely used. In style, in the 1890s a few were Stick-Eastlake, but most were Queen Anne. Increasingly these were characterized by front-facing gables and ornament in the classical tradition. By 1906, the designs of some houses dispensed with the textural aspects of the Queen Anne and, with classically derived ornament instead, were closer to the Colonial Revival Style. (**Figure 64**)

After 1900, a new approach to residential design resulted in changes to both floor plans and exterior appearance. Based on a reaction to the overt use of machine-made ornament and the formality of traditional house plans, houses of the Arts and Crafts Movement were informal in style and ornamented in materials and images that were inspired by a respect for hand craftsmanship and a compatibility with natural surroundings. The freestanding Craftsman bungalow of this period was usually built on wider lots in less urban, more suburban neighborhoods, but a few were built here as were some rowhouses that used imagery associated with the Craftsman Style.

Among non-residential buildings in the neighborhood in the urban-systems era from 1892 to 1906, none are known to survive. One mixed-use building at 4200 Seventeenth Street, and a few with ground levels converted to commercial use survive.

Figure 64 – 1920 view of a ca. 1906 house at 427 Falcon Avenue south of Romain Street and just outside of Corbett Heights, with Colonial Revival decorative detail. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

House Moving

House moving was far more common in the nineteenth and early twentieth centuries than it is today. When typical wood houses — houses built with balloon or platform frames —rested on a foundation of brick piers separated by space that provided ventilation and access to the underside of the house, it was a simple matter to pick up a house and move it. Poles or beams were slid under the house between foundation piers. The ends of the poles were jacked up, raising the house off its foundation. The house could then be rolled on logs or pulled onto a carriage that a team of horses could drive away. At the new site, the house was dropped into place in a reverse process.

More than in most neighborhoods there was reason to move houses in Corbett Heights. Because of the hilly topography and the necessity of grading streets, existing houses that were too high or too low after street grading had to be raised or lowered. Except for moving the house to a different site, this entailed the same process using jacks. Small, cheap cottages were especially easy to move.

Although the plans of the various subdivisions of Corbett Heights were clear on paper, many streets were not well marked on the ground at first and buildings were sometimes built in the public right-of-way. Some people in roadways may have been squatters. Buildings that were discovered to be in the roads were a bigger problem in an area like Corbett Heights than in other areas because of its isolation and sparse settlement at first. When the error was discovered later, they were moved or demolished, often after a legal fight. Among houses moved for unknown reasons, 126-128 Ord Street was moved from 1018 Seventeenth Street (as shown in the transom glass) in 1894.

Builders, Contractors, and Architects

As an overwhelmingly working class area, Corbett Heights probably always had fewer architects designing its buildings than other San Francisco neighborhoods that were higher on the socio-economic scale. In the earliest decades, a significant number of buildings were probably built by their owners, many of whom came to the city from farms or worked around ships or industry where they acquired many of the skills needed to build a house — unlike many of those higher on the socio-economic scale who lacked those skills.

Coming up with a design was easier than building. Floor plans, structural diagrams, and ornamentation were all published in the newspapers. Plan books were readily available. Lumber yards gave away house plans. Many nineteenth century house plans were similar and everyone had experience of standard plans and deviations from the plans by visiting other people's houses and flats. Many had experience working on the houses of family and friends. Those who worked in construction — there were many in the neighborhood who did so, as shown in the census, and there was a tremendous amount of construction in San Francisco to provide experience — may have had access to low-cost or free building materials.

As no complete survey has been done of the neighborhood, information on how many buildings were designed by owner-builders, contractors, or architects is unknown. From scattered sources, a number of individuals in these categories have been identified. Based on what is known, no patterns have emerged. Almost without exception, known architects and builders were responsible for only one residence each. Firms like The Real Estate Associates and Fernando Nelson who built many houses, many of them in rows in nearby neighborhoods in the same years, are not known to have worked here. A neighborhood with a stronger social identity might have hired architects and builders from a more limited pool, as North Beach relied on a small number of Italian-speaking architects and contractors, in addition to its many owner-builders. A diverse neighborhood like Corbett Heights had a diversity of architects.

From research in the *California Architect and Building News* (*CABN*) two one-story houses on Hattie Street (the exact locations are unknown and it is not known if either is extant) between Seventeenth and Eighteenth Streets were built in 1885 by their owners using "day's work," i.e., individuals hired by the day as opposed to employees of a contractor. A one-story cottage listed in October 1885 was owned and built by A. D'aher [sic] at a cost of $800. (*CABN* 15 October 1885: 179) A two-story dwelling listed in November 1885 built by J. Buckley cost $3,000. (*CABN* 15 November 1885: 196) In addition, the first part of the landmark Miller-Joost house of 1867 was built by its original owner, Adam Miller, who subsequently established a successful contracting business.

Among houses that were built by a contractor without the involvement of an architect, two examples represent two typical types. A. Discher built a one-story cottage in 1886 on Hattie near the corner of Seventeenth and Corbett Streets for C. Trost costing $1,000 (the exact location of this, and whether it is extant are unknown). (*CABN* 5 February 1886: 31) And, R.O. Davis built a two-story house in 1893 for Edward McBride, possibly one of the directors of the Market Street Homestead Association, at 3084 Merritt Street (extant) between Danvers and Hattie Streets for $2,950. (*CABN* July 1893: 84)

From 1885, the earliest year that an architect is known to have designed a house in Corbett Heights, until 1913, every known architect of neighborhood buildings can be categorized by his training (all were men) by apprenticeship, the traditional form of architectural training. A few of these may also have received some institutional education in a technical or art school, but none studied architecture or engineering in a university. In addition, almost every one of these received their architectural licenses in 1901, when the state licensing law took effect, "without examination." In other words, on the basis of experience and work already done, each of them had demonstrated competence to practice architecture.

Architects who have been identified as working in the neighborhood in these years are listed below with the building they designed.

Partial List of Buildings 1860-1906
From Research Sources

Address/ Location	Type	Date	Owner	Architect (A)/ Contractor (C)/ Builder (B)	Source	Extant
3224 Market	D	1867	Miller-Joost	Adam Miller (B)	multiple	Y
140 Ord	D	1870s			HT	Y
189-191 Corbett	D	1875			HT	Y
4521 18th	D	1877			HT	Y
236 Corbett	D	1882			HT	Y
238 Corbett	D	1885			HT	Y
106 Ord	D	1885			HT	Y
Hattie between 17th & 18th	C	1885	A. D'aher	A. D'aher (B)	CABN	?
Hattie between 17th & 18th	D	1885	J. Buckley		CABN	?
58 Caselli	D	1885			HT	Y
210 Douglass	D	1885		John T. Clark (A)	Goss	Y
??? Douglass	D	1885		Charles Devlin (A)	CABN	?
197 Corbett	D	1886	George Gray		Koelsch	Y
Hattie & Corbett	D	1886	C. Trost	A. Discher (C)	CABN	?
178 Douglass		1888			HT	Y
Danvers & Caselli	D	1888		J.C. Brown (C)	CABN	?
180 Douglass	D	1890		Cook & Wry (C)	Goss	Y
Ord & 17th	C	1890	P.W. Braas	Gustave Pavel (C)	CABN	Y
126-128 Ord	D	1890		Michael J. Welsh (A)	Goss	Y
250 Douglass	D	1891	Alfred Clarke	Gould & Colley (A)	Goss	Y
44 Caselli	D	1892		J.F. Kenna (C)	Goss	Y
60 Caselli	D	1892		Pettersen & Persson (C)	Goss	Y
3084 Merritt	D	1893	Edward McBride	R.O. Davis (C)	CABN	Y
4200 17th	D	1893	C. Seeling	Fred P. Rabin (A)	Goss	Y
58 Danvers	F	1894	John Fles	J.T. Kidd (A)	CABN	Y

Address/ Location	Type	Date	Owner	Architect (A)/ Contractor (C)/ Builder (B)	Source	Extant
17th near Saturn	D	1894	E. Perry	J.J. Kolbe (C)	CABN	?
300 Caselli	D	1895		Wm. H. Armitage (A)	Goss	Y
59 Hattie	C	1895		McDougall & Son (A)	Goss	Y
4600 18th	D	1895	Agnes Petzold	Martens & Coffey (A)	CABN	Y
4513 18th	D	1904		August Nordin (A)	Goss	Y
4502 18th	F	1905		Cunningham & Politeo (A)	Goss	Y

Key to Lists of Buildings:

D	Dwelling
C	Cottage
F	Flat
HT	Olmsted & Watkins, *Here Today*, 1968
CABN	*California Architect and Building News*
Goss	Gary Goss, Architectural Researcher
Koelsch	Leslie Koelsch, CHN Researcher
Y	Yes (building is extant)
?	unknown whether building is extant (address/location of building not yet identified from imprecise published information)

Partial List of Early Buildings shown in 1900 Census and from Field Observations

Address/ Location	Source	Extant
119-121 Corbett	Koelsch	Y
161-163 Corbett	Koelsch	Y
175 Corbett	Koelsch	Y
193 Corbett	Koelsch	Y
197 Corbett	Koelsch	Y
201 Corbett	Koelsch	Y
214 Corbett	Koelsch	Y
218 Corbett	Koelsch	Y
231 Corbett	Koelsch	Y
242 Corbett	Koelsch	Y
246 Corbett	Koelsch	Y
17 Hattie	Koelsch	Y
25 Hattie	Koelsch	Y
19 Danvers	Koelsch	Y

Some of these architects are remembered today with listings of their work in guidebooks, but because of when they practiced and because so much of San Francisco was destroyed in 1906, much of their work was lost. Even if a few buildings survive, it is difficult to identify and assess the work of these architects. Thus, any building that survives potentially embodies important information for understanding the work of that architect or firm. Evaluations of any buildings with known architects should include enough research to address the place of the building in question in the larger context of the architect's body of work.

William H. Armitage designed the Seattle Block (now the Chateau Tivoli bed-and-breakfast, at 1057 Steiner Street) and several other early residential buildings in San Francisco. John J. Clark designed All Hallows Catholic Church in the Bayview District. Charles J. Colley of Gould & Colley, designers of the Clarke Mansion, was also a designer of the third Cliff House and the Administration Building of the Midwinter Exposition in 1894. Ferdinand Martens of Martens & Coffey was born in Germany. Alfred J. Coffey is unusual among this group in that he designed, both alone and in various partnerships, hospitals, churches, schools, and hotels that survive, including the Bank of San Mateo County in Burlingame of 1900, the First National Bank of Sebastopol of 1910, and the South San Francisco City Hall of 1920. He was San Francisco City Architect from December 1910 to April 1912 during which time he proposed a competition for the San Francisco City Hall with paid prizes. McDougall & Son — Barnett McDougall and his oldest son Charles C. McDougall — are remembered today primarily as the oldest members of an important family of architects in California. C.C. McDougall designed the Fine Arts Building of the 1894 Midwinter Exposition that became the first home of the deYoung Museum. August Nordin, born and trained in Sweden, designed a number of notable surviving buildings including the Swedish American Hall on Market Street, residential, and commercial buildings. Cunningham (born in Calcutta of English parents) & Politeo were prominent architects best known for their theaters and their work in the Art Nouveau style. Much of their work has been lost. The senior member of the firm Newsom & Newsom, Samuel, was one of the leading Victorian architects in California, designer with his brother Joseph C. of the Carson House in Eureka. Cornelius S. McNally is best known for a stone bank in Salem, Oregon. Charles J. Rousseau, the eldest son of Charles M. Rousseau, and the separate firm of Rousseau (Charles M.) and Rousseau (Arthur Francis, second son), designed many post-earthquake buildings that survive, many of them large commercial buildings. E.P. Antonovich, who passed his architectural licensing exam in 1907, designed many buildings in northern California of a variety of types that survive. The work of Michael J. Welsh, J.F. Kenna, Fred P. Rabin, and Kidd & Anderson is little known, perhaps because much of it is lost.

These traditionally trained architects can be compared to a new generation of university educated architects who dominated the reconstruction of the commercial and multi-unit residential sections of the city after the 1906 earthquake. For the most part, the twentieth-century downtown architects and those who practiced in the nineteenth century and primarily in residential neighborhoods, were different groups.

H. PROPERTY TYPES AND EVALUATION GUIDELINES

Summary of Themes, 1860-1906

The primary theme for the period 1860 to 1906 in Corbett Heights is Early Development. Early Development refers to the development that took place before the area had achieved a strong permanent identity. Within the theme of Early Development, there are two principal subthemes for the years from 1860 to 1906. These subthemes address the history of the area before and after the streetcar in 1892. The first subtheme, for the period 1860 to 1892, is associated with the initial land division and settlement of the area. The second subtheme, for the period 1893 to 18 April 1906, is associated with the initial urbanization of the area made possible by the development of the streetcar and other infrastructure.

In the first period, identified with the theme of land division and settlement from 1860 to 1892, the area was not yet part of the continuous built-up urbanized area of San Francisco. Like Marin County or the Peninsula, it was an outpost of the city that provided agricultural products for the urban population. The Castro Street cable car was four blocks from the closest point in Corbett Heights. This was close enough for commuting to work but there was no transportation or other infrastructure that directly linked the area to San Francisco. Subthemes of development are milk ranching, the principal work of the first settlers; division of the land and layout of streets and subdivisions; and the first scattered settlement within the subdivisions.

Buildings and other historic resources from this period are significant because they represent the first settlement of the area. They are also significant because they established frameworks for future development. In particular, three subdivisions are significant: the 1864 McKee Subdivision; the 1867 Pioche & Robinson Subdivision and its derivative the 1868 Market Street Homestead Association; and the 1885 Park Lane Tract. Significant in the same way is the alignment of Corbett Avenue which may have been a Native American trail. In relation to milk ranching, the Miller-Joost house is significant as the only resource documented to have roots in that activity. It is possible that other survivors of milk ranching exist, such as barns or other structures in back yards. Also significant are the dwellings built in scattered locations in the three subdivisions. These are rare examples of the period when every property was by necessity self-sufficient or dependent on neighbors for water, fuel, waste disposal, transportation, and other residential requirements. Many buildings of this era are also significant under criteria C/3 for their physical attributes including architectural styles or character, building type, structure and materials.

The period of initial urbanization continued past the great earthquake of 18 April 1906 and in many respects can be seen as a unified period beginning in 1893 and ending in 1934. However, in other ways the earthquake resulted in significant changes in the pattern of development, most noticeably in the substantially accelerated development of the area. For that reason, the theme of initial urbanization is identified in this report for the period 1893 to 1906.

In the period of initial urbanization from 1893 to 1906, the area began to be joined to the city of San Francisco by the development of streetcars, water systems, and other infrastructure. With a streetcar along Eighteenth Street, property owners could far more easily travel to and from the neighborhood, whether transporting materials to their homesites or going to work South of Market or on the waterfront. Subthemes in this period are the development of industry in and around the neighborhood, and the growth of a diverse working-class population many of whom were foreign born.

Although the periods are given precise dates, the actual development of the neighborhood was not so cut and dried. Some properties developed before 1893 were built in anticipation of the availability of streetcars and other infrastructure. The presence of the streetcar in late 1892 did not instantly make nearby property buildable. The availability of water in 1895, the improvement of the economy in the late 1890s, and the gradual construction of infrastructure systems slowly improved the prospects for the neighborhood. Although industrial plants were built in the area in this period, mostly on the periphery of Corbett Heights, the neighborhood developed almost completely as a residential area.

Buildings are significant for their association with the theme of initial urbanization insofar as they represent the aspects of that urbanization such as the development of streetcars and other infrastructure, the presence of a working-class population, the relationship to industry around Corbett Heights and accessible to it by streetcar. Many buildings are also significant under criteria C/3 for their physical attributes including architectural style or character, building type, structure and materials.

Property Types

The principal property types for the early development period in Corbett Heights are subdivision plans, a street, a variety of residential types, and infrastructure improvements.

Subdivision Plans and Streets

Three subdivision plans in Corbett Heights are significant not only because they establish the framework for later development of the neighborhood but also for their distinctive historical and design attributes as examples of a grid or Romantic planning traditions. The 1864 McKee Subdivision is notable in San Francisco for its grid plan with through-block lots. This arrangement, which is different from that of San Francisco's dominant street grids, facilitated an economy of small agriculturists and tradesmen at a time when the area was outside the city of San Francisco. The 1867 Pioche & Robinson Subdivision/1868 Market Street Homestead Association not only appears to be the first street plan in San Francisco designed in relation to hilly topography and views, it is among the earliest plans in the Romantic tradition in the United States, designed the year before Frederick Law Olmsted's famous plan for Riverside, Illinois. The 1885 Park Lane Tract is both another early example of a topographically sensitive plan and a distinctive refinement of the Pioche & Robinson plan.

Any further evaluation of the Pioche & Robinson Subdivision should address its relationship to the Market Street Homestead Association overlap, which is the same as but smaller than Pioche & Robinson.

Under Criterion 1, a subdivision or street plan may be significant in association with the development strategy of a developer or development company or of a time in the city's history. For example, the Pioche & Robinson Subdivision may be significant as the first effort of its type in San Francisco, developed in the period before the cable car, to sell lots on hillsides.

It may also be significant as the work of a significant developer, particularly if the developer is significant in the city and is no longer represented by other work. The firm of Pioche & Robinson, for example, was a partnership, including Levi Parsons, whose partners made enormous contributions to the early development of San Francisco, most or all of which have been lost except for the street plan of the Pioche & Robinson Subdivision.

Corbett Road may be significant as the oldest road over San Francisco's central highlands, possibly dating to Native American times. Additional research is necessary to discover evidence of the historic and pre-historic alignment and character of this road.

In addressing a subdivision or a street plan in the context of the CRHR or the NRHP, it must be categorized as a historic resource. According to *National Register Bulletin 15*, a highway, a railroad grade, and an irrigation system are all categorized as "structures." (United States Department of the Interior 1991: 4) The subdivisions in Corbett Heights are "structures" because they have attributes of each of these. Like a highway, they are linear features that carry vehicular traffic. Highways are also physical constructions requiring grading and filling, bases (of sand and gravel), and paving (brick, paving blocks, macadam, asphalt, etc.). This may be more readily understood in the category of a railroad grade in which grading, filling, and a base for the roadway are generally visible. Another analogy could be made with an irrigation system, which is a network of linear features and is categorized as a structure for purposes of the NRHP. If a network of linear features in an irrigation sysem is a structure, then a subdivision plan, which is a network of roadways, is also a structure.

Like other historic resources, a subdivision plan can also be a component of a historic district. While this may be the most common way that a subdivision is understood on the National Register, it can also be listed by itself as a structure.

Character Defining Features of McKee Grid Plan

- Rectangular grid of streets with forty original lots.
- Through-block lots that facilitated small-scale agriculture and home industry in mid blocks.
- Two-block original plan with early expansion of about fifteen lots at southwest corner.
- Original lots that measured 50 to 56 feet across and 110 to 136 feet deep.

Character Defining Features of Romantic Plans

- Irregular, asymmetrical street plans.
- Curvilinear main streets (or streets that appear to curve) on contour lines linked by connector streets, alleys, and pedestrian ways.
- Web of streets designed to minimize street grades and maximize exposure to views.
- Division of plans into blocks of irregular size with unequal numbers of lots in varied shapes and sizes.

Character Defining Features of Corbett Road

- Alignment on historic and pre-historic trail route of Native Americans.
- Width of historic and pre-historic road.
- Materials and character of historic and pre-historic road.

Integrity

Integrity of street plans and subdivisions depend on the nature of the significance. For example, although most of the original blocks in the Pioche & Robinson Subdivision have been resubdivided, it is the street plan that is by far the most significant feature. Therefore, the changes in lot shapes and sizes would not result in a loss of integrity for the subdivision under Criteria 1 or 3. Wholesale changes to the original street plan would also constitute a loss of integrity.

In another example, the McKee Subdivision, the change in the original plan of through-block lots would constitute a substantial loss of integrity. In this case, the McKee Subdivision is notable as a grid only because of its original through-block lots. As a grid, the original McKee Subdivision is also substantially altered by streets that crossed it: Corbett Avenue, Vulcan Street, Saturn Street, Market Street, and Storrie Street. These crossings eliminated and changed lots. They also changed the character of the subdivision from one with two long blocks and rectangular lots, to a series of short blocks with a mix of rectangular lots and lots with curved and angled corners. Therefore, the McKee Subdivision has lost integrity as a subdivision plan because of the changes to this essential character defining feature.

Residential Buildings, 1860-1906

Character Defining Features

Character defining features for property types in the period 1860-1906 are presented below. The features of residential subtypes identified in the first section, below (milk ranches, dwellings, flats, flats and stores, and Romeo flats), are further described in the subsequent sections in terms of Form and Scale, Siting, Framing and Cladding, Windows and Doors, Common Styles, and Distribution. For any particular building, the key sections are those that characterize Building Type and Style. The other sections are components of type and style and are more or less important depending on the particular property.

Types

- **Milk ranches**: dwellings with or without outbuildings such as barns, tank houses, sheds and fences, etc. (**Figure 65**) Miller-Joost Property. Rear view of main house and outbuilding. **(Figure 66**) Miller-Joost property. Outbuildings.

Figure 65 – Miller-Joost Property. Rear view of main house and outbuilding. (Photo by M.R. Corbett, ca. 1995)

Figure 66 – Miller-Joost property. Outbuildings. (Photo by M.R. Corbett, ca. 1995)

- **Dwellings**: one-story cottages or two-story dwellings that originally accommodated one or in rare cases two households; if two households, built with two principle entrances and one kitchen. (**Figure 67**) (**Figure 68**) (**Figure 69**)

Figure 67 –176 Caselli, ca. 1885. One story cottage. (Photo by M.R. Corbett, 31 October 2015)

Figure 68 – 19 Danvers Street, ca. 1880. (Photo by M.R. Corbett, 31 October 2015).

Figure 69 – 59 Hattie Street, 1895. One story cottage. McDougall & Son, architect. (Photo by Leslie Koelsch 19 October 2014).

- **Flats**: usually a two- or three-story structure with one living unit on each floor and separate outside doors to each unit. (**Figure 70**) (**Figure 71**) (**Figure 72**)

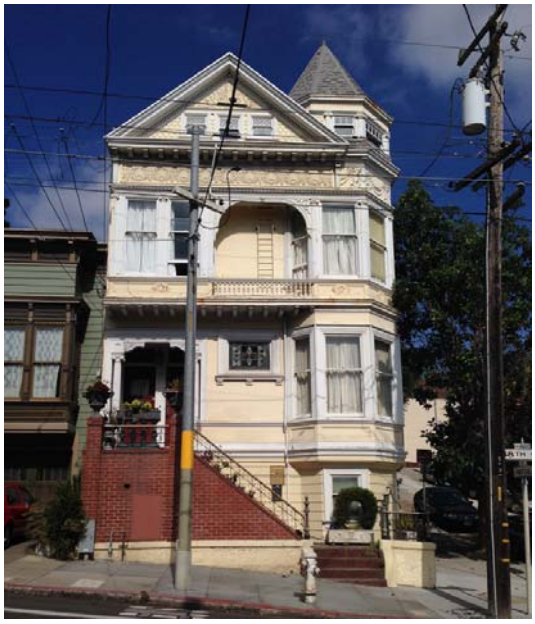


Figure 70 – 4600 Eighteenth street, 1895, Martens & Cofley, architects. Queen Anne Style flats. (Photo by Leslie Koelsch 19 October 2014).

Figure 71 – 178-180 Caselli, before 1900. Flats. (Photo by M.R. Corbett, 5 October 2015)

Figure 72 –4638-4640 Eighteenth Street, 1902. Flats. (Photo by M.R. Corbett, 5 October 2015)

- **Flats and Stores**: two- or three-story buildings with flats above ground floor stores. (**Figure 73**).

Figure 73 – Flats over store built on the Eighteenth Street carline, built 1905 at 4502-4504 Eighteenth Street. Cunningham & Politeo, Architects. (Photo by M.R. Corbett, 23 July 2012)

- **Romeo Flats**: usually three-story buildings with parallel tiers of three stacked units, open stairways, and separate outside doors on landings to each unit. (**Figure 74**) (**Figure 75**)

Figure 74 – 4557-4565 Eighteenth Street, built as two attached dwellings before 1900 and converted to flats by 1905.
(Photo by M.R. Corbett, 23 July 2012)

Figure 75 – 246-252 Caselli Avenue, 1904. Romeo flats.
(Photo by M.R. Corbett, 31 October 2015)

Form and Scale

- Constrained by lots with parallel side boundaries, most buildings are rectangular at the core, often with projections at front and rear for bay windows, porches, etc., and light wells at the sides.
- Many with raised basements that may contain an inserted garage.
- Mix of mostly flat and gable roofs with some hip roofs.

Siting

- Generally built on or near front property line with setbacks to provide room for small gardens and front entry stairs.
- Some partial setbacks to accommodate angled property lines.
- Rear yards generally provide green space, and sometimes have an additional building.

Framing and Cladding

- All built of standard wood frame construction.
- Channel rustic or, sometimes, beveled siding.
- Vertical siding typically on barns and sheds, with or without battens.

Windows and Doors

- Most buildings with original wood double-hung windows.
- Windows usually with one light in each sash, sometimes in older windows with more lights, typically four over four or two over two.
- Most buildings with paneled single-leaf wood doors, some of them with glazed panels.

Common Styles

- **Italianate style** dwellings typically characterized by symmetrical or balanced composition; verticality of design; angled bay windows; classical orders around windows, doors, and porches; and bracketed lintels and eaves. (**Figure 76**) (**Figure 77**)

Figure 76 – 2 Douglass Street, 1904. Late example of an Italianate house. (Photo by M.R. Corbett, 31 October 2015).

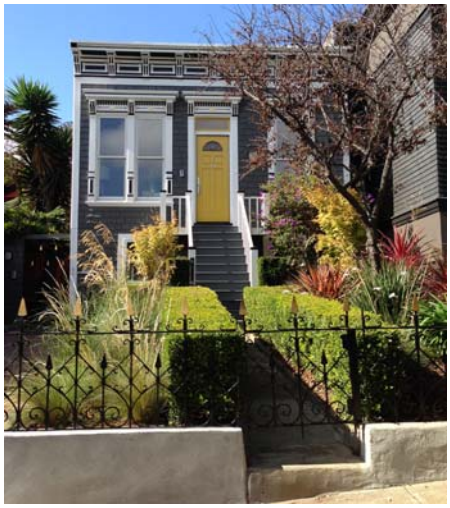


Figure 77 – 140 Ord Street, ca. 1870s. Italianate cottage set back from street. (Photo by Leslie Koelsch 19 October 2014).

- **Stick-Eastlake style dwellings** typically characterized by verticality; articulation of structure by plain or embellished features such as cornerboards, belt courses, and brackets; squared bay windows; and ahistorical decorative embellishments produced by woodworking tools like chisels, gouges, scroll saws, and lathes. (**Figure 78**) (**Figure 79**)

Figure 78 – 183 Douglass Street, n.d. Stick-Eastlake Style dwelling (Photo by Leslie Koelsch 19 October 2014).

Figure 79 – 178-180 Caselli, ca. 1895. Stick-Eastlake style flats. (Photo by M.R. Corbett, 5 October 2015)

- **Queen Anne style dwellings** characterized by asymmetry sometimes produced by corner towers; richness of wall textures from contrasting materials such as shingles in various patterns and siding of different types; round lines in bay windows, corner towers, and arched porch "gates;" and sometimes with classical details. (**Figure 80**) (**Figure 81**)

Figure 80 – 60 Caselli Avenue, 1892. Petterson & Persson Architects. (Photo by M.R. Corbett, 6 June 2012)

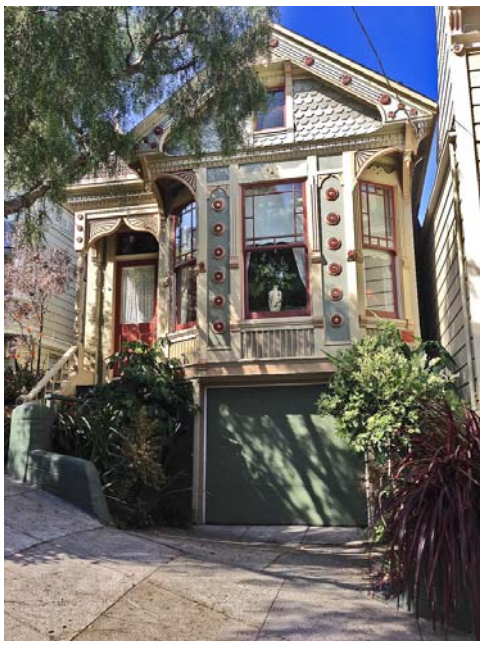


Figure 81 – 312 Caselli Avenue, 1894. Queen Anne Style cottage. (Photo by Leslie Koelsch 19 October 2014).

- **Vernacular dwellings**. Most buildings in the neighborhood might be defined as "vernacular" in the sense that they were not designed by trained architects. However, in this report vernacular refers to those buildings characterized by an absence or near absence of decorative details for which the overall form is the most noticeable feature. The purpose in introducing this classification is to indicate that buildings do not need ornamentation or conventional stylistic features to be significant. Buildings classified as vernacular from this period may be simple rectangular boxes in form with channel rustic siding, gable roofs, double-hung windows, and paneled doors. (**Figure 82**) (**Figure 83**)

Figure 82 – Assembled cottage on Iron Alley, ca. 1901-1906.
(Photo by M.R. Corbett, 23 July 2012)

Figure 83 – Cottage at 4511 19th Street, ca. 1905.
(Photo by M.R. Corbett, 31 October 2015)

- **Craftsman style dwellings** generally characterized by horizontality of composition; siding in shingles or various types (except channel rustic) such as beveled or narrow banded, with bases and details of brick, clinker brick, or river stone; suggestions of heavy beam construction in porches and elsewhere; overhanging eaves and exposed rafter ends; and absence of historical ornamentation. (**Figure 84**)

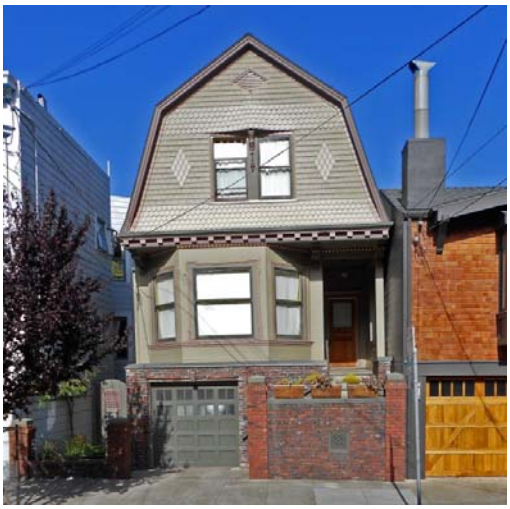


Figure 84– 29-31 Ord Street, 1902. Dwelling with gambrel roof and elements of Craftsman and Colonial Revival Styles. (Photo by M.R. Corbett, 23 July 2012)

- **Flats and Romeo Flats**: Most with modest Renaissance/Baroque stylistic detail. Some Stick/Eastlake and Queen Anne. Note that some flats are converted dwellings and that these are more likely to be in styles of earlier periods such as Italianate, and Queen Anne. (**Figure 85**) (**Figure 86**)

Figure 85 – 4557-4565 Eighteenth Street. Large flats. (Photo by M.R. Corbett, 31 October 2015)

Figure 86 – 72-74 Caselli, 1893. Early flats building. (Photo by M.R. Corbett, 31 October 2015)

Distribution

- Milk ranches including any surviving outbuildings most likely at higher elevations.
- Earliest concentrations of dwellings: spread along Corbett Avenue and cross streets, and in McKee Subdivision on Douglass, Clara, and Hattie Streets.
- Flats and Romeo Flats concentrated on Eighteenth Street corridor.

Significance

The table below discusses the significance of residential buildings from the period 1860-1906 according to criteria established by the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

NRHP CRHR	Significance	Discussion
A/1	Patterns & Events	All residences and their associated outbuildings are significant for the period 1860-1906 under the theme of Early Development. Residences built 1860-1892 are particularly rare survivors of the period of the first settlement of the area. They were part of a self-sufficient time before streetcars and infrastructure improvements and when they were built in the McKee, Pioche & Robinson, and Park Lane Subdivisions represent the forces that created those subdivisions and the fluctuations in the economy of those years. Those from 1893 to 1906 are important representatives of the period of initial urbanization. Flats built in this period represent the early adoption of new patterns of living.
B/2	Persons	The potential exists for any property to be significant for its association with important persons, who may be identified in research on individual properties. Likely types of persons who may be significant here are those who made important contributions to the neighborhood or the city of San Francisco. Those who made important contributions may not have been previously recognized.
C/3	Architecture/ Design	All residential properties of this period that represent the theme of Early Development from 1860 to 1906, are likely to be significant under criteria C/3 as examples of building types or styles. Buildings from the period of initial land division and settlement from 1860 to 1892 are one- or two-story dwellings in the Italianate, Stick-Eastlake, and Queen Anne styles. Of equal potential significance are those that lack stylistic characteristics and might be described as vernacular. Buildings from the period of initial urbanization from 1893 to 1906 are one- or two-story dwellings, flats, and Romeo flats. Some may also be significant as the work of "a master," either an architect or builder, according to the guidelines for evaluation in *Bulletin 15*. Not every building by an important

NRHP CRHR	Significance	Discussion
		architect is significant for that reason. Builders like Adam Miller, who built the first part of the Miller-Joost House, may be significant.
D/4	Information Potential	While it would be rare, the oldest properties in the neighborhood have the potential to yield important information, for example in the archeological investigation of outhouse sites. In addition, there is the potential for important information about social structure and daily life in the study of floor plans, additions, and changes in technology. And there is information potential in the study of structures and materials in this period when standards were being developed.

Integrity

The guidelines presented here for assessing integrity are intended to provide assistance in applying the instructions in Chapter VIII of National Register Bulletin 15, "How to Evaluate the Integrity of a Property" (United States. Department of the Interior 1991: 44-49), rather than overriding those instructions. Key points in the instructions are that significant properties are evaluated for integrity in relation to Periods of Significance and that they are evaluated in relation to the Seven Aspects of Integrity (Location, Design, Setting, Materials, Workmanship, Feeling, and Association).

Integrity for residential properties in Corbett Heights for the period 1860-1906 is measured in relation to the primary theme of Early Development of the Neighborhood and the subthemes of initial local development and settlement from 1860-1892 and initial urbanization from 1893-1906. Integrity is measured in relation to Periods of Significance.

To be eligible for the NRHP or CRHR, properties must possess overall integrity so that they convey significance under this theme. Properties do not have to be unchanged — indeed most buildings have undergone changes. Properties of the period from 1860 to 1892 are particularly rare and therefore there is more flexibility in interpreting integrity. Because there are many more properties from the period 1893-1906, integrity standards should be higher.

Under criteria A/1, and B/2, integrity of location, materials, and association are most important. Integrity of design is also important but less so than under criteria C/3. Moved buildings are not significant under criteria A/1 or B/2. Under criteria C/3, integrity of design, materials, workmanship, and feeling are most important. Under criteria D/4, original floor plans must be intact or readable if floor plans possess information potential. If structures and materials are to be studied, even fragments may yield important information.

<u>Minimum Eligibility Requirements</u>

- Clear examples of residential architecture from this period.
- Retains original form and roofline.

- Substantially retains original pattern of windows and doors.
- Retention of some of its original ornamentation (the retention of entry, window and/or roofline ornamentation should be considered most important).
- Retention of original windows and doors except as noted below.
- Retention of original cladding except as noted below.

Other Integrity Considerations

- Additions made within the Period of Significance do not detract from integrity. Additions outside the Period of Significance may not result in a loss of integrity as long as the essential character of the original building is recognizable. Previous rear additions and additions made by raising the building and adding space underneath, as has often been done with garages, may not result in a loss of integrity.
- Buildings from the period of initial settlement from 1860-1892, because they are so rare, may be evaluated more leniently under all criteria for integrity with regard to changes in windows, doors, and porches.
- Buildings significant for events under criteria A/1 and for important persons under criteria B/2 may retain sufficient integrity for eligibility if other character defining features remain even if windows and doors are altered or cladding is replaced.
- Because the older the building, the more likely that porches have been replaced, loss of an original porch by itself does not result in a loss of integrity. Replacement porches that are in the same materials and size and proportions will have a minimally negative impact on integrity. Enclosed porches may result in a loss of integrity.
- Like porches, external stairways are subject to more rapid deterioration from exposure to the elements and have frequently been replaced. Replacement stairways and steps have the least negative impact on integrity when they are of the same materials and are comparable in size and proportions. Alterations to porches are common in Corbett Heights, especially the enclosure of porches. When a porch enclosure leaves the original structure and materials of the porch visible, as when existing openings are glazed, there is no loss of integrity. When a porch is expanded in size, its openings are enclosed by solid walls, or it is reclad in new materials, there is a loss of integrity.
- The replacement or covering of exterior wall surfaces has a strong negative impact on integrity. Often such changes are accompanied by a loss of decorative detail and changes in fenestration and window materials. Buildings with these changes have lost integrity as individual historic resources. However, buildings with overlays of new wall surface materials such as stucco and asbestos shingles may still be considered contributors to historic districts if they retain overall form, roofline, pattern of windows and doors, and some ornamentation.

- When a building of one period is altered with ornamentation from a later period, the Period of Significance of the building should be reconsidered. If the alteration is within an expanded Period of Significance, there is no negative impact on integrity. Ordinarily a remodeled building would be assigned a new Period of Significance associated with the remodeling.
- Alterations that have included the use of conjectural decorative elements that create a false sense of history result in a loss of integrity.
- Because of the nature of significance as defined here specifically in association with milk ranches and original subdivisions, moved houses with these associations generally would not have integrity. It is possible that moved houses may be significant under Criteria Consideration B as presented in *National Register Bulletin 15*.

Commercial and Industrial Properties: Early Development Period, 1860-1906

Although Corbett Heights was always predominantly residential, in the Early Development period there were a number of commercial and industrial properties in the neighborhood. None of these survive.

Infrastructure Improvements

An important aspect of the development of Corbett Heights is the area of infrastructure improvements. Street grading and paving, City Monuments, sidewalks, curbs, sewers, water mains, gas lines, utility poles for telephone and electricity, street lights, and mail boxes all reflect the progress of development of the neighborhood. It is unlikely that these features by themselves would be significant. However, they may be contributing features of historic districts.

Figure 87 – Deteriorating asphalt paving revealing basalt paving blocks, also granite curb and concrete sidewalk in front of 7 Corbett Avenue. (Photo by M.R. Corbett, 2 July 2012)

IV. BUILDING THE NEIGHBORHOOD, 1906–1945

A. ECONOMIC CONDITIONS

As a result of the earthquake and fire, the issuance of building permits was suspended until a revised building law went into effect two and one-half months later. When building resumed, Corbett Heights continued to grow, gaining residences and population due to the suddenly extreme shortage of housing in San Francisco. (**Figure 88**) Building continued as the city anticipated huge new growth from the opening of the Panama Canal. The Clover Heights Subdivision and a row of eight houses on Caselli Avenue are a notable instance of this in Corbett Heights. Then, it slowed, with a near complete stop during World War I, as those benefits did not materialize. Building recovered after a very slow period in the early 1920s. The mid and late 1920s were a boom time generally. The development of houses in the Park Lane Tract north of Seventeenth Street is an example of this in Corbett Heights. This boom ended with the crash of October 1929 followed by the Great Depression. New construction in the neighborhood came to a standstill until the effects of the 1934 Federal Housing Act began to be felt. From 1935 to 1942 many new FHA houses were built. Then construction stopped again due to government restrictions on building materials during wartime.

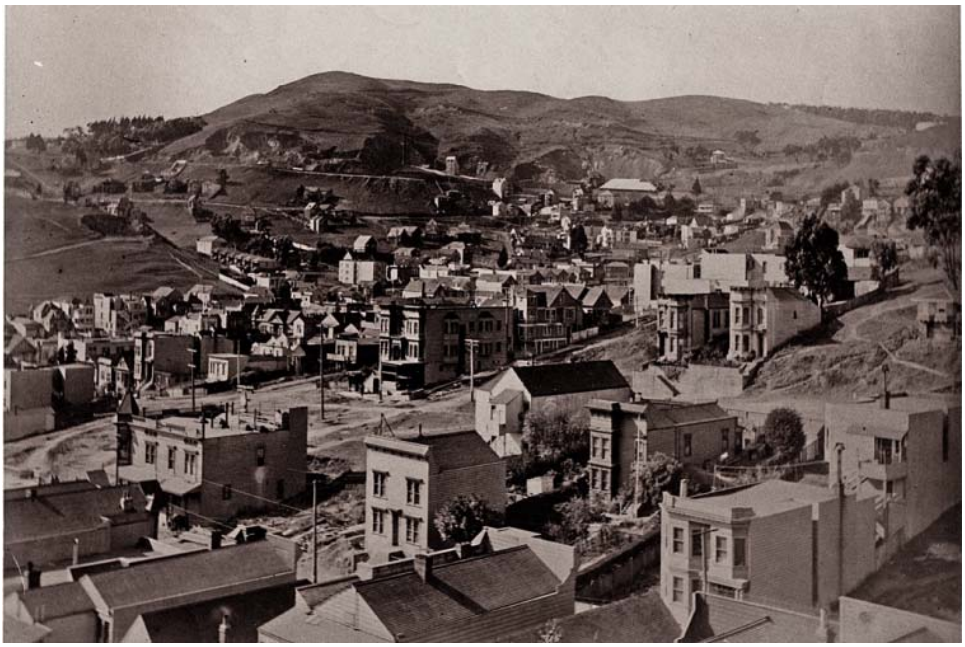


Figure 88 – 1908 view southwest from Corona Heights showing McKee tract in foreground and Simons-Fout plant and quarry in distance. (Courtesy of Western Neighborhoods Project)

B. EARTHQUAKE AND FIRE OF 18 APRIL 1906

The great earthquake and fire of 18 April 1906 probably did only minor damage in Corbett Heights. No verified reports of damage have been identified but a nineteenth-century brick structure on the Miller-Joost property may have been damaged or destroyed at that time. The ground was more stable than in most areas, although there was a possibility of sliding soil on the hillsides. The area was still sparsely built up and most of

its buildings were wood frame structures on foundations of brick piers. Because wood frames are relatively flexible and tend to perform well in earthquakes, the greatest damage probably came in the collapse of brick chimneys and the dislocation of buildings on their brick foundations. While there may have been localized fires, the firestorm that destroyed so much of the city did not reach Corbett Heights. (**Figure 89**) (**Figure 90**)

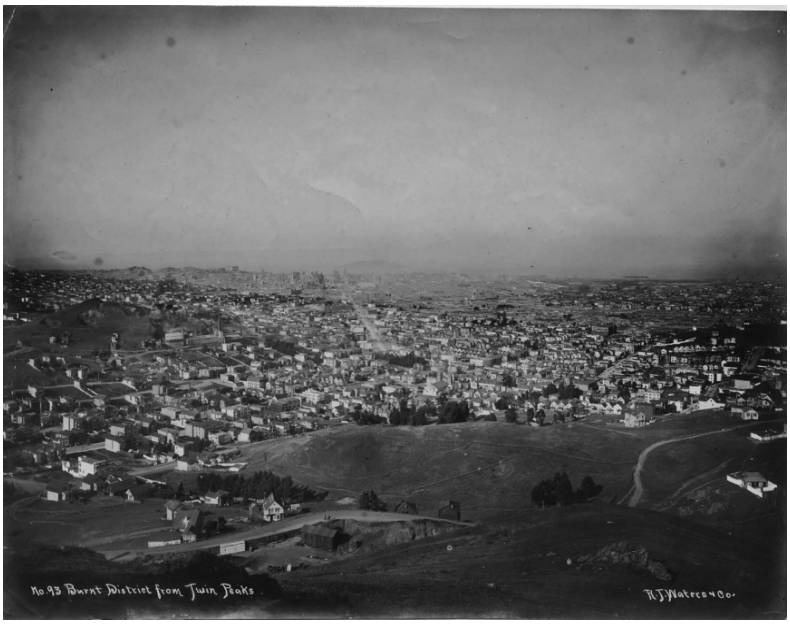


Figure 89 – View east from Twin Peaks, 1906, showing the burned district in the distance and part of Corbett Heights in the left third of the photo, also lingering evidence of milk ranching in the vicinity. (R.J. Waters & Co., Photographer. Burnt District from Twin Peaks. BANC PIC 1905.12219 PIC. Courtesy of The Bancroft Library, University of California, Berkeley)

Figure 90 – View east from Twin Peaks six weeks after the earthquake and fire of 1906 with the edge of Corbett Heights below the Gray Bros. plant in the left center of photo. (Courtesy of Western Neighborhoods Project. Turrill & Miller, photographers)

Post-Disaster Population Shift and Construction Boom

When new construction resumed in San Francisco after the earthquake, because of a severe citywide housing shortage many displaced people moved out of the congested center of the city to less developed areas like Corbett Heights and to other cities, especially in the East Bay and on the Peninsula. (**Figure 91**) Among reasons that people moved to Corbett Heights were that it seemed safer and that there were subsidies available for new housing construction (see Relief and Red Cross Funds, below).

Figure 91 – Earthquake refugee camp around what is now Eighteenth and Market, view northwest, 1906. (Courtesy of Western Neighborhoods Project. J.B. Moller (?), photographer)

Inexpensive housing was built in Corbett Heights after the earthquake. (**Figure 92**) Among the twenty-nine houses in the vicinity of the Simons-Fout Brick Company, almost all were built between 1906 and 1911. Previously vacant parts of Corbett Heights were subdivided and developed with small cottages after 1906, as is indicated by pencil notes on the 1905 Sanborn map, notably along Carson Street and Groveland Street (now the stretch of Nineteenth Street between Yukon and Caselli), both of which were new streets at that time.

Some of the people who moved out of the center of the city left in fear, fleeing the trauma of the earthquake and fire. Others left because they could not afford to stay in view of the requirements of new building laws. (**Figure 93**)

New Building Laws

New city and state regulations played an important role in Corbett Heights after the earthquake and fire of 18 April 1906. First of all, no new permanent construction could begin until the new Building Law took effect on 5 July 1906. (Tobriner 2006: 200) Under the Building Law, the city was divided into areas that were either within the "Fire Limits" or outside of them, with different types of construction required or permitted in the

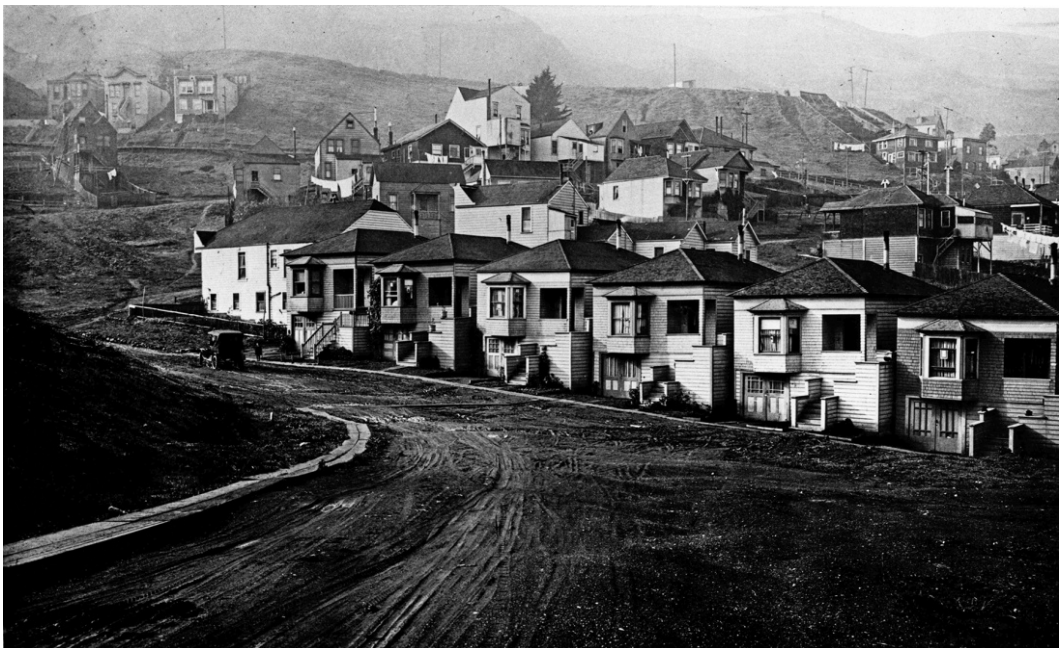


Figure 92 – Six workingmen's cottages built on Yukon Street in 1906. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

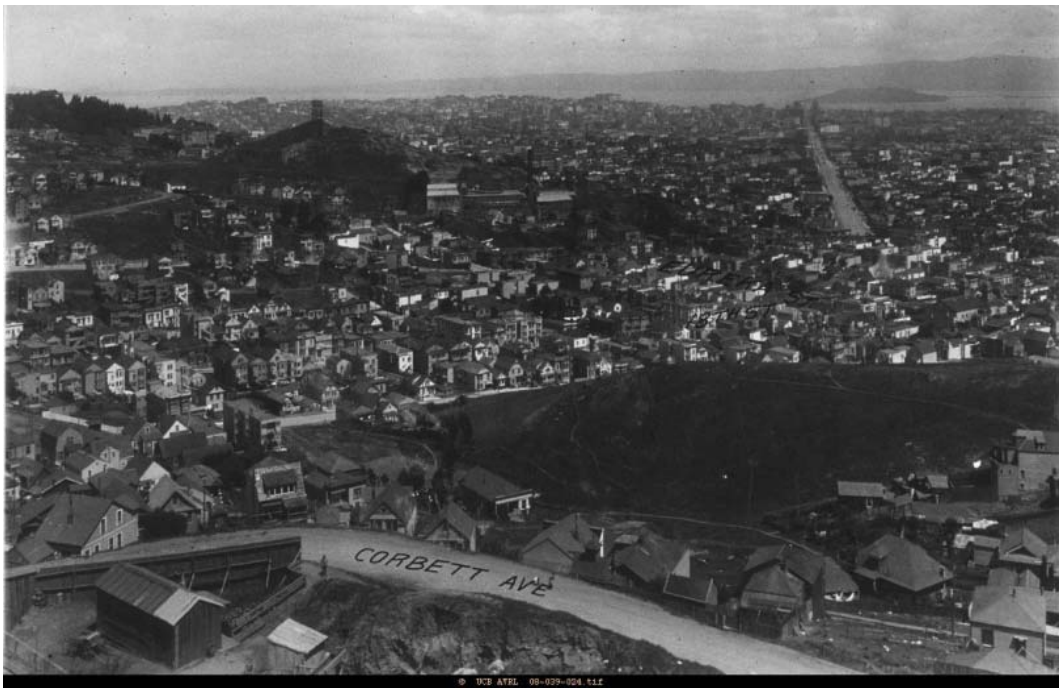


Figure 93 – View east from Twin Peaks, ca. 1910, showing the Simons-Fout plant in the lower left corner, Kite Hill in the center, and a densely built-up portion of Corbett Heights between Kite Hill and Corona Peak. (Courtesy, California Historical Society, FN-32213.)

two types of areas. The "Fire Limits" defined the area within which fire resistant building materials and methods were required — all construction had to have brick or reinforced concrete exterior walls.

In the area outside of the Fire Limits, it was permissible to build in materials that were not considered fire-proof. Thus, areas outside the Fire Limits were largely built of wood because wood was cheaper. It also had seismic safety advantages in small buildings like residences. A secondary effect of these requirements was that individuals were by far the most common builders outside the Fire Limits, whereas the more expensive structures required inside the Fire Limits were often built by real estate development companies, investors, and institutions.

In addition to the building laws, San Francisco was subject to a new type of law governing multiple-unit residences, known as "tenement house laws" and as "hotel and lodging house laws." The San Francisco Tenement House Ordinance was passed in July 1907, a year after building resumed under the new post-earthquake building law. This was followed in July 1909 by the State Tenement House Act. (San Francisco Housing Association 1911: 76) Then, in 1913 they were joined by the State Hotel and Lodging House Act. Each of these laws was subsequently amended.

In general terms, these laws meant that most new permanent construction in Corbett Heights after the earthquake, specifically wood construction, followed the same rules as before, rules that many people were familiar with. Regulations for wood-frame buildings presented in Part XI of the Building Law: Provisions Relating to the Construction of Frame Buildings, were not extensive. Key features were requirements for "2 × 4 inch studs, 16 inches on centers," ratios of the width of brick foundations to their height including their use as retaining walls, partitioning of attics for fire safety, use of bridging in stud walls "to prevent the passage of fire and smoke," and reference to sheathing. (San Francisco Board of Public Works 1906: 83-86) Because of the vast amount of work being done in a short time, and the existence of only a "chief with three field inspectors and two clerks," the building laws could not have been properly enforced. (Corbett 1980: 25) Less than two weeks after permanent building officially resumed, the *San Francisco Call* reported on a report of Commissioner Maestretti to the Board of Public Works: "The number of buildings and the rapidity with which they are being erected makes it impossible for the board to send around its inspectors to pass upon their safety." (*San Francisco Call*, 18 July 1906)

However, the laws also brought complicated new considerations to the building of multi-unit buildings. The context in which these laws emerged, their contents, and their impacts are discussed below.

Relief and Red Cross Funds – Post Earthquake Construction

The urgent matter of housing citywide was addressed by the Emergency Finance Committee, the United States Army, and the American National Red Cross, as well as by the newspapers. Three months after the earthquake, on 20 July 1906, while the tent camps were still full, a body was formed that would prepare a housing plan and carry it out. This was "The San Francisco Relief and Red Cross Funds, a Corporation," referred to as The Corporation, with James D. Phelan, president. Until the summer of 1908, the work of The Corporation was a factor in the housing market; after that time, housing was again produced only by the private market.

Once planning began for permanent housing, class differences emerged. Those with means took care of themselves: they built new houses in San Francisco or elsewhere. A large number of people, however, had limited or no ability to pay for new housing. The San Francisco Relief Survey identified four classes of displaced people: property owners who lost their homes, chronic dependants, non-property owners who had been renters, and a subgroup of renters called resourceful non-property owners. (Russell Sage Foundation 1913: 218-219)

At first, various means of providing housing were discussed or tried, and rejected. For example, a real estate company proposed building large numbers of houses on unimproved land at the edge of the city — too far from jobs. And, a few pre-fabricated houses were brought in from Michigan in sections and assembled in vacant lots (none of these have been identified); but this solution ignored a key aspect of the recovery — to provide jobs for laborers. (Russell Sage Foundation 1913: 218)

The Corporation quickly developed a housing plan which addressed the needs of three major groups resulting in three categories of houses: Camp Cottages, Bonus Houses, and Grant-and-Loan Houses. Camp Cottages were built for the largest, most needy, and most urgent group which consisted of renters in the burned district who lost their homes and had no means of building new ones. For these people, 5,610 Camp Cottages were built, mostly in parks. Camp Cottages, sometimes called Refugee Shacks or Earthquake Shacks (Cryan 1998), were built between 10 September 1906 and 19 March 1907. About the time the last Camp Cottages were built, the first ones were being moved away. Camp Cottages were moved to all parts of San Francisco and beyond. On their new sites they were sometimes joined to other structures or to other camp cottages and altered to create permanent residences. Although none have been identified, it seems likely that Camp Cottages were moved to Corbett Heights, possibly to the rear of lots where they can't be seen from the street. An analysis of historic Sanborn maps and recent aerial photos shows that among many back yard buildings that existed in the neighborhood, some of which may have begun as Camp Cottages, many have disappeared since 1950. Among back yard buildings that remain, the highest concentration and the greatest likelihood of Camp Cottages is between Seventeenth and Nineteenth Streets, east of Danvers.

Camp Cottages were built by contractors hired by The Corporation. They were of four different standard types, all of them rectangular gable-roofed buildings of single-wall construction. They were of substandard construction that did not comply with the building laws because they were necessarily quick and cheap to build and were initially intended to be temporary.

Bonus Houses were designed for the most affluent of the refugees, for people who had owned their own houses: "the bonus recipients, possessing more than ordinary ability, were able to re-establish themselves." (Russell Sage Foundation 1913: 247) Many of these people also collected fire insurance. The Bonus Plan paid up to $500 (about one-third the cost) to anyone who rebuilt a house within the burned district. Because Corbett Heights did not burn there are no Bonus Plan houses in the neighborhood.

The third program, the Grant-and-Loan Plan, was intended for "resourceful non-property owners" who, it was believed, "should be stimulated . . . to acquire their own homes." (Russell Sage Foundation 1913: 219) This program was in operation from 1 November 1906 to late July 1907, supporting the production of 1,572

houses: "The applicant was required to show that he had suffered material loss and that he was the head of a household and was able to support his family; that he was unable to secure a suitable house at a reasonable rent, and that he had secured a lot in the city and county of San Francisco on which to build." (Russell Sage Foundation 1913: 254)

Grant-and-Loan Houses were built in two ways: of the 1,572 built, 1,029 were built according to the plans of the owners and 543 were built according to the standard plans of The Corporation by contractors hired by The Corporation. One of these contractors has been identified — the Armstrong Construction and Engineering Company: "Under the direction of the relief committee . . . the company built more than 900 of these cottages at a cost of from $333 to $540 each" (*San Francisco Call*, 22 January 1908). All plans had to meet the building code. The relationship of grants and loans varied widely according to individual situations. Most were one-story, shingled, wood-frame structures, some had basements for storage or subletting as residences. Because they tended to be built on cheap lots, many were built on steep sites so that basements were exposed to light and were well-drained. Although no Grant-and-Loan Houses have been identified in Corbett Heights, a nearby house at 126 Museum Way (demolished about 2008) was probably a Grant-and-Loan House (Carey & Co. 2007) and it seems likely that there are more in the area.

A final, relatively minor category of housing supported by The Corporation was the two-story tenement house. (Russell Sage Foundation 1913: 220-221) None of these were built in Corbett Heights.

Auxiliary Water Supply System (AWSS), 1912

Following the 1906 earthquake, the Auxiliary Water Supply System was built to provide water in future earthquakes and other disasters. It was a sophisticated system, a model emulated around the world.

After initial studies begun in 1903 before the earthquake, the system was formally proposed in 1908 and, following its approval and funding in a bond election that year, was built from 1909 to 1912. The system was designed to withstand a severe earthquake and to provide high-pressure water for fire fighting in major catastrophes. It was built as an independent system for the fire department, separate from the municipal water system which had ordinary fire hydrants for ordinary fires.

The AWSS was a system that was designed to protect much of the northeast quadrant of the city, more or less the area devastated in April 1906, and some areas west of Twin Peaks. The principal components of the system were the Twin Peaks Reservoir (filled at first by the Spring Valley Water Company and later by city water), two tanks — the Ashbury Tank and the Jones Street Tank, each with a gatehouse-pumphouse — extensive water mains, fire hydrants with red, blue, and black caps, and two salt-water pumping plants, at the foot of Van Ness and at Second and Townsend Streets. Also part of the system, as a backup in case the water lines failed, were two fireboats and 177 cisterns in intersections.

The Ashbury Tank was located in Corbett Heights on Clayton Street between Seventeenth and Deming Streets, opposite the beginning of Twin Peaks Boulevard. The 500,000 gallon tank, located at an elevation of about 450 feet, placed gravity pressure on the distribution water mains that ran downhill from it — north on Clayton a short distance and then downhill in an easterly direction on Seventeenth Street. While the Twin

Peaks Reservoir served areas west of Twin Peaks with black-capped hydrants and the Jones Street tank on Nob Hill served areas below 150 feet in elevation with blue-capped hydrants, the Ashbury Tank served areas above 150 feet with red-capped hydrants.

Water in the Ashbury Tank was released into the distribution system by means of valves in the adjacent structure. Water could also be pumped back into the Twin Peaks Reservoir if necessary by pumps in that structure. For these reasons it is referred to both as a gatehouse and pumphouse.

The tank and gatehouse-pumphouse were designed to be resistant to seismic shocks and fire, and also to be harmonious with the residential surroundings. The tank is a riveted steel structure on a reinforced concrete base. It is covered by a sheet steel roof with overhanging eaves and a copper-metal ventilating cupola. It is 35 feet in diameter and 35 feet high. The gatehouse-pumphouse is a reinforced concrete structure with fire resistant embellishments in its iron decorative trim, tile roof, and fake wood beams supporting its overhanging eaves. Both structures are painted with light brown walls and dark red roofs suggesting the adobe construction of the missions. (**Figure 94**) This entire complex would appear to be significant as one of the principle installations of the AWSS.

Figure 94 – Ashbury Tank and Pumphouse of the Auxiliary Water Supply System. (Photo by M.R. Corbett, 23 July 2012)

C. LAND DIVISION AND PLANNING

The Burnham Plan, 1905

Although the Burnham Plan was completed before the 1906 earthquake and fire, its implications for San Francisco neighborhoods were not recognized or addressed until after the earthquake. The Burnham Plan marks the first effort at professional city planning in San Francisco and for Corbett Heights.

The 1905 Burnham Plan was the first comprehensive plan for San Francisco, addressing not only the existing city, but the large area of potential growth in the central and western parts of the San Francisco peninsula. Sponsored by the Association for the Improvement and Adornment of San Francisco under the leadership of James D. Phelan, recently the mayor, the planning effort was carried out by the best-known American city planner of the time, Daniel H. Burnham of Chicago. Within Burnham's office, Edward H. Bennett, a native of San Francisco, was largely responsible for the work. The authors stated: "The main objects of the association are to promote in every practical way the beautifying of the streets, public buildings, parks, squares, and places of San Francisco." (Burnham 1905: 7) This would be accomplished by a study of the cities of the Old World . . . the finest examples — Paris, Berlin, Vienna, Moscow, and London — [which] consist of a number of concentric rings separated by boulevards." (Burnham 1905: 39) The building blocks of this city would be streets, parkways, boulevards, parks, playgrounds, and *places* (Burnham used this word in the French sense), cut at diagonals across the existing street grid. The remodeled city would be adorned with statues, fountains, trees and landscaping, and regulated cornice heights.

Many of the major elements of the plan were proposed in and around Corbett Heights for two reasons. In many ways the plan was oriented to Twin Peaks, and, the long-proposed but not yet realized extension of Market Street would come through the center of the neighborhood.

When the work started, Burnham and Bennett had a bungalow built for the project on "a spur of Twin Peaks . . . At this point of vantage, selected to command the panorama of the city and to permit uninterrupted study, the work was begun on September 20, 1904." (Burnham 1905: 8) One of the key images in the plan, "Panorama of the City from Twin Peaks," was made from a vantage point on axis with a line parallel to Market Street on its north side toward a point on the Embarcadero just north of the Ferry Building. (The distance of this axis north of Market Street is about the same as Mission Street is south of Market.) The axis of this view passed through Corbett Heights crossing, more or less, the intersections of Seventeenth and Douglass, Eighteenth and Hattie, and Caselli, Clayton and Market Streets. It seems likely that the view was made from the Burnham bungalow and that the bungalow was on the axis of the view, possibly at the upper rim of Corbett Heights on Corbett Avenue, or just outside and above it on Lincoln Street (now Burnett Avenue), the highest residential street at the time. Despite attempts by many people, neither the bungalow nor its location have been identified.

A second key view, "Birds Eye Perspective of the City from Twin Peaks, Showing the Proposed Changes," appears to have been made from the same vantage point, but looking east rather than northeast. This view is on an axis parallel to and just south of Twentieth Street. The two axes cross Lincoln Street which would put the bungalow there, just above Corbett Heights.

In addition to these key views, numerous others were taken in every direction from Twin Peaks and from every direction toward Twin Peaks. Boulevards and *places* were situated around it. A block-wide parkway ran along Twenty-third Street between Twin Peaks and the bay. At the top of the hill above Corbett Heights, where the reservoirs are located, was to be the Atheneum with a giant statue, the termination of an allee in a vast park that ran from Twin Peaks down to Lake Merced. And in the saddle between Clayton and Stanyan

Streets, just west of Corbett Heights, was to be a giant amphitheater oriented to the north, overlooking the Presidio and bay beyond.

Another great *place*, not named, was shown as the termination of the extension of Market Street at Douglass. There, bound by Eureka Street on the east, Eighteenth Street on the north, and Corbett Avenue on the west, was a sequence of parks and terraces that rose up in steps, adorned with fountains, trees, walls, railings, etc. This would have obliterated much of Corbett Heights. (**Figure 95**) (**Figure 96**)

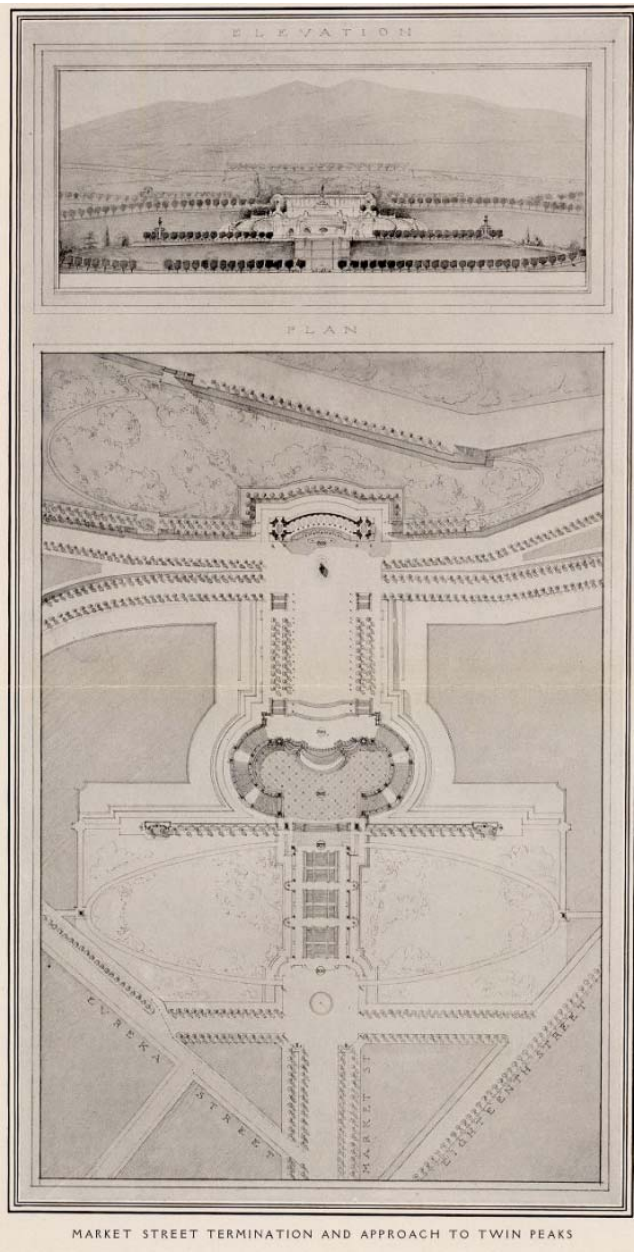


Figure 95 – Burnham Plan proposal for the termination of Market Street in Corbett Heights. (Burnham 1905: 107) (David Rumsey Map Collection, www.davidrumsey.com)

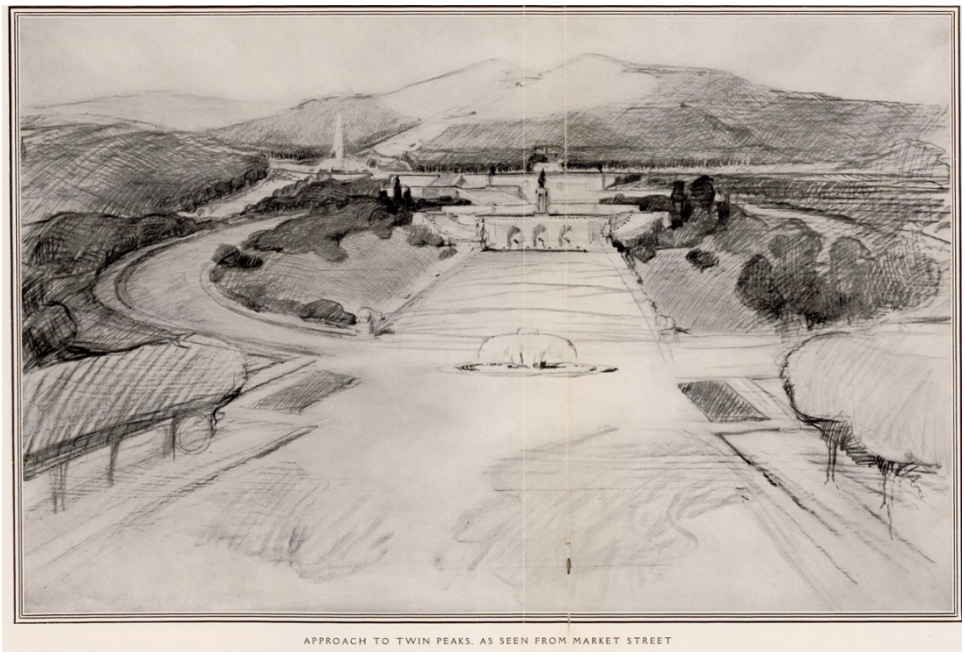


Figure 96 – Detail of Burnham Plan proposal for the termination of Market Street in Corbett Heights, a sprawling design that would have replaced the whole neighborhood. (Burnham 1905: 107) (David Rumsey Map Collection, www.davidrumsey.com)

Burnham and Bennett saw Corbett Heights not from the perspective of the neighborhood but from their vision of the city. Residential districts could be seen as works-in-progress, "the pioneers or small householders retiring in many districts before the advance of better improvements." (Burnham 1905: 43) With this point of view, Corbett Heights and its working-class population, which they knew well from traveling through it and looking out over it from their bungalow, was entirely dispensable.

While these big recommendations were not realized, small observations recognized positive attributes of the neighborhood. Most of all, there was the repeated recognition of the inherent qualities of the area with its views and protection from wind and fog. The authors also observed the limitations of the grid plan on steep sites and promoted contour roadways, planning ideas previously adopted in both the Pioche & Robinson and Park Lane Subdivisions.

They also made fine-grained recommendations that influenced later planners in the neighborhood regarding street trees, planting in steep right-of-ways, protecting hills from being cut down, and extending Market Street as a contour route to the west side of the city.

Clover Heights

The second primarily grid-based subdivision in Corbett Heights was Clover Heights of 1913. Built on a site that rose very steeply to the southwest, it included a street — Seward — whose alignment responded to the topography and a large lot at its southwest corner that later became a major part of Kite Hill. The Clover Heights grid incorporated a pedestrian alley called Clover Lane and a sewer easement in the middle of the

block which were modified as part of a system of automobile alleys. In this way Clover Heights developed as a grid of the automobile era.

With its hillside lots most easily accessible by automobile, its views, improvements, restrictions, and developer-built rows of houses, Clover Heights was marketed to middle-class residents, who might work in offices downtown, rather than to the kind of working class tradesmen and factory workers who were already in the neighborhood.

The Clover Heights Subdivision of 1913 was built in a portion of the 1862 Johnson, Ellis & Burke Subdivision that was not occupied by Nobby Clarke's house and immediate surroundings. In 1904, the yearbook of the College of Physicians and Surgeons noted that there were no other buildings in the block occupied by the old Nobby Clarke Mansion. In an undated brochure (ca. 1914), the promoters of the Clover Heights development noted that "All these years the property has remained intact while pretty homes have been built all around it." (Anglo American Land Co.) The land had remained undeveloped because it was in large parcels and its owners had no urge to develop it in a hurry.

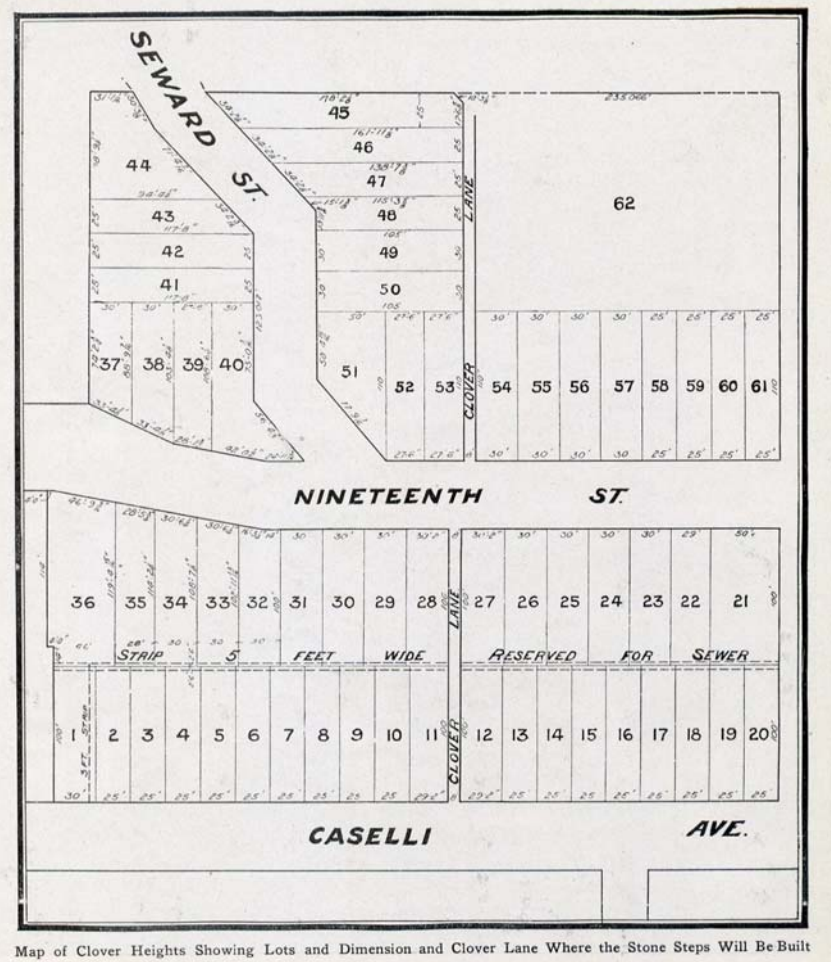
Thus, in 1912, surrounded by largely built-up land, the Johnson, Ellis & Burke/Nobby Clarke property was a rare piece of open land suitable for development. Except for Johnson's lot in which the Clarke House stood, it was purchased by the Anglo American Land Company, successor of the American Land & Trust Company, which was originally established by Charles W. Wright about 1886 for the development of Larkspur in Marin County.

At the moment that the developer began planning Clover Heights, the role of the city in the approval of subdivisions and other developments changed with a new requirement that foreshadowed the complexity of the later planning process. Previously, developers had a freer hand — the Horner; McKee; Johnson, Ellis & Burke; Pioche & Robinson; and Park Lane Subdivisions were all accepted by the city as proposed. Two weeks before Clover Heights was presented to the Board of Public Works, however, "A new policy was adopted . . . whereby two weeks' notice would be given to the public before subdivision maps for residential tracts were approved, that streets, sidewalks and other improvements might be constructed in harmony with those of surrounding property and that complaints or suggestions from neighbors might be heard." (*San Francisco Call* 29 October 1912)

Not only was approval of Clover Heights postponed until the next meeting, but it was delayed again: "Complaint against the Clover Heights Subdivision map . . . was made by members of the Eureka Valley Improvement club, the principal objection being to 'blind' streets." In response to these complaints, the Board of Public Works scheduled a site visit. (*San Francisco Call* 12 November 1912 and *San Francisco Chronicle* 12 November 1912)

Evidently, the objections of the neighborhood organization were accepted, as the Clover Heights brochure (ca. 1913) included a map of the subdivision with no blind streets. (**Figure 97**) Ads for houses and lots in Clover Heights first appeared in the newspapers in September and October 1913. The six-page Clover Heights brochure with photographs, drawings, maps, and a sophisticated sales pitch probably appeared in 1913 to promote early sales. Also, a newspaper ad in August 1914 included a row of finished houses in the

subdivision on Caselli Street. Because the houses that might be built were spoken of but not illustrated, it seems likely that the brochure came before construction.

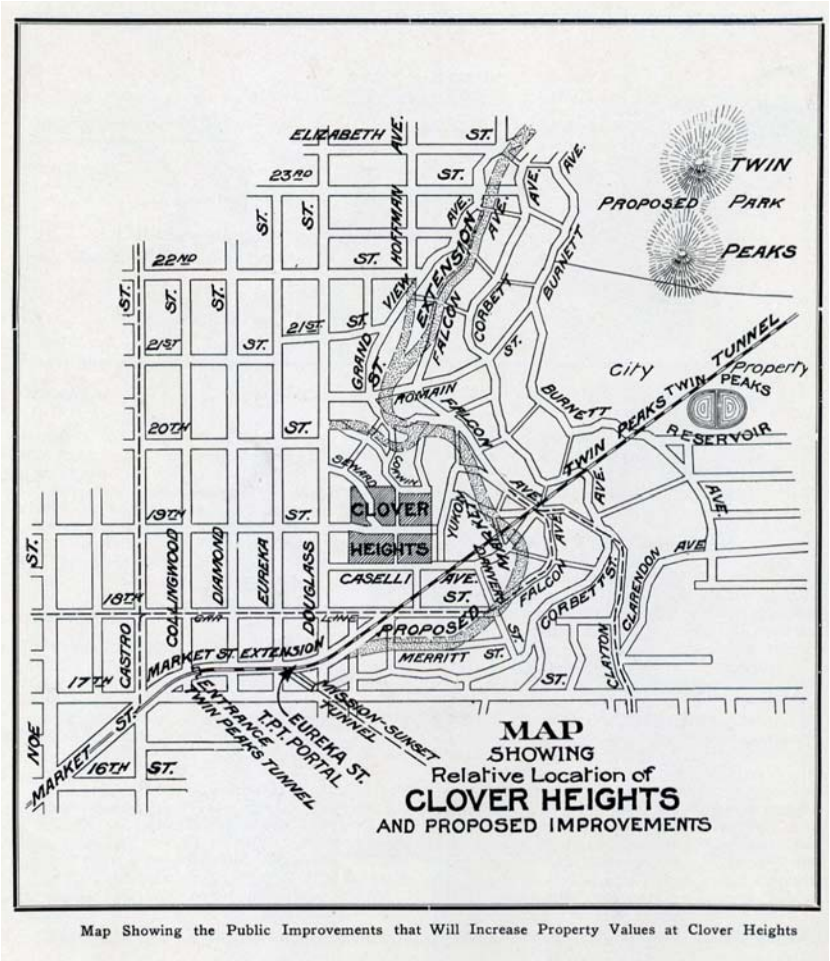


Map of Clover Heights Showing Lots and Dimension and Clover Lane Where the Stone Steps Will Be Built

Figure 97 – Clover Heights Subdivision Map, ca. 1913. (Anglo American Land Company n.d.) (Glenn D. Koch Collection)

The Clover Heights brochure spoke persuasively of the benefits of the new subdivision: "central location, good transportation, magnificent panoramic view, permanent improvements, and wise restrictions." (Anglo American Land Co.) Many of these benefits applied equally to the whole of Corbett Heights.

To illustrate the central location of the neighborhood, "If Market Street were extended in an air line it would cut the tract right in half." (**Figure 98**) Good transportation, even before completion of the Twin Peaks Tunnel, was provided by the "Market or Castro street car and the Eighteenth Street line." Imminent public improvements in the area were presented as adding "Greatly to the value of every lot in Clover Heights": the Twin Peaks Tunnel, the Mission-Sunset Tunnel, and the extension of Market Street. The panoramic view from "every lot in Clover Heights" will be "unequalled by that of any other restricted residence section of San Francisco . . . the only restricted residence district in the city that faces the east." Permanent improvements, including "streets, side-walks and bulkheads, sewer, water and gas mains, together with stone steps leading up



Map Showing the Public Improvements that Will Increase Property Values at Clover Heights

Figure 98 – Clover Heights with proposed improvements in relation to surrounding areas. (Anglo American Land Company n.d.) (Glenn D. Koch Collection)

to and through the entire tract" will be designed by John M. Punnett, a prominent civil engineer. "Wise restrictions have been drawn up to regulate the height of houses and the distance they must be set back from the street, to fix a minimum cost for each dwelling, to eliminate shacks and cheaply designed structures, to keep the district solely for homes by barring stores, saloons, stables, laundries and other objectionable businesses," all intended to protect the beauty, desirability, and property values of the area. Regarding the climate, "The hills crowned by Twin Peaks form a perfect shelter for Clover Heights protecting the tract from the cold winds and fogs from the ocean. Clover Heights is in San Francisco's warm belt and being on sloping land it receives the direct rays of the sun most of the day. The elevation of the property keeps it free from smoke and noise." Finally, the developer "is one of the largest land owners around the Bay of San Francisco" which guarantees its reliability and its capacity to sell on easy terms, empty lots, or lots with houses already built. (Anglo American Land Co.)

An illustrated ad by the architect and builder David Coffin showed a row of eight two-story stucco clad houses from 49 to 85 Caselli Street (all extant). These houses were described as "Homes of Distinctive Charms" — "Beautiful two-story homes, 6 rooms and bath . . . Finished in Elm and Pine. Open fireplaces,

hardwood floors, sunporch. French sliding doors, mirror, paneled closets and artistic wall finishings." (*San Francisco Chronicle* 15 August 1914)

Zoning and Planning Systems, 1917-1941

Modern city planning began in California when the state passed enabling acts for cities to create a planning commission in 1915 and to establish zoning in 1917. Previously the City Engineer was engaged in a wide variety of work associated with the physical city, such as streets and parks, including some tasks that would later be the job of city planners. But municipal planning as a comprehensive field and as its own profession was a new idea that had only recently been tried in scattered locations around the country. Following the new state laws, San Francisco created a planning commission in 1917 and the commission commenced to prepare a zoning ordinance. Interrupted by World War I, the issue was debated after the war until the zoning ordinance was enacted in 1921.

The zoning ordinance had many effects in Corbett Heights both as it was originally enacted and as it was amended over the years. Over the long term, it excluded non-residential uses of every type and reinforced the dominant residential character of the neighborhood. The few industrial and commercial uses like a cigar factory, tradesmen's workshops, a chemical laboratory, wood-and-coal yards, and others that had come and gone were gradually excluded.

In this era of planning systems, zoning was not the only type of regulation that affected the neighborhood. Together with revised building, fire, public health and other laws, other changes occurred. Partly as a public health matter, stables were excluded. Saloons, which had been put out of business two years before the zoning ordinance by Prohibition, were prohibited from returning.

Under the zoning law, which had the most pervasive effect, the new regulations influenced neighborhood development at two levels. As published in its entirety in the newspaper, along with Zone Maps of the city, zoning defined the building types that were allowed and not allowed, thus affecting the individual property owner. It also established zoning districts where groups of building types were allowed or not allowed, thus affecting the character of the area. (San Francisco. City and County 1921)

In addressing building types, the most relevant change for Corbett Heights came from expanding on the term "dwelling" as it had previously been used in the building law. In the old building law, a dwelling could include two households. In the new zoning law, "dwelling" was broken into its components. A dwelling for two households was only allowed if it was on a large lot — at least twice the size of a standard city lot. The zoning law introduced a new term — "single family dwelling." And, boarding houses (which provided meals) and lodging houses (which only rented rooms) were joined in one category. These three types of dwellings were presented in the law so that they could each be addressed separately and allowed in different circumstances. Previously, except for lodging houses, all of these types were grouped in the same category, simply as dwellings.

At the neighborhood level, the city was broken up into six "use districts": First Residential, Second Residential, Commercial, Light Industrial, Heavy Industrial, and Unrestricted. In the 1921 zoning ordinance,

all of Corbett Heights was in the Second Residential District except for the Eighteenth Street frontage which was in the Commercial District.

The Second Residential District allowed everything in the First Residential District: 1) Single family dwelling, 2) School, 3) Church, 4) Community Club House, 5) Nurseries, farms, truck gardens, and greenhouses, 6) "The usual accessories," i.e., the office of a musician, physician, dentist, or similar person, and a garage for up to four automobiles, and 7) a dwelling for two households if there is at least 5,000 square feet of open space around the structure. The Second Residential District also allowed the following: 1) Tenement house or apartment house, 2) Flat, 3) Boarding or Lodging House, 4) Hotel, 5) Library, 6) Public building, 7) Hospital or Sanitarium, 8) Police Station, 9) Fire Station, and 10) "Philanthropic and eleemosynary institution other than a correctional institution."

In the Commercial District along Eighteenth Street, permitted uses were largely defined by identifying uses that were not allowed. These included: Automobile repair shops, bakeries with more than five employees, "blacksmith or horse shoeing establishments," bottling works, "carting, express, or hauling yard or storage yard other than for fuel," contractor's plant or storage yard, cooperage, laundry employing more than ten people, lumber yard, and manufacturing. Many of these uses were, at that time or had been in the past, located in the neighborhood. Because "Non-Conforming Building and Uses" could remain until the building in which they operated was altered, these uses were eliminated gradually.

Uses that were specifically permitted included all uses permitted in the First Residential and the Second Residential Districts, some printing shops and light industries, electrical substations and telephone exchanges, "public garages and gasoline service stations" under special permit.

Whereas there had been no apartment buildings in Corbett Heights, under the new laws there would be fewer new flats; instead, apartment buildings would be an alternative multi-unit residence. Among twelve apartment buildings that appeared on the Sanborn map in 1950 (there was only one, the Clarke Mansion, in 1914), all but one were conversions of existing dwellings or flats to apartments. Except for the Clarke Mansion with fourteen units, these had few units — typically two or four. Only one apartment building had originally been built as such, a two-unit building at 3565 Market Street. This building was remodeled and converted to a single family residence ca. 1999-2001.

As for the former Clarke Mansion, which was occupied as a hospital from 1896-1909, after the hospital left, the building was converted for use as an apartment building. In 1913, it was known as the Victor Apartments. In 1918, during World War I, it was not listed among apartments or hospitals, but may briefly have served as a hospital again. It has continued as an apartment building since that time, except for a period during World War II, when it was leased by Standard Oil for employee housing. (San Francisco Public Library. Subject files.: San Francisco Districts – Twin Peaks, hand written notes) (**Figure 99**)

While it might be expected that these conversions would have been concentrated on transit routes or major streets, they were scattered all over the neighborhood in no apparent pattern. Most were dwellings converted to two unit apartments, such as 201 Caselli Avenue, or two-unit flats converted to four-unit flats, such as

Figure 99 – Alfred "Nobby" Clarke house after conversion to apartments, 1957. (San Francisco History Center, San Francisco Public Library. AAC-5717. Photo by H. Blair)

4632 Eighteenth Street. In making the conversions, some were little changed in appearance and others were remodeled at the front.

The largest group of new buildings in the period were single family residences, with more than 100. These were built as infill throughout the neighborhood, but there were concentrations of new residences in the Park Lane Tract on Seventeenth, Saturn, Deming, and Mars Streets, on Market Street above Caselli, in Clover Heights on Caselli, Nineteenth, and Seward Streets, and on Grand View and Romain Streets.

Whereas the streetcar era before the common use of automobiles produced more multi-unit residential buildings in the neighborhood (flats buildings of two or more units), with increasing use of automobiles in the 1920s and 1930s proportionally more lots were developed with single family residences. At the same time, because apartment buildings generally had more units than flats buildings, even though there were fewer of them, multi-unit residences continued to be a component of the growing neighborhood.

In contrast to the increase in single family residences, apartments, and garages, there were fewer commercial and business buildings in the neighborhood at the end of this period. The 1950 Sanborn maps showed only

one transfer and storage building, one wood-and-coal yard, and two outhouses along with a diminishing number of stores.

Public Intervention Stimulates Private Development: 1934-1945

The stock market crash of 1929 and the onset of the Great Depression brought new residential construction in Corbett Heights to a nearly complete stop. Whereas city and state governments had previously helped shape the built landscape through the development of urban systems and planning systems, from the mid 1930s to the 1970s, the federal government played a new role in this arena. In contrast to earlier efforts, made by engineers and city planners for general urban improvement, beginning in the Depression, new efforts having specific social and economic goals were implemented.

With the Federal Housing Act of 1934 and the creation of the Federal Housing Administration (FHA), after many people had lost their homes due to the Depression, ordinary people were provided with a way to borrow money to build a house. The FHA had an enormous effect on housing in the United States and an important effect in Corbett Heights. With federally guaranteed loans, the program resulted in a substantial number of new houses built between 1934 and 1942. And by establishing standards for houses that had to be met in order to qualify for the loans, the FHA changed and raised standards for home construction. The FHA program was so large and powerful that it changed the way virtually all houses were financed, designed, and constructed whether they were part of the program or not. (Plunz 1990: 234, Jacobs 2015: 9)

Thus, while it is not known for certain whether any specific house built in Corbett Heights was built with an FHA loan, every house built during the period was shaped by the program. Examples of likely FHA houses built in Corbett Heights before World War II, from 1935 to 1941, are the row of fourteen Spanish/Mediterranean style houses in the 200 block of Romain Street, such as 250 Romain (of 1935) and a cluster of twelve houses on Deming and Clayton Streets, built between 1936 and 1941, two of which (1300 and 1306) are on Clayton and ten of which (from 27 to 83) are on Deming. A few months after the United States entered World War II in December 1941, new construction came to a halt and works-in-progress were completed under a government policy restricting access to building materials.

During the war years, San Francisco was at the center of an intense development of war-related industry. Because of a shortage of workers caused both by the military demand for young men and by the steep increase in jobs, women were employed in industry in significant numbers for the first time, and workers were recruited from other parts of the country, including African Americans from the South.

In Corbett Heights, there was little or no new construction during the war. Unlike other parts of San Francisco and the Bay Area, there was no public housing built in Corbett Heights in these years. However, as throughout San Francisco and the Bay Area, existing housing was modified to accommodate new workers by dividing houses into apartments, making basement areas habitable, etc. Due to an extreme shortage of housing, "Many families were 'doubling up' with other families." (Scott 1959: 254) By the end of the war, San Francisco's population was at an all-time high.

D. TRANSPORTATION AND INFRASTRUCTURE

City Beautiful / City Practical: Sidewalks, Stairways, and Walls, 1912-1934

A system of stairs, sidewalks, alleys, and graded roadways provided the means for pedestrians and vehicles to negotiate the neighborhood's steep topography. Stairs and sidewalks were originally built of wood, and streets were dirt and gravel before they were paved in brick, basalt blocks, and macadam. Most of these features were built or rebuilt in permanent materials during the era of City Engineer Michael O'Shaughnessy, from 1912 to 1934. O'Shaughnessy, appointed by Mayor James Rolph in 1912, had a vision of the city that was first of all practical, but also inspired by the imagery of the San Francisco Civic Center and other products of the City Beautiful Movement.

Stairways were built in the alleys of the Pioche & Robinson Subdivision and Clover Heights. Also, as on Telegraph and Russian Hills and other parts of the city, stairways in the Park Lane Tract were built in the rights-of-way of streets that were too steep for vehicles. Some stairways and pathways included railings. Most stairways were concrete but some were wood. (**Figure 100**) (**Figure 101**) Retaining walls, built to maintain streets on steep sites, were another feature of the same practical beautification effort. While these features served practical purposes, many were also embellished with ornament. (**Figure 102**) (**Figure 103**) (**Figure 104**) When the comfort of automobile passengers took precedence over the accommodation of horses in the 1910s and 1920s, streets were paved with asphalt-topped macadam. (**Figure 105**) Proper macadam streets were laid on gravel beds but later asphalt paving was laid over existing brick or basalt block streets.

Figure 100 – 1927 view south on Douglass from Twentieth Street of new retaining wall and stairway. (San Francisco History Center, San Francisco Public Library. AAB-3388)

Figure 101 – 1925 view west on Vulcan from Ord Street showing new concrete stairway. (San Francisco History Center, San Francisco Public Library. AAB-5589)

Figure 102 – 1925 view looking northeast at Roosevelt Way showing new concrete retaining walls. (San Francisco History Center, San Francisco Public Library. AAB-5168)

Figure 103 – 1925 view looking northeast on Mars toward Seventeenth Street showing sidewalks, retaining walls, and landscaping. (San Francisco History Center, San Francisco Public Library. AAB-4529)

Figure 104 – 1928 view looking south along Roosevelt Way at Saturn showing roadway retaining wall. (San Francisco History Center, San Francisco Public Library. AAB-5162)

Figure 105 – 1927 view of macadam paving on Grand View. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

It is not known when the earliest of these neighborhood features was built. There must have been a stairway on Iron Alley, for example, since about 1900-1910, when the Simons-Fout quarry and brick yard was active. The Clover Heights stairways were built about 1914. The embellished retaining walls in the Park Lane Tract were built in 1925-1927, as shown in photographs from the Department of Public Works. The Vulcan, Saturn, and Douglass Street stairways were built in concrete between 1923 and 1925. Construction dates of other stairways in the area are unknown, but are probably during this period as well.

Motor Vehicle Use

When the Automobile Club of San Francisco was founded in 1900, there was one automobile owner in the city. For the first few years, most automobile owners were wealthy, cars were a luxury, and a principle activity

of automobile owners was the scenic drive. An important early activity of the club was to promote better roads for automobiles. As a long-established route for leisure travel over the central highlands to Lake Merced and Ocean Beach, it seems likely that Corbett Road was traversed by early drivers. (**Figure 106**)

Before automobiles came into wide public use, the public had to understand their usefulness, and manufacturers had to have the capacity to produce larger numbers of low-cost vehicles. An important event locally that demonstrated that motor vehicles could be of more than recreational value was the aftermath of the 1906 earthquake, when private vehicles were commandeered by the army for use in relief efforts. (Pinkson 1940) With the mass-produced Model-T Ford in 1908 the price of automobiles dropped, making them more affordable for a larger segment of the population. Automobiles became more accessible from a rapid increase in dealers. (**Figure 107**)

Figure 106 – Horse and buggy on "Old Corbett Road" when it was the principal route for excursions to Lake Merced and the Pacific Ocean. (Courtesy of Western Neighborhoods Project)

Figure 107 – View north on Pluto (now Roosevelt) from Clifford 1920, showing first era of automobile use in Corbett Heights with parked car and garage under porch. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

The emergence of an "automobile row," first on Golden Gate Avenue and then on Van Ness, displaced livery stables. As motor vehicles became more accessible, horse-drawn transportation became less so. By 1914 there were over 12,000 registered vehicles in San Francisco. This grew rapidly to about 53,000 in 1920; 155,000 in 1930 (McClintock 1937: 48); 192, 000 in 1940; 267,000 in 1950; 309,000 in 1960; and 336,000 in 1970 when registration leveled off. (Metropolitan Transportation Commission 2013)

In Corbett Heights, as in other growing areas of the city, motor vehicles began to replace wagons in the delivery of materials for new construction. Tradesmen in the neighborhood, who traveled around the city with materials, tools, and equipment, may have been among the first in the area to adopt motor vehicle transportation. For most residents in this working-class area, public transit was adequate and far cheaper than owning a car. A measure of the increase in private ownership of motor vehicles in the neighborhood was the shift in proportions between automobile garages and horse stables. In 1914, there were only nine automobile garages while there were 29 stables. By 1950, there were 118 garages and no stables (there may have been buildings formerly used as stables still standing, but that use was not allowed under the zoning laws). Two of

the garages present in 1914 were additions at the front of existing residences. One is a flats building at 350-356 Corbett Avenue and one is a dwelling at 24 Mars. The others were freestanding structures, all but one of which was on a lot with a residence.

In 1912, the City of San Francisco began preparing for the future use of automobiles. Bion J. Arnold, a prominent transportation planner from Chicago, was hired to study all aspects of transit and transportation. His report, published in 1913, identified two important automobile routes in Corbett Heights: Corbett Road, and an extension of Market Street through the neighborhood. (Arnold 1913: 47, 230) Arnold rejected the straight-line extension of Market Street and proposed a contour route. (*San Francisco Chronicle* 10 May 1912)

City Engineer O'Shaughnessy developed a plan for a system of boulevards in San Francisco, based in part on Arnold's report. (O'Shaughnessy 1916) As it was realized between 1916 and 1920, this system included the extension of Market Street to its connection with Portola Drive. (Scott 1959: 168)

Motor vehicle use continued to increase at a rapid pace after World War I. With the enactment of the city's first zoning law in 1921, multi-unit residential construction took a different form that was better adapted to automobile parking, building more apartments and fewer flats. Many property owners built garages on their property. In addition to local neighborhood traffic, through-traffic increased, especially on Market Street. (**Figure 108**)

On 6 October 1935, the streetcar line with tracks on Eighteenth Street was discontinued and replaced by a new trolley bus over the same route with rubber tires and power from overhead electric lines, "the first trolley bus service in the city." (webarchive.org) The new line, operated by the Market Street Railway, was known as the 33, Eighteenth & Park. Later this became the 33 Stanyan, which continues in operation. (**Figure 109**)

Figure 108 – Looking southeast on Clayton toward intersection with Market, 1930. (San Francisco History Center, San Francisco Public Library. AAB-5871)

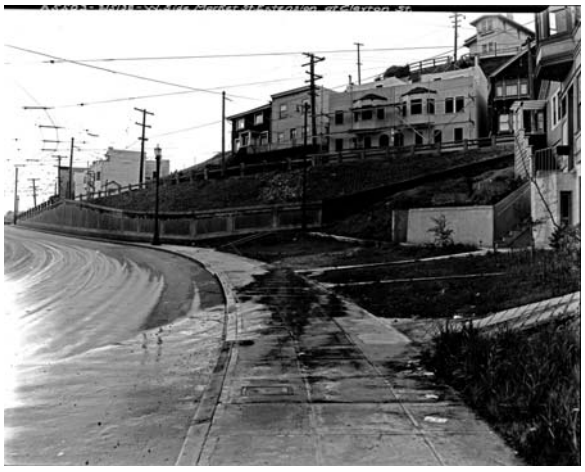


Figure 109 – Overhead power lines from 33 Stanyan trolley bus, 1938, on Market near Clayton. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

In 1938, the San Francisco Down Town Association created the *49-mile Scenic Drive*, hoping to draw visitors to the 1939 Golden Gate International Exposition at Treasure Island into San Francisco. Although there have

been many adjustments to the route over the years, from the beginning, it has always included a segment along Roosevelt Way-Seventeenth Street-Clayton Street in Corbett Heights. Internet claims that President Franklin D. Roosevelt drove the *49-mile Scenic Drive* — which would mean he visited Corbett Heights — on his visit to the Bay Area 13-14 July 1938, could not be substantiated. It seems more likely that he drove another portion of the drive on his way from the Golden Gate to the Bay Bridge.

Motor Vehicles and Architecture

With the earliest automobile use in Corbett Heights, a few property owners built garages. Of nine garages shown on the 1913-1914 Sanborn maps, two were additions at the front of the dwellings that were setback from the street and seven were freestanding structures. All of these appear to have been one-car garages. All were wood structures, possibly a mix of stud frame, timber frame, and single wall construction. Some may have been existing structures converted for use as garages.

With increasing use of automobiles in the 1920s-1930s, many more garages were built. From the 1950 Sanborn maps, it appears that most were the same types as before — single-car garages built at the fronts of residences or as freestanding structures. A few freestanding garages were larger, for more than one vehicle, often the only building on the lot. Only a handful were shown as located in an existing residence, probably in a high basement, the result of conversion of an existing space. However, because garages were included in the definitions of some building types — single-family residences and apartment buildings — under the 1921 zoning law (as amended), buildings after that date were not generally marked as having garages. Because Sanborn maps rarely show this information, it is clear that many more garages were present than are shown. The FHA houses on Romain and Saturn Streets, all with original built-in garages, are examples of this. Thus, insofar as there were new buildings in the neighborhood, there were also an increasing number of garages that are not indicated on the maps. By 1935, many new single-family residences incorporated built-in garages.

A major impact of motor vehicles in this period was the necessity of demolishing or moving buildings, especially at the time of the Market Street extension of 1914 to 1917.

Twin Peaks Tunnel

The Twin Peaks Tunnel is not in Corbett Heights but under it. The tunnel runs 2.27 miles from Collingwood near Seventeenth Street on the east to the West Portal at West Portal Avenue at Ulloa Street. Except for a slight curve northward at the beginning, the tunnel runs in a straight line parallel to Market Street. In Corbett Heights it runs under the intersections of Market and Douglass, Eighteenth and Hattie, Yukon and Casselli, and Market and Clayton Streets. The only evidence of the tunnel in Corbett Heights is the steel grating that ventilates the tunnel in the sidewalk in front of 4579 to 4589 Eighteenth Street. (**Figure 110**)

The Twin Peaks Tunnel was planned and financed in conjunction with the Market Street extension under City Engineer O'Shaughnessy. Construction began 30 November 1914 and was completed 14 July 1917. Streetcar service began through the tunnel 3 February 1918.

Figure 110 – Ventilator grates over Twin Peaks Tunnel in 4500 block of Eighteenth Street. (Photo by M.R. Corbett, 6 June 2012)

Market Street Extension 1914-1922

From the early days of the city's history, proposals were made to extend Market Street over the central highlands to the west side of San Francisco and the ocean. Market Street, San Francisco's main street and the most direct route from Corbett Heights to the city's business district and the waterfront, ended at Valencia Street and continued west only as a line on a map to Castro and Seventeenth Streets in 1854, at the time of Horner's Addition.

In 1867, the plat of the Pioche & Robinson Subdivision showed a possible future extension of Market Street, with dashed lines crossing the Eureka Homestead across Eureka Street and terminating at Eighteenth and Douglass Streets. The 1868 plat of the Market Street Homestead Association shows the "Proposed Extension of Market Street" crossing Nineteenth and Douglass and ending at Seward Street. These efforts gave impetus to the opening of Market Street between Valencia and Castro Streets in 1871. (*San Francisco Chronicle* 16 March 1867)

With the growing population of the Mission-Eureka Homestead-Corbett Heights area, in 1890 the Street Committee of the Board of Supervisors held a hearing on the issue. "A large number of property owners interested in the opening and extension of Market Street, from the present termination at Seventeenth and Castro Streets, southwesterly to Lincoln Road" supported a plan that would have

moved Market Street's dead end to a point just beyond Corbett Heights. Then, a second group including Behrend Joost made another proposition, "to extend Market Street southwesterly from Lincoln Road to the ocean." Although this was a straight extension of the existing street that would have gone through what is now called Kite Hill in Corbett Heights and "would pass across the center of Lake Merced," both proposals were adopted, accepting that Lake Merced "could be spanned by an iron bridge." The City and County Surveyor was instructed to prepare drawings for this road. (*Daily Alta California* 30 May 1890)

Neither proposal was realized, but they kept the idea of the extension alive. In 1891, M.L. Weeks of Los Angeles moved to the neighborhood and joined the Seventeenth Street and Park Lane Improvement Club: "He stated that he had invested largely in the lands in the vicinity of Market-Street extension and had great hopes of prospective increased value of San Francisco lands." (*San Francisco Chronicle* 11 July 1891).

Thus, the two principle reasons for extending Market Street were recognized. For resident property owners, investors, and speculators, the extension appeared likely to increase land values for real estate both in Corbett Heights and in the vast outside lands that would open up west of the central highlands and would be more accessible. And for residents of the Mission-Eureka Homestead-Corbett Heights area, the extension was a means to get out of the city and get away to recreational places such as the Ingleside Race Track, Pine Lake, Lake Merced, and Ocean Beach. In this way, the extension of Market Street was like the efforts to build a link between the Mission District and Golden Gate Park.

But for all the reasons that were presented in favor of the extension, others were made against it: that it would decrease property values, it was impractical, it benefited no one, and its financing method — by charging owners of property that faced it — was unfair. The Street Commission was dissolved over this issue in 1892 (*San Francisco Chronicle* 5 October 1892) and apart from intermittent references in the newspapers, was generally dead for about twenty years. One exception was the brief recommendation in the Burnham Plan to extend Market Street "around Twin Peaks to the ocean." (Burnham and Bennett 1905: 69)

The idea came alive again in 1912 through the work of Bion J. Arnold and Michael O'Shaughnessy. As part of the Boulevard System, the Market Street extension was redesigned and its construction and financing tied to the construction of the Twin Peaks Tunnel for streetcars. The first section of the tunnel, from Seventeenth and Castro Streets to Eighteenth and Hattie Streets, was built in the same corridor. (**Figure 111**) (**Figure 112**) Whereas the previous plan for the Market Street extension called for a straight line to the ocean requiring massive grading and filling, the plan was changed to a contour route that required relatively little grading beginning at Seventeenth and Ord Streets. Although this alignment cut through Corbett Heights and required much house moving and destruction of property, it was far less disruptive than the straight-line plan. (see also **Figure 98**)

The extension was built with many stops and starts. Photographs from the Department of Public Works show that it was completed as far as the streetcar switchback at Market and Clayton Streets by 1918.

South of that intersection, work was underway extending Market Street in 1921 and improving everything that had been built to that time with paving, retaining walls, and railings. The newspaper declared that it was "open for use" in November 1922. A 1923 photograph shows the extension below Clayton Street completed, at least within Corbett Heights. Photographs from 1927 show work on the streetcar tracks and repaving of Market Street. (**Figure 113**) (**Figure 114**) (**Figure 115**) (**Figure 116**) (**Figure 117**) (**Figure 118**)

Figure 111 – View west toward Eighteenth and Hattie Streets in 1919 showing clearance of the right-of-way for construction of the Twin Peaks Tunnel and the Market Street extension. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

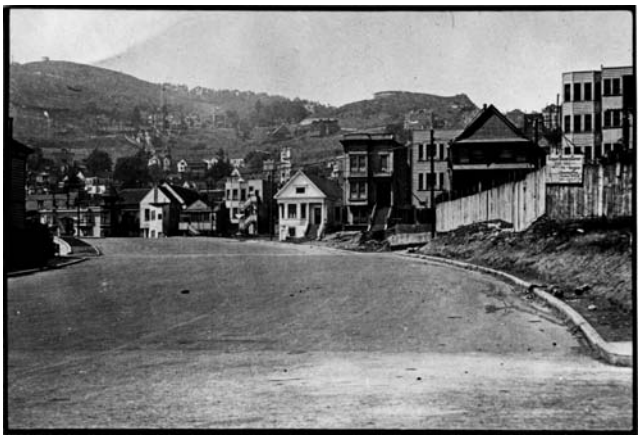


Figure 112 – Looking west on the Market Street extension from Douglass, 1927 or later. (Courtesy of Western Neighborhoods Project)

Figure 113 – View south from Corwin along route of planned Market Street extension, with wood sidewalk, 1918. (San Francisco History Center, San Francisco Public Library. AAB-6107)

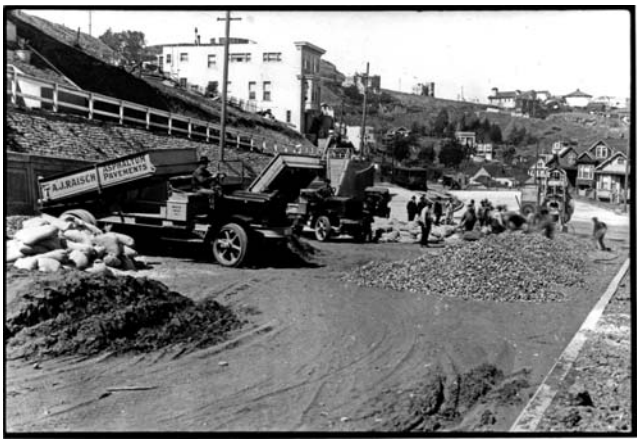


Figure 114 – Paving the Market Street extension using asphaltum (or asphalt) probably as a component of macadam, 1921. (Courtesy of Western Neighborhoods Project)

Figure 115 – Market Street extension in process of construction, 1921. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

Figure 116 – Track construction, 1927, on Market at junction with Clayton. (Courtesy of Western Neighborhoods Project)

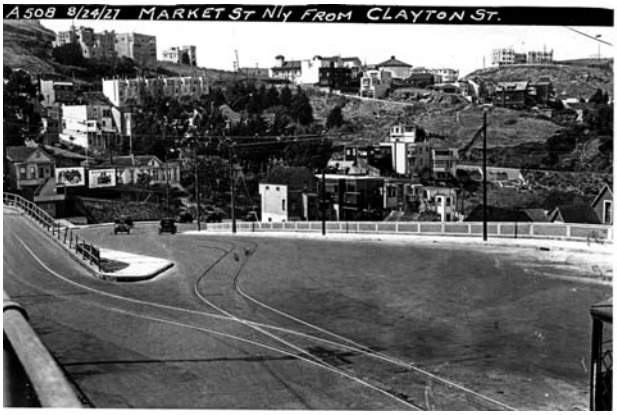


Figure 117 – Junction of Market and Clayton, 1927, showing track configuration and paving completed. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

Figure 118 – View northeast 1927 showing junction of Market and Eighteenth Streets (with streetcar tracks). (San Francisco History Center, San Francisco Public Library. AAB-6201)

City Monuments

The placement of City Monuments for the surveying of streets and properties, which was well established before 1906, continued in the period 1906-1945. While the extent of "monumentation" in this period is not known, an indication of the continuing effort to improve and maintain this vital infrastructure is the program completed in 1917 that placed City Monuments on Corbett Avenue. (San Francisco Board of Supervisors 1919: 870)

Water

After high water use citywide in 1915 that lowered water reserves below a sustainable level, the Spring Valley Water Company asked its regulatory agency, the State Railroad Commission, for permission to install

residential water meters. Under the existing system without meters, customers were charged a flat rate. Water meters, it was argued, would encourage conservation of water because higher water use would cost more. In addition, meters would help in the identification of leaks — a major problem. Opponents of the plan including *The Chronicle*, said meters were really a means of increasing revenue for the water company. The water meter plan was approved in late 1916, and meters were subsequently installed. (*San Francisco Chronicle* 14 October 1916) The oldest meter covers in the Corbett Heights neighborhood date from this period.

Although water was available from Spring Valley's big system in 1895, Joost continued to supply water from his Mountain Springs Water Company to a few neighbors until at least 1924. The Spring Valley Water Company was taken over by the city water department in 1930, and Hetch Hetchy water arrived in San Francisco in 1934.

Curbs

As streets and sidewalks were built, so were curbs, built with granite curbstones until well into the twentieth century. By 1929, civil engineering references presented two alternatives for the construction of curbs: curbstones of granite or concrete curbs of Portland cement. A basic difference between the two was that a stone curb was structurally distinct from any other feature whereas a concrete curb was often cast together with the gutter next to it. (Radford 1929: 136)

As late as 1959, a standard civil engineering reference still presented granite and concrete as the only alternatives for curb construction: "Stone curbs are usually 6 to 8 ft. long, 5 to 8 in. thick, and 19 to 21 in. in depth." (Urquhart 1959: 2-114) Concrete curbs at that time were ten feet long.

Electricity

Key events in the development of infrastructure systems for San Francisco including Corbett Heights were the arrival of the first hydroelectric power from the Sierra Nevada in 1921 and the arrival of Hetch Hetchy water and power in 1934. (**Figure 119**) (**Figure 120**) Electricity was originally delivered to the neighborhood on wood utility poles. Today the neighborhood is largely within an Underground Public Utilities District and the poles have been removed.

Streetlights

At first, individual streetlights were approved one-by-one in a politically charged process. For example, in 1896, the neighborhood requested an electric streetlight at Seventeenth and Clara from the Board of Supervisors. This system died and was permanently replaced by a more orderly approach in 1912 under Mayor Rolph and City Engineer O'Shaughnessy, which resulted in a program to install streetlights based on objective criteria. (**Figure 121**) The original cast iron standards with incandescent lights were replaced after World War II by aluminum poles and high intensity lights.

Sewers

Extensions of the sewer lines were built at the time of the Market Street extension work in 1921 on Corbett Avenue. (*San Francisco Chronicle* 19 June 1921) (**Figure 122**) Sewers are, of course, underground and not visible except for round cast iron covers over brick or concrete manholes for access to the sewers. Sewers themselves have been made of wood, cast iron, brick, vitrified clay, and concrete. There are still brick and cast iron sewers in San Francisco, although it is not known if any of these exist in Corbett Heights. The most common sewer pipes in San Francisco today are vitrified clay and concrete.

Figure 119 – 1925 view on Lower Terrace from Levant to Roosevelt showing utility poles along street with paved surface, probably macadam. (San Francisco History Center, San Francisco Public Library. AAB-4357)

Figure 120 – 1928 view north on Roosevelt from Seventeenth showing utility poles and wire as well as new asphalt topped macadam paving. (San Francisco History Center, San Francisco Public Library. AAB-5165)

Figure 121 – 1939 view of Market and Ord Streets showing electric streetlights. (San Francisco History Center, San Francisco Public Library. AAB-6419)

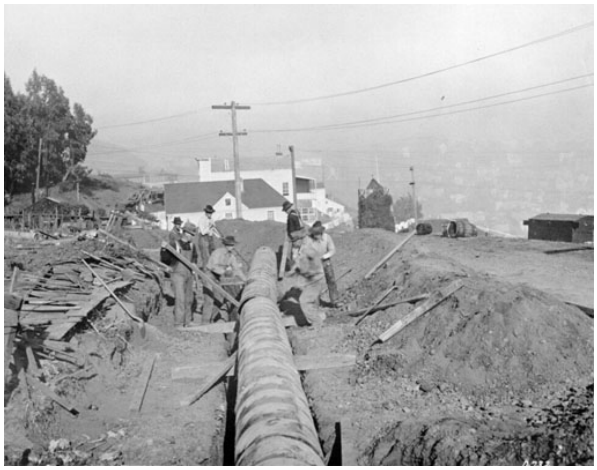


Figure 122 – Building 24-inch sewer pipe on Corbett Road looking north toward Corbett Heights, ca. 1921. (San Francisco History Center, San Francisco Public Library. AAB-3461)

Traffic Signs and Signals

While streetcars constituted a danger to pedestrians and playing children, it was the increase in motor vehicle traffic that gave rise to the widespread use of traffic controls. The early history of stop signs and traffic lights is uncertain — various sources give different dates for the first use — but both emerged in the United States more or less in the period 1914-1917, when the Market Street extension was under construction in Corbett Heights. This may have been the first time that traffic controls were perceived as necessary in the neighborhood. Until that time — apart from the occasional Sunday driver on Corbett Road to the west side of the city or along Seventeenth, Mars, Corbett, and Clayton Streets between the Mission District and Golden Gate Park — there was little or no motor vehicle traffic in Corbett Heights that was passing through; it was all local traffic and not much of it.

With the Market Street extension, which was not paved until at least 1922, there would have been an increasing stream of traffic through the neighborhood. This presented a particular hazard at those streets and intersections that met or crossed the Market Street extension — Douglass, Ord, Hattie, Danvers, Clayton-Caselli, Glendale-Short, and Romain Streets. (**Figure 123**) When Market Street was widened in 1957-1958, a partial and inadequate solution to this problem was created in the Romain Street pedestrian bridge. As traffic lights came into widespread use in this neighborhood in the 1930s, they were first placed on some of these cross streets.

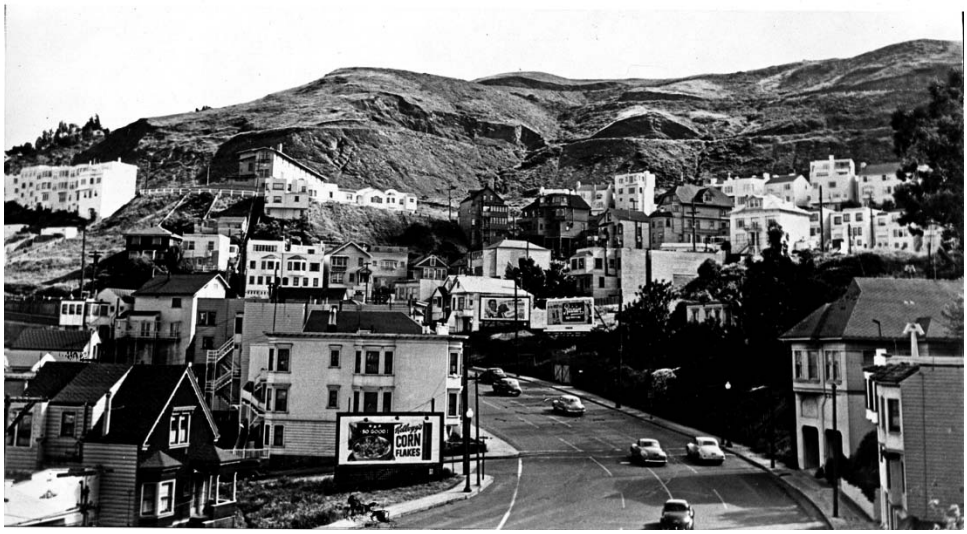


Figure 123 – Traffic on Market Street, ca. 1940s. (Courtesy of Western Neighborhoods Project)

E. INDUSTRY

Early in the period 1906-1945, the industrial enterprises in and around Corbett Heights all closed with the exception of the home industries which lingered a few years longer. The San Francisco Brick Company closed in 1914, the California Brewing Company closed in 1915, and Simons-Fout closed its quarry by 1911 and its brick operation by 1918. Nevertheless, these industries had a conspicuous presence in Corbett

Heights in the decade after the 1906 earthquake when the greatest period of residential construction in the neighborhood took place. To view residential development of the neighborhood before World War I without considering its relationship to industry would be incomplete.

These residential enterprises generated dust, noise, and traffic, some of it dangerous. They also provided jobs and generated the construction of housing. Future research may show that local housing was provided by other industries and, more likely, that local residents worked in these industries.

Home Industry

Until the first zoning ordinance was passed in 1921, it was common, especially in working-class neighborhoods, for residents to operate businesses in their homes. The presence of 40 stables and at least as many horses among a total of only 261 buildings in the neighborhood in 1900 is an indication of home industry. Some stables accommodated personal transportation, but many were for wagons or other kinds of work. In addition, many unlabeled and uncounted back yard sheds may have served some economic purpose.

Among all these home industries, the structures that housed two of them are known to survive. The candy factory of William and Helen Moody built in 1907 at the back of the lot at 4655 Eighteenth Street still has a painted sign visible from the street. (**Figure 124**). There is also still standing a garage (ca. 1920s-1930s) at 78 Douglass Street built for Silas A. Chase who operated a sidewalk building and artificial stone business in this block from before 1906 to about 1937. (**Figure 125**).

Figure 124 – 4655 Eighteenth Street, 1907. Moody's Candies. (Photo by M.R. Corbett, 5 October 2015)

Figure 125 – 78 Douglass Street, ca. 1920s-1930s. Garage used by Silas A. Chase for sidewalk building business. (Photo by M.R. Corbett, 5 October 2015)

Simons-Fout Quarry and Brick Company

By 1911, there were twenty-nine dwellings near the Simons-Fout plant, twenty-seven of which were in Corbett Heights. These houses were all located in blocks 4, 5, 6, 9, and 10 of the Pioche & Robinson Subdivision with more than half of them also within the Market Street Homestead Association. They were clustered around the switchback of the streetcar line at Falcon and Caselli Streets, less than a block from the quarry and brickworks. While the ownership of these houses is not known, it seems possible that some were

occupied by Simons-Fout company workers and managers. The twenty-nine residences "around Simons-Fout Quarry" were shown on a map filed with a 1911 lawsuit, *Pacific States Supply Company v. The City and County of San Francisco*, concerning noise and explosions at the plant that disturbed neighbors, broke windows, and created hazardous conditions. (Simons-Fout 1911 and Greene 2014)

Twenty-six of the residences appear to have been built or moved to the area between 1906 and 1911 when there was an extreme shortage of housing in San Francisco. Twenty-one of these were shown on the 1950 Sanborn Map. There appear to be only about a dozen still standing today, some of them probably altered. Those still standing include 376, 378, 387, 390, 421, and 423-5 Corbett Avenue, and 1366, 1449, 1451, 1456, 1459, and 1485-87 Clayton Avenue. Among these residences most were cottages and flats buildings. (Simons-Fout 1911) (**Figure 126**) The quarry itself was shown on the 1911 map between Corbett Road and Lincoln Road (now Graystone Terrace and Villa Terrace), Opal Alley, Copper Alley, and Iron Alley. Two structures labeled "rock crusher" were between Corbett Road and the quarry. (Simons-Fout 1911) One officer of the company, Edward W. Simons, vice-president, is known to have lived in the neighborhood in 1909, at 76 Caselli Avenue in a house that is still standing.

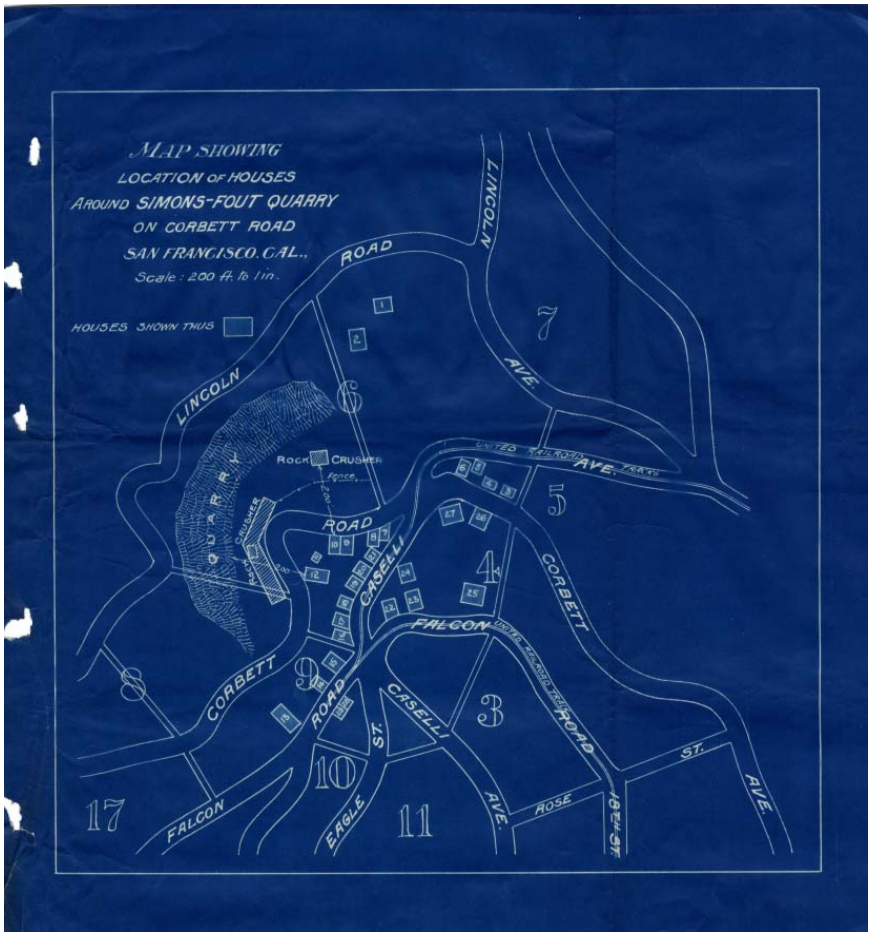


Figure 126 – Plan of Simon's-Fout brickyard and quarry operation, ca. 1911, including houses in surrounding area. (Simons-Fout 1911)

The plan of the quarry operation was to utilize the rock, but also to prepare the steep land "for real estate purposes." A variety of materials on the site produced "loose sand rock . . . used in making fills on the property" and blue rock and red chert which was "crushed for macadam, concrete and rubble purposes." (Aubury 1906: 321)

The company was sold in 1911 to Winifred P. Fairfax and pieces of the property were sold off to others including the estate of Maurice Dore, a real estate auctioneer who had previously been active in Corbett Heights. The brick operation continued, but was shut down permanently by 1918.

One part of the Simons-Fout land was developed by Edwards, Brewster & Clover, a real estate development firm, as Ashbury Park. The first residents were there by the end of 1911, but it was not actively marketed until mid 1913, when a display ad announced: "We take great pride in announcing that the new addition, Ashbury Park, is now ready . . ." (*San Francisco Chronicle* 28 June 1913) In 1912, Mrs. Edward Simon, wife of a principal in the Simons-Fout company, was an officer in the new Ashbury Park Club. (*San Francisco Chronicle* 4 December 1912)

F. DEMOGRAPHICS

Social Class

Because of the increased industrialization of San Francisco during World War II, the working-class population of Corbett Heights may have increased in the 1940s. With the decline of the waterfront and industry in the 1950s, industrial jobs declined. With the shift of the local economy from industry to a retail and corporate base beginning in the 1950s, the population of Corbett Heights also began to shift to retail and office workers.

As gentrification of the neighborhood began in the 1970s-1980s, the population underwent a more thorough transformation from a working-class area to a neighborhood of high-priced real estate that working-class people could not afford to buy (or rent).

Race, Nationality, and Occupation Groups

Patterns of nationality and occupation were largely the same in 1910 as they had been in 1900 and still very similar in 1920. By 1930 there were somewhat fewer foreign-born heads of household and there began to be a shift in employment, with fewer in the trades and fewer laborers, while there were more retail and clerical workers.

A sampling of the 1940 census showed a continuation of the trends starting in 1930. There were far fewer foreign-born heads of household — many of the earlier generations of foreign-born residents had died — and there was a strong majority of American-born heads of household. In a sample of nine pages out of forty-five covering the neighborhood, there were only five from Ireland (four from the Irish Free State, which became Ireland in 1937, and one from Northern Ireland) and two from Germany. Proportionally, there were more Scandinavians, from Sweden and Finland, than before.

The neighborhood was overwhelmingly, if not exclusively, white. Existing patterns of race exclusion were reinforced nationally by the programs and policies of the FHA beginning in 1934. (Jacobs 2015: 9, 28-29) Such programs and policies were not explicit. One expression of this was the recommendation in FHA *Technical Bulletin No. 4* regarding deed restrictions:

> Well-drawn deed restrictions aid in establishing the character of the neighborhood through control of the use of the land and the structures to be erected upon it. They increase marketability and help to maintain a stable market condition in an area; and they assure the purchaser that his investment will not be jeopardized by thoughtlessness or selfishness on the part of his neighbor. (United States. FHA 1936: 8)

There was still a majority of the old occupations in construction, industry, and transportation, but there were many more retail and clerical workers, more of them women. Transportation occupations were now concentrated in automobile-related jobs. Still a small number, there were noticeably more government jobs.

Reorganized Church of Jesus Christ of Latter Day Saints

There is only one church in Corbett Heights, built at 201 Caselli Avenue in 1909 for the Reorganized Church of Jesus Christ of Latter Day Saints. The Reorganized Church is the smaller of two branches of the Mormon Church, the result of a split in 1844, when Joseph Smith, Jr., founder of the church, died. Smith's son, Joseph Smith III, became the leader of the Reorganized Church and made a well-publicized visit to the Bay Area in 1907. In 2001, the Reorganized Church became the Community of Christ.

Efforts to determine the reason for the location of the Reorganized Church at Caselli and Danvers in 1909 were inconclusive. Substantial subdivision and development of houses in the immediate vicinity, including the creation of Groveland Street (now part of Nineteenth Street) in the period between 1906 and 1909, raise the question of a connection between the church and this development. So far, no link has been found. The congregation sold the church in 1985. Its history since that time is discussed in the section on Congregation Sha'ar Zahav, below.

Labor Organizations and Activity

Because of the working class population that dominated the neighborhood from its beginnings until World War II and after, many residents must have been members of labor unions or involved in some way in labor organization and activity.

However, because there were no meeting halls here and few employers, little is known about the relationship between residents of Corbett Heights and the labor movement. No labor sites are identified in the neighborhood in *The San Francisco Labor Landmarks Guide Book*. (Sherwood and Powell 2007)

Only one labor action has been identified with a relationship to the neighborhood. In 1878 when the Tuttle Brothers had a short-lived brick manufacturing business at Eighteenth and Douglass Streets in Corbett Heights, one of the brothers, as secretary of the Brick Layer's Protective Association of California, proposed a policy of excluding Chinese workers from brickmaking.

G. BUILDINGS, ARCHITECTURE, AND LANDSCAPE

Overview

The earthquake of 18 April 1906 had little direct impact on the neighborhood, and the subsequent fire did not reach this area. Following the disaster there was a building boom here, in part providing housing in what seemed like a relatively safe area, for displaced people. In the eight to nine years between the 1905 and 1913-1914 Sanborn maps, the number of principal buildings in Corbett Heights jumped from 334 to 700 buildings. All of this construction continued through a period of false hope that the opening of the Panama Canal in 1914-1915 would stimulate increased growth. Almost all construction stopped in 1918 due to World War I. (**Figure 127**) (**Figure 128**) (**Figure 129**)

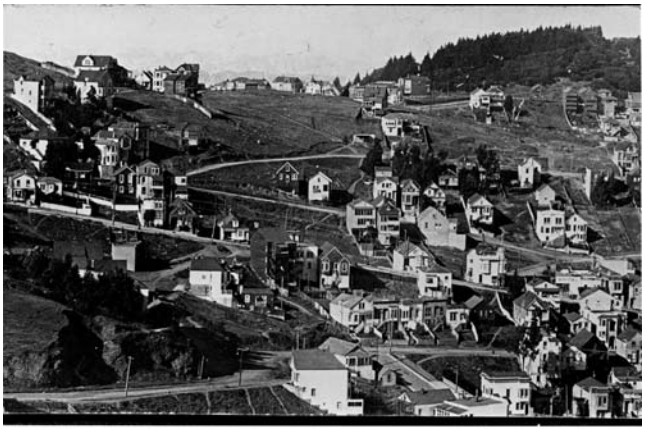


Figure 127 – View north ca. 1910 from Kite Hill, looking between Buena Vista peak on the right and Mount Olympus, just out of the photo on the left, showing much vacant land on steep sloping sites. (Courtesy of Western Neighborhoods Project)

Figure 128 – View northwest from Nineteenth and Yukon ca. 1912 toward the Ashbury Tank of the AWSS in the center on the ridge showing a greater density of development in lower, less steep areas. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

Figure 129 – View north from Twin Peaks on line of Clayton Street in the center with Corbett Heights in the lower right corner of photo. (Glenn D. Koch Collection)

Whereas there was an average of 14.6 buildings constructed per year between the 1899-1900 and 1905 Sanborn maps, between the 1905 and 1913-1914 maps there was an average of 40.67 buildings per year. The period from 1906 to about 1918 had the highest rate of construction in Corbett Height's history. By the end of this period, more than two-thirds of the lots in the neighborhood were built upon. What was built was architecturally consistent with the pre-earthquake years from the 1870s to 1906, and established the dominant character of the neighborhood.

A measure of this period of reconstruction and growth is provided by the 1913-1914 Sanborn map. By the time of the map there were about 700 buildings in Corbett Heights. The dominant building types were dwellings, of which there were 495, and flats buildings, of which there were 140. As the area became more urbanized and residents relied on urban systems, there were fewer outbuildings — there was still one outhouse. With the introduction of automobiles, there were fewer stables — 29, down from 40 in 1905 — and the first automobile garages. In 1914, there were nine garages shown on the Sanborn maps, two built as additions (at 350 Corbett and 24 Mars) and seven as freestanding detached structures. All were small and probably accommodated only one vehicle.

There were still only a few non-residential buildings. There were more stores — 20 — but fewer saloons — down to three. There were also scattered businesses on residential lots including a grocery warehouse, a candy factory, a cigar factory, a feed-and-fuel yard, a plumber, a carpenter, and a cobbler. There was also a doctor's office in the ground floor of a residence. And, one church was built at 201 Caselli Avenue (see section Reorganized Church of Latter Day Saints), for the Reorganized Church of Jesus Christ of Latter Day Saints, the only religious or institutional building in the neighborhood.

Among the new buildings there were probably Camp Cottages from the earthquake refugee camps, and Grant-and-Loan houses built with subsidies from the Red Cross, although none have yet been identified. More importantly, there were more flats buildings and more Romeo flats, somewhat different than before, due to new and evolving building regulations.

While there were probably groups of two or more dwellings or flats built by single builders before the earthquake, so far there is no clear evidence of this. After the earthquake, however, many new buildings were built, as part of larger scale undertakings, as investments by individuals and companies. Groups of worker's cottages were built as part of at least two different efforts. A group of seven very small cottages was built from 32 to 44 Clover on the west side of the street north of Caselli. (**Figure 130**) None of these are still there. A group of six cottages was built from 50 to 68 Yukon Street (extant). (**Figure 131**) A row of seven middle-class dwellings from 49 to 85 Caselli Avenue (extant) was built by the D. Coffin Company in the Clover Heights Subdivision. Romeo flats were a significant building type in this period because they were an inexpensive way to quickly provide large numbers of housing units for working-class renters.

While most buildings were still clad on the exterior by wood siding and shingles, there was an increase in the use of stucco as a covering for exterior walls in response to the fear of fire. This can readily be seen in the contrast between wood siding in San Francisco's Victorian neighborhoods and the post-earthquake and fire neighborhoods of San Francisco's inner Richmond as well as large areas of Berkeley and Oakland. And

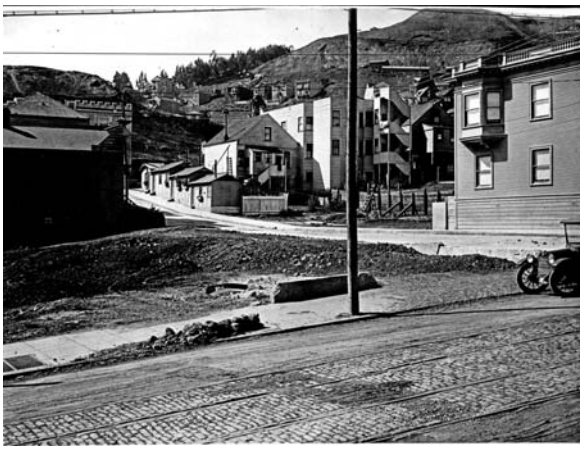


Figure 130 – View southwest from Eighteenth and Clover, ca. 1906-1911 showing four telescoping cottages left of center. (Courtesy of Western Neighborhoods Project)

Figure 131 – Cottages at 50-68 Yukon Street built ca. 1906. (Photo by M.R. Corbett, 23 July 2012)

stucco cladding was promoted in the architectural press. (e.g., *Architect and Engineer* May 1907: 62-63) A wood frame house clad in stucco was somewhat more fire resistant than the same house clad in conventional wood siding, but more than that, it presented a substantially stronger image of fire resistance than a wood house with attached wood decorative details. Also, this material was stylistically more amenable to buildings in the Arts and Crafts tradition than to the nineteenth-century Victorian styles. The row of seven Clover Heights houses from 49 to 85 Caselli Avenue built about 1913 were in this new image of fire resistance. In addition, some Craftsman style houses were clad in shingles. (see also **Figure 44**)

Residences of this era were thoroughly modern in technology, equipped with gas for cooking and heating, electricity for lighting, water, and sewer connections. The streets and sidewalks were paved, and there were streetlights, streetcars, and public mailboxes in the neighborhood. (**Figure 132**)

Variations in floor plans of buildings and flats had been very limited before 1900. With social changes associated with the Arts and Crafts Movement, interior plans became more open and less formal after the turn of the century. This was the beginning of what the historian James Jacobs has called "spatial simplification" (Jacobs 2015: 100), a process that continued in the 1920s-1950s. (**Figure 133**) (**Figure 134**)

The 1920s was a boom time generally in San Francisco and throughout California. Approximately 100 new buildings were added to Corbett Heights in this period. However, because so much building had occurred in Corbett Heights before World War I, building in the neighborhood in the 1920s was scattered and did not substantially change the look and feel of the area.

The era of FHA-supported construction coincided with the most comprehensive changes to the building laws in California since 1906, this time as a result of the Long Beach earthquake of 1933. These changes affected large commercial and institutional structures more than the small-scale residential buildings that had been

Figure 132 – 1914 view of 112-114 and 106-108 Caselli, and small cottage at corner, with dense hillside behind. (Courtesy of Western Neighborhoods Project)

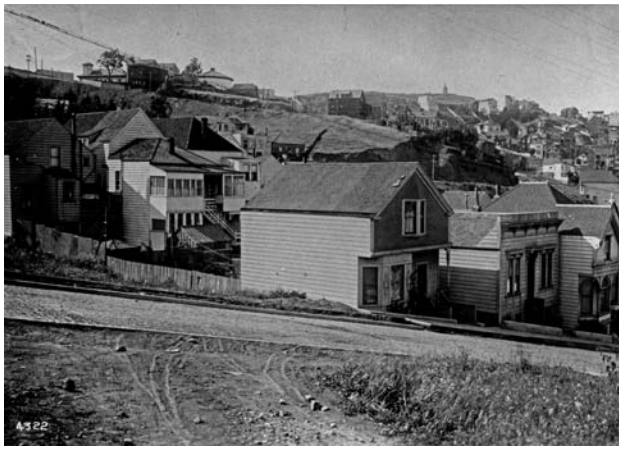


Figure 133 – ca. 1914 view north from Caselli and Eagle showing Ashbury tank and Sutro's Liberty monument in the distance. (Courtesy of Western Neighborhoods Project)

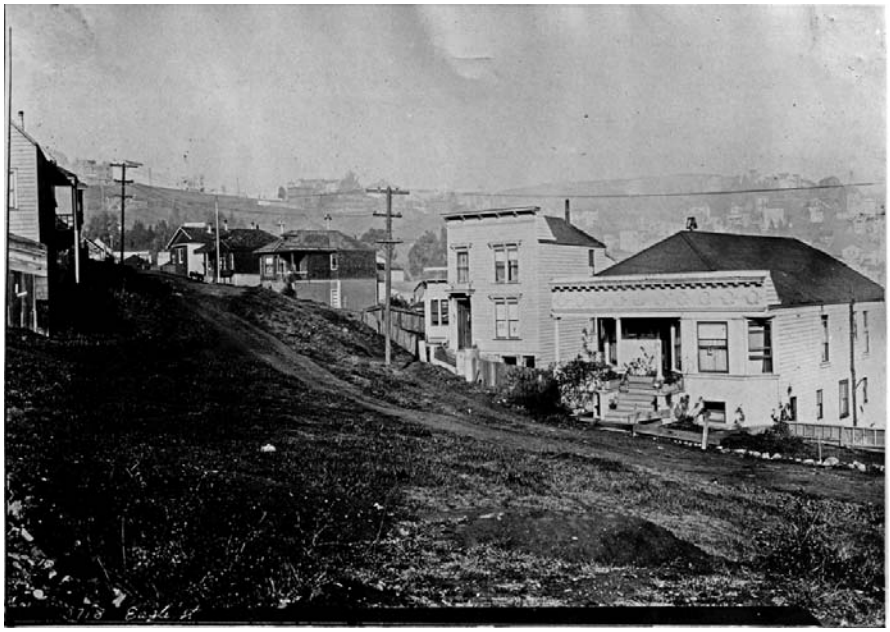


Figure 134 – ca. 1914 view looking northwest toward Eagle Street from Yukon. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

built in Corbett Heights. But for the first time, they established requirements for seismic-resistant construction in all buildings — ineffective from what is known today, but an important step that had a universal impact. Otherwise, the platform frame wood construction remained largely as it had been.

The availability of FHA loans and the promulgation of standards required for recipients of loans resulted in common houses that can usually be easily identified as FHA houses. This was not a matter of style, although it had partly to do with how styles were represented, as discussed in the Styles section below. Rather, because of the standards, many houses had a distinctive appearance that can be characterized by their frequent

nicknames: Minimum House (United States. FHA 1937: 22) and Economy House (Jacobs 2015: 98). These houses are often called "Minimal Traditional" from Virginia and Lee McAlester's *A Field Guide to American Houses.* (McAlester 1984: 478)

In the 1937 edition of *Technical Bulletin No. 4*, *Principles of Planning Small Houses* (there were many revisions and many editions), the fundamental intention of the Minimum House was described:

> It must be borne in mind that in the provision of low-cost dwellings the fundamental consideration is an adequate, sanitary shelter. The basic house provides for this. It permits privacy for sleeping; it makes ample provision for sanitary purposes; and it includes sufficient space, and no more than sufficient, for other functions. More than this should not be expected. (United States. FHA 1937: 5)

Minimum Houses were small and rectangular one-story structures. They had the latest standard home technology: "central heating and electrical systems; kitchen appliances; and complete bathrooms," and little space. The smallest example illustrated in *Technical Bulletin No. 4* had two bedrooms, a bathroom, and an undivided space with living room, dining area, and kitchen in less than 600 square feet. (United States. FHA 1937: 25)

FHA houses were not limited to the Minimum House but many of the standards of the Minimum House applied to other FHA houses as well. They could be detached, attached, or rowhouses and could be two stories. They could be improved through the increase in the size of rooms, and through the addition of mill items [i.e., decorative embellishments] and other equipment, basements, and garages." (United States. FHA 1937: 22-23)

An owner or builder was not required to have an architect to get an FHA loan but the standards encouraged "the use of architectural and other profession services" in the planning of houses. (United States. FHA 1937: 2) Indeed, architects published many proposed designs for houses that would qualify for FHA loans in architectural and general interest periodicals. Architects were challenged by the planning constraints of small houses, and also by the difficulty of providing architectural interest. The FHA standards did not specify any style, but were often described as conventional. Among the five illustrated examples in *Technical Bulletin No. 4*, four were modestly Cape Cod or Colonial in style and the fifth was on the border between Moderne and Modern. James Jacobs, a recent historian of the FHA wrote: "With a goal to maintain future property values, the FHA concerned itself with the livability of the minimum house and the quality of its construction but maintained relative silence on the topic of aesthetics." (Jacobs 2015: 106)

Few if any true Minimum Houses were built in dense urban neighborhoods like Corbett Heights. But houses with many of the recognizable attributes of Minimum Houses were built. These were designed in the same Period Revival styles of the 1920s plus the Streamlined Moderne, but were usually restrained in expression. A two-story example that is recognizably an inexpensive FHA house is 85 Saturn Street of 1941 with restrained ornamental features but no clear stylistic reference. More common in Corbett Heights is the row of ten houses from 1936 on the south side of Deming Street east of Clayton. For example, 39 Deming Street has a built-in garage, bay windows and a curving staircase, features that would not appear in a Minimum House. But it also has very modest architectural embellishments typical of FHA houses — recessed panels across the

top of the wall and projecting parapet sections — that give some character to the building without having any clear stylistic association. At the high end is a miniature version of Versailles at 118 Romain built in 1936. In its exuberance, this does not fit the image of an FHA house, but it may also have been built with an FHA loan. If not, it was still influenced by FHA programs and policies.

These examples in Corbett Heights support the analysis of James Jacobs that before World War II, FHA houses "mostly met the needs of households that were already solidly in the middle class" and were built above the minimum standards. (Jacobs 2015: 10)

When construction came to a stop in 1942, there was still high demand for housing. Because of this, residences were modified during World War II in Corbett Heights and throughout San Francisco. FHA loans were provided for in the guidelines for remodeling, but it is not known how extensively they were used. (Jacobs 2015: 99)

The buildings of Corbett Heights are almost exclusively residential, with non-residential buildings limited to outbuildings associated with residences. Residential building types are dwellings, cottages, single family residences, flats, and apartment buildings. There are variations in each of these according to the time they were built and according to the intended occupants or owners. In a few cases, flats buildings incorporate stores on the ground floor.

Non-residential resource types, built as part of the development of residential lots, are sheds, workshops, outhouses, stables, barns, wells, tanks, tankhouses, fences, and garages. Except for garages, almost all of these types have long been demolished or removed. Among a very few other non-residential types, a chemical laboratory, a brick plant, a meat store, and two small factories, all are gone. Only one church, a small store, a backyard factory, and the tank and pumphouse of the Auxiliary Water Supply System remain among independent non-residential buildings.

Infrastructure improvements include the paving of streets and sidewalks, roadway improvements such as retaining walls, stairways in pedestrian alleys and street rights-of-way, fire hydrants, street lights, and utility poles.

Landscape features include private gardens, street trees, parks, open space, and voluntary gardens.

Styles

In the anxious times after the earthquake, stylishness was not a high priority. Dwellings and flats in Corbett Heights in the years immediately after the earthquake were generally indistinguishable from those built in the few years before — the more conservative styles were still loosely Queen Anne or Colonial Revival. The ornamentation of flats buildings was generally derived from Renaissance and Baroque architecture. (In San Francisco, these are often called "Edwardian" in style, an imprecise term that was not used when the buildings were built.) A few flats, bungalows, and rowhouses were built with Craftsman Style features.

After World War I, there was an adoption of a broader range of styles, in contrast to earlier periods, when there tended to be a dominant style or limited choice of styles. According to architectural historian Dell

Upton, the choice of architectural styles in this period was an aspect of the rise of consumer culture. Like shoppers in a department store choosing patterns of dishes or drapes or spring fashions, home builders in the 1920s-1930s chose architectural styles. The choice had less to do with any deeper meaning of the style than with the mood or whim of the moment. The variety of styles of this period may have been more pronounced in more suburban neighborhoods, but Corbett Heights was part of this architectural environment.

Thus, in Corbett Heights, there were houses, flats, and apartment buildings in the period between the wars in numerous styles, some of them fitting neatly into style categories — style names were often arrived at later and applied in retrospect — and others shading between and among the categories, or outside of them. Style names that might be applied in Corbett Heights either describing the character of a building or an influence on its character include Craftsman, Mission, Spanish Colonial Revival, Mediterranean, Colonial Revival, Prairie, English Tudor, French Norman, Monterey, Art Deco, and Moderne. This catalog of styles is sometimes referred to as the Period Revival. (Gebhard 1985: 553-583 and Gebhard 1977: 683-708)

After the smorgasbord of styles available to the owner-consumer in the 1920s, most of them associated with some real or imagined historical period, in the late 1930s and after the war one of the most popular styles, the Moderne, rejected overt historical references. Instead of associations with the past, the imagery of the Moderne looked to the present and the future. David Gebhard distinguished the Zigzag Moderne, also called Art Deco, from the Streamlined Moderne. (Gebhard 1977: 701-703) The Zigzag Moderne came first, beginning in the 1920s, inspired by a variety of sources in a search for a new and modern approach to design. A single family residence at 99 Ord Street in Corbett Heights is an example of Zigzag Moderne. Built in 1931, this house was characteristic of the period before the Depression brought building to a halt. When building resumed in the mid 1930s, the Zigzag Moderne was l**a**rgely replaced by the Streamlined Moderne. The Streamlined Moderne was characterized by less applied decoration and simpler lines associated with the "machine aesthetic," inspired by the technology of transportation — locomotives, steamships, and airplanes. Also influenced by the International Style, the Streamlined Moderne represented another step in the effort to be modern. This was more common in Corbett Heights, especially in minimal versions of the style such as the flats building at 4-6 Corwin Street of 1940, with its stucco walls, steel pipe railings, and round porthole windows. There was also a version of the Moderne Style that incorporated historical motifs, the Regency Moderne with its loose references to early nineteenth century English design between the Georgian and Victorian periods. There are examples of this in Corbett Heights, including a remodeled flats building at 2805-2811 Market Street.

In the years before and after the war, not everyone rejected historical styles. The largest development in the pre-war period, almost the entire block of Romain Street between Corbett Avenue and Market Street, consists of fourteen single family residences in the Mediterranean Revival style. And in the next block, on the opposite side of the street at 118 Romain Street, is a 1936 compact version of Versailles. The design would be ostentatious if it weren't done with humor, an ingredient that became more common in architecture in this period.

A common feature was their general modesty of expression and lack of exuberance.

House Moving

As discussed previously in the House Moving section for the period 1860-1906, a continuing part of the architectural environment of the neighborhood in this period was house moving. Most of all, houses were moved because of the disruptions of the street pattern in the extension and later widening of Market Street. (**Figure 135**) (**Figure 136**) Three examples of this from the beginning of this period in 1914 are known: 272-274 Douglass Street was moved from Eighteenth Street, 4343-4345 Seventeenth Street was moved from Eureka Street, and 4500-4512 Nineteenth Street was moved from the northeast corner of Eighteenth and Hattie Streets. (Goss 2013)

Figure 135 – View north from Romain of construction for Market Street extension, 1921, showing a house in the center to be moved. (San Francisco History Center, San Francisco Public Library. AAB-6179)

Figure 136 – Houses on Falcon Avenue being moved for Market Street extension, 1920. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

An example known from an eyewitness account is the house now at 224 Caselli Avenue. The house was said to have been built before 1906 at Corbett and Clayton Streets, today the site of a bench in a landscaped leftover space opposite the Pemberton Steps. Mrs. Beryl Harris Trimble (1896-1993), who lived at 103 Falcon Street before she moved to 258 Caselli, told neighbors of seeing the house being moved to its current location at 224 Caselli. Because Sanborn maps show the property at 224 Caselli was vacant in 1914, it seems likely that the house was moved between 1914 and 1922, when many house were moved for the extension of Market Street. As she told Derek Green whose parents, Archie and Louanne, bought the house around 1950, it was moved "on rollers" by teamsters in a route down Clayton to the switchback at Falcon Street (now Market Street), up Falcon to Nineteenth Street, down Nineteenth to Caselli, and down Caselli to its new site. (For information on Archie Green, who built an addition on this house and who is of interest in another context, see subsection on Labor in the following section of this report for the period 1946-1973.)

Builders, Contractors and Architects

As before 1906, most buildings in Corbett Heights were probably not designed by architects, at least before World War I. The business of designing and building buildings was changing. Architects had been licensed only since 1901 and most receiving early licenses were those who had already been in practice and were

licensed on the basis of their experience. By 1906, however, most new architects had to pass an examination to receive a license. While apprenticeship remained an important way of training architects for many years, in this period, many architects began with a university education.

The common way of building had long been for owners or architects to hire builders or contractors for a job. General contractors had first been used in the late 1890s and were gradually used more often in the years leading up to World War I. Building laws were becoming stricter with major revisions implemented in 1906, 1909, 1915, 1923, and 1933 (Tobriner 2006: 208, 278). Although these had a minor effect on the rules of construction for small wood buildings like those in Corbett Heights, the strengthening of codes in general was associated with a growing building department and with more rigorous enforcement of codes for all buildings.

In the period between 1906 and World War I, well-known architects practiced in Corbett Heights, each identified with one building. The long established and prominent firm of Newsom & Newsom (Samuel and his son, Sidney) designed a small modest flats building at 4616-4618 Eighteenth Street in 1907. Both father and son had trained as apprentices. With his brother Joseph Cather Newsom, Samuel is best known for his design of the 1886 Carson House in Eureka. Sidney was in his father's office at the time they designed the 1899 Rudolph Spreckels House (destroyed 1906), the California State Building at the 1904 Louisiana Purchase Exposition in St. Louis, and additions in 1906 to the 1881 McMullen House at 327 Guerrero Street in San Francisco (San Francisco Landmark #123).

J. Walter Dolliver designed a house at 4789 Nineteenth Street in 1909, in an enclave of buildings from the post-earthquake period. Dolliver had apprenticed in Boston and had come to San Francisco by 1901, where he worked for the Reid Brothers and was a partner for two years with George A. Dodge. Dodge & Dolliver designed the San Mateo County Courthouse in 1904 (altered after the earthquake of 1906) and St. John's Presbyterian Church at the southwest corner of Arguello and Lake Streets in 1905 (San Francisco Landmark #83). Dolliver designed the reconstruction of the James Lick Baths at 165 Tenth Street in 1906 (San Francisco Landmark #246).

Cornelius S. McNally designed a three-story flats building at 64-68 Douglass Street in 1909. McNally apprenticed in Boston and Milwaukee and practiced in Colorado, Los Angeles, and Salem, Oregon before moving to San Francisco in 1893. He is best known for the 1892 Richardsonian Romanesque Capital National Bank in Salem.

Charles J. Rousseau designed a prominent flats building with a round corner tower and ground floor stores at 4500 Nineteenth Street in 1909. Rousseau trained by apprenticeship with his father, Charles M. Rousseau. The firm of Rousseau & Rousseau (Charles M. and son Arthur Francis) designed a distinctive dwelling influenced by the Prairie Style at 60 Douglass Street next door to the C.S. McNally flats building at 64-68 Douglass in 1913. The firm was known for designing hotels and apartment buildings including the Chancellor Hotel at 433 Powell Street of 1914, the St. Francisco Apartments at 542 Mason Street of 1914, and 602 Mason Street of 1919. Charles M. apprenticed with McKim, Mead & White in New York before he came to work with A. Page Brown in San Francisco.

No architects have been identified in the area in the 1920s, but two are known from the early years of the Depression. Fabre & Hildebrand designed a Zig Zag Moderne house at 99 Ord Street in 1931. Hildebrand studied architecture at the University of Pennsylvania and was associated in the design of the 1911 Native Sons Building at 414 Mason Street with Righetti & Headman. Fabre & Hildebrand are best known for the 1925 Edword McCroskey Mattress Company Building at 1687 Market Street and the 1927 Meta Mira Hotel in Sausalito.

Edward E. Young designed a house (now flats) in the Spanish Colonial Revival Style at 93 Ord Street in 1932. Young was a contractor who was granted an architectural license in 1905 without examination. He is best known for the 1919 Francisca Club at the southeast corner of Sutter and Mason Streets, the 1924 Park Lane Apartments at 1100 Sacramento Street, and the 1925 Hotel California at the southwest corner of Taylor and O'Farrell Streets.

The Depression brought a thorough reorientation of the way buildings were designed and built. Many architects left the profession and many of those who remained in practice had to change their ways to survive. Because by the mid 1930s most work was associated with government clients or regulations or both, successful firms reorganized their marketing and operating practices to meet the new conditions. In Corbett Heights this meant a focus on efficient design and construction of low cost houses, something best achieved by building rows of buildings instead of single buildings. Additional research is necessary to identify the architects of this period in Corbett Heights.

Partial List of Buildings 1907-1932
From Research Sources

Address/ Location	Type	Date	Architect (A)/ Contractor (C)/ Builder (B)	Source	Extant
4616-4618 18th	F	1907	Newsom & Newsom (A)	Goss	Y
4789 19th	D	1908	J.W. Dolliver (A)	Goss	Y
136 Caselli	D	1909	Jenkins & Gross (C)	Goss	Y
64-68 Douglass	F	1909	C.S. McNally (A)	Goss	Y
4500 19th	F	1909	Chas. J. Rousseau (A)	Goss	Y
18-20 Caselli	F	1910	O.B. Arthur (C)	Goss	Y
276 Douglass	F	1910	John B. Ogborn (C)	Goss	Y
328 Douglass	F	1910	J.M. Ploeger (C)	Goss	Y
7-9 Ord	D	1911	Oscar E. Evans (C)	Goss	Y
208 Douglass	D	1911	Lind & Johnson (C)	Goss	Y
75-93 Caselli	D	1913	E.P. Antonovich (A)	Goss	Y
354 Douglass	D	1913	Kidd & Anderson (C)	Goss	Y
60 Douglass	D	1913	Rousseau & Rousseau (A)	Goss	Y
99 Ord	D	1931	Fabre & Hildebrand (A)	Goss	Y
91-93 Ord	D	1932	E.E. Young (A)	Goss	Y

H. PROPERTY TYPES AND EVALUATION GUIDELINES

Summary of Themes, 1906-1945

For the period 1906-1945, the overarching theme is "Building the Neighborhood." The largest number of buildings ever built in the neighborhood was in the period 1906 to 1914, and from 1914 to 1945 there was a series of periods of construction that resulted in filling many of the most easily buildable sites. At the beginning of this period, 1906, there was a predominance of open space in the district with only a quarter of the parcels built upon. By the end of this period, 1945, most of these parcels were built upon, and the neighborhood had become a part of the continuously built-up city of San Francisco that stretched from downtown and the bay to Twin Peaks. The relatively small area of the neighborhood that was not built upon, on and around Kite Hill, was mostly too steep for the building technology and the economics of the time. In this period, the neighborhood as it is recognized today largely came into existence.

Within this period there are several subthemes of significance that contributed to Building the Neighborhood. Most important are subthemes associated with periods of generally sustained development. The first of these, for the period 1906-1918, between the earthquake and World War I, is associated with recovery from the earthquake and the continuity in development that followed. The second, for the period 1919 to 1933, between World War I and the Depression, is associated with San Francisco's economic optimism and prosperity in the 1920s. The third period, from 1934 to 1942, between the passage of the Federal Housing Act and the end of construction during World War II due to restrictions on materials, is associated with the New Deal of President Franklin D. Roosevelt.

Along with these period-based subthemes are "thematic" subthemes that sometimes overlapped the periods. These are associated with land division and city planning including the introduction of zoning in 1921, with the construction of permanent improvements in the spirit of the City Beautiful and City Practical movements, with the influence of the use of automobiles, and with the relationships of economics, industry, and demographics to the development of the neighborhood.

Architecturally, the most significant developments in this period were the increased construction of flats in the years before World War I and, for multi-unit buildings, the conversion of a small number of dwellings and flats to apartments. In the forty years of this thematic period, buildings were embellished in an overlapping series of architectural styles: Colonial Revival, Renaissance/Baroque, Craftsman, Period Revival, Art Deco, and Moderne.

New building in the neighborhood was increasingly residential — the few scattered commercial and industrial buildings were gradually almost all replaced after the 1921 zoning law. Exceptions to this trend were a small factory, a store, and a church, all discussed below.

Property Types

Subdivision Plans

There is one subdivision plan representing the theme Building the Neighborhood, the 1913 plan of Clover Heights. Like those plans in the initial land division process, this was important because it established the framework for future development in the area. Like two of those plans, it is of interest because of its design relationship to topography. Most of all, it is significant under criteria A/1 as perhaps the earliest in San Francisco whose design was shaped by public opinion and city policy. As in Section III.H, above, the plan is a structure for the purposes of the CRHR and the NRHP.

Character Defining Features of Clover Heights

- Mix of straight and curvilinear streets depending on topography.
- Central service alley.
- Orientation of lots to views.

Churches

There is one church in the neighborhood, the Reorganized Church of Jesus Christ of Latter Day Saints. (**Figure 137**) In view of Criteria Consideration A concerning religious properties, the building may be addressed for its potential significance with some limitations. Its most likely areas of significance would appear to be under criteria A/1 "under a theme in the history of religion having secular scholarly recognition" or under criteria C/3 as an example of a style, type, or method of construction. (NPS 1991: 26)

Figure 137 – Reorganized Church of Latter Day Saints at 201 Caselli, built 1909, now a residence. (Photo by M.R. Corbett, 23 July 2012)

Residential Buildings, 1906-1945

Character Defining Features

Character defining features for property types in the period 1906-1945 are presented below. The features of residential subtypes identified in the first section, below (dwellings and cottages, flats and Romeo flats, single family houses, apartments converted for dwellings and flats, and FHA houses), are further described in the subsequent sections in terms of Form and Scale, Siting, Framing and Cladding, Windows and Doors, Common Styles, and Distribution. For any particular building, the key sections are those that characterize building type and style. The other sections are components of type and style and are more or less important depending on the particular property.

Types

Residential building types for the period 1906-1945 vary somewhat according to the subperiod of construction, as follows:

Recovery period from 1906 to 1918

- **Houses described as dwellings (generally two stories) and cottages (generally one story).** (**Figure 138**) (**Figure 139)** (**Figure 140**) After 1906, small dwellings that were previously called cottages were succeeded by bungalows.

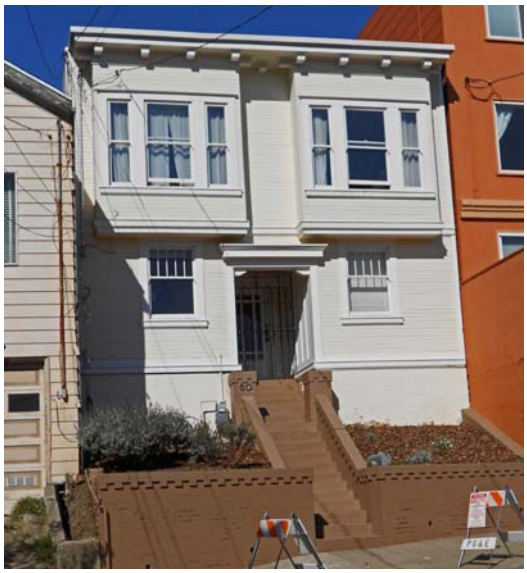


Figure 138 – 80 Saturn Street. Two story dwelling, 1916. Renaissance and Baroque ornamentation. (Photo by M.R. Corbett, 18 October 2013)

Figure 139 – 60 Douglass Street. Two story dwelling, 1913. Prairie Style. (Photo by M.R. Corbett, 5 October 2015)

Figure 140 – 1262 Clayton Street, 1907. Craftsman Bungalow. (Photo by M.R. Corbett, 5 October 2015)

- **Flats (sometimes with ground floor stores) and Romeo flats.** (**Figure 141**) (**Figure 142**) (**Figure 143**) Flats varied in size from having one bedroom to several bedrooms for large families.

Figure 141 – 4666-4668 Eighteenth Street, 1909. Two story, two flat building. Renaissance and Baroque ornamentation. (Photo by M.R. Corbett, 5 October 2015)

Figure 142 – 4676-4680 Eighteenth Street, 1907. Three-story, three flat building. Renaissance and Baroque ornamentation. (Photo by M.R. Corbett, 5 October 2015)

Figure 143 – 4378-4380 Seventeenth Street, 1910. Romeo flats. Renaissance and Baroque ornamentation. (Photo by M.R. Corbett, 31 October 2015)

Economic optimism and prosperity from 1919 to 1933

- **Single family houses.** (**Figure 144**) (**Figure 145**) Under the 1921 zoning ordinance, dwellings might be classified for the first time as "single family" residences.

Figure 144 – 70 Levant Street, 1929. Single family residence. Mediterranean Revival. (Photo by M.R. Corbett, 5 October 2015)

Figure 145 – 72 Uranus Terrace, 1929. Single family residence. Mediterranean Revival. (Photo by M.R. Corbett, 5 October 2015)

- **Apartments converted from dwellings and flats.** (**Figure 146**)

Figure 146 – 201 Caselli Avenue, built as a dwelling before 1900 and converted to apartments between 1914 and 1950. (Photo by M.R. Corbett, 31 October 2015)

New Deal period from 1934 to 1942

- **FHA houses.** (**Figure 147**) (**Figure 148**)

Figure 147 – 400 Douglass Street, 1941. FHA Minimum House. Streamlined Moderne. (Photo by M.R. Corbett, 23 July 2012)

Figure 148 – 286 Romain Street, 1936. FHA house. Mediterranean details. (Photo by M.R. Corbett, 5 October 2015)

Form and Scale

- Mostly two- and three-story buildings on raised basements, built on city lots from twenty-five to thirty-five feet wide.
- Intermixture of one-story buildings.
- Many with raised basements that may contain an inserted or built-in garage.
- Mix of rectangular and irregular four-sided lots that constrain buildings, producing a rectangular core with some combination of projections at front and rear, such as bay windows and porches, and side light wells.
- Mix of mostly flat and gable roofs with some hip roofs.

Siting

- Generally built on or near front property line with setbacks to provide room for front entry stairs.
- Some partial setbacks to accommodate angled property lines.
- Setbacks of 1920s-1940s houses to accommodate driveway access to garages.
- Rear yards generally provide green space, and sometimes have an additional building.

Framing and Cladding

- All built of standard wood frame construction except Camp Cottages which are of single wall construction.
- Most 1906-1918 buildings clad in horizontal wood siding, especially channel rustic, with narrow-banded rustic or tongue-and-groove siding on many front facades.
- Shingled cladding on some buildings, often including Camp Cottages when shingles cover original board-and-batten walls.
- Stucco cladding on some houses by 1913, at least on street facades, and increasing use of stucco to 1918 with predominant cladding in stucco in 1920s-1940s.
- Mix of stucco and wood cladding in some houses of 1920s-1940s.

Windows and Doors

- Most buildings with original wood double-hung windows.
- Wood casement windows sometimes with smaller light divisions, in some Craftsman, Period Revival, and FHA houses.
- Most buildings with paneled single-leaf wood doors, some of them with glazed panels.
- Solid or hollow-core wood doors in some Craftsman, Period Revival, and FHA houses.

Common Styles

Recovery Period 1906-1918

- **Colonial Revival.** (**Figure 149**)

Figure 149 – 32 Caselli, 1908. Unusual Colonial Revival Style, characteristic of the neighborhood. (Photo by M.R. Corbett, 31 October 2015)

- **Renaissance/Baroque.** (**Figure 150**) (**Figure 151**)

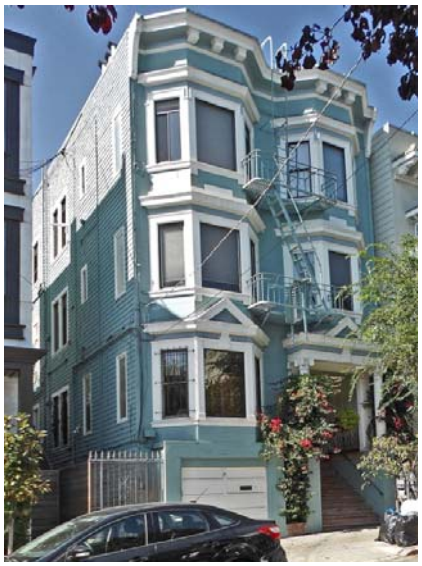


Figure 150 – 64-68 Douglass Street, 1908. Flats with Renaissance and Baroque ornamentation. (Photo by M.R. Corbett, 5 October 2015)

Figure 151 – 54-56 Douglass Street, 1906. Flats with Renaissance and Baroque ornamentation. (Photo by M.R. Corbett, 5 October 2015)

- **Craftsman.** (**Figure 152**) (**Figure 153**)

Figure 152 – 98 Levant Street, 1906. Craftsman style dwelling. (Photo by M.R. Corbett, 5 October 2015)

Figure 153 – 80 Douglass Street, 1910. Craftsman style dwelling. (Photo by M.R. Corbett, 5 October 2015)

- **"Vernacular"** Simple rectangular cottages with minimal stylistic detail added. (**Figure 154**) (**Figure 155**)

Figure 154 – 98 Carson Street, 1911. Simple rectangular cottage with shingled cladding, nominally vernacular. (Photo by M.R. Corbett, 23 July 2012)

Figure 155 – 169 Yukon Street, 1910. Simple rectangular cottage, nominally vernacular. The porch decoration is a late alteration. (Photo by M.R. Corbett, 23 July 2012)

Economic Optimism and Prosperity, 1919-1933

- **Period Revival Styles:** Craftsman, Mission, Mediterranean, Spanish, Monterey Colonial, Prairie, English Tudor, French Norman, and Zig Zag Moderne. (**Figure 156**) (**Figure 157**) (**Figure 158**)

Figure 156 – 32 Mars Street, 1925. Single family residence. Period Revival (Craftsman). (Photo by M.R. Corbett, 5 October 2015)

Figure 157 – 194 Caselli Avenue, 1930. Single family residence. Period Revival (Spanish-Mediterranean). (Photo by M.R. Corbett, 5 October 2015)

Figure 158 – 99 Ord Street, 1932. Single family residence. Zig Zag Moderne. (Photo by M.R. Corbett, 23 July 2012)

New Deal, 1934-1942

- **Generally more restrained versions of Period Revival Styles listed above.** (**Figure 159**) (**Figure 160**)

Figure 159 – 266 Romain Street, 1936. FHA Period Revival (Mediterranean, Spanish). (Photo by M.R. Corbett, 5 October 2015)

Figure 160 – 3393 Market Street, ca. 1938. FHA Period Revival (Norman). (Photo by M.R. Corbett, 23 July 2012)

- **Streamlined Moderne.** (**Figure 161**)

Figure 161 – 400-414 Douglass Street, 1941. Single family residences. Streamlined Moderne. (Photo by M.R. Corbett, 23 July 2012)

Distribution

- A scattering of types and styles throughout much of the neighborhood produces mixed streetscapes in most areas.
- Dwellings and cottages from 1906-1920s are the most scattered and dispersed.
- Flats, Romeo flats, and apartments tend to be in lower elevations and along or near the route of the streetcar line (now the 33 Ashbury bus).
- Stucco clad residences in the Craftsman tradition from before World War I are most common in Clover Heights and in the Park Lane Tract.
- FHA houses are clustered on Romain, Deming, and Saturn Streets.

Significance

The table below discusses the significance of residential buildings from the period 1906-1945 according to all the criteria established by the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

NRHP CRHR	Significance	Discussion
A/1	Patterns & Events	Residential buildings in the period 1906-1945 may be significant for their association with the theme of Building the Neighborhood. In this period the neighborhood grew from an area that was mostly open space to an area with limited pockets of open space. Buildings are likely to be significant when they represent important subthemes and periods within the larger theme. Recovery from the earthquake and fire of 1906 was an important subtheme in the neighborhood, perhaps best seen in potential concentrations like Carson Street and Nineteenth Street between Yukon and Caselli. Optimism and prosperity associated with recovery from the earthquake and anticipation of growth stimulated by the 1915 Panama Pacific International Exposition is expressed in growth of the 1920s. Clusters of FHA period housing on Romain, Deming, and Saturn Streets represent the impact of that program. Individual buildings are less likely to be significant for these and other broad associations.
B/2	Persons	The potential exists for any property to be significant for its association with important persons, who may be identified in research on individual properties. Likely types of persons who may be significant here are those who made important contributions to the neighborhood or the city of San Francisco, for example, as labor leaders if their significant

NRHP CRHR	Significance	Discussion
		contributions are best associated with their place of residence. Those who made important contributions may not have been previously recognized.
C/3	Architecture/ Design	Buildings from this period may be significant for their architecture, as expressed by intact stylistic features, forms, or construction methods. Buildings may also qualify as the work of a master architect or prominent builder. Individual resources qualified under these criteria should be good examples of types and/or styles, and retain most of their original features. Rare or unique forms should also be given strong consideration for individual listing. Of equal potential significance are those that lack stylistic characteristics and might be described as vernacular. Some may also be significant as the work of "a master," either an architect or builder, according to the guidelines for evaluation in *Bulletin 15*.
D/4	Information Potential	Properties that are significant for information potential under criteria D/4 are usually associated with archeological resources. The potential for significance under criteria D/4 should be addressed by an archeologist who meets the Secretary of the Interior's Standards. It is unlikely that properties in the neighborhood would be found to be significant under criteria D/4 for other reasons.

Integrity

Integrity of residential properties in Corbett Heights for the period 1906-1945 is measured in relation to the primary theme of Building the Neighborhood as expressed in three subthemes associated with the periods of growth: 1906-1918, 1919-1933, and 1934-1945. This discussion of integrity is made with reference to all the criteria of significance.

To be eligible for the NRHP or CRHR, properties must possess overall integrity so that they convey significance under the theme. Properties do not have to be unchanged. Indeed most buildings have undergone changes and have lost some degree of integrity. For buildings built in the earliest of the periods of Building the Neighborhood, between the 1906 earthquake and World War I, there should be somewhat greater flexibility in interpreting integrity. Because the varied building stock of that period is older, it has suffered more deterioration and has required more modification to remain useful. The housing stock of the 1920s and 1930s, associated with the Period Revival and the FHA, respectively, was inherently more compatible with later ways of life and has been less altered. Integrity standards for these periods should be high.

Minimum Eligibility Requirements

- Clear example of residential architecture from this period.
- Retains original form and roofline.
- Substantially retains the original pattern of windows and doors.
- Retention of the original cladding is crucial but not absolute (see Other Integrity Considerations below).
- Retains most of its original ornamentation and character defining features.

Other Integrity Considerations

- Additions made outside the Period of Significance that compromise a building's form and scale greatly diminish integrity.
- Additions made within the Period of Significance do not detract from integrity. Additions outside the Period of Significance may not result in a loss of integrity as long as the essential character of the original building is recognizable. Previous rear additions and additions made by raising the building and adding space underneath, as has often been done with garages, may not result in a loss of integrity.
- Buildings significant for events under criteria A/1 and for important persons under criteria B/2 may retain sufficient integrity for eligibility in spite of having had windows and doors altered or cladding replaced if other character defining features remain.
- Buildings moved because of construction of the Auxiliary Water Supply System (AWSS), the Twin Peaks Tunnel, and the extension of Market Street (**Figure 162**) would not lose integrity for that reason.
- Because the older the building, the more likely that porches have been replaced, loss of an original porch by itself does not result in a loss of integrity. Replacement porches that are in the same materials and size and proportions as the original will have a minimally negative impact on integrity. Enclosed porches may result in a loss of integrity.
- Like porches, external stairways are subject to more rapid deterioration from exposure to the elements and have frequently been replaced. Replacement stairways and steps have the least negative impact on integrity when they are of the same materials and are comparable in size and proportions.
- The replacement or covering of exterior wall surfaces has a strong negative impact on integrity. Often such changes are accompanied by a loss of decorative detail and changes in fenestration and window materials. Buildings with these changes have lost integrity as individual historic resources. However, buildings with new wall surfaces such as stucco and asbestos shingles may still be considered contributors to historic districts if they retain overall form, roofline, pattern of windows and doors, and some ornamentation.

Figure 162 – Flats over store built at Eighteenth and Hattie built after 1900, moved to 4508-4512 Nineteenth Street after 1914 because of Market Street extension. (Photo by M.R. Corbett, 23 July 2012)

- When a building of one period is altered so that it takes on the exterior character of a style from a later period, the Period of Significance of the building should be reconsidered. If the alteration is within an expanded Period of Significance, there is no negative impact on integrity. Any reconsideration of the Period of Significance should be made in view of the entire building and its history, not just the time of the remodeling of its exterior. A building altered into a later style may have lost association with its original period but may be significantly associated with the later period of the alterations. It retains integrity if it displays the character defining features of its Period of Significance, however that may be defined.

- Alterations that have included the use of conjectural decorative elements that create a false sense of history result in a loss of integrity.

Infrastructure

Infrastructure for this period falls into three generally categories. Two of these are associated with citywide systems: the Auxiliary Water Supply System and the Twin Peaks Tunnel. The third is the everyday infrastructural system that serve every building and residential unit.

Auxiliary Water Supply System (AWSS), 1912

The AWSS has three gatehouse-pumphouse and tank complexes in three locations in San Francisco. One of these, the Ashbury Tank complex is located in Corbett Heights. The AWSS should be evaluated as a whole system, which is outside the scope of this report.

Twin Peaks Tunnel, 1917

The only visible feature of the Twin Peaks Tunnel in Corbett Heights is a steel grate on Eighteenth Street, a minor component of a very large work of engineering. This steel grate should not be considered on its own but should be considered in an evaluation of the entire system, which is outside the scope of this report.

Infrastructure Improvements

Building on the infrastructure improvements of the pre-1906 period, these are important features of the neighborhood. Stairways in alleys and street rights-of-way (**Figure 163**), street paving, sidewalks, curbs, sewers, water mains, gas lines, utility poles, street lights, mailboxes, stamped street names in sidewalks (**Figure 164**) and sidewalk maker's stamps (**Figure 165**), City Monuments (**Figure 166**), and the visible parts of these sometimes-hidden systems such as manhole and handhole covers and utility plates (**Figure 167** and **Figure 168**) all reflect the progress of the neighborhood. Among the most important of these are paving bricks and blocks (**Figure 169** and **Figure 170**) (mostly covered by asphalt), Spring Valley Water Company valve cover plates (**Figure 171**), and City Beautiful/City Practical era stairways and railings (**Figure 172**), retaining walls and road dividers embellished for a better appearance. While none of these appear to rise to the level of individual significance, all might qualify as contributors in any historic district that might be identified.

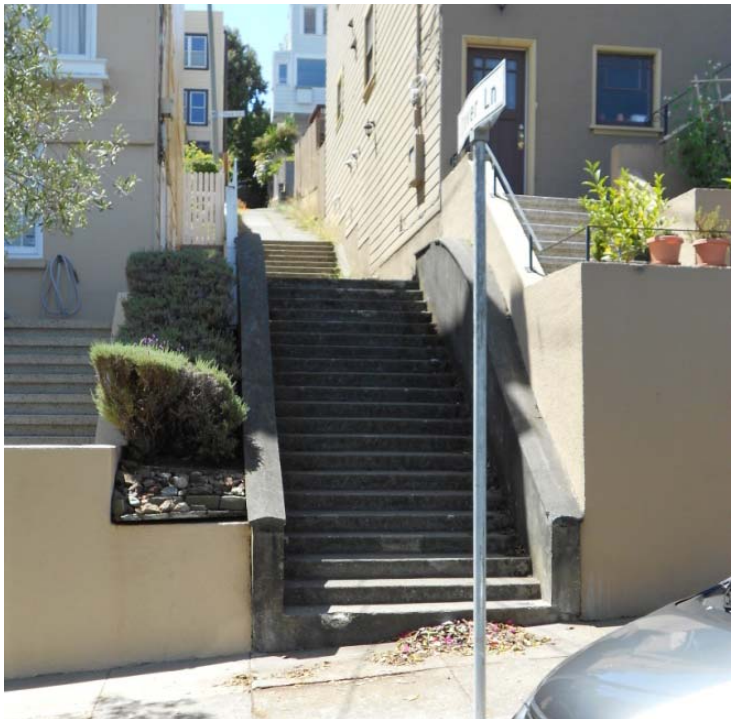


Figure 163 – View south up Clover Lane steps.
(Photo by M.R. Corbett, 22 July 2012)

Figure 164 – Street name in sidewalk southwest corner of 17th and Mars Street. (Photo by M.R. Corbett, 5 October 2015)

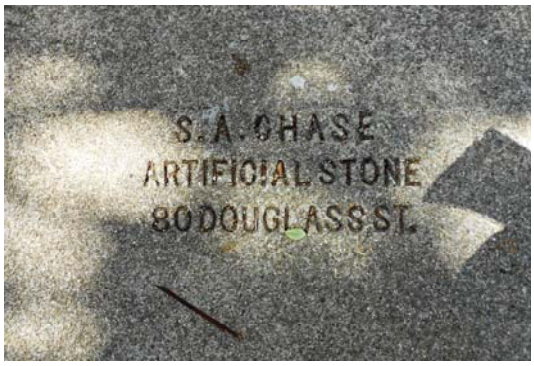


Figure 165 – Sidewalk stamp across from 80 Douglass Street, aross from workshop of the sidewalk contractor. (Photo by M.R. Corbett, 5 October 2015)

Figure 166 – Hand hole cover for a City Monument, end of Saturn Street, manufactured by Enterprise Foundry Company, date unknown. (Photo by M.R. Corbett, 23 July 2012)

Figure 167 – Hand hole cover for unknown utility near 254 Romain Street. (Photo by M.R. Corbett, 5 October 2015)

Figure 168 – Hand hole covers and housings for suppliers of fuel for home heating near 181 Corbett Avenue. (Photo by M.R. Corbett, 5 October 2015)

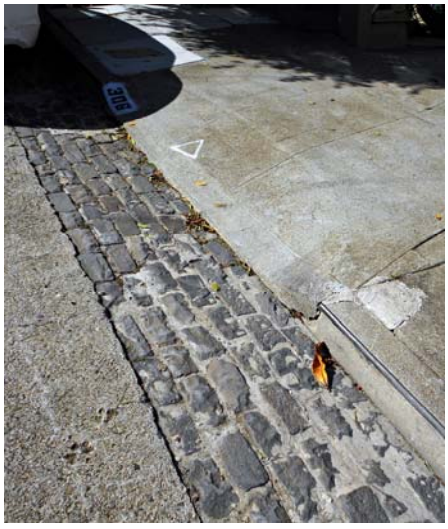


Figure 169 – Basalt block paving in gutter visible between concrete curb and concrete street, near 300-306 Caselli Avenue. (Photo by M.R. Corbett, 5 October 2015)

Figure 170 – Brick paving in Mono Street. (Photo by M.R. Corbett, 5 October 2015)

Figure 171 – Spring Valley Water Company hand hole cover, end of Saturn Street, installed before 1929. (Photo by M.R. Corbett, 23 July 2012)

Figure 172 – View north on Douglass Street right-of-way showing concrete stairway with steel pipe railing and volunteer landscaping. (Photo by M.R. Corbett, 23 July 2012)

Garages

Property types associated with the impact of motor vehicles on the development of Corbett Heights are freestanding automobile garages, residential buildings with garage additions, residential buildings with ground floor space converted to garage space, and residential building with built-in garage space. Dwellings and flats of the 1920s to 1950s often had built-in garages. The earliest examples of these types of residences were similar to residences of the same period without garages.

By the 1930s, plans of houses with garages, for example, evolved into a new type, with each part changed to accommodate the other. Examples of this are houses like 118 Romain and also the row of houses in the 200 block of Romain. While these examples represent an evolution of features in some ways, they also retained the traditional orientation of houses to the street.

Garages are not likely to be significant by themselves, but they would be contributing features to individual properties or to historic districts if they were built within the Period of Significance.

Another automobile-related property type is the moved house, displaced by the extension of Market Street in 1914-1917; and the widening of Market Street in 1957-1958.

Commercial Buildings

There is one known strictly commercial building built in Corbett Heights in the period 1906-1945 that survives. This building, the Fenway Market, is a one-story store at 4686 Eighteenth Street, built between 1906 and 1914 (the assessor's date of 1904 is contradicted by the 1905 Sanborn map). This is a typical San Francisco store of its period. It is not likely to be individually significant. However, it would be a contributor in a historic district. (**Figure 173**) In addition, a few flats and stores buildings are treated above in the section on residential buildings.

Figure 173 – 4686 Eighteenth Street, ca. 1906. Fenway Market.
(Photo by M.R. Corbett, 5 October 2015)

Industrial Buildings

There is one known building in Corbett Heights that was built for industrial purposes in the period 1906-1945, a two-story wood structure built at 4653 Eighteenth Street as a candy factory in 1907. The building, converted for residential use by 1950, still has a painted sign on the parapet for "Moody's Candies." Also, a garage at 78 Douglass Street was used by the cement contracting business of Silas A. Chase, but as a building type is treated as a garage. It is possible that not-yet-identified sheds at the back of lots may also have been built for industrial purposes.

V. INFILL AND GENTRIFICATION, 1946 TO 1973 AND BEYOND

In the period 1945 to 1973, development of Corbett Heights filled up the limited number of available building sites. The first sites to have new structures were those that were easy to build upon, largely filled by FHA houses owned by individuals. When these were developed, steeper and more difficult sites, typically owned by real estate developers and investors, were built upon. The latter period, when mostly multi-unit apartment buildings were built, came to an end with implementation of height and bulk controls in 1973.

A. ECONOMIC CONDITIONS

Due to shortages of building materials, labor, and capital, construction was slow to resume after World War II. The industrial sector of San Francisco's economy, which was at its all-time peak during the war, entered an extended period of decline when the war ended. Still, with another war in Korea, local industries and the port remained major employers during the 1940s and 1950s. As a working class neighborhood with good transit connections to the industrial waterfront and South of Market areas, Corbett Heights remained much as it had been in terms of its demographics and housing stock. The immediate post-war boom, felt so strongly in the suburbs and some of San Francisco's western neighborhoods, only made ripples in Corbett Heights, where there was little land available for new construction and little incentive for change.

Major changes came to Corbett Heights from the late 1950s to 1973. In those years, economic stimulus from public investment was felt generally, but it was also felt directly in Corbett Heights from two large related projects, the Diamond Heights Redevelopment Area and the widening of Market Street. The widening of Market Street in turn made the neighborhood more accessible to automobiles. This contributed to its desirability for residences, which attracted private builders.

Whereas prior to this time most residences in Corbett Heights, mostly houses and flats, were built by individuals for themselves, in this period the individuals who might live in the neighborhood could not afford new homes there. The available building sites were typically harder to build on and required greater capital to build. In these conditions, investors and development companies replaced individuals as the dominant builders in the neighborhood. These builders had access to greater capital and they built larger buildings.

This distinctive period of change ended in the early 1970s with a nationwide recession that coincided with new planning regulations in San Francisco. These regulations made it impossible to resume construction of the type of large multi-unit buildings that were built in the 1960s-1970s after the recession ended.

In the 1960s-1970s, San Francisco's economy also underwent changes with implications for the neighborhood. Industrial employment in general and at the port in particular declined dramatically. A recession in 1973-1975 together with new planning rules combined to bring a stop to new construction. Because the neighborhood was thoroughly built out, there was little room for new construction when the economy improved again in the 1980s.

With population growth and a series of technology driven booms that brought well-paid young professionals to the city, land values have risen dramatically since 2000. This has brought a new era of development to

attractive older neighborhoods like Corbett Heights, where there is pressure to enlarge or replace older buildings and existing housing stock.

B. DEMOGRAPHICS

Social Class

While there was substantial industrial employment in San Francisco through the 1950s, Corbett Heights remained a largely working class neighborhood. As new kinds of housing was built and as industrial employment declined in the 1970s, the working-class population of the neighborhood began gradually to be replaced by new groups.

The new population groups in the neighborhood included a significant number of middle-class professionals and white-collar workers. Much of the older building stock in the neighborhood was first occupied by households with several children and foreign-born parents who were employed in unskilled labor or trades learned on the job. Since 1980, the typical household is much smaller, has fewer children or no children, and includes highly educated people who work in offices or studios or laboratories rather than in workshops, factories, at the port, for the railroads, or at construction sites. A significant subgroup of the changing neighborhood included members of the LGBTQ community, in part because of proximity to the Castro District.

Labor

As in the previous period, despite the working-class population of the neighborhood, almost nothing is known about specific individuals with prominence in union activity or other aspects of working-class life.

One site that should be noted is the long-time home of Archie Green at 224 Caselli Avenue. Green was a carpenter who worked as a shipwright and in construction. While maintaining his associations to his working class origins and experience, he became a highly regarded and influential professor with a specialty in working class culture. He taught at universities around the country, was honored with numerous awards, and was instrumental in the establishment of the American Folklife Center in the Library of Congress. (For information on Green's house, see the House Moving subsection in the previous section of this report for the period 1906-1945.)

Congregation Sha'ar Zahav

The St. Louis Synod of the Reorganized Church of Jesus Christ of Latter Day Saints (see previous section) sold its building in 1983 to Congregation Sha'ar Zahav, "a historically LGBTQ synagogue." (shaarzahav.org) In 1997 Congregation Sha'ar Zahav sold the building and by 2004, new owners converted the old church to a residence. Since that time, the building has been featured on television in the "This Old House" series. (Scott 2013: N1)

C. TRANSPORTATION AND INFRASTRUCTURE

Automobiles

The postwar period brought dramatically increased automobile ownership to the United States, and Corbett Heights was no exception. This development brought new construction and new problems to the neighborhood. For the first time, street parking was crowded. Garages were added to residential properties, sometimes free standing, more often attached to the front or inserted at the lower level by raising the house or excavating below it if necessary.

Market Street Widening, 1958

The post-war housing boom in the western half of the city and the development of Diamond Heights beginning in 1955 brought greatly increased traffic on Market Street over Twin Peaks. To accommodate this traffic, the street was widened, requiring the construction of viaducts and overpasses. It also resulted in the need to demolish or move residences in its path. Construction was begun by 1957 and was completed in 1958. (**Figure 174**) (**Figure 175**)

Figure 174 – Construction for widening of Market Street, 1957. (San Francisco History Center, San Francisco Public Library. AAB-6547, S.F. News Photo by George Place)

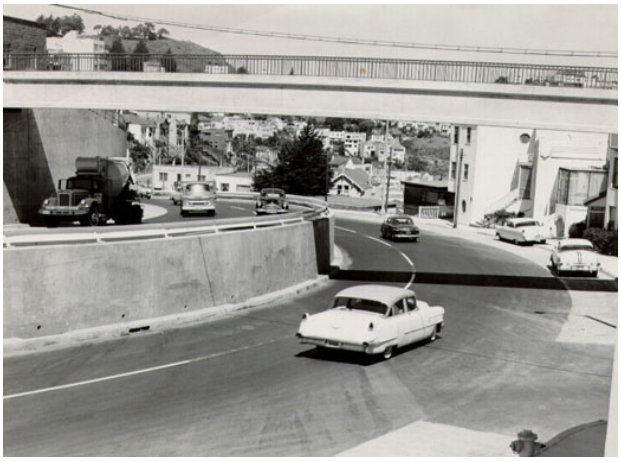


Figure 175 – Market Street widening completed, 1958, showing Romain Street pedestrian bridge. (San Francisco History Center, San Francisco Public Library. AAB-6553. S.F. News Photo by Bob Klein)

The widening of Market Street was disruptive. The long-term effects of the broad expanse of paving and much faster traffic than elsewhere in the neighborhood have been to divide the neighborhood into two parts and to insert a chronic nuisance at its center. A partial and inadequate solution to this situation was the construction of the Romain Street pedestrian bridge.

Transit

During and after the war, two new bus lines began running in the neighborhood, the 43 Roosevelt in 1941 and the 37 Corbett in 1948. (McKane and Perles 1982: 208) Whereas the pre-existing 33 Stanyan line (now the 33 Ashbury/18th), linked the neighborhood directly to major industrial employment centers, the two new

bus lines improved access to a broader area of San Francisco and to other transit lines, reflecting the changing needs of the neighborhood.

Underground Utility District

An Underground Public Utilities District in the "Twin Peaks Area," including much of Corbett Heights, was established by the San Francisco Director of Public Works on 27 July 1979. This action "was requested by public petition after several years of effort by residents beginning in the early 1970s." (San Francisco Director of Public Works 1979 and Koelsch 2013)

Within such a district, the city required "all utility companies to remove all poles, structures, wires, appurtenances and devices from these public streets, or from building to building, and place its service conductors in underground conduit or other locations in approved manner . . ." (San Francisco Director of Public Works 1979)

Despite persistent efforts by the Twin Peaks East Neighborhood Association to begin the project, and although other undergrounding districts were begun after this area and completed before, preparation for the work did not begin until 2004. Much of the work was done in 2005-2007, and it appears to have been completed about 2008.

D. COMMUNITY ACTION

Neighborhood Improvement Organizations

There have been neighborhood improvement organizations by various names in Corbett Heights since the 1880s, sometimes in opposition to each other. These groups embody a sense of identity and community and provide a forum for involvement by citizens and action by the group. The earliest neighborhood group in the area was the Eureka Valley Promotion Association, established in 1881, and still in existence as the Eureka Valley Neighborhood Association. Another group, the Corbett Road and Eureka Valley Improvement Club, was active in the 1890s, as was the Seventeenth Street and Park Lane Improvement Club. The Improvement Club of the Eureka Valley was active in the 1920s. The Twin Peaks East Neighborhood Association functioned from the 1970s to 2002. Corbett Heights Neighbors was established in 2004.

Community Projects

Over time, these groups have addressed changing issues. In the 1890s they were concerned with the basic infrastructure of the neighborhood, like water, streetcars, street grading, streetlights, and mail boxes. Until 1917, there was ongoing interest in the Market Street extension. In the 1920s, the new zoning ordinance was a concern. In the 1960s, construction of large apartment buildings and the saving of open space were major concerns. These efforts led to the creation of parks and beautification of open spaces (see section below under Parks). Beginning in the 1970s, undergrounding utilities was a focus of effort (see section below under Underground Utility District). Since that time, control of development and preservation of the neighborhood's historic character have been important.

E. PARKS AND LANDSCAPE

The Pioche & Robinson Subdivision of 1867 had a remarkably progressive character, with a plan of streets and blocks that responds to the natural conditions of the site and with a superficial resemblance to Frederick Law Olmsted's innovative planning of Romantic subdivisions of the same period. However, while Olmsted incorporated parks and parkways in his subdivision plans, Pioche & Robinson had neither. The Park Lane Tract of 1885 included Mount Olympus — outside the boundaries of Corbett Heights — but no other parks or parkways. So until the 1960s, there were no parks in Corbett Heights.

For much of its history, the absence of parks in the neighborhood may not have mattered. Until the 1970s, children could still play in vacant lots, and a short uphill walk led to the undeveloped slopes of Corona Heights, Mount Sutro, Tank Hill, and Twin Peaks. Also, the principal neighborhood transit line ran frequently and directly to Golden Gate Park. But as the neighborhood filled up in the 1960s-1970s, the need for parks and green space became clear to residents.

Seward Mini Park

The first park in Corbett Heights, Seward Mini Park, came about as a result of local community action. In 1963, a large apartment building, variously reported as 69 and 105 units, proposed by the Spartan Development Company, was approved for a site that extended across the steep slope between Corwin and Seward, with a parking garage at the bottom of the site on Seward Street. This very large building would have taken what neighbors described as the last vacant site left in the area, and led to a campaign that included a sit-in to stop the project. In 1965, a trial deployment of fire trucks that could not get through to the site showed that it would not be safe to add another large building. (**Figure 176**) These efforts delayed the

Figure 176 – Field test of fire truck access at corner of Douglass and Stanton during controversy over proposed large apartment building. (San Francisco History Center, San Francisco Public Library. AAB-3375. S.F. News-Call Bulletin)

project until the permit expired 12 June 1966. A second campaign led to the creation of a city park of .37 acres on 21 May 1973. According to current park advocates, the first of these victories "led to legislation requiring a minimum amount of neighborhood open space." (foundsf.org) Initially designed primarily for neighborhood children, the park opened with a pair of concrete slides. In 1995, a native plant garden was established at the top of the site. There is also a children's play area in the park.

According to the *San Francisco Chronicle*, "the slides were inspired by one at Playland at the Beach" and were "designed by a 14-year-old girl who won a park design contest." (sfgate 4 February 2010)

Kite Hill

Kite Hill is a 2.87-acre city park on land too steep for housing. About half of the park site was originally part of the Johnson, Ellis & Burke Subdivision and therefore part of Nobby Clarke's property. The other half was part of the Pioche & Robinson Subdivision. As recently as the 1950s, it was referred to by neighborhood children as Solari Hill for the Solari family dairy that had been in the area. One former childhood resident in those years remembers that kids flew kites there — but only in the month of March. (Tom W. 2009) (**Figure 177**)

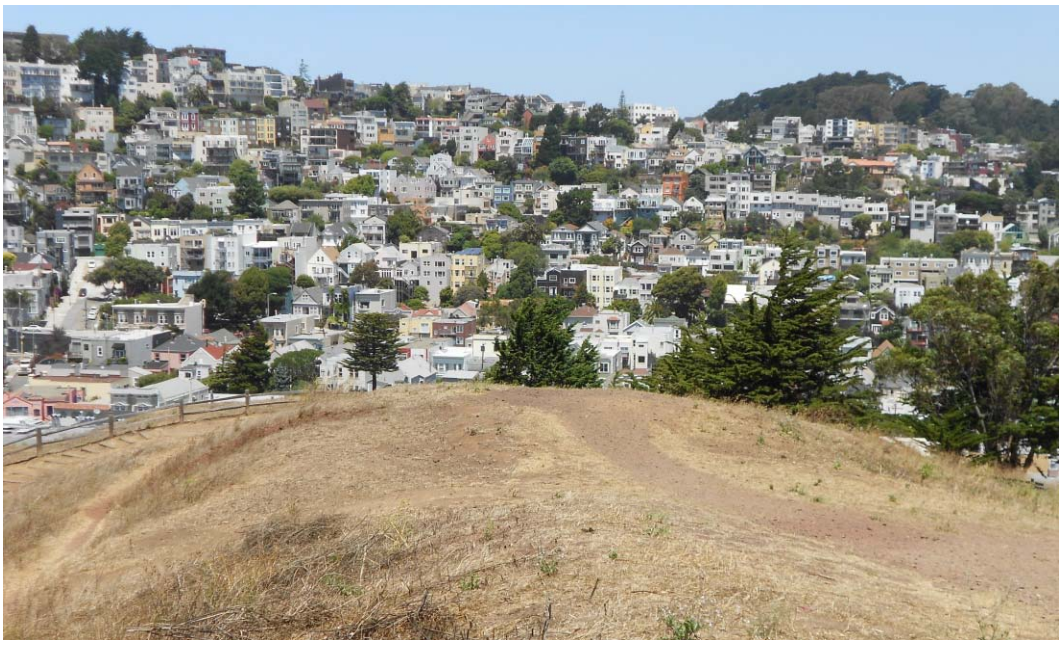


Figure 177 – View north across Kite Hill from end of Stanton Street. (Photo by M.R. Corbett, 23 July 2012)

Kite Hill was purchased as a park "in a relentless race with builders" in 1977 as one of six highland areas. (Perkins 2002) Kite Hill is classified by the city Department of Parks and Recreation as both a park and a natural area. It is "home to a grassland plant community" (sfrecpark.org) and was developed with city Open Space funds.

A second Kite Hill in San Francisco is at "the western summit of Merced Heights at Shields and Ramsell." (Harrison 1995: 331)

Corwin Street Community Garden

The Corwin Street Community Garden was purchased by the city and established after 1982 by neighbors and the San Francisco League of Urban Gardeners for native plants. Consisting of .13 acres, it is classified by the Department of Parks and Recreation as both a park and a community garden.

Volunteer Gardens

There are various types of spaces in Corbett Heights that have been landscaped and cared for voluntarily by neighborhood residents. Among these are parks (Seward and Corwin), pedestrian alleys (Seward Alley and Acme Alley), stairways in street rights-of-way (Vulcan Steps, Saturn Steps, Douglass Street Stairs, and Seward Street Stairs), and left-over spaces from the intrusion of Market Street (south side of Market between Eighteenth and Douglass) and a vacant triangle of land bound by Seventeenth Street, Ord Street, and Corbett Avenue (Corbett Ord Triangle).

Landscaping of public rights-of-way is a long-established tradition in San Francisco. The 1905 Burnham Plan noted that the idea was already in existence at that time: "It has been suggested that the actual roadway of those streets too steep for driving be narrowed by the reservation of planting spaces." (Burnham and Bennett 1905: 131) The realization of the idea dates at least to 1922 when the Lombard Street curves were built and the neighbors got involved — to raise their property values. Grace Marchant began her work on the Filbert Steps in 1949.

It is not known when the voluntary gardens in Corbett Heights were begun, but the places where they were created were probably established as public rights-of-way for many years before they were turned into gardens. The Market Street spaces were created either in 1914-1917, when the Market Street extension was built, or in 1958, when the street was widened. The Vulcan, Saturn, and Douglass steps were built in the mid 1920s. Acme Alley and other alleys were designated in the 1867 Pioche & Robinson Plan. There are also other spaces that could potentially be landscaped, including pedestrian alleys, rights-of-way, and left-over spaces along Market Street.

Corbett Slope and Corbett Ord Triangle

Among voluntary gardens, Corbett Slope and the Corbett Ord Triangle, both owned by the San Francisco Department of Public Works, are the most recent to receive attention, with efforts at improvement and beautification largely since 2004. Corbett Slope is a narrow strip of steep green space between Corbett Avenue and Market Street stretching from 315 to 341 Corbett Avenue. Corbett Ord Triangle, bound by Ord Street, Corbett Avenue, and Seventeenth Street, is being landscaped as a small park.

Street Trees

Like most of San Francisco, Corbett Heights was largely bare of street trees until recent decades. In the 1905 Burnham Plan, in a section on "Tree Planting in Streets" Burnham and Bennett wrote, "San Franciscans object to trees because they shut out the sunlight." (Burnham and Bennett 1905: 180) While they presented a number of reasons to plant street trees, few were planted for decades, as many photographs show. (**Figure**

178) (see also **Figure 121**) Visitors have long remarked that San Francisco was notably lacking trees. As recently as 1967, when he arrived in San Francisco to become planning director, Allan Jacobs "was struck above all by the barren nature of the streets." (Grant 2008) "A municipal tree planting program," apparently established in 1955, was expanded within the newly created Tree Planting Division of the Department of Public Works in the 1970s. By 1974, 100,000 trees were planted (Urban Forestry Council 2014), including some in Corbett Heights — Chinese Elm, Ficus, and Privet trees — as remembered by long-time residents. (Koelsch 2014) The program continued until 1981, when it was canceled for budgetary reasons. As a result, a new organization was formed, Friends of the Urban Forest, which was the cause and catalyst for a dramatic change in San Francisco streets and neighborhoods. The Friends began planting trees in Noe Valley in 1981, expanded their efforts to other areas, and were emulated by other groups. By the 1990s there were street trees throughout much of Corbett Heights.

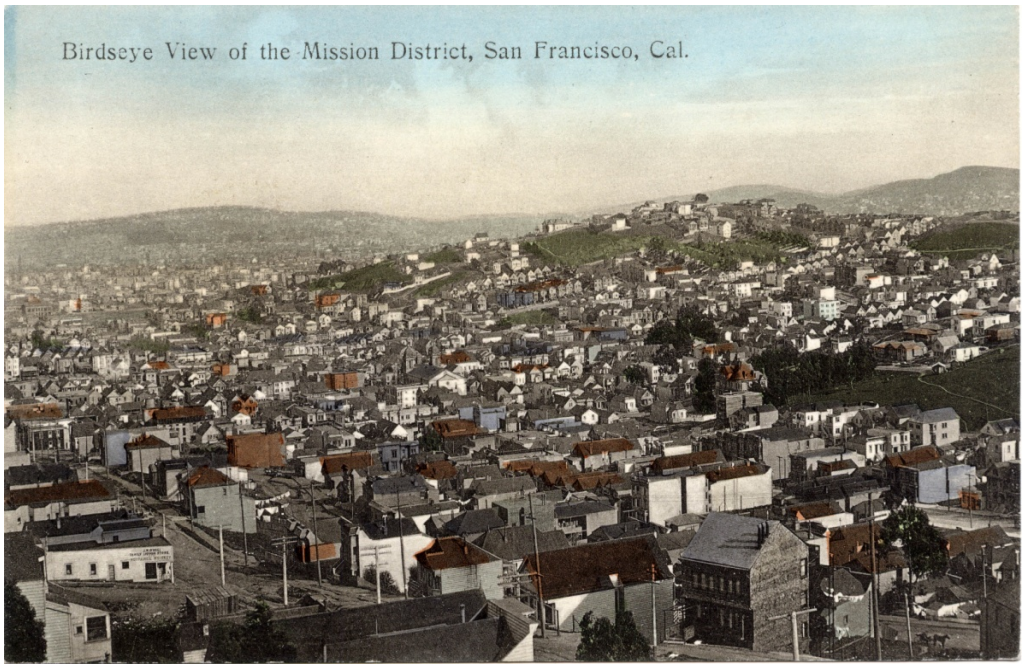


Figure 178 – Postcard view southwest from Mount Olympus across Corbett Heights showing Seventeenth Street diagonally across the lower left corner, ca. 1909, with a notable lack of street trees. (Glenn D. Koch Collection. Richard Behrendt, Publisher)

Other Landscaping

Street trees are the most conspicuous plant features of Corbett Heights, but may not constitute even half of the plant material in the neighborhood. The character of rear yards in Corbett Heights is largely hidden from view but, like much of San Francisco, the collective rear yards form multi-property green spaces in the centers of blocks. Because of the hilly topography, many rear yards are partly visible and contribute substantially to the character of the area.

Under the Urban Forestry Ordinance of the Public Works Code, Landmark Trees are designated under a variety of criteria including "historical or cultural importance." At present, twenty trees have been designated Landmark Trees, one of which, a Giant Sequoia at an early house at 3066 Market Street (an Italianate style

building shown on the Sanborn map), is in Corbett Heights. (San Francisco. Department of Public Works 2013) Another notable tree in the neighborhood, a California Buckeye at 124 Lower Terrace, is listed among "the most interesting trees in San Francisco in Mike Sullivan's guidebook, *The Trees of San Francisco*. (Sullivan 2013: 138) This tree is on a lot with a house built in 1906.'

Other historical landscaping may also exist. A 1948 photograph of the vicinity of Corbett Avenue and Romain Street shows trees on a hillside, part of a dairy ranch, that appear to have been planted as a windbreak. (**Figure 179**) Aerial photographs from 1938 and 1946 indicate that some of these trees may still exist just outside the neighborhood boundary on the west side of the Rooftop Elementary School along Burnett Avenue. Windbreaks have long been planted on farms and ranches in California, promoted in daily newspapers, farm journals and other sources.

Figure 179 – 1948 view west or southwest from Corbett near Romain showing trees that appear to have been planted as a wind break. (San Francisco History Center, San Francisco Public Library. AAC-1572)

F. BUILDINGS AND ARCHITECTURE

Development

After the war ended in 1945, building resumed, again with FHA loans and with the new G.I. Bill (Servicemens' Readjustment Act). From 1946 to 1955, about eighty-five new houses were built, most of them modest FHA houses. A major reason why the numbers were not larger was that the neighborhood was filling up. While there were still unbuilt areas, these tended to be on steep, hard-to-build sites, while the easy-to-build sites were mostly gone. A 1938 aerial photograph (Google Earth) shows a concentration of open space around Kite Hill at the southern end of the study area. While some of this was probably built upon between 1938 and 1942, the area was primarily built up after 1946. (**Figure 180**)

Figure 180 – 1940 view north on Corbett past intersection with Romain showing steep sites not yet built upon. (Courtesy of Western Neighborhoods Project. Labeling consistent with Department of Public Works Photos.)

With a severe housing shortage after the war and with new programs like Veterans Administration loans (beginning in 1944) and the G.I. Bill, housing construction began again under FHA loans and standards. Whereas before the war, FHA houses in Corbett Heights and elsewhere in the country generally exceeded the minimum standards, the first houses after the war were built closer to the minimum level. And whereas middle-class people constituted the majority of home builders before the war, afterwards houses were built for "the rising middle income working class" without down payments. These people built smaller, simpler houses that architecturally "looked indistinguishable from what had appeared at the end of the 1930s." (Jacobs 2015: 10-11) In style these were modest, restrained versions of the Period Revival.

By 1955, the focus of the FHA program had shifted from providing minimal sanitary and functional accommodations for people in dire need of housing to supporting a raise in the standard of living. In other words, people whose houses were close to the Minimum House could borrow money to enlarge and improve their existing house, or could build a new house that was well above the minimum level. In style, these houses were still restrained in expression, but nevertheless often had a different look. Some were still nominally in the Period Revival styles, especially Colonial Revival, but mostly they were in the Modern Ranch Style and in diluted expressions of Modernism.

Major changes were set in motion by state and federal laws of 1948 and 1949 that provided for the establishment of redevelopment agencies, out of which the San Francisco Redevelopment Agency was established in 1948. A large redevelopment project on Twin Peaks — Diamond Heights — was a major catalyst for the widening of Market Street and the construction of substantial numbers of large apartment buildings in Corbett Heights.

Through Redevelopment law, an area that met a legal definition as "blighted" was eligible for designation as a Redevelopment Area. The first designated Redevelopment Area in San Francisco was Diamond Heights. Diamond Heights qualified as blighted because the site had been surveyed in the 1860s in a grid by one of the numerous homestead associations established in San Miguel Rancho during its ownership by Pioche & Bayerque, but had never been developed because the site was too steep for a grid.

Although located south of Corbett Heights, the principle access route to Diamond Heights was via Market Street through the Corbett Heights neighborhood. As preparation of plans for Diamond Heights got underway in 1955, plans were also made to widen Market Street, to improve access to Diamond Heights and to the western side of the city. Better access to the west side via Market Street contributed to increasingly rapid development of that area which, in turn, generated more traffic on Market Street. The widening of Market Street was completed in 1958. Construction of Diamond Heights "was substantially completed in 1979" with 2,265 units of housing (San Francisco Redevelopment Agency 1982: 21), a major contributor to increased traffic through Corbett Heights.

Although the initial impetus for growth in this period came from the public sector, these public improvements in turn stimulated private development. Given the shortage of housing as a result of the Depression and war years, by about 1960 private developers began substantial construction of apartment buildings in the neighborhood. In 1962, Harold Gilliam, Bay Area author and San Francisco Examiner columnist, wrote that the approval of a private subdivision of apartment buildings on the east side of Twin Peaks would soon obliterate the natural grass slopes: "A sight that has been basic to the character of San Francisco throughout its history will have disappeared forever." (Gilliam 1962: 24) Development of the upper levels of Corbett Heights in this era contributed to the change lamented by Gilliam.

Eventually the demand for housing resulted in the development of a large number of multi-unit buildings. By 1960, developers began building a new type of apartment building in Corbett Heights, each unit of which was provided with a parking space. Because the easy-to-build lots were mostly built upon, new construction either required demolition of existing buildings or entailed higher construction costs to build on steep or rocky sites. In cases where a new apartment building replaced a residence of a previous generation, perhaps a small cottage, the size of the new building was constrained by the size of the city lot, typically 25-30 feet wide, which limited the number of units in the building. Generally speaking, the same narrow lot on which a three-story three flats building would have been built in 1910 would support a three-story, six- to twelve-unit apartment building in 1960. In other cases, developers assembled adjacent lots and built very large buildings. (**Figure 181**) They were visually and socially disruptive to neighborhoods that were originally built at a smaller scale. They increased density, increased traffic, increased the load on public services of all kinds, blocked views, and changed the appearance of neighborhoods.

The Urban Design Plan of the Department of City Planning, which was adopted in 1972, identified the disruptions caused by these intrusive apartment buildings. Acting on the recommendations in the Urban Design Plan, comprehensive height and bulk controls were adopted for the whole city in 1973, ending the era of oversized apartment buildings in Corbett Heights.

Figure 181 – 1963 view west from Douglass on Seward Street showing new apartment buildings on steep sites. (San Francisco History Center, San Francisco Public Library. AAC-1594. S.F. News-Call Bulletin. Photo by George Place)

The difficult sites in Corbett Heights were largely filled by the time of the adoption of city height and bulk controls, by which time there were very few vacant lots on which to build. Since that time, further growth and adaptation to ever-changing social and economic conditions largely has consisted of additions to and remodeling of existing buildings, construction in sites with small-scale development (e.g., cottages at the rear of a lot where a street-fronting main house was never built) and demolition and replacement of existing buildings by new buildings, usually larger in scale. Some of these are startlingly different from the historic fabric of the neighborhood (see **Figure 9**) and others copy historic styles. (**Figure 182**)

Much of the remodeling of this era has been invisible from the street, consisting mostly of kitchens and bathrooms. At the same time there has been restoration of historic exteriors and remodeling.

Apartment Buildings

The new apartment buildings differed from neighborhood construction of the previous generation in a number of ways. These sites required more grading, and the foundations and under-structures were more complicated to design and build, required more materials, and cost more money. If the site sloped down from the street, the entry was at street grade and the rear was perched in the air on steel or timber columns. If the site sloped up from the street, the entry was at the basement level and the first floor was raised up on columns. The upper levels were structurally similar to what had been done before — wood platform framing, and side walls were clad in horizontal wood siding just as before. Front and rear walls however, were

Figure 182 – 4569 Eighteenth Street. Infill design in copy of historic style, 1989.
(Photo by M.R. Corbett, 31 October 2015)

typically stucco and glass with the downhill side toward the view enclosed by a band of glass across each floor, often with balconies. These large apartment buildings almost universally included parking for every unit in the building. Often this took the form of covered space on the ground floor facing the street.

In style, these buildings were very different from their predecessors. As with the Moderne, the look of most of these buildings rejected historical imagery but, going a step further, many had no ornamentation at all. However, there is still a suggestion of style in the expression of function in composition and materials, based on International Style modernism. While the International Style was the principal influence, the severity of the street fronts of some of these buildings was softened by brick planters and other details that alluded to the architecture of Frank Lloyd Wright, the Craftsman era, and to the Ranch Style architecture of the suburbs. (**Figure 183**) The largest of these buildings, built on assemblies of several lots, were merely functional in appearance and lacked any stylistic dressing.

In the terms of a historic context statement, *San Francisco Modern Architecture and Landscape Design, 1935-1970*, the apartment buildings built in the neighborhood from the late 1950s to 1973 fall into three style categories: Second Bay Tradition, Midcentury Modern, and Contractor Modern. The large majority of these buildings are Contractor Modern, defined as designed without an architect, "cheaply constructed," and characterized by

Figure 183 – Bulky apartment buildings at 60-62 and 68-70 Saturn Street with ground-level street-facing garages, built ca. 1970. (Photo by M.R. Corbett, 18 October 2013)

an "absence of style." The context statement says that "Contractor Modern buildings are not architecturally significant." (Brown 2010: 193, 197) While it is likely that few if any postwar apartment buildings in the neighborhood are significant under criteria C/3, all should be judged on the basis of the criteria as presented in NPS *Bulletin 15*. Just as we now admire Victorian buildings that were long out of favor, and included the work of builders without architectural training, the possibility exists that some Contractor Modern buildings are significant as examples of building types or exhibit a high level of, perhaps eccentric, design. In fact, most of these buildings do have "style," usually an unorthodox and simplified version of generally recognized styles.

Repaired and Remodeled Buildings

After the economic constraints of the Depression years and the difficulty in obtaining materials during World War II, the overwhelmingly wood building stock in Corbett Heights was in need of maintenance and repairs. Buildings needed to be painted, roofs repaired, windows repaired, leaks plugged, rotted wood replaced, etc. New, inexpensive materials, some of them developed or improved during the war were marketed for their low-maintenance properties. The facades of many wood buildings in Corbett Heights were reclad in asbestos-cement shingles, vinyl, aluminum, permastone and other materials. Others were covered in stucco. Damaged or leaking wood windows were replaced by aluminum sash, often in standard sizes that did not match the old windows in size or proportion, sometimes resulting in the need for wall patches. When this

work was done, original decorative features were often removed to accommodate the new materials, to simplify future maintenance, and to create a more modern look in keeping with the new materials.

Architects, Engineers, Builders, and Contractors

The designers and builders of the postwar buildings in Corbett Heights are unknown at this point. Because of the requirements associated with FHA loans and the scale of building, it seems likely that the designers and builders of this period would tend to be larger organizations than before. For the postwar apartment buildings, engineers were routinely required for the first time. As these individuals and firms become known, they should be addressed for their potential as "masters," as provided for in the criteria.

As is the case for builders of any era under consideration, builders of post-war modern apartment buildings may be considered significant with the appropriate documentation. So far none who worked in Corbett Heights are known to be significant. Although a context statement for modern architecture in San Francisco states that builders of this era are not significant (Brown 2010: 193), the guidance in *Bulletin 15* states that they may be and takes precedence.

G. PROPERTY TYPES AND EVALUATION GUIDELINES

Summary of Themes, 1946-1973 and Beyond

For the period after World War II the overarching themes are infill and gentrification. The period began in 1946 and for most purposes ended in 1973, when an extended construction boom came to an end. Two things happened in 1973 to cause this: the Planning Department's new height and bulk controls took effect and a recession began. (Projects whose planning was underway with the establishment of height and bulk controls were allowed to be built, so that some of the old-style developments were not completed for a couple of years after 1973.) The year 1973 is forty-two years before the writing of this report, less than the fifty years that is the standard threshold for properties eligible for the NRHP. However, because the CRHR only requires that enough time has passed to make a judgment about significance, properties from the 1970s and later are also potentially subject to consideration. For most properties in the neighborhood, 1973 is a clear and strong end date for consideration of eligibility to the CRHR. Enough time has passed to understand the significance of properties built up to that time under the theme of infill. However, as shown in the Property Types discussion below, a few properties whose Period of Significance would be later than 1973 may also qualify as historic resources.

The dual primary themes of infill and gentrification apply to the neighborhood as a whole with "infill" applying to the period from 1946 to 1973 and "gentrification" applying largely to the period from 1973 to the present. Thus, for the purposes of this historic context statement, infill is the primary theme of greatest relevance and concern. While it is possible to see the beginning of gentrification as a neighborhood development, it may be too recent to evaluate in most cases.

The concept of infill applies in three ways: to scattered individual sites not previously built upon, to sites that were too steep to build upon in the past, and to "infill areas" that were built up largely in this period with

clusters of new buildings. The principal infill areas were around Kite Hill and in higher elevations along Corbett Avenue, Market Street, and elsewhere.

Properties built in the period 1946-1973 may be significant under the infill theme when they are associated with one of the four principal subthemes. First, the post-war housing boom, a function of an extreme shortage of housing nationwide, was stimulated by the FHA and other federal programs. Second, in the late 1950s public investment in two projects, Diamond Heights and the widening of Market Street, improved automobile access to the neighborhood, raised property values and stimulated private development of apartment buildings. Third, architecturally the construction and design of apartment buildings introduced a new building type, new construction technologies, new architectural styles (mostly Modern), a greatly increased accommodation of the automobile, new mini-neighborhoods around Kite Hill and at the higher elevations, and a new look to many streets. Fourth, community action brought about improvements in the establishment of parks and the planting of street trees.

Under the first subtheme, the postwar boom in construction of houses produced infill buildings that are compatible in scale, texture, materials, and often in style with the existing neighborhood. These buildings could individually be contributors to historic districts. Few if any of these buildings would possess individual significance at this time. (As time goes on, like ordinary Victorian buildings or buildings of any later era, these will probably come to be seen as significant.) The principal concentration of these houses is around the intersection of Nineteenth and Yukon Streets at the base of Kite Hill. While it is unlikely that this area would qualify on its own as a historic district under criteria C/3, additional research is warranted in the history of the ownership and development of the area in relation to criteria A/1 and B/2.

These infill subthemes sometimes overlap. In particular, the second subtheme associated with the increased accommodation of the automobile in new buildings overlaps with the third subtheme concerning the increased construction of apartment buildings. The typical product of these overlapped themes was an apartment building with the ground level devoted to parking — with parking stalls open to the street. While the buildings associated with these subthemes are generally regarded today as having a negative impact on the historic and urban character of the neighborhood, groups of them may form districts that are significant under criteria A/1 as early examples of a powerful and far-reaching pattern in the residential development of San Francisco. An area that might be considered for significance under these subthemes as an extreme example of the overbuilding of that era is the cluster of large apartment buildings along Glendale Street between Market Street and Corbett Avenue (built mostly between 1957 and 1962).

These buildings represent a situation that is not ordinarily considered in historic preservation — the significance of properties and districts that few people would want to preserve. Such a situation may not have been anticipated by the creators of the National Historic Preservation Act, the criteria of the National Register of Historic Places, the California Register of Historic Resources, or CEQA. Nevertheless, examples of such properties probably meet the criteria of significance of the NRHP and the CRHR. No doubt these are not the last properties of this type that may be subjects of evaluations in the future as more large-scale modern developments become subject to public review processes.

In fact there are many precedents for the recognition and preservation of buildings and areas that were at one time considered bad architecture or bad neighborhoods. A well-known example is the 1915 Equitable

Building in New York whose "floor area of almost 30 times the site's area" is widely credited with the adoption of "the nation's first comprehensive zoning resolution, in 1916." (White & Willensky 2000: 42) This is parallel to the impact of areas like Glendale Street which represent the overdevelopment that inspired San Francisco's Height and Bulk Regulations in 1973. The Equitable Building is now restored and is designated as a city landmark. Similarly, many urban neighborhoods now considered picturesque and desirable have long histories of poverty and social troubles, sometimes associated with public disapproval of their architecture. In San Francisco, the Uptown Tenderloin, Chinatown, and Dogpatch are three examples.

Community action is a subtheme that has continued to the present. Because of the requirement of the CRHR that enough time must have passed to gain a perspective on a resource before it is evaluated, evaluation of many of the more recent community actions is premature.

Property Types

Residential Buildings, 1946-1973

All construction during the infill period in Corbett Heights from 1946 to 1973 was residential. In the early years of this period, there was much altering, repairing, and remodeling of existing buildings. In the 1940s-1950s, houses were built with FHA loans. From the late 1950s to 1973, the predominant development was apartment buildings.

Character Defining Features

Character defining features for property types in the period 1946-1973 are presented below. The features of residential subtypes identified in the first section, below (FHA houses and apartment buildings) are further described in the subsequent sections in terms of Form and Scale, Framing and Cladding, Windows and Doors, Common Styles, and Distribution. For any particular building, the key sections are those that characterize building type and style. The other sections are components of type and style and are more or less important depending on the particular property.

Types

- **FHA houses.** (**Figure 184**) (**Figure 185**).

Figure 184 – 184 Corbett Avenue, 1949. Single family residence. Streamlined Moderne. (Photo by M.R. Corbett, 5 October 2015)

Figure 185 – 17 Grand View Avenue, 1953. Single family residence. Mid-century Modern. (Photo by M.R. Corbett, 5 October 2015)

- **Apartment buildings.** (**Figure 186**) (**Figure 187**) (**Figure 188**) (**Figure 189**) (**Figure 190**)

Figure 186 – 1290 Clayton Street, 1951. Four-unit apartment. (Photo by M.R. Corbett, 5 October 2015)

Figure 187 – 4521 Seventeenth Street, 1958. Hill view of apartment building. (Photo by M.R. Corbett, 5 October 2015)

Figure 188 – 4521 Seventeenth Street, 1958. Street view of apartment building. (Photo by M.R. Corbett, 5 October 2015)

Figure 189 – Glendale Street apartment cluster, 1957-1974. View east. (Photo by M.R. Corbett, 5 October 2015)

Figure 190 – Glendale Street apartment cluster, 1957-1974. View west from Market Street. (Photo by M.R. Corbett, 5 October 2015)

Form and Scale

- FHA houses mostly built on easily graded, accessible sites.
- Mostly two- and three-story buildings on city lots twenty-five to thirty-five feet wide.
- Mix of rectangular and irregular four-sided lots that limit building footprints to a rectangular core with some combination of projections at front and rear, such as bay windows and porches, and side light wells.
- Mix of mostly flat and gable roofs with some hip roofs.
- FHA houses often with built-in garages.
- Many apartment buildings are much larger in height and width than other neighborhood buildings.
- Apartment buildings typically two to four stories, with rectangular footprints and flat roofs; some irregular shaped buildings conform to lots.
- Apartment buildings usually built over ground floor parking, sometimes facing street, sometimes with garage doors.

Siting

- Generally built on or near front property line with setbacks to provide room for front entry stairs.
- Some partial setbacks to accommodated angled property lines.
- Setbacks to accommodate driveway access to garages.
- Rear yards generally provide green space, and sometimes have an additional building.
- Apartment buildings often on steep lots and assemblies of several lots.

Framing and Cladding

- Houses and flats all built of standard wood frame construction
- Apartment buildings often steel or concrete construction at foundation and lower levels.
- Side walls of FHA houses typically channel rustic; front walls usually stucco or mix of stucco and wood siding.
- Apartment buildings clad most commonly in stucco, also horizontal wood siding and shingles, sometimes in combination.

Windows and Doors

- FHA houses with wood double-hung or casement windows and steel casement windows.
- Apartment buildings with wood, steel, or aluminum windows.
- FHA houses most commonly with single-leaf hollow core or solid wood doors.

Common Styles

- **FHA houses and flats in Period Revival styles, especially Mediterranean, Spanish, Monterey, English Tudor, and French Norman.** Also Moderne, Modern Ranch Style, and Mid-Century Modern. (**Figure 191**) (**Figure 192**) (**Figure 193**)

Figure 191 – 38-40 Yukon Street, 1949. Flats. Period Revival. (Photo by M.R. Corbett, 5 October 2015)

Figure 192 – 184 Corbett Avenue, 1949. Single family residence. Streamlined Moderne. (Photo by M.R. Corbett, 5 October 2015)

Figure 193 – 354 Corbett Avenue, 1954. Single family residence. Mid-century Modern. (Photo by M.R. Corbett, 5 October 2015)

- **Apartment buildings in Second Bay Tradition, Mid-century Modern, and Contractor Modern.** (**Figure 194**)

Figure 194 – 1310 Clayton Street, 1961. Apartment Building. Mid-century Modern. (Photo by M.R. Corbett, 23 July 2012)

Distribution

- FHA houses built mostly in clusters on easily graded and accessible sites.
- Apartment buildings generally built around Kite Hill, on major automobile routes like Seventeenth, Clayton, and Corbett, and at higher elevations on steep sites.

Significance

The table below discusses the significance of residential buildings under the Infill theme from the period 1946-1973 according to the criteria of the NRHP and the CRHR.

NRHP CRHR	Significance	Discussion
A/1	Patterns & Events	Residential buildings in the period 1946-1973 may be significant for their association with the overarching theme of Infilling the neighborhood. Buildings may be significant when they represent important subthemes within the primary Infill theme. These are the postwar housing boom stimulated by FHA loans, public investment that improved automobile access and stimulated private construction of apartment buildings, and community action that created parks and planted street trees. While these themes identify areas of potential significance, few individual resources appear likely to be significant under criteria A/1. The

NRHP CRHR	Significance	Discussion
		resources most likely to be significant would be districts that represent the themes. Two clusters that might be addressed in this context are houses around Nineteenth and Yukon Streets and the apartment district in the block of Glendale between Corbett Avenue and Market Street.
B/2	Persons	The potential exists for any property to be significant for its association with important persons, who may be identified in research on individual properties. Likely types of persons who may be significant here are those who made important contributions to the neighborhood or the city of San Francisco, for example, as labor leaders or leaders of grassroots community activism, if their significant contributions are best associated with their place of residence. Those who made important contributions may not have been previously recognized. Archie Green, a carpenter and scholar of labor, who lived at 224 Caselli might be addressed in this context.
C/3	Architecture/ Design	Buildings from this period may be significant for their architecture, as expressed by intact stylistic features, forms, or construction methods. Buildings may also qualify as the work of a master architect or prominent builder. Individual resources qualified under these criteria should be good examples of types and/or styles, and retain most of their original features. Rare or unique forms should also be given strong consideration for individual listing. Of equal potential significance are those that lack stylistic characteristics and might be described as vernacular. Some may also be significant as the work of "a master," either an architect or builder according to the guidelines for evaluation in *Bulletin 15*.
D/4	Information Potential	Properties that are significant for information potential under criteria D/4 are usually associated with archeological resources. The potential for significance under criteria D/4 should be addressed by an archeologist who meets the Secretary of the Interior's Standards. It is unlikely that properties in the neighborhood would be found to be significant under criteria D/4 for other reasons.

Integrity

Integrity of residential properties in Corbett Heights for the period 1946-1973 is measured in relation to the primary theme of Infilling the Neighborhood as expressed in three subthemes associated with the postwar housing boom: public investment and private construction, community action, and the architecture of FHA houses and private apartment buildings. This discussion of integrity is made with reference to all the criteria of significance.

To be eligible for the NRHP or CRHR, properties must possess overall integrity so that they convey significance under the theme. Properties do not have to be unchanged. Indeed, most buildings have

undergone changes and have lost some degree of integrity. However, for this period, integrity standards should be high.

Minimum Eligibility Requirements

- Clear example of residential architecture from this period.
- Retains original form and roofline.
- Retains the original pattern of windows and doors.
- Retains the original cladding.
- Retains its original ornamentation and character defining features.

Other Integrity Considerations

- Additions made outside the Period of Significance that compromise a building's form and scale greatly diminish integrity.
- Additions made within the Period of Significance do not detract from integrity. Additions outside the Period of Significance may not result in a loss of integrity as long as the essential character of the original building is recognizable.
- Alterations that have included the use of conjectural decorative elements that create a false sense of history result in a loss of integrity.

Commercial and Industrial

In 1950, after almost thirty years of zoning, there were no stables left in the neighborhood and only two small industries were marked on the Sanborn maps, a transfer and storage business and a wood and coal business. These businesses have since disappeared. There are no commercial or industrial properties left in the neighborhood.

Parks

In the theme of Community Action, none of the various resources completely meet the standard age threshold of fifty years. However, the development of one resource, the Seward Mini Park, partly meets that standard in that the first of a series of steps in its creation took place fifty years ago in 1963. None of the other resources are close enough to the age threshold for consideration at this time.

Significance

The Seward Mini Park may be significant under Criterion 1/A in the context of the theme of Community Action. As the whole sequence of the creation of the park, from 1963 to 1975, is now forty years old, enough time has passed to evaluate its significance.

Integrity

Integrity of the park would be measured in relation to its period of significance. If its period of significance ended in 1975, changes to the park since that time would erode its integrity. The integrity of this and other parks should be assessed by a cultural landscape analysis.

VI. RECOMMENDATIONS

A. INTRODUCTION

This Historic Context Statement for Corbett Heights is a first step in understanding, documenting, and evaluating the historic properties in the neighborhood. The following recommendations are intended to inform decision makers and community members about possible next steps to protect and interpret those historic properties that have previously been identified and those that, with further study, may be identified in the future.

B. INDIVIDUAL HISTORIC RESOURCES

Previously Identified Resources

History resource that have previously been identified are listed in Appendix F of this report.

Potentially Significant Resources

As a historic context statement, this report provides a framework for understanding and identifying historic resources in Corbett Heights. This report is not a survey and has not systematically identified historic resources. At the same time, it is clear from superficial characteristics of age and appearance that many should merit further study as potentially significant properties, including those on the list below.

This list is not exhaustive. It does not include every property that merits further consideration. It is also the case that upon further study, some of these may prove not to be significant or to have lost integrity and not to be eligible for listing as historic resources in the principle categories of CRHR, NRHP, and City Landmarks. As a caveat: lists like this (i.e., lists of potentially significant properties generated without a comprehensive survey) have been interpreted to the detriment of historic resources in San Francisco in the past. Because of that experience it is important to say that the omission of any property from this list should not be interpreted as any kind of a judgment that the omitted property is not significant.

This list has been generated conservatively with the idea that no one would question that any property on this list merits further consideration.

Address	Est. Date	Identifier
4200 Seventeenth Street	1893	flats over store
4411 Seventeenth Street	1890	Stick-Eastlake
4500 Eighteenth Street	1905	Mission Revival
4509 Eighteenth Street	1890	Stick-Eastlake
4521 Eighteenth Street	1877	Italianate
4575 Eighteenth Street	1885	Stick-Eastlake
4579 Eighteenth Street	1885	Stick-Eastlake
4600 Eighteenth Street	1895	Queen Anne
4683 Eighteenth Street	1890	Stick-Eastlake
4745 Eighteenth Street	1887	flat-front cottage
4749 Eighteenth Street	1900	gabled cottage
44 Caselli Street	1892	Queen Anne

Address	Est. Date	Identifier
60 Caselli Street	1892	Queen Anne
153 Caselli Street	1880	Italianate
191 Caselli Street	1900	Queen Anne
199 Caselli Street	1900	Queen Anne
300 Caselli Street	1895	Queen Anne
312 Caselli Street	1893	Stick-Eastlake/Queen Anne
318 Caselli Street	1904	Queen Anne/Stick-Eastlake
1234 Clayton Street	1912	AWSS tank & pumphouse
1262 Clayton Street	1907	Queen Anne – Eastlake
1278 Clayton Street	1895	Queen Anne
1400 Clayton Street	1910	gabled cottage
1406 Clayton Street	1910	gabled cottage
1412 Clayton Street	1910	gabled cottage
2 Douglass Street	1904	Italianate
114 Douglass Street	1890	Stick-Eastlake
178 Douglass Street	1888	Stick Style
210 Douglass Street	1885	Chalet
228 Douglass Street	1900	Stick-Queen Anne
32 Eagle Street	1890	Italianate
25 Hattie Street	1890	Stick-Eastlake
166 Lower Terrace	1895	Queen Anne
3042 Market Street	1890	Italianate
3062 Market Street	1890	Italianate
3066 Market Street	1890	Italianate
3088 Market Street	1885	Stick-Eastlake
3090 Market Street	1885	Stick-Eastlake
48 Mars Street	1903	Craftsman
31 Ord Street	1902	gambrel roof
74 Ord Street	1880	flats
80 Ord Street	1880	Italianate
99 Ord Street	1932	Moderne
100 Ord Street	1880	Stick-Eastlake
126 Ord Street	1890	Stick-Eastlake
140 Ord Street	1875	Italianate
135 Saturn Street	1900	Queen Anne
3 Vulcan Stairway	1900	cottage
5 Vulcan Stairway	1900	cottage
22 Vulcan Stairway	1900	cottage

C. HISTORIC DISTRICTS

Generally speaking, the historic character of Corbett Heights is represented more by the fabric of the neighborhood than by individual landmarks. At the same time, the potential for identification of historic districts is not clear for two principal reasons: the mixed age and character of most streets, and the large number of buildings with substantial alterations. The prime example of this is Corbett Avenue which includes many of the earliest buildings in the neighborhood, but which has many modern intrusions and alterations.

As a very preliminary finding, it appears that there are six areas that appear to merit further study as potential districts in relation to the CRHA, the NRHP, and as City Landmarks. Beyond these five areas, additional research in the future may identify other areas worthy of study. The omission in this report of mentioning other areas as potential districts, should not be seen as an argument that districts don't exist. Additional research may show that they do.

1) Clover (**Figure 195**): this 1913 subdivision appears to have been the first development in San Francisco whose design was shaped in substantial part by public opinion and city policy, as opposed simply to the goals and ideas of a developer and architects. Its plan provides a clear definition of its maximum boundaries. Architecturally, it is a cohesive neighborhood of stucco-clad houses built around the same time. Unlike much of the rest of Corbett Heights, Clover Heights appears to have few exterior alterations. Although Clover Heights is less representative of the neighborhood as a whole than many other areas of Corbett Heights, it is more readily identified as a distinctive area because of its clear boundaries, architectural cohesiveness, and relative absence of change.

Figure 195 – Part of a row of houses built on Caselli Avenue as a single development in Clover Heights, built 1914. (Photo by M.R. Corbett, 22 July 2012)

2) Eighteenth Street (**Figure 196**): the two-block section of Eighteenth Street, between Douglass and Danvers Streets, that lies within Corbett Heights might be considered along with the portion of Eighteenth Street east of Douglass Street as a potential historic district. The density and character of the street is a function of the streetcar line that began running here in 1892. There are more flats on and near Eighteenth Street, and fewer cottages and dwellings, generally, than elsewhere in the neighborhood. East

of Douglass, there are more commercial uses, which are typically a component of streetcar corridors. There may be fewer intrusions on Eighteenth Street than in much of the neighborhood.

Figure 196 – 4600 block Eighteenth Street, ca. 1906-1908. Includes row of five flats buildings. (Photo by M.R. Corbett, 31 October 2015)

3) 200-300 blocks of Caselli Avenue (**Figure 197**): the top two blocks of Caselli Avenue have an unusual concentration of late nineteenth-century cottages, dwellings, and flats. This is probably partly due to the proximity of the area to the Simons-Fout Quarry and Brickyard and partly to the high ground which provided panoramic views to the east. Despite a number of impressive examples of significant types and styles, additional analysis is necessary to assess the integrity of the area and to draw boundaries.

4) Carson Street (**Figure 198**): Carson Street is one block long, stretching west from Douglass between Eagle and Seward Streets and terminating in a dead end. It was a new street created after the earthquake and fire of 1906, and developed with small cottages apparently to quickly provide cheap housing for displaced people. Additional research is needed on the history of the block and its buildings.

5) Glendale Street (**Figure 199**): Glendale Street between Market Street and Corbett Avenue. While it may be too early for the public to have an interest in recognizing or taking steps to preserve Glendale Street, this block, including buildings at either end with addresses on Market Street and Corbett Avenue, appears to be a pure representative of a distinctive type of dense automobile-oriented development that was brought to an end by the Height and Bulk Regulations of 1973. An evaluation of Glendale Street as a potential historic district should include preparation of a citywide context on the development of similar enclaves.

6) Vulcan Stairway (**Figure 200**) The Vulcan Stairway is a mix of a characteristic landscape feature of the neighborhood – the stairway itself -- and early houses. Because of the lack of access to the residential lots by vehicles, they were first settled by people who couldn't afford more accessible properties. Additional history is needed on the buildings and people who built here. The evaluation of integrity will be important.

Figure 197 – View southwest on Caselli from Nineteenth Street along a block with dwellings and flats in a mix of periods and styles. (Photo by M.R. Corbett, 22 Jun 2016)

Figure 198 – View west on Carson from Douglass Street showing mix of cottages and flats from post-1906. (Photo by M.R. Corbett, 22 Jun 2016)

Figure 199 – View southwest on Glendale from Market Street showing apartment buildings over ground-level garages. (Photo by M.R. Corbett, 5 October 2015)

Figure 200 – View of cottages on the east side of the Vulcan stairway. (Photo by M.R. Corbett, 22 Jun 2016)

D. ALTERATION AND DESIGN GUIDELINES

The use of professionally prepared guidelines based on the Secretary of the Interior's Standards for alterations and design in Corbett Heights, applicable equally to individually significant buildings and contributors to a district, would greatly facilitate the process of protecting the historic character of the district. Particular areas that the guidelines would address would be alterations or replacement of windows and the addition of garages. Such guidelines would also address the reversal of alterations made after the period of significance.

Because they are so commonly altered, and because the alterations often have a disproportionately negative affect on the character of historic windows, it is important to stress the importance of repairing and retaining historic wood windows.

E. MISCELLANEOUS RECOMMENDATIONS

Historic Infrastructure. Regardless of their status as historic resources, those elements of the historic infrastructure that survive contribute to the historic character of the neighborhood, particularly historic paving, sidewalks, and curbs. These should be protected by city policy.

One element of the historic infrastructure, the City Monuments that are reference points for land surveys, are protected under DPW Order No: 182647 of 3 June 2014. According to the order, "The City's primary goal and concern is to protect and preserve those City Monuments marked with brass survey markers or similar markers, as noted on the City's Monument Mapping System. Monuments can exist in monument wells or they can be inserted directly into sidewalks and/or other permanent locations." (San Francisco Department of Public Works 2014)

F. INCENTIVES FOR PRESERVING HISTORIC PROPERTIES

The following are some of the incentives that are implemented by the City of San Francesco, State of California, and the National Park Service (from LGBTQ History of San Francisco, p. 364-365).

Landmark Designation under Article 10 of the Planning Code

Article 10 of the San Francisco Planning Code contains lists of individual buildings and districts considered historically, architecturally, or socially significant, either individually or as a contributor to a landmark district. Buildings listed under Article 10 receive specialized review and protection by the City of San Francisco. As a benefit, the buildings' owners are eligible for economic incentives to help keep their properties economically viable.

Mills Act for Designated Historic resources

The Mills Act is one of the best preservation incentives available to private property owners to help rehabilitate, restore and maintain their historic buildings. Enacted by the State of California in 1976 and adopted by the City of San Francisco in 1996, the Mills Act allows the City to enter into a contract with owners of privately owned historic properties to ensure the rehabilitation, restoration, preservation and long-term maintenance of the property. In exchange, the property owner receives a reduction in property taxes for the life of the contract.

California Historic Building Code (CBHC)

The renovation of historic buildings is often difficult when older buildings must meet the standards of modern building codes (including Uniform Building Code, City Building Code, Fire Code, Plumbing Code) whose regulations are designed for contemporary construction technologies. Application of the CHBC can

provide creative solutions to achieve the health, safety and welfare requirements for these historic buildings. The measures permitted by the CHBC are more sensitive to the historic conditions of a building than standard building codes. The CHBC allows flexibility in meeting building code requirements for rehabilitated structures. Generally, building owners can enjoy substantial cost savings when rehabilitating an historic structure by using the CHBC. The Department of Building Inspection applies the CHBC, including determining which buildings are eligible.

Federal Rehabilitation Tax Incentives

The Federal Historic Preservation Tax Incentives program is one of the nation's most successful and cost-effective community revitalization programs. There are two levels of tax incentives: 20% and 10%. The 20% Rehabilitation Tax Credit applies to any project that the Secretary of the Interior designates a certified rehabilitation of a certified historic structure. The 20% credit is available for properties rehabilitated for commercial, industrial, agricultural, or rental residential purposes, but it is not available for properties used exclusively as the owner's private residence. The 10% Rehabilitation Tax Credit is available for the rehabilitation of non-historic buildings placed in service before 1936. The building must be rehabilitated for non-residential use.

Encourage Façade Easements for Designated Historic Properties

One of the oldest strategies for historic preservation is a historic preservation façade easement. An easement ensures the preservation of a property's significant architectural and essential features while allowing the owner to continue to occupy and use the property subject to the provisions of the easement. A preservation easement is created by deed and is typically donated or sold to a public or private preservation organization. Either the City or a qualified preservation group, such as San Francisco Architectural Heritage can hold title to the easement, which allows the property owner a one-time tax deduction and the holder has the right to review any changes to features covered by the easement.

G. FUTURE REVIEW

Updates. The historic context statement should be revisited and revised periodically to account for new information and perspectives.

Criteria D/4. Any building from the period 1860-1906 that is demolished should be monitored during demolition to determine its structure and materials and its floor plan, the findings to be presented in a publicly available report.

Landscape and Streetscape. The streetscapes of Corbett Heights and landscape features including parks should be evaluated as cultural landscapes by a qualified landscape historian using The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes (National Park Service).

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APPENDIX A: NEIGHBORHOOD NAMES AND NEIGHBORHOOD IDENTITY

Beginning in 1890, Clarendon Heights, which was a subdivision located west of the Pioche & Robinson Subdivision, was a term that sometimes encompassed parts of Corbett Heights. The confusion may have arisen because of the designation by the Spring Valley Water Company of the Clarendon Heights water distribution district, a large area that included Corbett Heights.

Ashbury Heights, an 1889 subdivision at the top of Ashbury Street, west of the Park Lane Tract, was also incorrectly used, probably because it was adjacent. This confusion was revived in 1911 when the former Simons-Fout quarry was redeveloped as the Ashbury Park Subdivision and the new water tank of the Auxiliary Water Supply System of 1912 was named Ashbury Tank — even though it was in the Park Lane Tract across the street from Ashbury Park.

Portions of the neighborhood south of Corbett Road have been referred to in the past as the Pioche & Robinson Subdivision or the overlapping Market Street Homestead Association, surveyed in 1867 and 1868, respectively. The portion above Eighteenth Street, more or less, has been referred to as the Park Lane Tract, surveyed in 1885. A small area along Clara Avenue, now Ord Street, was the McKee Subdivision of 1864 and was sometimes referred to by that name. The 1914 Clover Heights development along Caselli, Nineteenth, and Seward Streets has been referred to by that name. From 1868 to at least 1921, real estate ads referred to properties in the Market Street Homestead and the Market Street Homestead Association Improvement Club was active from 1909 to 1914. The use of subdivision names was particularly common in real estate ads.

In the 1890s, for the first time there were enough people in the neighborhood to join together to address common problems and in doing this to form active and effective neighborhood associations. From the people involved and the nature of their concerns, it is clear that these organizations covered the entire district that we call Corbett Heights today — and a larger area as well — but their focus was the Corbett Heights area and perhaps the blocks around Mount Olympus and between Castro and Douglass Streets.

Neighborhood concerns in the late 1880s were generally addressed by individuals to the Board of Supervisors. But from 1889 to 1891, at least three groups emerged to address these same concerns. Judging from newspaper coverage, the most active of these organizations was the Park Lane (or Park Lane Tract) and Seventeenth Street Improvement Club, also referred to in reverse as the Seventeenth Street and Park Lane Improvement Club.

These clubs were forums for collective action, but they were also platforms for personal antagonisms such as those between two of the largest landowners, Behrend Joost and Alfred Clarke. Behrend Joost was active in the Park Lane group which took positions opposed to Alfred Clarke and opposed to opening Corbett Road between Mars and Uranus, claiming it was his private property. Representatives of the interests of Adolph Sutro also attended these meetings.

Another group, the Corbett Road and Eureka Valley Improvement Club supported opening of Corbett Road through the land claimed by Joost. In referring to this group, the *San Francisco Chronicle* described its name and area of concern: "Eureka Valley . . . is the name for the section lying west of Castro Street, toward the park [Golden Gate Park], between Sixteenth and Twentieth streets." (*San Francisco Chronicle* 1 June 1891) The Sixteenth Street Improvement Club, possibly consisting of only one person, was focused on cutting Sixteenth Street through the Park Lane Tract.

The area was explicitly referred to as Eureka Valley by Bion J. Arnold in his 1913 report on transportation in San Francisco, including a drawing that is the best description of the neighborhood as Eureka Valley.

"Eureka Valley" may derive part of its name — Eureka — from the blocks between Castro and Douglass which were part of the plat of the Eureka Homestead Association. It may also come from what an unconfirmed internet source claimed that: the American-era name of the northernmost of the Twin Peaks was Eureka Peak. According to this source, Noe Peak on the south drained into Noe Valley and Eureka Peak drained into Eureka Valley. (Timberlake 2013) "Eureka" is also the California state motto and has appeared on the Great Seal of the State of California since it was designed in 1849. Eureka is a Greek word meaning "I found it" referring to the discovery of gold or "to the principle involved in the admission of the state." (Curry 1899: 290) The other part of the name — Valley — describes the character of what we now call Corbett Heights. Indeed, Corbett Heights is more of a valley than the area of the Eureka Homestead Association which covers, more or less, the area bound by Seventeenth and Twentieth Streets north to south, and Noe to Douglass Streets east to west.

The Eureka Valley Promotion Association, established in 1881, is operating today as the Eureka Valley Neighborhood Association with a much larger purview than only Corbett Heights. One of the neighborhood groups of the 1890s, the Improvement Club of the Eureka Valley, was functioning in the 1920s. (Hubbard 1951: 99) In the late 1960s to early 1970s, a new neighborhood association was formed by Mae Silver, historian of Corbett Road and San Miguel Rancho, and others. This group was called Twin Peaks East Neighborhood Association — although the area is north of Twin Peaks. This group died out about 2002 but was reborn in 2004 with a different name — Corbett Heights Neighbors (CHN). The boundaries of CHN include portions of the Pioche & Robinson Subdivision, Park Lane, and the McKee Subdivision.

Thus, historically, the Corbett Heights study area, although a patchwork of different subdivisions, has been referred to primarily as Eureka Valley. Until at least the 1920s, "Eureka Valley" meant the Corbett Heights study area plus the blocks between Castro and Douglass.

APPENDIX B: JOHN M. HORNER ON HORNER'S ADDITION

HORNERS' ADDITION BY JOHN HORNER

At the time of the purchase of San Miguel Rancho by the Horner brothers, John Horner wrote the following:

To The
Citizens of San Francisco and Vicinity
Dear Citizens:

Having purchased a tract of Land within and adjoining the city limits of San Francisco, known as *Ex Mission Dolores*, and knowing its importance to the citizens of San Francisco for *residences and gardens*, for all kinds of produce, shrubbery, trees, plants, flowers, &c., for beautifying and making one's home delightful and pleasant to the eye, I have concluded to sell a portion of said land, and to survey it into lots, and streets, for the accommodation of a larger number of citizens. This tract contains many advantages over other locations: –

First. The title has been confirmed by the Commissioners; consequently persons purchasing any part of portion of said land, will have an indisputable title, which is one of the most important points to be presented.

Second. The lofty — and commanding [unreadable copy] [hills?] form one of the best barriers against the disagreeable south-west winds, that are prevalent here during the summer months; hence making it one of the best locations for family residences on this peninsular.

Third. The immediate front is the anticipated depot for the great *Pacific Rail Road*, where the commerce of the world must be handled; consequently, it must be used for business houses, and not for residences.

Fourth. The streets are being laid out wide and commodious, from sixty-four to one hundred and thirty feet. The many advantages resulting from wide streets I will not attempt to enumerate.

Fifth. Good and wholesome water can be obtained by digging for it. Many springs and small streams are constantly running on the premises. Citizens of San Francisco, you may think this is a speculative movement, and nothing more. I acknowledge it is a speculation on my part; but stop and ponder over it, and look at what you can make, and not on what I *may* make.

Judging the future from the past, we must reasonably conclude the great and important destiny to which San Francisco is hastening. You must see by referring to the past that San Francisco has nearly doubled her population every year for the last five. Should she continue to increase in the same proportionate ratio for the next ten years, this particular piece of territory now offered for sale will nearly center the great *Metropolis*, and of course must increase proportionately every year in value. I believe that in less than ten years, lots will be sold upon this plat for as much per front foot as the best location now sells for on Stockton street. We do not want the Pacific Rail Road to bring about this change in ten years; but should it be made, so much the better for all interested, and much quicker and larger will be the results.

The merchandise that will be transported from the numerous points in the East must enter at, and be exchanged in San Francisco. The public may talk about making some other point the terminus of the Eastern trade. You have assurance that a Rail Road will be made to this place, if its terminus is within five hundred miles of us; feeling confident as we do, why not prepare and shape ourselves for it and not wait until Eastern and European capitalists shall have purchased all

the lands, and thus submit to become tenants, and pay over to the lords of other lands, who have no interest within us but to impoverish us and ship their wealth to other parts. You ask why I sell, if I believe the above to be true. I answer, I do not intend to sell you all at present. I wish to have some of the profits of the future advance myself, but I will sell you one or two thousand lots.

Fellow Citizens – You had better set apart one month's income to purchase and situate yourselves on your own premises, than to pay that income in rent to another. You may suppose it will cost too much to get to and from your business, but if you will make a sober reckoning you will discover this location presents advantages equal to from fifty to one hundred percent, less than you now incur, and everything would be more satisfactory, because you would know when your land-lord's bill would come in, and when you would have to move, provided you neither sold nor mortgaged your premises.

As proprietor of these premises I shall endeavor to take such steps as shall conduce to the health, convenience, enjoyment and comfort of its future inhabitants. In addition to the above inducements, I shall select a spot for a park or plaza, and endeavor to beautify it at once; consequently, it will be the most pleasant and fashionable place of resort in the city. It was my first intention not to offer any part or portion of this land for sale, until February or March [1854]; but after mature consideration, I have hastened matters in order to give those who wish, an opportunity to improve their lots with flowers, shrubbery, trees, or anything they may wish, before the dry season shall set in. I will here add, (experimentally) to such as may wish to improve their lots – to fence, prepare, and plant everything in the nature of shrubbery, during the month of January, if possible; after February, your labor will be comparatively thrown away on such work.

(cited in Bullock 2012: 12-13 as follows: Circular sent to Governor Brigham Young in 1853. FHL [Family History Library] Catalog Number 979.4 H816c 1853.)

APPENDIX C: OWNERS OF CORBETT HEIGHTS BEFORE DEVELOPMENT

This section of the report is presented as a background history. There are no property types directly associated with this section, which outlines the history of the ownership of Corbett Heights in its early years, when it was part of the much larger San Miguel Rancho.

All of the owners in these years were speculators who believed that sooner or later, a railroad would be built across or near San Miguel Rancho and that this would greatly increase the value of the land. Their beliefs and actions established the context for the development of Corbett Heights, much of it by others as presented in the following section on Early Development.

SAN MIGUEL RANCHO, 1845-1846

Corbett Heights lies entirely within San Miguel Rancho which was established in 1845. Prior to that time, Euro-American occupation or use of the land was limited to the possible grazing of livestock associated with Mission Dolores and to the presence of two or three roads or trails. (**Figure C-1**)

Except for the livestock, all of these were outside of that portion of San Miguel Rancho that is now called Corbett Heights. But while not within Corbett Heights, these features suggest both the isolation of this part of the San Francisco peninsula and its connections to other places. Various early maps showed these connections. The Old Presidio Road ran from the Presidio of San Francisco through San Miguel Rancho to Mission Dolores and points south. The San Jose Road between San Francisco and San Jose ran along the eastern boundary of the land grant, in multiple intersecting alignments that passed through Mission Dolores on the north and Puerto Suelo, a term indicating a natural point of entry, at the southern tip of San Miguel Rancho (now in Daly City in the vicinity of the intersection of Mission Street and San Jose Avenue).

On 18 May 1845, the establishment of San Miguel Rancho was initiated by the petition of José de Jesus Noe to Pio Pico, the governor of the Mexican department of Alta California, for a league of land. Governor Pico approved the grant on 23 December 1845 and it was reviewed and confirmed in a process that was finalized on 3 June 1846.

In his petition, Noe declared that the land he requested was vacant. Following approval of the grant, he built a house near what is now the intersection of Douglass and Alvarado Streets, about three blocks south of the southern edge of Corbett Heights. In 1846, Noe had 2,000 head of cattle and 200 horses, "a large fruit-bearing orchard extending from [what would later become] Twenty-first Street to Twenty-sixth Street," and four men working. (Silver 2000: 31) The principle products of the rancho were hides and tallow, which were shipped from San Francisco Bay to Boston and elsewhere for use in the production of leather, soap, and candles.

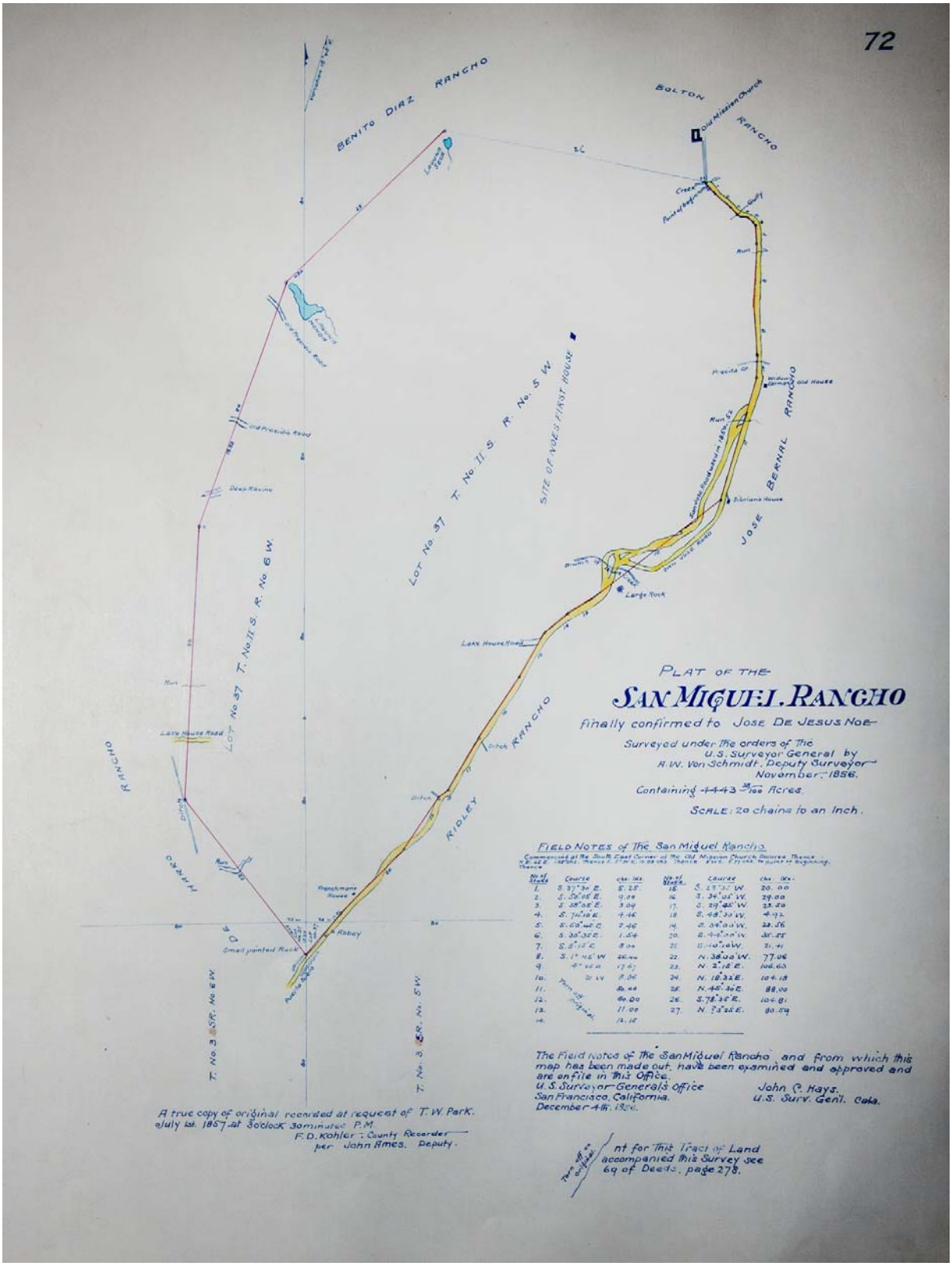

Figure C-1 – Map of San Miguel Rancho as confirmed by U.S. government in 1856. (Von Schmidt 1856) (SFPL)

Noe received San Miguel Rancho, sometimes referred to as Noe Rancho (e.g., Gardiner 1854), in a time of great political, economic, and social change in California. At the time he petitioned for the grant, Noe was second Alcalde of Yerba Buena, under the Alcalde, José de la Cruz Sanchez. By the time he received the grant he was acting Alcalde, a position he held at the time his grant was finalized. Noe was the last Mexican Alcalde of Yerba Buena. His successor, Washington A. Bartlett, changed the town's name to San Francisco in January 1847.

A week after Noe's grant was finalized, on 10 June 1846, the Bear Flag Republic was declared, claiming independence of California from Mexico. This ended on 9 July 1946 with the California engagement of American troops in the spreading war between the United States and Mexico. After 13 January 1847, California had an American military government. The war was formally ended with the Treaty of Guadalupe Hidalgo on 2 February 1848. Gold was discovered in California in 1848 and beginning in 1849, San Francisco was transformed by the influx of tens of thousands of people in a short period of time. Before the Gold Rush, in June 1847, the population of San Francisco was 459. By the end of 1849 it was almost 30,000, most living in a dense area around Yerba Buena cove. On 9 September 1850, California was admitted to the Union as a state.

Through all of this, the operation of San Miguel Rancho was buffeted. The hide and tallow trade diminished, but with the Gold Rush, the demand for meat and the price of cattle increased. With the close proximity of a booming city, the development of the rancho for urban uses seemed possible. O'Farrell's street plan of 1847, limited to a small area around Portsmouth Square, was extended in 1849 by William Eddy to Market and Larkin Streets, less than two miles from Corbett Heights.

In 1851, the boundaries of the city and its street grid were extended by the city charter westward to a line that corresponded generally to that of Divisadero and Castro Streets. Thus, even while the rancho was still a wild and undeveloped place, plans were made to build the city to an area only four blocks away from Corbett Heights.

These external changes corresponded with a time of personal difficulty for Jose de Jesus Noe as well. His wife Guadalupe died in 1848 leaving him with six children ranging in age from two to sixteen.

With the American takeover of California, land titles under Mexican law were subject to dispute despite their guarantee under the Treaty of Guadalupe Hidalgo. An Act of Congress passed 3 March 1851 established a Land Commission to review ownership claims. Beginning in January 1852, the Land Commission began its work. Decisions of the Land Commission "were automatically taken to the United States District Court" after 31 August 1852, and could be appealed to higher courts. According to W.W. Robinson, the leading authority on land titles in California, "after a claim had been confirmed, and the official survey by the Surveyor General of California approved, a patent by the United States was issued to the successful claimant." (Robinson 1948: 100-103)

As with most grantees, Noe's hold on San Miguel Rancho was subject to many pressures. His claim was initially disputed. Gold-Rush-era population growth brought the prospect of urbanization and higher land

values and costs. It brought the constant possibility of squatters. And significantly, the necessity of legal proceedings incurred costs.

So, while the specific reasons are not known, these conditions and perhaps the death of his thirteen year old daughter, Maria Concepcion, in 1853, appear to have lead Noe to sell San Miguel Rancho.

HORNER'S ADDITION, 1853-1854

The northeast corner of the Corbett Heights study area has been shown as part of Horner's Addition on official city maps since at least 1901. This two-block section is addressed below as the William R. McKee Subdivision of 1864. However, the McKee Subdivision was not part of the original 1854 Horner's Addition of the brothers, John M. and William Y. Horner. Rather, it was one of numerous extensions of Horner's Addition made by owners who came after the Horner brothers lost the property. All of these extensions, like the original Horner's Addition, were located within San Miguel Rancho. The entirety of San Miguel Rancho had been purchased in 1854 by the Horner brothers, and subsequently lost by them. (**Figure C-2**)

Although the McKee Subdivision has its own history independent of Horner's Addition, its development is related to that of the original Horner's Addition as part of the history of San Miguel Rancho. As such, the ownership of San Miguel Rancho by the Horner brothers is part of the early ownership history of Corbett Heights.

The Horner brothers were farmers who settled in 1849 near Mission San Jose in what is now southern Alameda County. They quickly made a fortune with bountiful crops of potatoes and other vegetables produced with the labor of scores of Native American workers and sold at high Gold Rush era prices. John M. Horner had come to California in 1846 on the ship *Brooklyn* as part of a substantial immigration of Mormons. After a good crop in 1849, he established the J.M. Horner Commission House in San Francisco to sell his produce and sent for his younger brother, William. Together, from 1850 to 1854, they were remarkably successful in farming and related businesses. In John Horner's own estimation, it was, "the most prosperous farming venture from so small a beginning in so short a time ever recorded in America up to that time." (Horner 1898: 275-276) It was also the source of stories told long afterward as part of the lore of Gold Rush California.

Making more money every year, they built warehouses. They improved their farmland with horses, barns, fences, tools, etc. In 1851, they laid out the town of Union City in Alameda County and bought a steamship to carry their produce from Union City to San Francisco. They initiated the development of Union City, built a flour mill there, and sold lots. They built roads and started a stage line. In 1851-1852, they had almost a twenty-five percent interest — equal to 450 acres — in the purchase of the Potrero Nuevo land grant in San Francisco, on San Francisco Bay between Mission Creek and Islais Creek. With their partners they shared in the cost of laying out streets, blocks, and lots. The development of this property was complicated by the presence of squatters and questions about its title, which influenced their approach to subsequent investments. (Horner 1898: 262-263)

Figure C-2 – Map of Horner's Addition, 1854. Detail. (Gardiner 1854) (Huntington)

Seeking additional investments, in 1853 they made complicated arrangements to purchase San Miguel Rancho from Jose de Jesus Noe. Wary of the uncertainties in property titles with Mexican era land grants, they hired a lawyer, Charles B. Strode, who, with his partner, William Carey Jones, specialized in these matters. Jones had settled in California after serving as the confidential agent sent from Washington by the Secretary of the Interior to investigate land titles. This task took him all over California and to Mexico City and gave him and his firm unmatched background for dealing with land ownership in the early American period in California.

On 2 August 1853, Noe entered into a contract to sell San Miguel Rancho to Strode, and the next day, on 3 August 1853, Strode entered into a contract to sell it to the Horner brothers. The property was not sold directly but was arranged through contracts awaiting confirmation of the title by the U.S. Land Commission. Following confirmation of the title on 18 December 1853, the Horners received the deed to the property on 30 January 1854. (*San Francisco Call* 30 August 1895)

Between August 1853 when these contracts were made and 30 January 1854 when the transactions were completed, the Horners' fortunes had been upended. By the time they bought the property as required by the contract with Strode, they were already in financial trouble. Five days after their purchase for "$280,000 in gold coin" (Horner 1898: 263, 267-268) on 4 February 1854, they were forced to mortgage the property to pay debts. They mortgaged the property to Cornelius K. Garrison, the mayor of San Francisco, for $50,000. (Horner 1904: 769).

As he later claimed, John Horner got into financial trouble because he was generous, inexperienced, and naïve, (Horner 1898: 267-268) his generosity deriving in part from his religious beliefs and active engagement with the Mormon church. He supported missionaries in "China, Siam, and Hindustan," he established a store in Salt Lake City and gave it to Brigham Young, he gave money to those who asked, and he freely co-signed notes for people trying to borrow money. It was co-signing the notes that lead to his financial ruin. "I loaned and endorsed freely, hoping to do good thereby. I have no recollection of refusing anyone who asked for an accommodation or requested to have their note endorsed up to and including 1853. Our prospects at this time were bright and our property ample to gratify every wish, and yearly increasing . . . Our crops were large this year . . . Our property was unencumbered, our business large and in full operation." (Horner 1898: 265)

Then, in a short time everything changed. An unforeseen nationwide financial crisis resulted in rapidly increasing interest rates, a rapid fall in the value of property, widespread business failures, high unemployment, and collapse of the market for agricultural products. Loans that were co-signed by John Horner were called in. To pay them, the Horners were forced to mortgage property. Because the value of property had dropped, they could get only a fraction of what they had paid. Most dramatically, when they got only $50,000 for San Miguel Rancho six months after they had paid $280,000 for it, they couldn't pay the mortgage and lost the property. Horner wrote: "money could not be borrowed on real estate, but real estate could be bought under the sheriff's hammer for one-fourth, one-sixth, etc. of what the property was worth a few months before . . . Our comparatively large property was swept away from us so quickly as to be bewildering." (Horner 1898: 266-268)

This all happened in "the first wave of money panic [that] struck California, and swept over America with such disastrous results from 1853 to 1859," for complicated reasons that Horner would later write a book about, *National Finance and Public Money*. (Horner 1898: 265) In San Francisco, this culminated in the failure of nineteen of forty-two banks in the city in February 1855. (Muscatine 1975: 288) The economy remained depressed until the 1860s when "its recovery was greatly assisted by the upsurge of local industry and agriculture and by the outpourings of the Nevada silver mines" (Caughey 1940: 318), all of which was related to the Civil War.

During 1853-1854, in anticipation of the purchase of San Miguel Rancho, the Horner brothers made plans for its partial development. As John Horner wrote at the time of purchase (see Attachment A), he expected San Francisco to continue to grow spectacularly, and that in ten years the rancho would be "nearly [at the] center [of] the great *Metropolis*." This growth would be substantially fueled by "the great *Pacific Rail Road*." It is significant to note that he was writing this eight years before the federal Pacific Railroad Act of 1862, nine years before plans were made for the transcontinental railroad, and fifteen years before the railroad was completed in 1869. Although realization of the transcontinental railroad was many years off, San Francisco investors and speculators were already making plans for its arrival by 1853. (Horner 1853)

Because of its isolated geographical location at the north end of a peninsula, ideas for a railroad to San Francisco brought the line around the south end of San Francisco Bay, through San Jose, and north to the city. In 1851, William Lewis had proposed building tracks into San Francisco on piles or a levee across Mission Bay as the most direct route to make connections with ships of the port. (Lewis 1851) But this idea was abandoned for fifty years in favor of a much easier route that curved inland avoiding Mission Bay and the marshes around Mission Creek. (There were also reasons of politics and money that the line would come up on the west side of San Bruno mountain and more or less along San Jose Avenue rather than along the bayshore. See for example Olmsted 1986: 39.) The first railroad into San Francisco, the San Jose and San Francisco Railroad completed in 1864, would wind its way up from San Mateo County mostly just inside the long southeast boundary line of San Miguel Rancho.

Horner expected the railroad to run between Mission Bay and San Miguel Rancho, which would generate an industrial zone along the railroad. Indeed, this had already begun to happen, with a designated "Butcher's Reserve" near the north of Mission Creek, and with a brickyard, a distillery, and other industries nearby. Because the railroad industrial zone would be east of San Miguel Rancho, the rancho would be developed as a residential area, beginning at the easternmost part of the rancho where they laid out Horner's Addition, the first of a series of developments they anticipated on former rancho land.

Horner enumerated five reasons why San Franciscans should buy property in Horner's Addition. First, unlike other former rancho land in the city, the title to San Miguel Rancho had been confirmed by the Land Commission and titles would be secure. Second, "The lofty — and commanding [hills] form one of the best barriers against the disagreeable south-west winds, that are prevalent here during the summer months; hence making it one of the best locations for family residences on this peninsular (sic)." Third, the adjacent "front," that was between Horner's Addition and Mission Bay, "is the anticipated depot for the great *Pacific Rail Road*, where the commerce of the world must be handled; consequently, it must be used for business houses, not

for residences," and the corollary to this, that therefore Horner's Addition was a logical place for residences. Fourth, "The streets are being laid out wide and commodious, from sixty-four to one hundred and thirty feet." And fifth, "Good and wholesome water can be obtained by digging for it. Many springs and small streams are constantly running on the premises." (Horner 1853)

The original 1854 plan of Horner's Addition (Gardiner 1854) shows both the details of the development and its relation to the city. Located between "the central highlands" of San Francisco and Mission Bay, it was surrounded on the north and east by street grids that had been surveyed but that were still almost entirely empty.

The northernmost point of Horner's Addition was near the termination of Market Street at the time, where it met Seventeenth and Castro Streets. This point was the closest part of San Miguel Rancho to the built-up part of San Francisco. At the same time, the central highlands just a short distance to the west were the wildest and least amenable part of the peninsula to development. The northern and eastern border of Horner's Addition was the same as that of San Miguel Rancho, which from Twentieth Street south, was defined by Old San Jose Road, now Valencia Street and San Jose Avenue. Its western boundary was the city limits of San Francisco at the time, called the Charter Line of 1851, more or less the line defined by what became Divisadero and Castro Streets. As a whole, Horner's Addition was in the shape of a large semi-circle or semi-oval and it occupied roughly 600 acres or 1/7 of San Miguel Rancho.

In late 1853 and early 1854, building on their experience in Union City and Potrero Nuevo, the Horner brothers spent almost $8,000 on "surveys, fences, and other improvements" in Horner's Addition. They extended the existing city streets westward into the addition, creating almost square blocks that were slightly larger east-west than north-south. Then they divided each block in half with an east-west street. They used the existing names of streets that were extended into Horner's Addition and created new names for the new streets. At that time, none of the streets were numbered. There were 180 numbered whole or partial blocks with 44 lots in each whole block. There were two streams: Mission Creek flowing through the area of Corbett Heights, and Islais Creek south of Corbett Heights. One block was designated as Horner Park. There were five scattered buildings and one concentration of buildings, labeled "Village," between what are now Twenty-fifth and Twenty-Seventh Streets along Old San Jose Road.

Before they lost the property, the Horners sold an unknown number of lots in Horner's Addition to individuals and 100 acres in the southern part of San Miguel Rancho (now the site of City College) to the City and County of San Francisco for the House of Refuge for troubled children. Thomas S. Williams, a Mormon cattle dealer, was reported to have "purchased an interest in the San Miguel (or Noe) rancho." and to have been in charge of the sale of the Horner's Addition lots. (*Sacramento Daily Union* 2 April 1860)

Although they only owned San Miguel Rancho for a short time, the Horner brothers had a lasting impact on the development of San Francisco, not only with Horner's Addition, but with the urban pattern established there that would be extended to the west into Corbett Heights and other areas.

After they lost the property, they prospered again as farmers in Alameda County and later made another fortune in the sugar cane business in Hawaii. In addition, John M. Horner had a separate career as a

journalist and writer, most notably of his influential analysis of the American economy, *National Finance and Public Money,* published in 1898 and reprinted most recently in 2009. He was also highly regarded in the Mormon church both as a leader and as a writer.

HORNER'S ADDITION AND CORBETT HEIGHTS

The original 1854 Horner's Addition did not extend to Corbett Heights — its western border, which ran more or less along Castro Street, along the Charter Line of 1851, was four blocks east of the edge of Corbett Heights on Douglass Street. However, as it was originally planned and as it was extended, the development of Horner's Addition had a strong relationship to Corbett Heights in tangible and intangible ways.

Between April 1856, when the Horner brothers lost San Miguel Rancho, and 1864, the subsequent owners extended the street grid beyond the west edge of Horner's Addition, still within San Miguel Rancho but beyond the Charter Line of 1851, in numerous subdivisions. These extensions were made by the owners and by those to whom they sold property.

Even though the Horner brothers were no longer involved, several extensions were described as part of Horner's Addition and recorded as such in Block Books published from the records of the City and County Assessor. By 1901, portions of the original Horner's Addition were dropped from the block book maps of Horner's Addition. This left "Horner's Addition" as a mix of the middle section of the original plus new subdivisions, one of which, the McKee Subdivision of 1864 (see below), is a part of Corbett Heights.

The owners of San Miguel Rancho, including Horner's Addition after the Horner brothers lost the property, shared a general orientation to the development of the rancho with the Horners. All were involved in the development of railroads in California and understood the potential for development of the rancho in relation to that. And while they promoted the development of Horner's Addition and other new subdivisions in San Miguel Rancho for residences, they also accommodated the development of the railroad and other industrial and non-residential uses.

One of the first developments in San Miguel Rancho that was outside of Horner's Addition was a pipeline begun by the Spring Valley Water Works (later the Spring Valley Water Co.) from Pilarcitos Reservoir in San Mateo County to Laguna Honda. Acquisition of land and development of the pipeline began in 1858 and was completed in 1861, passing in and out of the rancho to its termination at Laguna Honda. While the water line did not pass through what would become Corbett Heights, it was built as the first step in a long effort to provide water to the east side of San Miguel Rancho, including the area of Corbett Heights, and adjacent areas of San Francisco.

In 1864, the San Jose and San Francisco Railroad, the first railroad into San Francisco, was completed through San Miguel Rancho, including Horner's Addition. In 1867, the Almshouse was completed by the City and County of San Francisco near Laguna Honda — in the 20th century it was renamed Laguna Honda Home and Hospital. An 1873 map showed a toll road across the center of San Miguel Rancho to the western part of the peninsula.

SAN MIGUEL RANCHO AFTER HORNER

Overview

Between 1856 when the Horner Brothers lost San Miguel Rancho and 1872 when the owner at that time, Pioche & Bayerque, was declared bankrupt, San Miguel Rancho was owned by a series of individuals and firms with complex interlocking relationships. At the center of this period of ownership was an old firm established in San Francisco in 1849 as Pioche, Bayerque & Co. The firm became Pioche & Bayerque in 1865 and was dissolved in bankruptcy in 1872. The firm was named for its founding partners, F.LA. Pioche and Jules B. Bayerque, but at every point from 1860 to 1872 also included other partners. One of these, L.L. Robinson, was also a partner in a separate partnership, established in 1867, called Pioche & Robinson. Pioche & Robinson would be one of the principal developers of Corbett Heights. The relationships among the various owners are discussed below.

Interim Owners of San Miguel Rancho

Following the Horner brothers, San Miguel Rancho was owned — and sold off — beginning in 1856, by a series of developers who bought the whole rancho, minus what had already been sold. (In 1896, the *Chronicle* reported that the rancho remained "intact" until 1860. Because the Horner brothers lost the property due to the banking crisis of 1853 to 1859, the economy was not amenable to real estate development until after that time.) These buyers all knew each other through business and social connections. As a group they were shrewd, ruthless, sophisticated, and successful investors. As Horner noted during the money panic of the 1850s, it was impossible to borrow against land, but was easy to buy it at a fraction of its value. Horner was resentful because he and his brother had made their fortune through agricultural production and sought to increase their wealth by developing land with industry and houses — endeavors that they considered productive in both material and social senses. In contrast, Cornelius K. Garrison, the Moss brothers, Adolph Borie, F.L.A. Pioche, Jules Bayerque, and others were speculators ready to profit not from productive work but from financial fluctuations.

Cornelius K. Garrison, 1856

The first mortgage holder on the San Miguel Rancho, for six months, was Cornelius K. Garrison, at that time the mayor of San Francisco. Garrison had only arrived in San Francisco a few months earlier after a varied career. He had studied architecture in New York and practiced in Canada for several years, then piloted boats on the Mississippi River, and "was one of the first persons to take advantage of the California gold fever in 1849. He did not go to the Pacific slope, but went to Panama and established a bank, which was very successful." (*New York Times* 2 May 1885)

In 1853, he came to San Francisco as an agent of the Nicaragua Steamship Company and several insurance companies which together paid him a huge annual salary of $85,000. As mayor "he closed up the public gambling saloons and did much to extend and strengthen the public school system." He also participated in the transfer of San Miguel Rancho from the Horner brothers to his business associates, fellow financiers and railroad promoters. Garrison Street in Visitacion Valley is named for him. In the same period, with Pioche & Bayerque, he helped finance the Sacramento Valley Railroad, which named a steam locomotive for him.

When he left San Francisco for New York in 1859, he became "one of the largest steamship owners in the country," for which he was called Commodore Garrison. (*New York Times* 2 May 1885)

Around the time he left San Francisco, Garrison "was reputed to be worth several millions of dollars" (*New York Times* 2 May 1885), a portion of which was gained from his role in San Miguel Rancho. Included in a list of "The Rich Men of San Francisco" in 1865 (*Daily Alta California* 14 October 1865), he was "one of the city's first millionaires." (Heintz 1975: 21) After San Francisco, his fortune grew through his ownership of railroads, steamships, and gas manufacturing plants.

Moss Brothers, 1856-1857

Cornelius K. Garrison "assigned the [Horners'] mortgage to Samuel Moss, Jr.," a partner in the firm of Pioche & Bayerque on 11 August 1854. Samuel Moss, Jr. began foreclosure proceedings but died on 21 August 1855 before they were complete. Samuel's brother, Theodore F. Moss, then bought the property "under foreclosure" on 8 April 1856 for $137,000, ending the Horner's ownership. (*San Francisco Call* 30 August 1895, *San Francisco Chronicle* 14 June 1896, and Boyd 1864) A third brother, J. Mora Moss, was not a party to these transactions, but was involved in the development of water in San Miguel Rancho, was a business partner of the next two owners of the property, and would be a partner in the development of a large part of Corbett Heights.

The Moss brothers grew up in Philadelphia. Samuel Moss, Jr. was a member of the San Francisco Committee of Vigilance of 1851. He had investments in mining ventures and land deals and was a partner of financier F.L.A. Pioche until his death. Theodore Moss was an investor in the Sacramento Valley Railroad with Garrison and Pioche. Later he was vice-president of the California Academy of Natural Sciences. Most prominent was J. Mora Moss who was a director, partner, and investor in several railroads, big real estate deals throughout California and Nevada, the San Francisco Gas Company, the California Powder Works, the San Joaquin and Kings River Canal and Irrigation Company, the San Francisco Gas and Electric Light Company, the Mountain Lake Water Company, Spring Valley Water Company, and the California State Telegraph Company. He was a partner of the leading businessmen of the era including Horace Carpentier, William Ralston, H.H. Haight, John Parrott, Peter Donahue, and Pioche & Bayerque. He was a Regent of the University of California. He is best remembered today for his home, Mosswood, now an Oakland city park property.

Adolph E. Borie, 1857-1860

Like the Moss brothers, with whom he was close in age, Adolph Borie was a native of Philadelphia. He did not live in San Francisco but remained in Philadelphia in the family mercantile business, based in the silk and tea trade. He also invested widely and was a patron of the arts. In 1869, he served briefly as Secretary of the Navy for his friend Ulysses S. Grant until he resigned, acknowledging that he was unqualified.

Although little is known about his period of ownership, *The Call* reported at length on an obscure legal case brought by Adolph E. Borie against Jose de Jesus Noe and his heirs in 1852 that confirmed that the title to all the land in San Miguel Rancho had passed from Noe to his heirs, despite complications arising in Mexican law from the death of Noe's wife. From this it appears that Borie had a long-standing interest in the property

prior to his ownership in 1857 to 1860, and, according to *The Call*, may "have had the title at that time when he brought this suit." (*San Francisco Call* 22 January 1896 and 23 January 1896) Title searches performed at the time of the 1895 lawsuit of the Noe heirs against San Miguel Rancho property owners identified Borie as the owner only from 1857 to 1860. However, the fact of Borie's 1852 lawsuit to clear the title indicates at least an exploration of the feasibility of owning the property at an earlier time.

Pioche, Bayerque & Co. / Pioche & Bayerque, 1860-1872

Pioche, Bayerque & Co., with Levi Parsons, purchased San Miguel Rancho from Adolph E. Borie on 29 February 1860. For the first few years of their ownership, the economy was still suffering the effects of the banking crisis of the 1850s and development of land and buildings was at a standstill. Before turning to sales and development the new owners ejected squatters, hired armed men to protect the property, and in at least one case their surrogates engaged in violent actions with squatters. Beginning in 1860 they brought lawsuits against several people to evict them from the land.

Two years later, with the problem not resolved, they tried a different approach: "Levi Parsons, one of the proprietors of the extensive tract of land at the Mission, known as the San Miguel grant, yesterday personally served notice upon the settlers living within its boundaries to quit. Parsons did not accompany his notifications with any summary requirements of eviction; but graciously allows them time to reap their growing crops, dispose of their stock and remove or sell their improvements. He says the land will be uniformly built upon and the tenements occupied by a German Land Association, so that none of the present settlers can procure a rood [probably one-quarter acre] of the tract." (*Sacramento Daily Union* 8 March 1862)

In December 1860, the firm became embroiled in what the newspaper called "The Battle of San Miguel." After evicting from the old Hans Miller place a squatter known as Mrs. Miller, "who with her attendants and household goods were removed, . . . Parsons then let the place to a couple of men, by name Sargeant and Murphy," armed "mussulmans" who also had the job of keeping squatters from returning. Nevertheless, Mrs. Miller's son-in-law, Sawyer, attempted to get the place back. Sawyer, who ran a boarding house for sailors in San Francisco, brought four drunk sailors to "clean out the occupants. He furnished his retainers with pistols and guns." The sailors were too drunk and inexperienced to succeed, and Sargeant and Murphy, the owner's men, ran them off, wounding one. (*Daily Alta California* 28 December 1860)

During those first few years, Pioche, Bayerque & Co. sold a few scattered parcels in San Miguel Rancho for a mix of purposes: eighty acres around Laguna Honda to the City of San Francisco, six sites for houses, several agriculture-sized properties for dairy or cattle ranching, linear rights of way for a water system and a railroad, and an 8.65-acre subdivision apparently for residential use. Including the parcels sold in Horner's Addition, it seems unlikely that even ten percent of San Miguel Rancho had been sold by the mid 1860s. Among these the 8.65-acre residential subdivision and one milk ranch were the only properties in Corbett Heights. In this scattered mix of land sales there was no apparent plan for development.

Pioche, Bayerque & Co. was a Gold Rush importing firm that branched out into banking, investing, and development of railroads, utilities, mines, and real estate throughout California and Nevada. The firm had a powerful impact on the development of San Francisco: building blocks of buildings downtown, developing

the first street railroad and the real estate it made accessible in Hayes Valley and Horner's Addition, shaping the transition of the central and western parts of the city through their ownership of San Miguel Rancho, establishing residential homestead tracts, and lending money to others for every kind of development.

To accomplish all this, the firm had a flexible structure. The original partners, F.L.A. Pioche and J.B. Bayerque, took on a third partner, Samuel Moss, Jr. (see above), who died in 1855. After Bayerque died in 1865, L.L. Robinson became a full partner and at some point Romain Bayerque, younger brother of J.B. Bayerque, became a partner. Along the way, others became temporary partners on particular projects, both from inside and outside the firm. In the purchase of San Miguel Rancho, the partners were Pioche, J.B. Bayerque, and Levi Parsons. Not clear is what role the firm had in 1854 when Samuel Moss, Jr., a partner in Pioche, Bayerque & Co., held the mortgage for a while.

Operating in the context of the Gold Rush and subsequent mining booms, according to the *Chronicle,* "capitalists and money loaners reaped a rich harvest," particularly in San Francisco. Like others, Pioche, Bayerque & Co. lent money at exorbitant rates, "payable before the sun went down" every day. This resulted in "frequent and disastrous failures" to borrowers and, less frequently, to lenders. (*San Francisco Chronicle* 2 March 1873)

Pioche, Bayerque & Co. raised large amounts of capital from investors in France. For many years despite ups and downs they managed to stay solvent or at least to appear to be solvent. In 1865, after Bayerque died, the partnership "went into liquidation" and its French debts were exchanged for "liquidation bonds," meaning investors would get much less than promised.

At this point, the firm changed its name slightly, becoming Pioche & Bayerque, and took on a new partner, L.L. Robinson. With Robinson, the practice of the firm changed so that it had a generally more active role in developing its real estate investments with permanent improvements. The Pioche & Robinson Subdivision in Corbett Heights was a large and early example of this new direction.

When Pioche died in 1872 his personal estate was $1,000,000 or more, but his business owed far more than the assets of the business and the estate together, including the still outstanding debts of Pioche, Bayerque & Co. that closed in 1865, as well as its successor, Pioche & Bayerque. Among other claims against the business, "William Thompson laid claim to the San Miguel ranch." The resolution, according to the *New York Times*, was never publicly known in its details: "the whole affair having been settled out of court, there is no record in the Probate Department." (*New York Times* 26 October 1884)

Railroads

The San Francisco and San Jose Rail Road, completed in February 1864, that hauled freight and passengers pulled by steam locomotives between the two cities, terminated near Fourth and Brannan Streets. From the terminal, tracks ran west along Brannan Street, crossed Mission Creek at Ninth Street, and turned to the south along Alabama Street, just four blocks from Horner's Addition, before coming into Horner's Addition at its south end. Although only a short rail line, this was widely understood to be the first link in what would soon be a transcontinental railroad and a powerful stimulus to development along the rail line and nearby

residential districts. The *Railroad Map of the City of San Francisco* of 1864, probably the first local map for the primary purpose of showing rail lines — that is, both city transit lines and the San Francisco and San Jose Rail Road — showed this development.

The map also showed three rail transit lines that linked the built-up parts of San Francisco with the still largely empty Mission District and Horner's Addition. The North Beach & Mission Railway ran horse cars between Meiggs Wharf in North Beach and Folsom Street, three blocks from Horner's Addition. The Omnibus Railroad served similar areas, running horse-drawn cars between a point one block from Meiggs Wharf and Mission Dolores. The San Francisco Market Street Railroad, the first public transit line in San Francisco, in operation in 1860, ran cars powered by horses and steam dummies (portable steam engines) along Market and Valencia Streets between First Street downtown and Twenty-Fifth Street in the Mission District. Its route along Valencia Street was more or less the eastern boundary of Horner's Addition. These transit lines made it possible to live in the newly opened Mission District and Horner's Addition and get quickly to centers of employment in the South-of-Market area, at the port, and in North Beach.

F.L.A. Pioche and Lester L. Robinson, who would soon develop a substantial part of Corbett Heights, were both involved in the Market Street Railroad: Pioche financed it and Robinson built it.

F.L.A. Pioche (1818-1872)

Although largely forgotten, Francois Louis Alfred Pioche played a major role in the development of San Francisco from the time of his arrival in 1849 until his death in 1872. Today there is a short street named for him in the Excelsior District. The name of an alley that ran behind his house at 806 Stockton Street was changed in 1909 from Pioche Alley to Pagoda Place.

Pioche was born in Paris, studied law, and at the age of 23, went to work in Santiago, Chile, first for the French Consul and then "in a French-owned mercantile firm, where he met Jules B. Bayerque." Pioche and Bayerque beat most of the Gold Rush crowds to San Francisco, arriving in February 1849, and in addition to their mercantile business, turned to banking in the tradition of those days: "storing gold for miners in their safe, and using their excess capital to lend to businessmen." (Fracchia 2013). In 1851, Pioche returned to France representing Pioche, Bayerque & Co. and with a partner Jules Thivier in Paris, "associated themselves under the name of La Sauvegarde des Fortunes, for the purpose of obtaining moneys in France and other countries of Europe to be invested in California," promising high returns to investors. "A large amount of money was collected." (*San Francisco Chronicle* 1873). He returned to France again in 1853 and stayed for most of the next ten years meeting with investors, leaving the California operation of the business in the hands of his partners, Bayerque and Samuel Moss, Jr. and as the chief clerk of the firm, Alexander Caselli. (Silver 2001: 66) Bayerque and Caselli were also Frenchmen.

Pioche, Bayerque & Co. invested first in real estate in downtown San Francisco. The firm "bought property and developed Montgomery Street from Sutter Street to Market Street and almost the entire block bounded by Montgomery, Washington, Sansome, and Jackson Streets." And they bought land in outlying districts, notably San Miguel Rancho. Outside of San Francisco, they bought ranches in almost every California County, including many former Mexican ranchos. (Fracchia 2013)

To enhance the value of their undeveloped San Francisco land, they financed the Market Street Railroad. Although unwillingly, they participated in the routing of the San Francisco and San Jose Railroad across portions of San Miguel Rancho. As land values and the population continued to grow dramatically, they financed the basic utilities of the city: the San Francisco Gas Works and the Spring Valley Water Company — the Water Company crossed the property in San Miguel Rancho.

Building on their understanding of mercantile trade, they financed the Jackson Street Wharf Company and tried to take over the waterfront following the example of Horace Carpentier in Oakland. They remained directly engaged in the distribution of European brandy and in the bottling and sale of water in California.

On top of all this they made highly successful investments in mines and mining processes in northern and southern California and Nevada: "Pioche's money helped to develop the Ely mining district in Nevada, and the county seat of Lincoln County in eastern Nevada is named after him [Pioche]." He also "owned property at the New Almaden Quicksilver Mine [Santa Clara County] and he used the old house built for the manager of the mine as his residence." (Fracchia 2013)

After Bayerque's death on 21 February 1865, Lester L. Robinson became a partner in the firm of Pioche & Bayerque. (Phelps 1880: 215) Whereas with Bayerque the firm had financed the undertakings of others, with Robinson it financed and also built large projects including railroads, mines, and real estate subdivisions. For one project, Pioche formed a partnership outside of Pioche & Bayerque with Robinson, called Pioche & Robinson, for the purpose of creating a subdivision in San Miguel Rancho. This would be the largest subdivision in Corbett Heights, the Pioche & Robinson Subdivision, discussed below.

Along with his well-documented financial business, there are often-repeated stories about Pioche's social life and cultural contributions. For example, "A noted *bon vivant* Pioche had an immense, square, mansard-roofed house at 806 Stockton Street where he gave lavish parties, almost weekly, for the men and women of importance in social, financial, and artistic circles. He is credited with getting the city off to its start as an epicures [sic] delight by bringing forth Parisian chefs and a boatload of French wines" to San Francisco. (Proctor 2013) Also, he built a popular outdoor dining and dancing establishment called "The Willows" shown on an 1857 map in the block bounded by Valencia, Mission, Seventeenth, and Eighteenth Streets. (Olmsted 1986: 26). Mark Twain visited The Willows and wrote about it in *Roughing It* (Twain 1995: 431) and in a story, "Those Blasted Children." (Twain 1864)

Pioche and his colleagues were philanthropists. As patrons of the arts, on at least two occasions a group of them — Pioche, Robinson, Caselli, and Bayerque — wrote to the newspaper to compliment a performer, once an opera singer and once a pianist, and offered to underwrite a private concert. As part of the French community, they gave to the French Patriotic Fund, and Pioche supported the French Hospital.

Like the Horner brothers before them, Pioche & Bayerque suffered in the financial crisis of the 1850s and suspended payments to investors in 1857. They appear to have recovered and resumed investing in Nevada mines and with the purchase of San Miguel Rancho in 1860. In 1862 it was rumored that Pioche "had been arrested for debt in France." (*Daily Alta California* 2 September 1862) After the death of Bayerque on 21 February 1865, the firm had serious financial problems that were only revealed after the death of Pioche, by

suicide, on 2 May 1872. According to *Chronicle* headlines: "An Avalanche of Lawsuits Against the Pioche Estate. The Most Voluminous Complaint Ever Filed in California — 1,233 Printed Pages of Legal Cap [legal sized paper] — Total Amount of the Claims, $2,350,000." Despite these problems the case showed "how the house came into possession of the immense wealth which enabled it to control to a great extent the land interest in California." (*San Francisco Chronicle* 1873)

Among the lawsuits filed after Pioche's death, the executers of Pioche's estate sued Robinson, who Fracchia had called the "seemingly effective head of the firm . . . for fraudulently misappropriating to his personal use assets belonging to Pioche and to the firm of Pioche & Bayerque." (Fracchia 2003)

Bayerque Brothers

The Bayerque brothers were born in the Basses Pyrenees department of France, Jules about 1821 and Romain about 1824. Jules went into the import business with F.L.A. Pioche in Santiago, Chile where they met. As the firm of Pioche, Bayerque & Co., they came to San Francisco in February 1849. At least three of Bayerque's brothers joined him in San Francisco. Jules lived in the house at 806 Stockton with Pioche and Robinson beginning in 1860. All the brothers worked for Pioche, Bayerque & Co. at one time or another and all lived in Pioche's house. Among his projects, Jules was involved in the Sacramento Valley Railroad and the Market Street Railroad. At his death in 1865, the *Chronicle* noted his "business energy and sagacity." (*Daily Alta California* 28 February 1865)

Romain Bayerque came to San Francisco in 1854 but was listed only intermittently in the directories until 1864. One of the streets in the Pioche & Robinson Subdivision, Romain, was named for him. Romain was an executor of the Pioche estate and, upon Romain's death later the same year, was described as "the last partner" in the firm. (*Sacramento Daily Union* 4 December 1872)

Levi Parsons, 1860-1866

Levi Parsons came to California from New York in 1849, and was elected to serve as a District Judge in the Fourth Judicial District of California in 1850. While serving in this position he worked simultaneously as a business partner with Pioche, Bayerque & Co., a role for which he was well-positioned.

In the same period that he was a judge and a partner in the purchase of San Miguel Rancho, he led an effort, which included Pioche, Bayerque & Co., in an attempt to take control of the San Francisco waterfront and was seen as the symbol of that very unpopular effort. The widespread view reported in newspapers at the time was that the takeover of the waterfront was a kind of theft by private interests facilitated by public officials who they controlled. In a letter to the editor, an angry citizen asked, "Is there a more unpopular man in San Francisco than Levi Parsons" for his support of the so-called Bulkhead Bill? (*Daily Alta California* 18 April 1860) According to the standard history of the early legal profession in California, the Bulkhead Bill would have given "to the San Francisco Dock and Wharf Company (composed of Levi Parsons, Dr. H.S. Gates, S. Mora Moss [also representing Pioche, Bayerque & Co.], John Nightingale, Abel Guy, John B. Felton and John Crane) the right to build a bulkhead or seawall, with the necessary piers, wharves, and docks, upon the water line of 1851, with the right to collect dockage, wharfage, and tolls, also to construct wharves and piers . . . to a length of 600 feet." (Shuck 1901: 477) In other words, this corrupt legislation which passed

both houses of the legislature but was vetoed by the Governor in the face of universal public anger, would have given complete control of the port of San Francisco to a small group of private businessmen. (Shumate 1994: 155-158) This action would have transferred a valuable public asset and the substantial income it represented to a small group of businessmen for their private benefit.

After leaving California with "a large fortune" in 1866, Parsons invested in railroads, in particular the Missouri, Kansas & Texas Railroad. (Kansas Historical Foundation 2013)

Lester L. Robinson (1824-1892)

Lester Ludyah Robinson, always referred to as "L.L," provided technical knowledge and management skills in his working relationship with Pioche, while Pioche was the financial partner and chief salesman. Robinson and Pioche lived in the same house at 804-806 Stockton Street from 1864 to 1872 along with Robinson's mother and the Bayerque brothers. The house and grounds occupied half the block and was the scene of continual lavish entertaining. After Pioche died, the house, remembered for its French mansard roof and opulence, was occupied from 1888 to 1906 by the Chinese consulate. A drawing of the house appears in the architectural history, *San Francisco: Building the Dream City*. (Alexander and Heig 2002: 83)

Robinson was born in central New York State, received a secondary education at the respected Newburgh Academy, and went to work for the first in a series of railroads before he was twenty. From about 1842 to 1854, during the first generation of American railroad building, he worked on the design and construction of railroads in New York, New England, Canada, Kentucky, and Tennessee. He gained wide experience in a spectrum of tasks including engineering, land surveying, hydrographic surveying, construction, and supervision of operations. He built a drawbridge in Quebec and surveyed a town in New York. In 1849, he attended the first Pacific Railroad Convention in St. Louis and was vice-president of a subsequent convention in Memphis.

In late 1854, as the head of the firm of Robinson, Seymour & Company, a successor of one of the major railroad builders in the country, L.L. Robinson came to California to take over existing efforts to build a railroad between Sacramento and Folsom. After arranging for all iron, locomotives, railcars, and other materials and equipment to be shipped from Boston, he began construction in March 1855 during the same financial panic that ruined the Horner brothers. To complete the job he borrowed $750,000 from Pioche, Bayerque & Co.. The Sacramento Valley Railroad began operating 26 February 1856, the first railroad in California and on the Pacific Coast. One of the locomotives was named the *L.L. Robinson*.

Subsequently, he built other railroads in California. In 1862-1863, he helped build two other railroads in the Sacramento area. In 1865 he led a team including H.M. Newhall, Peter Donahue, and Pioche, Bayerque & Co. in the extension and improvement of San Francisco's Market Street Rail Road, providing service on Market and Valencia Streets to Twenty-Sixth Street.

Then, following Jules Bayerque's death in February 1865, Robinson joined the firm under its new name, Pioche & Bayerque. In March 1865, Robinson "assumed the entire control of the vast business of the house, which he maintained until May 1870" when his health failed and he took a less active role. (Phelps 1881: 215)

Among Pioche & Bayerque's major undertakings during these years were numerous mining ventures in California, Nevada, and Mexico. The largest and best-known was the infamous North Bloomfield Gravel Mining Company in Nevada County, California, the world's largest hydraulic mine and site of extreme environmental devastation that led to the first environmental legislation in the United States, now the Malakoff Diggins State Historic Park. At its peak there were 800 Chinese and 300 White workers there. Another big venture was the Meadow Valley Mining Company in Lincoln County, Nevada, whose county seat was bought by the firm and named Pioche.

In San Francisco, the firm took a more active role in developing the San Miguel Rancho after Robinson arrived. Related to the needs of their mining business, they formed the Giant Powder Company with Robinson as president and leased land in the Glen Canyon area of San Miguel Rancho for the manufacture of dynamite, the first commercial manufacturer of dynamite in the United States. After an explosion that killed two people in 1869, the business moved to an unoccupied part of what is now the Sunset District in 1870 and to the East Bay in 1879. (Rose 2007/2008).

Most relevant to Corbett Heights was the creation of the Pioche & Robinson Subdivision in 1867. With his experience surveying for railroads in mountainous topography and his experience surveying a town, it seems likely that Robinson had a direct hand in the design of the subdivision.

Robinson was also active in the larger issue of the establishment of homestead associations. He adapted the Pioche & Robinson Subdivision for the Market Street Homestead Association and also developed the University Extension and College Homestead Associations in San Miguel Rancho.

After Pioche died in 1872, after being sued for fraud by the Pioche estate and after a French bank took the assets of Pioche & Bayerque, Robinson became "engaged exclusively upon his own business enterprises." (Phelps 1881: 215) He continued mining in California, Utah, and Nevada and was a principal with Horace Carpentier in the Riverside Land and Irrigation Company.

Robinson retired to his property, Los Medanos, on 9,000 acres in Contra Costa County which Pioche gave him as a settlement of business obligations shortly before Pioche died. There Robinson fought the Southern Pacific's efforts to build its main line across his land. When he died in 1892, his estate was estimated at "considerably over $1,000,000." (*San Francisco Chronicle* 6 May 1892) Seven years later, a headline announced, "L.L. Robinson's Estate Cannot Pay its Debts." (*San Francisco Chronicle* 16 August 1899)

APPENDIX D: MARKET STREET HOMESTEAD ASSOCIATION: TEXT FROM 1867 MAP

This Assn has purchased the Blocks and Lots of land marked thus on this map.

The Capital Stock is divided into 160 shares of $450 each and shareholders will be required to pay $15 per month for the term of 30 months, commencing in June 1867. The attention of the public is particularly called to the location of this property in the Southern part of the City, at the present southerly terminus of Market Street, and adjoining the Eureka Homestead purchase. The lots are large in size, as may be seen on the map – averaging about 90 feet in front by 175 feet in depth. The property slopes to the South East on an easy natural grade, which never will be changed, and commands a magnificent view of the City and Bay of San Francisco which cannot be obstructed. The streets are laid out so as to conform to the existing surface of the ground, and it will cost but little to grade them and nearly one half of the lots front on either Corbett St or Ocean Road which are graded and macadamized. The contract is let to open Market St, south of Valencia, and when finished the Market St Horse Car will run directly out to this property, bringing it within a few minutes ride of the center of the City, and greatly increasing its value. The Mission cars now run to within a few blocks of the property.

The soil is rich loam, and the greater part it is under cultivation, and the property is entirely free from sand or dust, and is much sheltered from the prevailing winds by a range of hills to the North West.

Parties who desire to secure large tracks (sic) of land in this city for a Homestead, or who wish to invest in real estate with a view of its rapid increase in value will find it to their advantage to give their attention to the objects of this Association and examine into the merits of this property. The property has been purchased by the Association much below its present market value and none but the largest and most eligible lots have been selected of a tract of over 300 lots, duly surveyed and laid out on this map. The lots are staked out and posted so that their location can be easily found.

The TITLE of the property is UNITED STATES PATENT. More than half the Capital stock is taken and the books are open for subscription to the remainder at the office of the Secretary, 305 Montgomery St., where Maps, printed copies of the Articles of Association and full particulars can be obtained.

Directors,
William H. Stevens, President
John S. Luty, Vice-president
Nathan Atkinson, Treasurer
Henry C. Squire
H.C. Gorley
Robert Mayers
Madison S. Osterhoudt
Samuel Theodore
H.E. McBride
Warren Holt

APPENDIX E: STREET NAMES INDEX

Prepared by Leslie Koelsch

Current Street Name	Current Limits	Prior Name(s)	Change Date Dedication Date	Ordinance/Resolution/Map Reference (Ord. Res.)
1. 17th Street	Stanyan to Pennsylvania (Ord to Clayton in CHN)	Corbett Street Harrison, westerly	1861	
2. 18th Street	19th/Danvers	Market Street	5 Jun 1941	Res. 1859
3. 19th Street	Yukon/Ord Caselli/Corbett Easement Market to Corbett ("Al's Ranch")	19th Street Moss Alley Mono Street	27 Apr 1915 8 Dec 1909 28 Dec 1933	Ord. 3230 Ord. 988 Res. 1808
4. Acme Alley	Grand View Ave/Corwin	Acme Alley	27 Nov 1931 17 Aug 1931 closed	Res. 35365 Res. 34919
5. Caselli Avenue	Douglass/Eagle	Caselli Avenue		Pioche Robinson Subdivision map, 1867
6. Clayton Street	Deming/Ashbury Deming/400 Corbett Corbett/Market Clayton to Corbett	Park Lane Ashbury Street Caselli Avenue Ashbury Street	1891 8 Dec 1909 4 Apr 1916 22 Jun 1927 8 Dec 1909	Res. 2432 Ord. 998 Res. 12777 Res. 27440 Ord. 998
7. Corbin Place	17th Street/Corbett	Corbet or Colton Place	8 Dec 1909	Ord. 988
8. Corbett Avenue	Folsom to Dolores 17th/Ord to Portola (Ord/Clayton in CHN)	Corbett Corbett Street between Castro and Harrison Corbett Road beginning at 17th and Douglass Corbett Road/San Miguel Toll Road/Ocean Road (Privately owned)	1851 1854 1867 5 Jan 1895	Order 118 Municipal Reports Goddard map, 1869 Pioche Robinson Subdivision map, 1867 Res. 2833

Current Street Name	Current Limits	Prior Name(s)	Change Date Dedication Date	Ordinance/Resolution/Map Reference (Ord. Res.)
	1 to 100 Block		5 Mar 1912 28 Feb 1912	Ord. 1812 Ord. 1805
9. Corwin Street	Douglass to Kite Hill	Stanton Street	4 Sep 1942	Res. 2539
10. Danvers Street	Corbett/Caselli Caselli/19th	 Rose Street Nome Avenue	 1882 8 Dec 1909 3 Oct 1916	Pioche Robinson Subdivision map, 1867 Res. 1684 Ord. 988 Res. 13450
11. Deming Street	Clayton	Minerva Street 18th Street	5 Jan 1895 22 Dec 1909	Res. 2833 Ord. 1029
12. Eagle Street	Market/Yukon North of Short	Yukon Street con't	8 Dec 1909	Ord. 988
13. Falcon Avenue	(Expunged)	Falcon Road	22 Sep 1891	Res. 2450
14. Falcon Road	(Expunged)		1891	Pioche Robinson Subdivision map, 1867 Res. 2450
15. Grand View Avenue	Market at Stanton/Clipper	View Road Ocean Road Grand View dedicated View Avenue	8 Dec 1909 1895 14 Mar 1922 8 Dec 1909	Ord. 988 Res. 2833 Res. 19783 Ord. 988
16. Grand View Terrace	Grand View Avenue/Kite Hill	Grand View Terrace View Road to View Avenue	17 Sep 1946 5 Jan 1895	Vol. 4463 Res. 2833
17. Groveland Avenue	Eagle/Yukon	(Expunged)	8 Dec 1909	Ord. 988
18. Hattie Street	18th/Corbett	Hattie Street		Pioche Robinson Subdivision map, 1867
19. Levant Street	Lower Terrace/Roosevelt	Juno Street	7 May 1914	Ord. 2742
20. Loma Vista Terrace	Roosevelt	Plato Street Pluto Street	15 Dec 1924 16 Apr 1919	Ord. 6444 Ord. 4827
21. Lower Terrace	Roosevelt/Saturn	Serpentine Place	8 Dec 1909	Ord. 988

Current Street Name	Current Limits	Prior Name(s)	Change Date Dedication Date	Ordinance/Resolution/Map Reference (Ord. Res.)
22. Market Street (Extension)	Danvers/Ord	Merritt Street	8 Jan 1918 5 Aug 1941	Res. 15216 Res. 2003
23. Mars Street	17th Street/Corbett	Mars Street		
24. Merritt Street	Market/Danvers	Merritt	18 Nov1862	Res. 680-62, B.9, p. 76 A-17-36 See Market Street
25. Mono Street	19th/Market Market /Corbett	Moss Street	8 Dec 1909	Ord. 988 See 19th Street
26. Opal Alley	Corbett/Graystone	(Expunged)	17 Mar 1909 17 Mar 19909	Res. 7343 B.R.W. Ord. #699
27. Ord Street	18th Street/Ord Court	Clara Avenue	William McKee Subdivision La Croze map, 1864 8 Dec 1909	Ord. 988
28. Ord Court	Ord Street	(Dedicated)	16 Dec 1940	Res. 1374 Ser. '39
29. Romain Street	Douglass/Corbett Corbett/Burnett (Closed)	Romain Street	12 Nov 1863 29 Sep 1884	Res. 639.63 B. 9, p. 83 Res. 17474
30. Roosevelt Way	17th/Lower Terrace at Loma Vista Terrace Loma Vista/States Loma Vista/States	Lower Terrace (Widened and Dedicated) Masonic Avenue Epstein Street	15 Dec 1924 1 Dec 1924 1 Feb 1924 15 Dec 1924 5 Jan 1895	Ord. 6444 Res. 23240 Res. 23240 Ord. 6444 Res. 2833
31. Saturn Street	Roosevelt/Ord	Serpentine Place	8 Dec 1909	Ord. 988
32. Saturn Stairs	Saturn to Ord	Serpentine Place	10 Jul 1919	Ord. 16940
33. Seward Street	19th/Douglass	Seward Street	27 Apr 1915	Ord. 3230
34. Short Street	Yukon/Market Eagle to Short	Yukon Street	8 Dec 1909	Ord. 988
35. Stanton Street	Market/Kite Hill	Corwin	16 Apr 1919 9 Apr 1942	Ord. 1029 Res. 2549

Current Street Name	Current Limits	Prior Name(s)	Change Date Dedication Date	Ordinance/Resolution/Map Reference (Ord. Res.)
36. Storrie Street	Market/Hattie/Ord/18th	(Named)	26 Jul 1937	Res. 3421
37. Temple Street	17th Street/Saturn	Tallach Street	16 Apr 1919	Ord. 4827
38. Uranus Terrace	17th to Deming	Uranus Street Lower Terrace	8 Dec 1909 15 Dec 1924	Ord. 988 Ord. 6444
39. Thorp Lane	19th between Yukon/Douglass	(Never Filed)		See Map Book G.-2113 L-6-11 T-6-18
40. Vulcan Stairs		(Dedicated)	5 Dec 1866? 20 Apr 1915	Res. 811-66 B.-9, p. 101 Ord. 3213
41. Yukon Street	Caselli/Yukon dead end Yukon dead end to Short Short/Eagle 19th to Caselli Caselli/19th	Short Alley (Dedicated) Short Street (Dedicated)	12 Aug 1909 4 Apr 1917 8 Dec 1909 4 Apr 1917	Ord. 988 Res. 14197 Ord. 988 Res. 14197

Sources:

Journal of Proceedings of the Board of Supervisors Vol . 4, 1909. San Francisco: Recorder Printing & Publishing Co., 130 McAllister Street, San Francisco, Bill 1117, Ordinance: 988. 1909
pp. 987-99. SFPL: 352Sa52:7

San Francisco Department of Public Works/Streets and Mapping Division. Dedication, Grade, and Monument Maps (#213, #214, #232) online at http://bsm.sfdpw.org/subdivision/keymap/ (extracted by Leslie Koelsch, 2015).

San Francisco Municipal Reports 1894-95. San Francisco: Hinton Printing Company, 546 Clay, San Francisco 1895. DREF 362 Sa52:5

San Francisco Public Library, 6th floor History Room: *Synopsis of Changes in the Names of Streets, etc., in the City and County of San Francisco, Subsequent to Orders Nos. 1684 and 1686 of the Board of Supervisors, 1895*. Ref. X917.9461 Si 58

San Francisco Public Library, 6th floor History Room: *Table Showing the Names of Streets, Avenues, Places, etc., to Which They Have Been Changed Together with the Names by Which They Were Formerly Known (pub. by Board of Public Works, 1908?)*

San Francisco Public Library, 6th floor History Room: *Street Name Changes, December 27, 1909 from Municipal Record (extracted by John Freeman, 2006)*

> *Owing to a number of streets bearing the same name, thereby causing some inconvenience to the residents as well as annoyance to the Postal Department, whose chief officer made the matter known to the Board, complain of the consequent delay in the delivery of correspondence resulting from the duplication and multiplication in the nomenclature of the streets referred to and requesting some action be taken to avoid the trouble heretofore experienced in the delivery of mail matter:*
>
> *The Board of Supervisors having ascertained the facts to be no duplicate names, passed in July and August, 1882, orders changing the names of streets so as to have no duplicate names, and as a further convenience designated names for certain alleys which were nameless, although delineated on the Official Map. Since that time the names of various streets have been changed, and to afford information for the accommodation of the Postal Department, the Assessor, conveyancers of real estate and the general public, the names of streets changed, as appears from the official records, are herewith reproduced, showing the name of streets by which they were formerly known, as well as the names to which they have been changed, in difference tables for ready reference.*

San Francisco Municipal Reports 1894-95. San Francisco: Hinton Printing Company, 546 Clay, San Francisco 1895, p. 31. SFPL DREF 362 Sa52:5

> *The first consideration in selecting a street name should be use. It should not be difficult to pronounce or sell, nor should it be very long. So far as possible a name should be pleasant to the ear—musical in sound. Beyond that it should have some significance. It should mean something or commemorate some character or event. The names of persons are the best street names, especially those of historic or patriotic significance. It is wholly fitting that men who have served their country well, or who have been local pioneers, or who have made their names conspicuously respected in a community, should have them perpetuated in the names of streets and made familiar to those who are to follow them. San Francisco began well, but as the city has extended good example lost its force, and the result is great confusion and serious loss. Among the conspicuous mistakes are the use of the alphabet and the overworking of the numerals. The use of the letters of the alphabet as names for streets is a cheap and indefensible expedient resorted to only when imagination is lacking. It is in a way convenient and easy, but without meaning or beauty, and its only advantage can be secured by means that have none of its disadvantages.*

"Report of Committee on Street Names," November 8th, 1909. Journal of Proceedings of the Board of Supervisors Vol . 4, 1909. San Francisco: Recorder Printing & Publishing Co., 130 McAllister Street, San Francisco. Bill 1117, Ordinance: 988 (1909). pp. 987-99. SFPL: 352Sa52:7

APPENDIX F: CURRENT IDENTIFICATION AND LISTINGS OF SIGNIFICANT RESOURCES IN CORBETT HEIGHTS

National Historic Landmarks

Listed: None

National Register of Historic Places

Listed: None

Determined Eligible: Twin Peaks Tunnel (30 August 1976 by UMTA). Northwest Information Center Resource Detail Record: P-38-004371.

Evaluation: San Francisco Fire Department Auxiliary Water Supply System (4 March 2009 by Julia Mates, Tetra Tech, Inc., in *Historical Resources Evaluation for Auxiliary Water Supply System, City and County of San Francisco*). Northwest Information Center Resource Detail Record: P-38-004672.

California State Landmarks

None

California Point of Historical Interest

None

California Historic Resources Inventory

None

Caltrans Bridge Survey

Local Agency Bridges ***(from Caltrans 2013, information in table reprinted here)***

Bridge Number 34C0028 – Market Street Sidehill Viaduct 5 & 6, North of Corbett Ave., 5. Bridge not eligible for NRHP, 1958.

Bridge Number 34C0032 – Market Street Sidehill Viaduct 2, Near Romain Street, 5. Bridge not eligible for NRHP, 1958.

Bridge Number 34C0033 – Romain Street POC, Over Market Street, 5. Bridge not eligible for NRHP, 1958.

Bridge Number 34C0034 – Market Street Sidehill Viaduct 1, Between Stanton and Short St, 5. Bridge not eligible for NRHP, 1958.

State Agency Bridges

None

San Francisco City Landmarks

#79 Miller-Joost House, 3224 Market Street (7 December 1975)

#80 Alfred E. (Nobby) Clarke Mansion, 250 Douglass Street (7 December 1975)

1968 Junior League Here Today Survey (Olmsted and Watkins 1968)

This survey, published by the Junior League of San Francisco, was adopted by the Board of Supervisors under Resolution No. 268-70. (San Francisco Planning Department 2003) Because it was adopted, all of these listed buildings are considered individual historic resources by the Planning Department.

Page no.	Caselli Avenue	Identifier
256	58-58A	Stick Style cottage
256	191	House with slanted dormer bay
256	199	House with gables
256	306	Stick Style house
256	312	Stick-Eastlake Style house
256	318	Queen Anne Style house
256	360	Queen Anne Style house
	Corbett Avenue	
260	189-191	Stick Style house, moved here 1914
260	236	Italianate cottage
261	238	Italianate cottage
	Douglass Street	
263	178	Stick Style cottage
263	180-180A	Stick Style residence
263	210	Chalet-type house
110-11	250	Alfred (Nobby) Clarke Mansion
	Market Street	
130	3224	Miller-Joost House
	Ord Street	
284	106	Stick Style structure
284	126-128	Stick-Eastlake Style house
284	140	Italianate Style cottage
	Eighteenth Street	
264	4521	Italianate Style cottage
264	4600-4602	Queen Anne Style house
264	4745	Victorian cottage

1976 Department of City Planning Architectural Survey

This was a visual survey conducted by Department of City Planning Staff assisted by "an advisory review committee of architects and architectural historians." (San Francisco Planning Department 2003) Buildings were rated on a scale of 0 to 5, with 5 being the highest.

Criticized for the inconsistency of what it included, for its failure to include historical information, and for its inconsistent ratings, it is nevertheless a useful reference with its many photographs of city buildings at that time. It has not been adopted as a valid register of historic resources, but is used for informational purposes by professional consultants and the Planning Department.

In the table below, when the summary rating is shown with two numbers (e.g., 1/3), the first number was assigned in the field and the second number was the results of a review by another surveyor. An em dash indicates that no rating was given.

Block/Lot	Address	Summary Rating/ Review Rating
2618/23	164-166 Lower Terrace	0
2618/30	441-443 Roosevelt	2
2625/6	60 Douglass	1/3
2625/12	4200 Seventeenth	1
2625/14	99 Ord	3/2
2625/15A	31 Ord	1
2625/18	2 Douglass	—
2626/11, 12	72-74, 80 Ord	2/3
2626/25	54-56 Lower Terrace	1/1
2645/13	4438 Seventeenth	0
2646/45	37 Saturn	1
2651/13, 14, 15	178, 180, 182 Douglass	1
2651/16	4502-6 Eighteenth	2
2652/1	106-108 Ord	3
2652/18	4365-4369 Seventeenth	1
2653/35	4411 Seventeenth	1
2654/8	48 Mars	1
2654/34	1 Uranus	1
2655/2	26 Uranus	0
2655/22	1262 Clayton	2
2655/24	1278 Clayton	2
2656/2	3000 Market/Hattie	1
2656/19, 20	3062, 3064 Market	1
2656/27	3090 Market	1
2656/28	3088 Market	1
2656/31	19 Danvers	1
2656/47, 48	189-191 Corbett	1
2656/55	161-163 Corbett	2
2657/5	140 Ord	1
2657/11	176 Ord	3
2657/16, 29	59, 67 Hattie	0
2657/28	128 Ord	3

Block/Lot	Address	Summary Rating/ Review Rating
2658/1	3001 Market	2
2658/2	4600-2 Eighteenth	4
2658/3	4604 Eighteenth	0
2658/13	4638-40 Eighteenth	1
2658/15, 16a, 17	4650, 4652, 4654 Eighteenth	3
2658/27	4696 Eighteenth	1
2658/46, 47, 48	3037 Market	0
2659/56	303 Corbett	1
2660/39	1370 Clayton	1
2689/12A	4228 Nineteenth	0
2689/27	248-250 Caselli	1
2690/01	4601-4603 Eighteenth	2
2690/04	112-114 Caselli	2
2690/14	178-180 Caselli	1
2690/16A	4695 Eighteenth	2
2690/17	4683-4685 Eighteenth	2
2690/26, 27, 28, 29	4627-4629, 4631-4633, 4635-4637, 4639-4641 Eighteenth	2
2691/15, 16	58, 60 Caselli	0/2
2691/30, 31, 32	4575-4579 Eighteenth	1
2691/33, 35	4557-4559 Eighteenth	2
2691/36	4547 Eighteenth	1
2691/42	4521 Eighteenth	0
2691/44	4515 Eighteenth	0
2691/45	4509 Eighteenth	0
2700/1	250 Douglass	3/4
2700/2	272-274 Douglass	1
2700/7	4500 Nineteenth	2/1
2700/18, 19, 20, 21	4582, 4588, 4594-4596, 4600 Nineteenth	2
2701/10	356 Douglass	2
2701/11, 12	24, 30 Seward	0
2702/18	201 Caselli	2/1
2702/19	201 Caselli	2
2703/1	300 Caselli	1
2703/2	306 Caselli	2
2703/3	312 Caselli	3
2703/4	318 Caselli	2
2704/40	3224 Market	4
2713/3B	45 Eagle	1
2713/12	1 Eagle	3
2746/7	Market/Romain overpass	0
2747/1A	110 Romain	1/1
2747/1B	118 Romain	0/1
2747/1E	70 Grandview	1/2