SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Certificate of Appropriateness Case Report

CONSENT CALENDAR
HEARING DATE: JUNE 5, 2013

Filing Date:	February 22, 2013
Case No.:	**2013.0185A**
Project Address:	**812-814 22ND STREET**
Historic Landmark:	Dogpatch Landmark District
Zoning:	NCT-2 (Small-Scale Neighborhood Commercial Transit) Zoning District 45-X Height and Bulk District
Block/Lot:	4108/012
Applicant:	Jorge Carbonell, Jorge Carbonell Architecture & Interiors 605 Mississippi Street San Francisco, CA 94107
Staff Contact	Richard Sucre - (415) 575-9108 richard.sucre@sfgov.org
Reviewed By	Timothy Frye – (415) 575-6822 tim.frye@sfgov.org

PROPERTY DESCRIPTION

812-814 22ND STREET is a two-story, two-family residence located on a rectangular lot (measuring 25' by 91'-6") on the north side of 22nd Street between Minnesota and Tennessee Streets. Originally constructed in 1896, the subject property has been altered from its original Victorian-era design, but still retains important character-defining features, including the wood-sash windows with arched upper sashes, hipped pent roof with a deep projecting cornice and brackets, and wood panel entry doors. Currently, the subject property is covered in cementious siding and has a terrazzo staircase and garage below the rectilinear bay window.

PROJECT DESCRIPTION

The proposed project includes reconstruction of a two-story rear addition (measuring approximately 9-ft 5 in), rear façade alterations, in-kind window replacement, removal of the non-historic cementious siding on the primary façade, and repair/restoration of the historic wood siding and trim on the primary facade. The rear façade would be re-clad with new wood siding and would feature new aluminum-clad wood-sash windows and glazed wood doors. On the primary façade, the existing historic double-hung, wood-sash windows would be replaced with new, double-hung wood-sash windows that would match the design of the existing with ogee lugs and arched upper-sashes. The historic wood siding, which is currently located underneath the non-historic cementious siding, would be revealed and repaired. Details and trim on the primary façade would be restored depending on the scar marks and physical evidence available after the removal of the cementious siding.

OTHER ACTIONS REQUIRED

Proposed work requires a Building Permit.

COMPLIANCE WITH THE PLANNING CODE PROVISIONS

The proposed project is in compliance with all other provisions of the Planning Code.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 10

Pursuant to Section 1006.2 of the Planning Code, unless exempt from the Certificate of Appropriateness requirements or delegated to Planning Department Preservation staff through the Administrative Certificate Appropriateness process, the Historic Preservation Commission is required to review any applications for the construction, alteration, removal, or demolition of any designated Landmark for which a City permit is required. Section 1006.6 states that in evaluating a request for a Certificate of Appropriateness for an individual landmark or a contributing building within a historic district, the Historic Preservation Commission must find that the proposed work is in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties,* as well as the designating Ordinance and any applicable guidelines, local interpretations, bulletins, related appendices, or other policies.

THE SECRETARY OF THE INTERIOR'S STANDARDS

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The Rehabilitation Standards provide, in relevant part(s):

Standard 1: A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The proposed project would maintain the subject property's current and historic use as a residence. Therefore, the proposed project complies with Rehabilitation Standard 1.

Standard 2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

The proposed project maintains the historic character of the subject property, as defined by its character-defining features, including, but not limited to, its overall mass and form, wood-sash windows, deep projecting cornice, and wood-panel doors as well as other elements identified in the designating ordinance for the landmark.

The proposed project would reconstruct a two-story rear addition (measuring approximately 9-ft 5-in) on the subject property, which does not contribute to overall historic character of the subject property or the surrounding historic district. The rear portion of the subject property is an

enclosed porch addition that was likely added to the subject property after its initial construction. The reconstructed addition would match the existing in dimension and form, and would maintain the existing building's form and massing. The reconstructed addition would not impact any historic materials or features. The reconstructed portion would correct material decay and would provide for a new rear façade that would feature new aluminum-clad wood windows and wood siding. The use of aluminum-clad wood windows and wood siding on the rear façade is considered a compatible alteration, since these materials closely match the subject property's historic materials and features.

Therefore, the proposed project complies with Rehabilitation Standard 2.

Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

The proposed project does not include the addition of conjectural elements or architectural features from other buildings. The addition of new trim and details to the exterior will be guided by physical evidence unearthed after the removal of the cementious siding. This new work will not create a false sense of historical development and would be guided by physical clues and research within the surrounding neighborhood. Therefore, the proposed project complies with Rehabilitation Standard 3.

Standard 4: Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

The proposed project does not involve alterations to the subject building, which have acquired significance in their own right. Therefore, the proposed project complies with Rehabilitation Standard 4.

Standard 5: Distinctive features, finishes, and construction techniques or examples of fine craftsmanship that characterize a property will be preserved.

Although the project would reconstruct the rear addition on the subject building and would replace the existing historic double-hung wood-sash windows, the project would not impact the ability of the project to convey its distinctive features, finishes, construction techniques and examples of fine craftsmanship. The proposed project maintains and preserves the subject property's character-defining features, including the overall form and massing, wood-sash windows, and deep projecting cornice. The reconstructed addition would match the form and massing of the existing addition, and the new windows would match the detail, material and configuration of the existing historic windows, thus preserving distinctive features and construction techniques. Therefore, the proposed project complies with Rehabilitation Standard 5.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacements of a distinctive feature, the new feature will match

the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

The proposed project calls for the replacement of the existing windows on the primary facade, which will match the historic windows in material, design and configuration. In particular, the new windows will feature the arched upper sash and ogee lugs, which are unique features to the existing windows. Therefore, the proposed project complies with Rehabilitation Standard 6.

Standard 7: Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

The proposed project does not involve chemical or physical treatments. Therefore, the proposed project complies with Rehabilitation Standard 7.

Standard 8: Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures will be undertaken.

The proposed project does not include work, which may require excavation or uncovering any archaeological resource. Therefore, the proposed project complies with Rehabilitation Standard 8.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed project includes exterior alterations to the subject property, including the introduction of new aluminum-clad, wood-sash windows and new wood siding on the rear façade of the reconstructed addition. The new elements on the rear façade are compatible with the subject property's overall historic character, since the new work is occurring on the rear façade, the new wood siding is similar in material and design to the property's historic wood siding (evident on the secondary facades) and since the new aluminum-clad wood windows feature a profile similar to the historic double-hung wood-sash windows.

Overall, the proposed project maintains the historic integrity of the subject property and assist in restoring important elements of the exterior facade. Therefore, the proposed project complies with Rehabilitation Standard 9.

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project includes reconstruction of a two-story horizontal addition, which would match the existing in dimension and form. The reconstructed addition would not affect the essential form and integrity of the landmark district, and do not impact any character-defining features of the subject property. Therefore, the proposed project complies with Rehabilitation Standard 10.

Summary: The Department finds that the overall project is consistent with the *Secretary of the Interior Standards for Rehabilitation*.

PUBLIC/NEIGHBORHOOD INPUT

As of May 30, 2013, the Department has not received any correspondence regarding the proposed project.

ISSUES & OTHER CONSIDERATIONS

812-814 22nd Street is a contributing resource within the Dogpatch Landmark District, and is an example of early residential development in the Dogpatch neighborhood, as noted in the landmark designation report. As a small, self-contained industrial/residential neighborhood, Dogpatch developed two small clusters of two-family flats and residences that were located along Tennessee Street, one located near the intersection of 18th Street (formerly Solano Street) and the other located near the intersection of 22nd Street. Constructed in 1896, 812-814 22nd Street was constructed by builder John Keneally for James and John Nugent in a San Francisco Stick/Eastlake architectural style, and has remained a two-family residence for its entire history.

STAFF ANALYSIS

Included as an exhibit are architectural drawings of the existing building and the proposed project. Based on the requirements of Article 10 and the *Secretary of Interior's Standards*, Department staff has determined the following:

Window Replacement: The proposed project includes replacement of the existing double-hung wood-sash windows on the primary façade with new, double-hung, wood-sash windows. The new windows would match the material, design and configuration of the historic windows, including distinctive details such as the ogee lugs and arched upper sashes. This alteration would comply with the Secretary of the Interior's Standards for Rehabilitation and the requirements of Article 10 of the San Francisco Planning Code, since the new work would match the existing historic features.

Primary Façade Cladding and Restoration: The proposed project includes removal of the existing, non-historic cementious siding on the primary façade, repair of existing historic wood siding, and restoration of missing window trim and details based upon physical evidence. This work would be restorative in nature, and would bring the subject property in better conformance with the historic properties within the surrounding district. To ensure that the work is performed in conformance with Article 10 of the San Francisco Planning Code and Secretary of the Interior' Standards for Rehabilitation, Department staff has

included a condition of approval for the removal of the cementious siding, review of the existing wood siding, and review of the proposed façade restoration.

Reconstructed Addition and Rear Façade Alterations: The proposed project includes reconstruction of the non-historic rear addition and rear façade alterations, which would clad the rear façade with new wood siding and would insert new aluminum-clad wood-sash windows and glazed wood doors. This work would occur on the rear portion of the subject property and would not be visible from any public rights of way. The mass, scale and location of the existing and new addition is consistent and compatible with rear additions found on contributing properties within the surrounding district. Further, this work would not impact any character-defining features of the subject property or surrounding historic district. Finally, the new materials (wood siding and aluminum-clad wood-sash windows) would be in alignment with the district's character-defining features, which include wood siding and wood-sash windows. Therefore, this alteration would comply with the Secretary of the Interior's Standards for Rehabilitation and the requirements of Article 10 of the San Francisco Planning Code, since the new work would be compatible with the historic features.

Summary: Department staff finds that proposed work will be in conformance with the Secretary's Standards and requirements of Article 10, as the proposed work shall not adversely affect the special character or special historical, architectural, or aesthetic interest or value of the landmark and its site.

ENVIRONMENTAL REVIEW STATUS

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class One Categorical Exemption (CEQA Guideline Section 15301) because the project involves exterior and interior alteration to the existing building and meets the *Secretary of the Interior's Standards for Rehabilitation*.

PLANNING DEPARTMENT RECOMMENDATION

Planning Department staff recommends APPROVAL WITH CONDITIONS of the proposed project as it appears to meet the *Secretary of the Interior Standards for Rehabilitation* and requirements of Article 10.

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. As part of the Building Permit, the Project Sponsor shall submit additional information about the historic wood siding on the primary façade, including information on any scarring or shadow lines that denote removed trim and/or decorative details. Department Preservation staff shall conduct a site visit upon removal of the cementious siding. Upon removal of the cementious siding and additional research, the Project Sponsor shall submit a revised façade elevation documenting the new design in a new building permit. This revised façade elevation shall be reviewed and approved by Department Preservation Staff, who shall ensure that the proposed window trim and details are compatible with the surrounding district. New window trim and

millwork shall be based upon documentary evidence from original wood siding, and shall accurate reflect the physical evidence, the subject property's original construction and the district's period of significance.

2. As part of the Building Permit, architectural drawings shall clearly denote that any existing horizontal wood siding shall be retained and repaired rather than replaced.

ATTACHMENTS

Draft Motion
Exhibits, including Parcel Map, Sanborn Map, Zoning Map, Aerial Photos, and Site Photos
DPR 523A and 523B Form
Landmark Designation Ordinance
Architectural Drawings

RS: G:\Documents\Certificate of Appropriateness\2013.0185A 812-814 22nd St\CofA Case Report_812-814 22nd St.doc

SAN FRANCISCO
PLANNING DEPARTMENT

Historic Preservation Commission
Draft Motion

HEARING DATE: JUNE 5, 2013

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Filing Date:	February 22, 2013
Case No.:	**2013.0467A**
Project Address:	**812-814 22ND STREET**
Historic Landmark:	Dogpatch Landmark District
Zoning:	NCT-2 (Small-Scale Neighborhood Commercial Transit) Zoning District 45-X Height and Bulk District
Block/Lot:	4108/012
Applicant:	Jorge Carbonell, Jorge Carbonell Architecture & Interiors 605 Mississippi Street San Francisco, CA 94107
Staff Contact	Richard Sucre - (415) 575-9108 richard.sucre@sfgov.org
Reviewed By	Timothy Frye – (415) 575-6822 tim.frye@sfgov.org

ADOPTING FINDINGS FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 10, TO MEET THE STANDARDS OF ARTICLE 10 AND TO MEET THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE PROPERTY LOCATED ON LOT 012 IN ASSESSOR'S BLOCK 4107, WITHIN THE DOGPATCH LANDMARK DISTRICT, NCT-2 (SMALL-SCALE NEIGHBORHOOD COMMERCIAL TRANSIT) ZONING DISTRICT AND 45-X HEIGHT AND BULK DISTRICT.

PREAMBLE

WHEREAS, on February 22, 2013, Jorge Carbonell, on behalf of Justin Neben and Martin Spannagel (Property Owners), filed an application with the San Francisco Planning Department (Department) for a Certificate of Appropriateness for reconstruction of a rear addition and exterior alterations to the subject property located on Lot 012 in Assessor's Block 4107.

WHEREAS, the Project was determined by the Department to be categorically exempt from environmental review. The Historic Preservation Commission (hereinafter "Commission") has reviewed and concurs with said determination.

WHEREAS, on June 5, 2013, the Commission conducted a duly noticed public hearing on the current project, Case No. 2013.0185A (Project) for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the

Department's case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

MOVED, that the Commission hereby grants with conditions a Certificate of Appropriateness, in conformance with the project information dated March 20, 2013 and labeled Exhibit A on file in the docket for Case No. 2013.0185A based on the following findings:

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. As part of the Building Permit, the Project Sponsor shall submit additional information about the historic wood siding on the primary façade, including information on any scarring or shadow lines that denote removed trim and/or decorative details. Department Preservation staff shall conduct a site visit upon removal of the cementious siding. Upon removal of the cementious siding and additional research, the Project Sponsor shall submit a revised façade elevation documenting the new design in a new building permit. This revised façade elevation shall be reviewed and approved by Department Preservation Staff, who shall ensure that the proposed window trim and details are compatible with the surrounding district. New window trim and millwork shall be based upon documentary evidence from original wood siding, and shall accurate reflect the physical evidence, the subject property's original construction and the district's period of significance.
2. As part of the Building Permit, architectural drawings shall clearly denote that any existing horizontal wood siding shall be retained and repaired rather than replaced.

FINDINGS

Having reviewed all the materials identified in the recitals above and having heard oral testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and also constitute findings of the Commission.

2. Findings pursuant to Article 10:

   The Historical Preservation Commission has determined that the proposed work is compatible with the character of the Dogpatch Landmark District as described in Appendix L of Article 10 of the Planning Code.

   - That the window replacement is in-kind and compatible in terms of material, finish and design with the landmark property.
   - That the reconstructed addition and rear façade alterations do not destroy or damage historic materials, and would be compatible with the property's character-defining features.

- That reconstructed elements on the primary façade would be based upon documentary evidence.
- That the essential form and integrity of the landmark and its environment would be unimpaired if the alterations were removed at a future date.
- That the proposal respects the character-defining features of Dogpatch Landmark District.
- The proposed project meets the requirements of Article 10.
- The proposed project meets the *Secretary of the Interior's Standards for Rehabilitation*, including:

Standard 2.
The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Standard 3.
Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

Standard 5.
Distinctive features, finishes, and construction techniques or examples of fine craftsmanship that characterize a property will be preserved.

Standard 9.
New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

3. **General Plan Compliance.** The proposed Certificate of Appropriateness is, on balance, consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT
THE URBAN DESIGN ELEMENT CONCERNS THE PHYSICAL CHARACTER AND ORDER OF THE CITY, AND THE RELATIONSHIP BETWEEN PEOPLE AND THEIR ENVIRONMENT.

GOALS
The Urban Design Element is concerned both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory. The Plan is a definition of quality, a definition based upon human needs.

OBJECTIVE 1
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.3
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

OBJECTIVE 2
CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.4
Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.5
Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

POLICY 2.7
Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Certificate of Appropriateness is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance.

The proposed project qualifies for a Certificate of Appropriateness and therefore furthers these policies and objectives by maintaining and preserving the character-defining features of the Dogpatch Landmark District for the future enjoyment and education of San Francisco residents and visitors.

4. The proposed project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

   A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

      The project will not have any impact on any existing neighborhood serving retail uses.

   B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

      The proposed project will strengthen neighborhood character by respecting the character-defining features of Dogpatch Landmark District in conformance with the Secretary of the Interior's Standards for Rehabilitation.

C) The City's supply of affordable housing will be preserved and enhanced:

The project will have no impact to housing supply.

D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The proposed project will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.

E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

The proposed will not have any impact on industrial and service sector jobs.

F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

Preparedness against injury and loss of life in an earthquake is unaffected by the proposed work. Any construction or alteration associated with the project will be executed in compliance with all applicable construction and safety measures.

G) That landmark and historic buildings will be preserved:

The project as proposed is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards for Rehabilitation.

H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed project will not impact the access to sunlight or vistas for parks and open space.

5. For these reasons, the proposal overall, is appropriate for and consistent with the purposes of Article 10, meets the standards of Article 10, and the *Secretary of Interior's Standards for Rehabilitation*, General Plan and Prop M findings of the Planning Code.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **GRANTS WITH CONDITIONS a Certificate of Appropriateness** for the property located at Lot 012 in Assessor's Block 4107 for proposed work in conformance with the project information dated March 20, 2013, labeled Exhibit A on file in the docket for Case No. 2013.0185A.

APPEAL AND EFFECTIVE DATE OF MOTION: The Commission's decision on a Certificate of Appropriateness shall be final unless appealed within thirty (30) days. Any appeal shall be made to the Board of Appeals, unless the proposed project requires Board of Supervisors approval or is appealed to the Board of Supervisors, such as a conditional use, in which case any appeal shall be made to the Board of Supervisors (see Charter Section 4.135).

Duration of this Certificate of Appropriateness: This Certificate of Appropriateness is issued pursuant to Article 10 of the Planning Code and is valid for a period of three (3) years from the effective date of approval by the Historic Preservation Commission. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor.

THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

I hereby certify that the Historic Preservation Commission ADOPTED the foregoing Motion on June 5, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NAYS:

ABSENT:

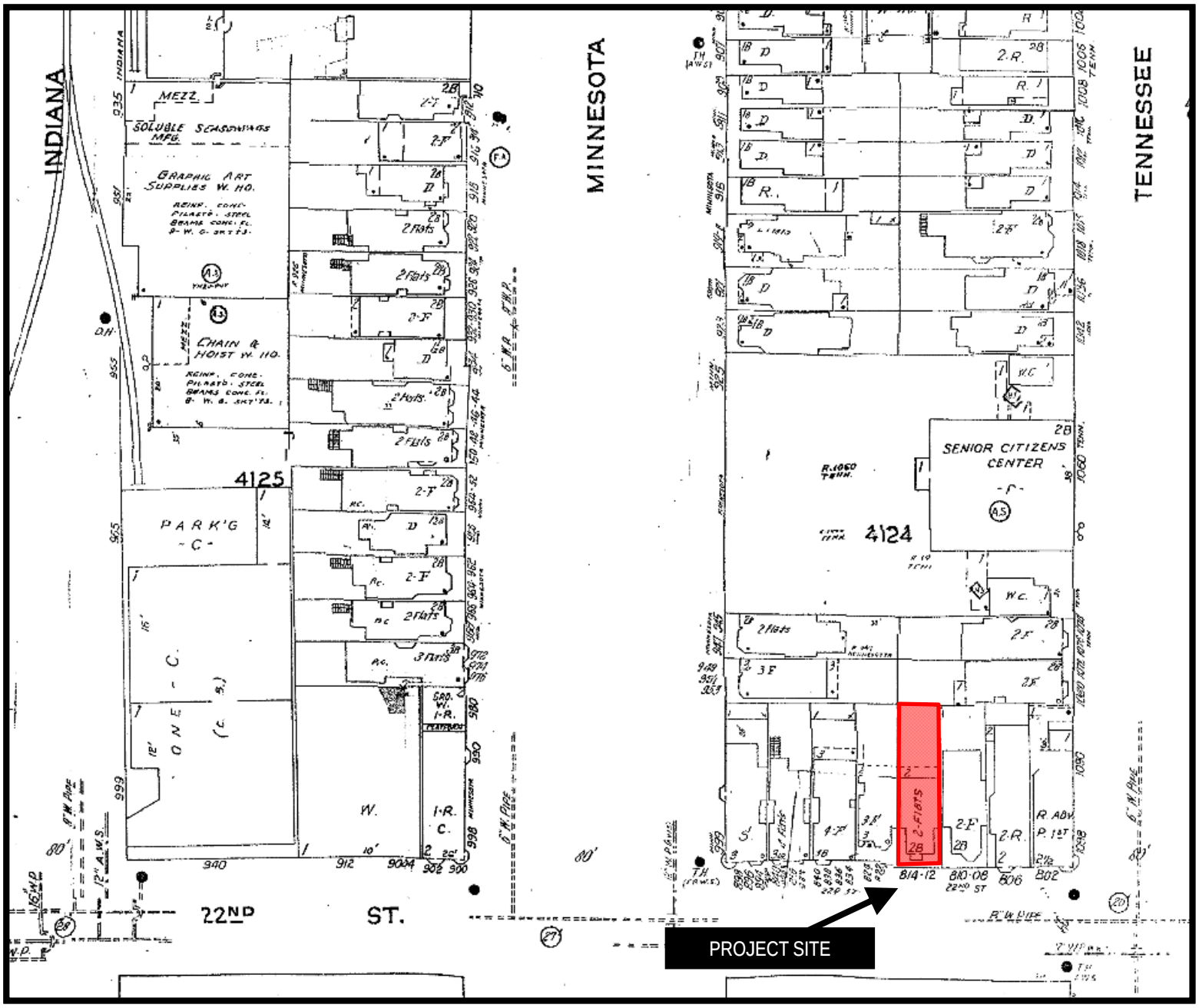
ADOPTED: June 5, 2013

Parcel Map

Certificate of Appropriateness Hearing
Case Number 2013.0185A
812-814 22nd Street

SAN FRANCISCO
PLANNING DEPARTMENT

Sanborn Map*

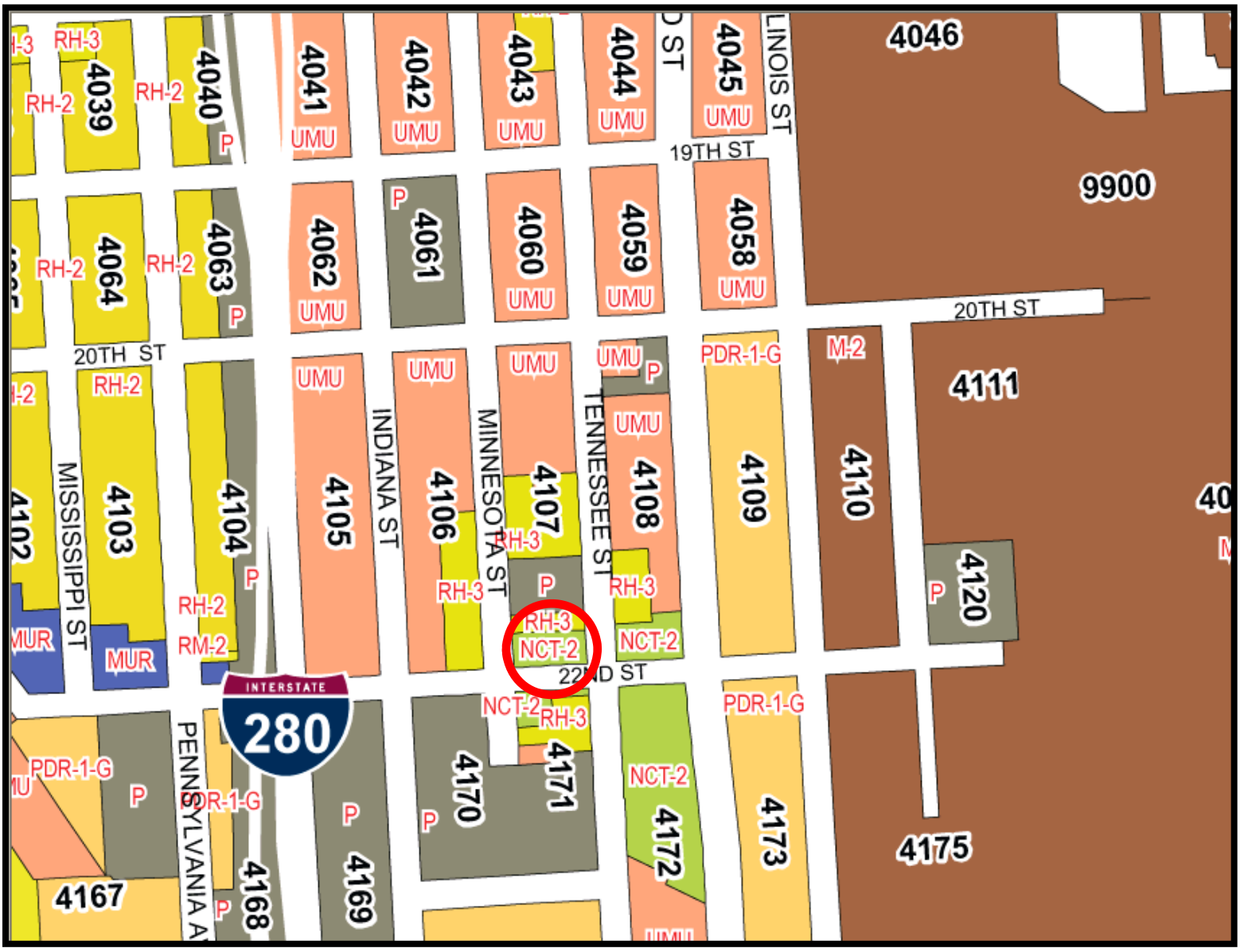


The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Certificate of Appropriateness Hearing
Case Number 2013.0185A
812-814 22nd Street

SAN FRANCISCO
PLANNING DEPARTMENT

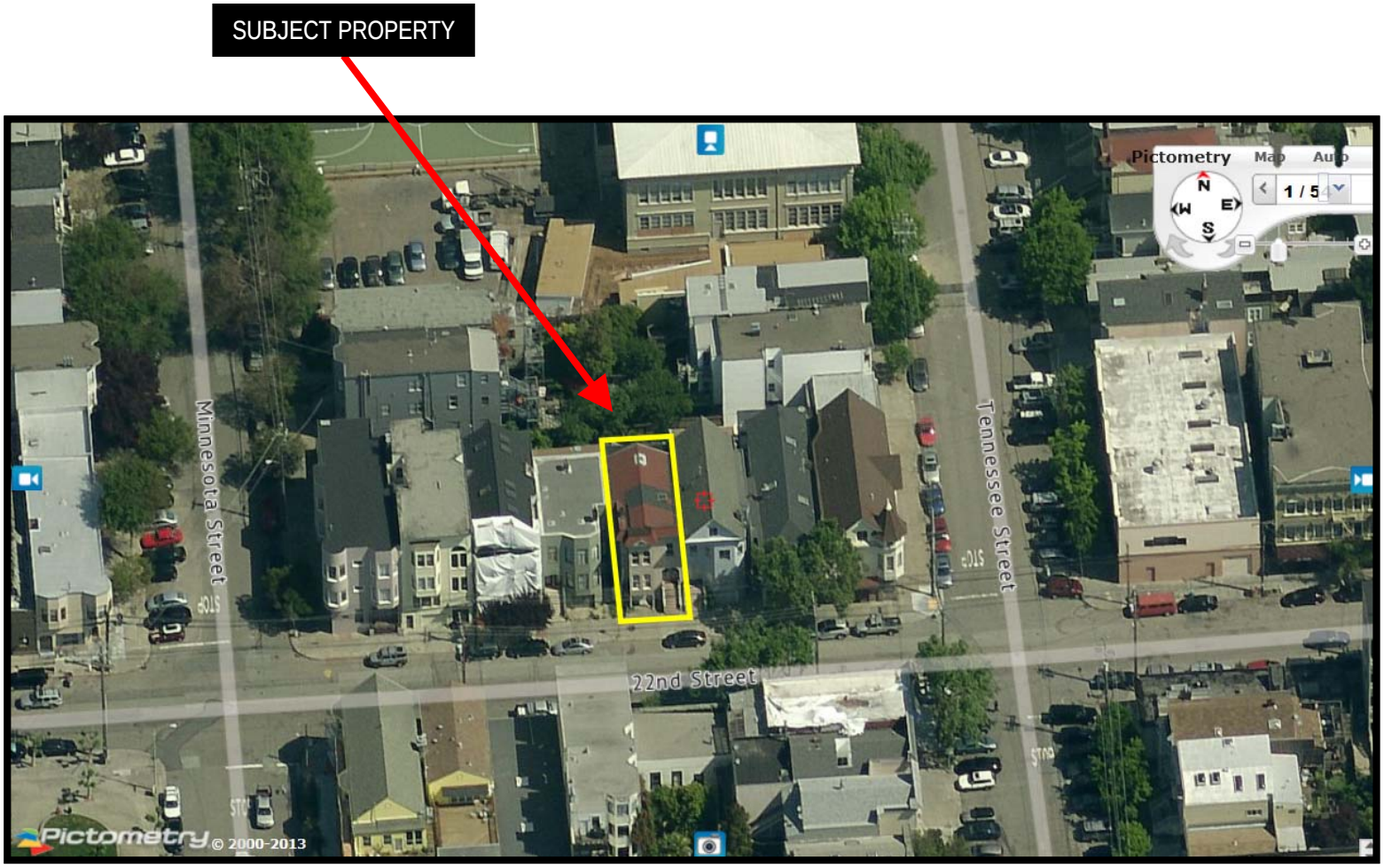
Zoning Map



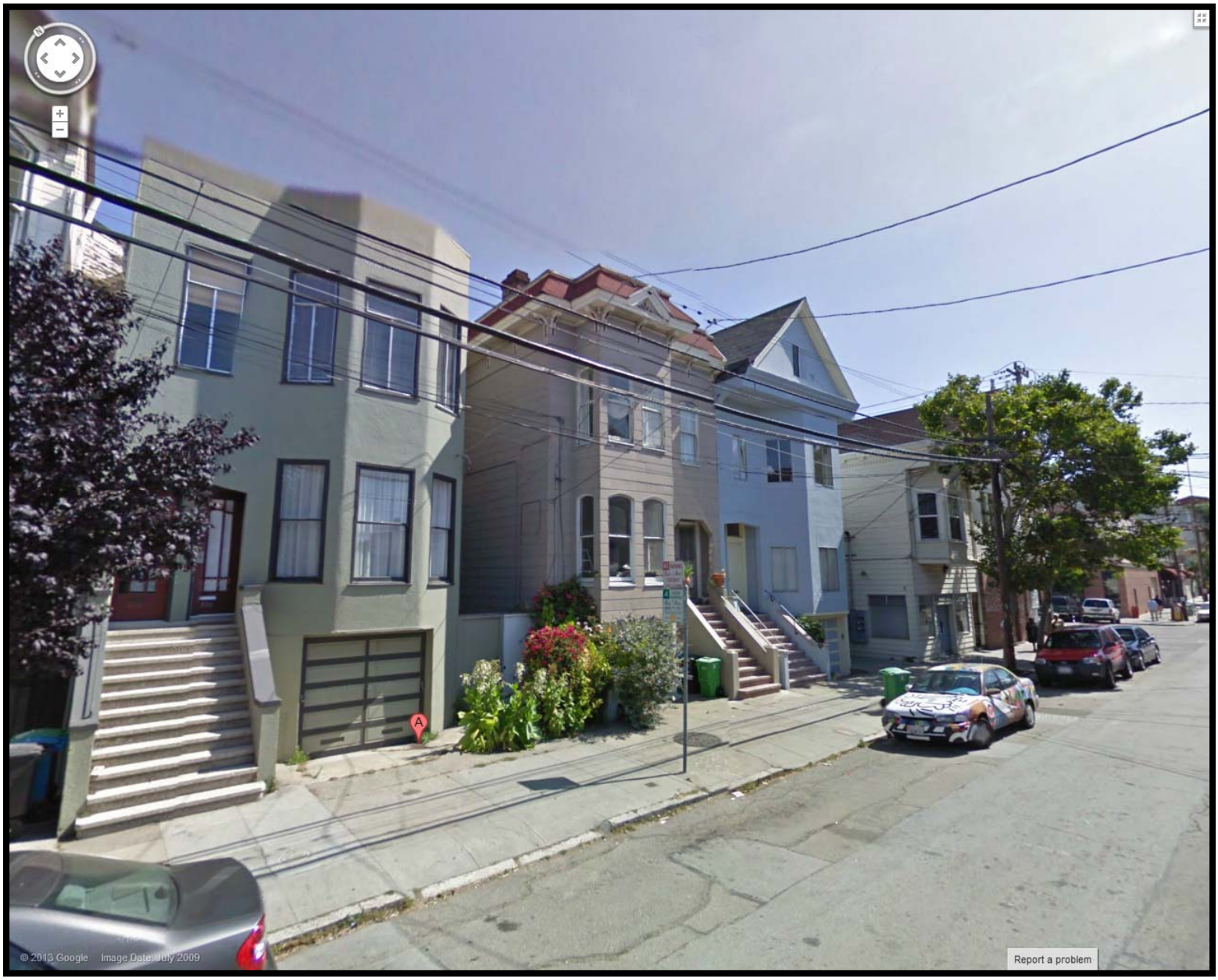
Certificate of Appropriateness Hearing
Case Number 2013.0185A
812-814 22nd Street

SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photo



Site Photo



812-814 22nd Street
(Source: Google Maps, July 2009; Accessed May 23, 2013)

Site Photo

812-814 22nd Street, Primary Facade
(Source: Project Sponsor)

Site Photo

812-814 22nd Street, Rear Facade
(Source: Project Sponsor)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

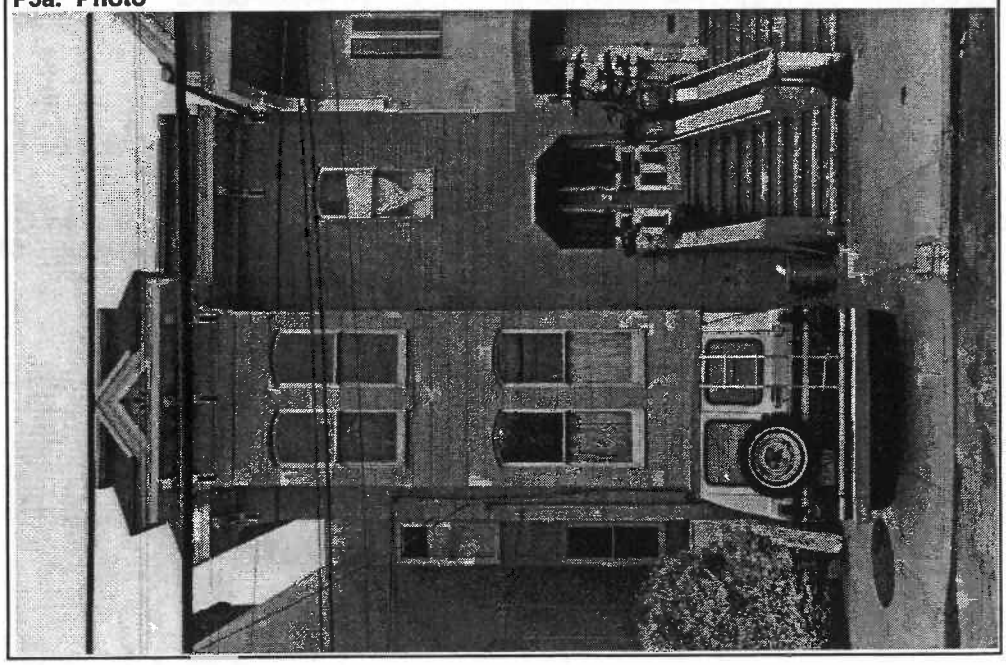
Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

P1. Resource name(s) or number: 812-14 22nd Street
***P2. Location:** ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 812-14 22nd Street **City** San Francisco **Zip** 94107
***e. Assessor's Parcel Number** 4107/012

***P3a. Description:** 812-814 22nd Street is a two-story-over-garage, 2,280-square-foot, wood-frame, two-family dwelling designed in the San Francisco Stick/Eastlake style. It is located on the north side of 22nd Street, between Minnesota and Tennessee Streets. The facade is two bays in width. At street level the left bay contains a modern garage door and the right bay, a set of terrazzo stairs. A rectangular bay window comprises the left bay of both the first and second floor levels. Thebay window has four double-hung wood windows with arched headers at each floor level. The terrazzo stairs lead to a recessed entry at the first floor level. Although the original door hood has been removed, the panel doors appear to be original. There is a double-hung window above the entry on the second floor. The elevation is capped by a bracketed Eastlake style cornice and a false mansard roof. A pedimented dormer within the roof contains a Sunburst pattern molding, characteristic of the Eastlake style. The facade has been covered with asbestos shingles and the original door and window hoods removed. 812-14 22nd Street is in good condition.

***P3b. Resource Attributes:** HP3. Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



Intensive Survey

P5b. Photo date:
July 1999, view toward north

***P6. Date Constructed/Sources:**
1896: Spring Valley Water Company records; Sanborn maps: 1887, 1899, 1905, 1913

***P7. Owner and Address:**
Georgia Stewart
345 Gellert Boulevard
Daly City, California 94015

***P8. Recorded by:**
Christopher VerPlanck
San Francisco Heritage
2007 Franklin Street
San Francisco, California 94109

***P9. Date Recorded:**
October 15, 2000

***P10. Survey Type:**

National Register

***P11. Report Citation:**

***Attachments:** NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 812-14 22nd Street **NRHP Status Code:** 5D1

B1. Historic name: Unknown
B2. Common name: 812-14 22nd Street
B3. Original Use: Multi-family dwelling **B4. Present use:** Same
***B5. Architectural Style:** San Francisco Stick/Eastlake
***B6. Construction History:** 812-14 22nd Street was built in 1896 by builder John Keneally for James Nugent, a laborer.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown **b. Builder:** John Keneally
***B10. Significance: Theme:** Residential Development **Area:** Dogpatch
Period of Significance: 1867-1945 **Property Type:** HP3: Multi-family property **Applicable Criteria:** A

812-14 22nd Street is significant at the district level under Criteria A and C. The structure is significant under Criterion A as a characteristic late 19th Century, multi-family structure in Dogpatch, itself the most significant surviving enclave of industrial workers' housing in San Francisco. 812-14 22nd Street is part of a group of eight large, multi-family dwellings located on the north side of 22nd Street in Dogpatch. 812-14 22nd Street was built in 1896 by builder John Keneally for James and John Nugent, Irish-born brothers. James was listed in the *San Francisco City Directories* as a laborer and John was employed by Tubbs Cordage Company as a rope maker. The Nugents built 812-14 22nd Street as an income property and continued to live at 1110 1/2 Tennessee. According to the 1900 Census, Nugent rented the lower flat to James Daly, an Irish-born fireman working at California Barrel Company. Daly lived there with his wife Mary, two daughters and two Irish-born lodgers. The lodgers were employed as riveters at Bethlehem Steel's Potrero Yard. The upper flat was leased to Henry Burns, an Irish-born laborer, his wife Delia and their two sons. In 1939 John Nugent Jr., a shipbuilder at Bethlehem Steel, sold 812-14 22nd Street to Guido and Settima Ameroghi for $2,500. The Ameroghis owned a gas station nearby and lived in the dwelling until after the Second World War. Although altered, 812-14 22nd Street, is still a moderately good example of the San Francisco Stick/Eastlake style and it retains a moderate level of integrity. 812-14 22nd Street is a contributor to a potential locally designated Dogpatch Historic District.

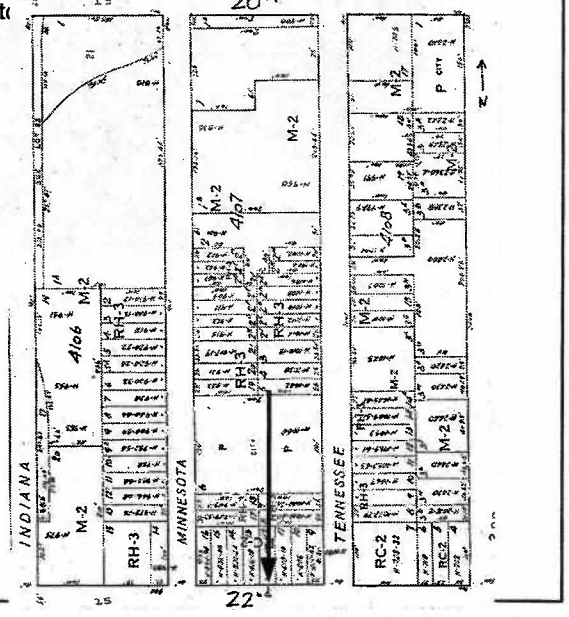
B11. Additional Resource Attributes: HP3: Multi-Family Property
***B12. References:** San Francisco City Directories; United States Census: 1900, 1910 and 1920; San Francisco Block Books: 1906, 1923, 1930 and 1947; Spring Valley Water Company records for 812-14 22nd Street; Sanborn Fire Insurance maps: 1886, 1899, 1905, 1913, 1928, 1948, 1951;

B13. Remarks: Zoning: NC-2; Threats: None Apparent

***B14. Evaluator:** Christopher VerPlanck: San Francisco Heritage

***Date of Evaluation:** November 11, 2000

Sket



(This space reserved for official comments.)

*Required information

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

HISTORIC NAME: Dutchman's Flat
POPULAR NAME: Dogpatch

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

OWNER: Various

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

NATIONAL REGISTER CRITERIA:

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

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

C (Structures):__x__ Embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

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

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

Integrity: Resources located within the Dogpatch Historic District boundaries are identified as Contributory or Non-Contributory. Contributory resources were constructed during the district's period of significance and retain a sufficient level of integrity. Non-Contributory resources may have been constructed during the district's period of significance but have been modified to a degree that integrity is no longer conveyed. Other Non-Contributory resources were constructed after the district's period of significance or represent vacant lots.

ARTICLE 10 REQUIREMENTS - SECTION 1004(b):

Boundaries of the proposed historic district:

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

Characteristics of the historic district which justify its designation:

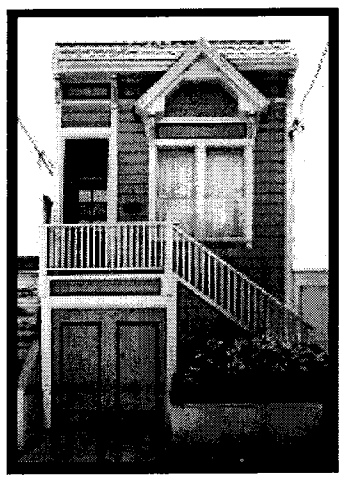
National Register Criteria A (Events) and C (Structures)

Criterion A (Events): At the local level, within the category of Industry, as the oldest and most intact concentration of industrial workers' housing in San Francisco. Dogpatch is also significant on the local level under the category of Exploration/Settlement, as the first housing developed in the Potrero area.

Criterion C (Structures): Dogpatch is significant under Criterion C as a moderately intact district of mostly Victorian and Edwardian-era workers' dwellings constructed between 1870 and 1910.

Description of the particular features that should be preserved:

(a) Features of Existing <u>Residential</u> Buildings.



1. **Overall Form and Continuity.** Building height is generally within a three-story range, with a substantial number of structures built at one or two stories in height. The majority of structures have been either elevated or altered to allow for the construction of a garage level at grade. Residential buildings are generally set back an average of 10 feet from public right-of-way.

2. **Scale and Proportion.** The buildings are of typical residential design, but vary in height and bulk. The width of lots in Dogpatch range from single lots of 20 feet to 40 feet for larger lots. Early homes in Dogpatch constructed circa 1870 were designed in a vernacular style with Greek Revival influences. Later homes continued in the Greek Revival form, but were joined by homes designed in the Queen Anne, and Italianate

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

3. **Fenestration.** Existing fenestration is predominantly double-hung, wooden sash windows. Generally, the size and shape of window openings have not been altered over time.

4. **Materials.** Horizontal rustic wood siding is the traditional cladding material found in the district. However, scalloped-edge, asbestos siding is also found throughout the district.

5. **Architectural detail.** Architectural detail found in the district usually follows transitional elements associated with the Greek Revival, Eastlake, Queen Anne, and Italianate architectural styles.

(b) Features of Existing <u>Industrial/Commercial</u> Buildings.

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

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

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

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

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

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

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

DESCRIPTION:

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

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

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

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

HISTORY OF THE CENTRAL WATERFRONT/POTRERO HILL AREA

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

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

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

Pioneer Industry

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

1,500-foot ropewalk that extended into the Bay and probably served a secondary purpose as a loading wharf.[5] Later renamed Tubbs Cordage Company, it became one of the largest employers in the area from the 1870s until the arrival of Union Iron Works in 1883.[6]

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

1 "Genesis of Our Hill," *Potrero View,* (September 1976), p. 1.
2 Christopher VerPlanck, *Dogpatch Historic District Context Statement,* (San Francisco: 2001).
3 Coast Survey Map of 1857.
4 Ibid.
5 The rope walk, built to suit the terrain and not the City grid, was built parallel to the shoulder of Potrero Hill that has since been leveled. The few remaining lot lines on this angle are the ghosts of the Point.
6 Christopher VerPlanck, *Dogpatch Historic District Context Statement,* (San Francisco: 2001).
7 J.S. Hittell, *Commerce and Industry of the Pacific Coast,* (San Francisco: A.L. Bancroft, 1882), p. 682.

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

Early Shipyards

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

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

Large Industry

By 1910 there were few large industrial parcels remaining in Dogpatch or elsewhere in Potrero Point. Early in 1915, the American Can Company, the largest manufacturer of tin cans in the United States, purchased a large two-square block tract of land bounded by Kentucky Street (now 3rd Street) on the west, 20th Street on the north, Illinois Street on the east and 22nd Street on the south for $172,000.[11] The last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone, the factory was started in June 1916 and expanded in size through the early 1950s. In the 1930s, the company employed 1,200 workers, becoming one of the largest employers in the Central Waterfront. Following World War II, the company became the single largest employer of Dogpatch residents.

1906 Earthquake and Fire

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

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

8 William Issel and Robert W. Cherny, *San Francisco: 1865-1932,* (Berkeley: UC Press, 1986), p. 30.
9 Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Study,* (San Francisco: 1982), p. 191.
10 It is a common misconception that the residential uses of part of Dogpatch were eclipsed by industry for the production of ships for World War I. Sanborn Map information indicates a strong decline as of 1915.
11 "S.F. Tract Bought for Can Plant," *San Francisco Examiner,* (January 22, 1915), p. 7.

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

Figure 1: Potrero Point Refugee Camp, 1906.

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

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

Central Waterfront's Iron Industry

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

Union Iron Works

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

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

12 Interview with Edward Cicerone, conducted by Cheryl and Clark Taylor, (May 1964).
13 Union Irons Works built several of the battleships of the "Great White Fleet" and was therefore significantly associated with the Spanish American War and the building of an American overseas empire.
14 "Receiver for Union Works," *San Francisco Chronicle*, (August 18, 1903), p. 16.
15 "Iron Works Preparing for Increased Business," *San Francisco Call*, (October 24, 1905).
16 Victor S. Clark, *History of Manufactures in the United States, 1893-1928,* (New York: 1949), p. 141.

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

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

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

The military build-up of the late 1930s and subsequent American involvement in World War II in 1941 profoundly influenced the Central Waterfront area more than any other event, bringing in new residents and businesses to what had become a dilapidated area.
The influx of defense workers into the neighborhood and to the rest of the Bay area was the single largest population increase ever registered in the city. Workers were recruited from many different areas and populations, ranging from Dust Bowl refugees from Oklahoma and Texas to African-Americans from Louisiana, to Spanish-speaking immigrants from Mexico. Members of these ethnic groups and others doubled and tripled in the flats and workers' cottages of Dogpatch.[20]

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

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

17 "Iron Works is to Build an Addition," *San Francisco Examiner* (January 16, 1916), p. 1.
18 "Maritime News," *San Francisco Chronicle*, (June 3, 1918).
19 Bethlehem Steel Company, *A Century of Progress*, (San Francisco: Bethlehem Steel Company, Shipbuilding Division, 1949), p. 17.
20 Christopher VerPlanck, *Dogpatch Historic District Context Statement*, (San Francisco: 2001).
21 Ibid., p. 24.

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

Central Waterfront's Post-War Activity

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

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

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

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

Central Waterfront's Residential Enclaves

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

Irish Hill

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

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

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

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

Dogpatch

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

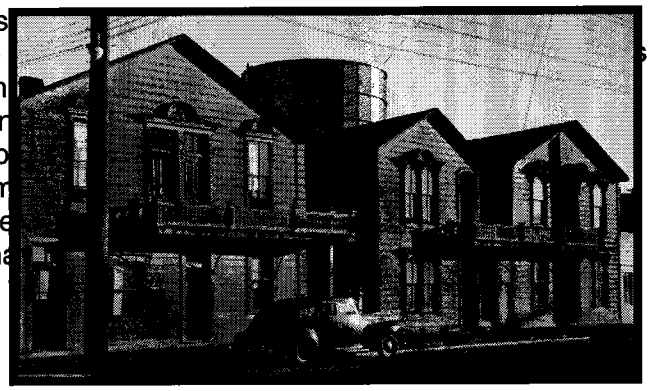


Figure 2: Southwest corner of 22nd and Minnesota Streets, 1951.

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

History of Dogpatch

Early Development

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

23 Tenth Census, 1880.

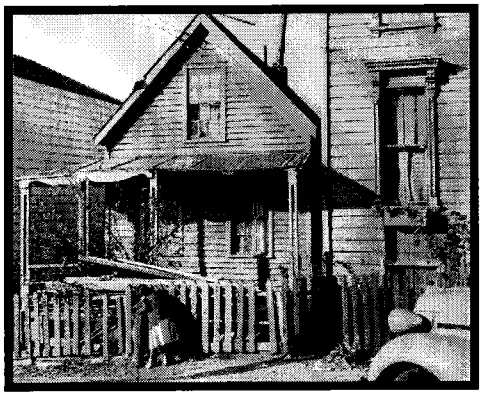


Figure 3: 1120 Tennessee Street, 1948.

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

> *The residence portion of the Potrero may be said to be divided like ancient Gaul, into three parts, the "old town" is that first divided, mentioned as crowning the heights above the waterside factories, and the principal means of gaining access to which are long flights of stairs (Irish Hill). Another section is that which has also been referred to as lying to the southwest in the valley next to the cordage factory (Dogpatch).*
>
> *The days of the cliff dwellers is passing. Many and many scores of modest homes still crown the heights which frown above the great waterside factories, and to which the principal means of access is still long flights of wooden stairs, but it is upon the gentler and more pleasing sites that rows of cottages, in later days erected, are located, and for long stretches of level or slightly rising streets, bordered by broad, tree-shaded sidewalks mark the new Potrero...*[24]

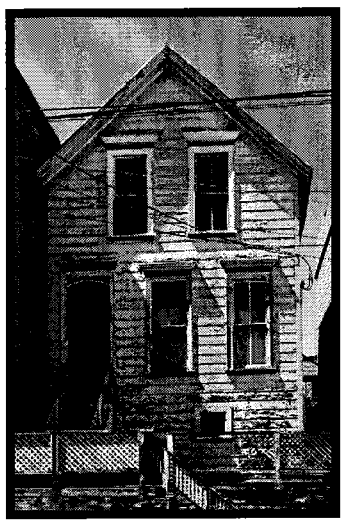


Figure 4: 718 22nd Street.

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

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

24 *San Francisco Examiner* (August 11, 1889).
25 Tenth Census, 1880.
26 Robert O'Brien, "Riptides," *Scrapbook, Oral History of San Francisco,* Bancroft Library, p. 14.

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

Churches

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

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

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

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

---

27 Christopher VerPlanck and San Francisco Architectural Heritage, "DPR 523B forms for 707 18th Street and 118 22nd Street," on file at San Francisco Architectural Heritage.
28 Margaret Henry, "Potrero Hill History," prepared for Potrero Neighborhood Bicentennial Festival, 1976.
29 Christopher VerPlanck, "DPR 523B form for 740 Tennessee Street," on file at San Francisco Architectural Heritage.
30 Ibid.

Commerce in Dogpatch

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

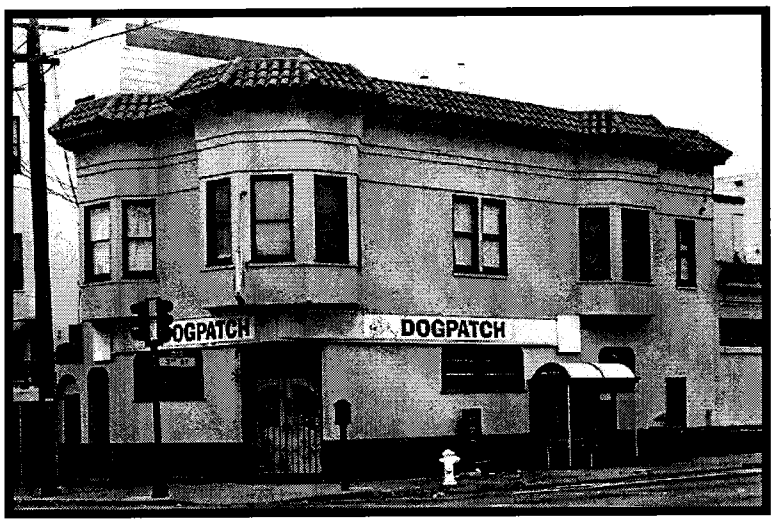


Figure 5: 700 22nd Street.

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

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

Dogpatch Population Characteristics: 1880-1890

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

Development: 1880-1890

The expansion of Union Iron Works was the most significant factor behind the development of Dogpatch in the 1880s and for the next seventy years the fortunes of the neighborhood ebbed and flowed with the largest shipyard on the West Coast. During the 1880s speculators and individuals built several clusters of two and three-family flats and cottages along the graded sections of Tennessee Street, particularly at its intersections with Sierra Street (now 22nd Street), Butte Street (now 19th Street) and Solano Street (now 18th Street). One of the most significant clusters of surviving dwellings from the 1880s is located on the 1100 Block of Tennessee Street. In 1885 architect Michael J. Welch and builders O. E. Dunshea and Thomas Sullivan designed and constructed a row of identical Italianate-style two-family flats for the Sullivan family (1104-06, 1108-10, 1112-14 and 1116-18 Tennessee).

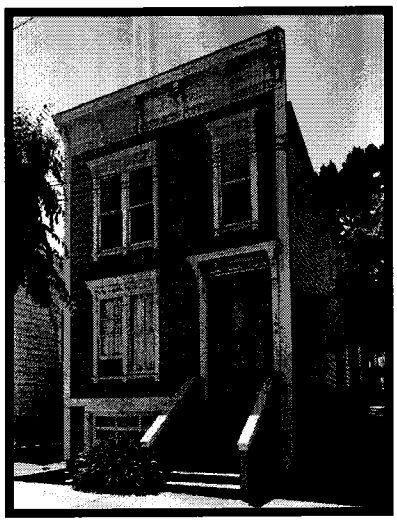


Figure 6: 700 Tennessee St.

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

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

A reporter for the *Examiner* wrote in 1893:

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

Irving Scott School

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

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

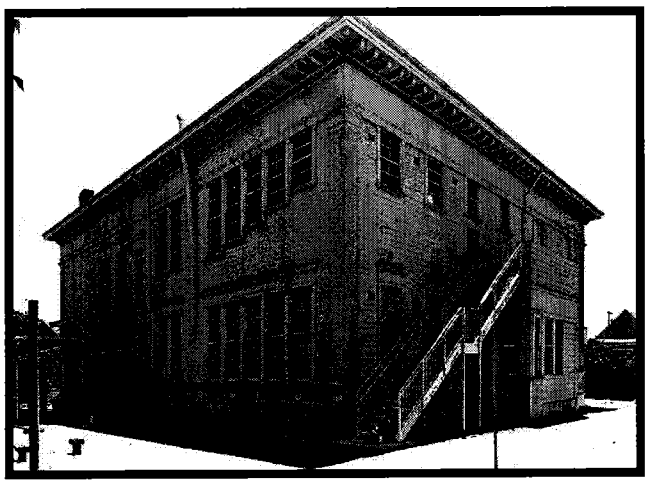


Figure 7: Irving Scott School.

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

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

San Francisco Fire Department Station #16

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

Figure 8: 909 Tennessee Street.

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

Population Characteristics: 1890-1900

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

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

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

Development: 1890-1900

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

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

Pelton Cottages

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

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

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

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

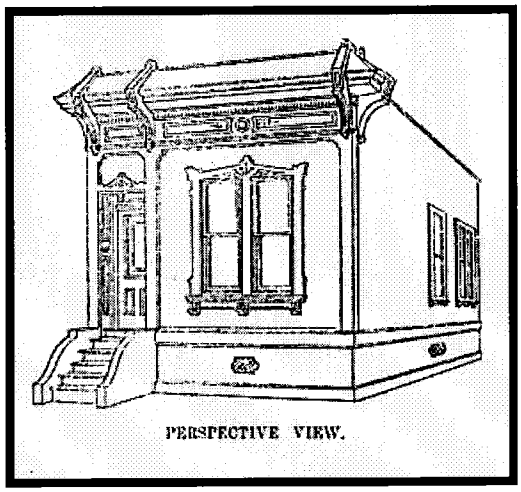


Figure 9: Pelton "Four-Room Cottage" elevation.

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

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

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

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

---

33 Charles L. and Lois M. Pelton, Pelton Family in America, 375 Years of Genealogy, (Aberdeen, SD: Family Health Media, 1992), p. 115.
34 John William Snyder, "Index of San Francisco Building, 1879-1900," (Masters Thesis, University of California, Davis, 1975), pp. 602-608.
35 Richard Longstreth, On the Edge of the World, Four Architects in San Francisco at the Turn of the Century, (Berkeley: University of California Press, 1998), p. 80.
36 Crocker-Langley's City Directory, 1877-78.
37 John Cotter Pelton, Jr., "Cheap Dwellings, Plans and Specifications of a Five-Hundred Dollar House," *San Francisco Evening Bulletin,* April 3, 1880, p. 1.
38 Clifford E. Clark, The American Family Home, 1800-1960, (Chapel Hill, NC: University of North Carolina Press, 1986), p. 103.

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

Figure 10: 1004 Tennessee.

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

Between April 1880 and November 1883, the *Bulletin* featured one of Pelton's cottage designs on the front page of the Saturday edition every two or three months. Each of Pelton's installments was preceded by the editor's "Introduction." The Introduction introduced the current month's design, quoted positive reaction to previous installments and listed locations of places where cottages based on Pelton's plans were under construction.

Figure 11: 1011 Tennessee.

The first installment of the "Cheap Dwellings" series was published on April 3, 1880. The three-room cottage was designed for the narrowest marketable lot width, 20' feet, and its cost, with all the bells and whistles, came to $585.00. By omitting the indoor water closet, the hip roof and the picket fence, one could, according to Pelton, build the cottage for closer to $500.00. Either way, this was a very reasonable price for a single-family urban home in 1880.[40]

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

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

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

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

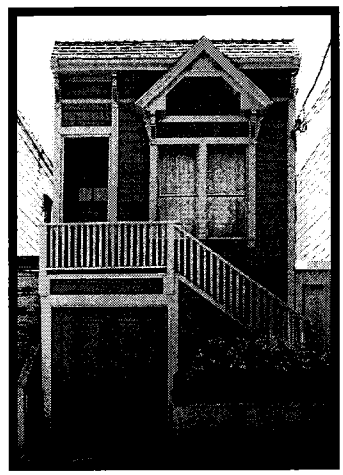


Figure 12: 905 Minnesota.

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

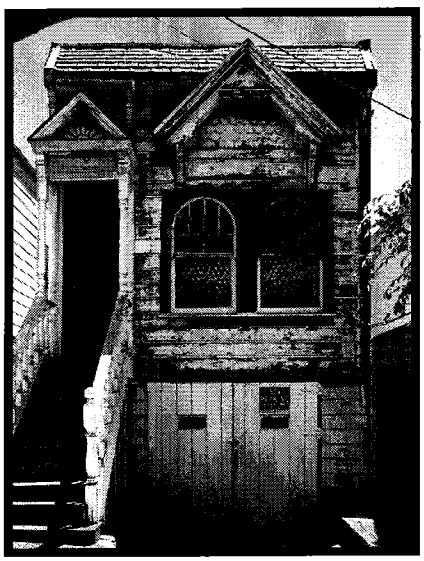


Figure 13: 913 Minnesota.

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

The Kentucky Street cottages were demolished when the street was widened in the 1930s. Today, two Santa Fe Land Improvement Company cottages survive at 997-99 and 1011 Tennessee Street. The 1890s also witnessed infill development of several vacant lots in Dogpatch but instead of cottages, most of the dwellings built were large, multi-family flats, housing three or four families. A good example

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

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

Population Characteristics: 1900-1920

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

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

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

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

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

42 Ibid.
43 United States Census Schedules (1920).

Development: 1900-1910

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

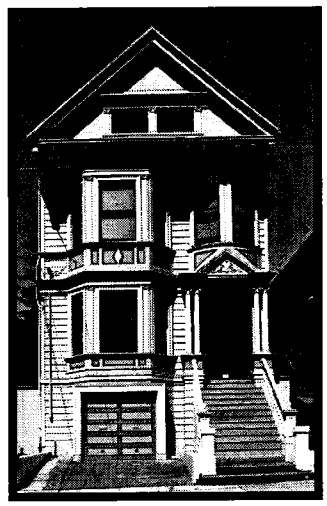


Figure 14: 1016-1018 Tennessee.

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

First World War

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

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

Development: 1910-1920

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

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

Figure 15: 2300 3rd Street – Potrero Police

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

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

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

American Can Company

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

45 "Potrero Demands Improvements," *San Francisco Evening Call* (September 4, 1910).
46 "One Stone Pile Kills Two Birds," *San Francisco Morning Call* (November 17, 1910), p. 7.

remaining parcels in the next two decades, few of these developments exceeded 20,000-square feet. American Can Company was the last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone. In 1915, the company, the largest manufacturer of tin cans in the United States, purchased a large two-square block tract of land bounded by Kentucky Street on the west, 20th Street on the north, Illinois Street on the east and 22nd Street on the south for $172,000.[47]

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

Development in Dogpatch, 1920-1940

Between1920 and 1930, Dogpatch reached its population peak with more than 1,200 residents but residential construction had all but stopped. By the early 1920s, most of the available residential parcels had long since been developed. Of the existing 85 structures built during the period of significance, only four were built in this decade, including two single-family cottages and two multi-family apartment buildings. Although there were several large tracts still vacant in the northern portion of the neighborhood, such as Block 4059 and the northern portion of Block 4107, these tracts belonged to the Santa Fe Land Improvement Company and were earmarked for industrial development.

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

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

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

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

Population Characteristics of Dogpatch Between 1920 and 1940

The decade between 1930 and 1940 witnessed further transformation in the social and ethnic makeup of the population of Dogpatch. Much of the evidence is anecdotal, due to the fact that neither the 1930 nor the 1940 Census schedules have been released. According to local tradition, a second major influx of Italians into Dogpatch occurred in 1923 after a fire destroyed Cunio Flats, an Italian immigrant community located close to Fisherman's Wharf.[48]
Block books, city directories and property sales records indicate that by 1930, the majority of the property purchases in Dogpatch were indeed being made by residents with Italian surnames. General information can also be gleaned from the 1940 Census population tables, giving a general portrait of the larger community of Potrero Hill. In 1940 there were 9,035 residents in Census Tract L-1, with Dogpatch comprising roughly an eighth of the total. Of the total population of Tract L-1, 66.3 percent were native-born Caucasian and 32.6 percent foreign-born Caucasian, which also included Mexicans and other Latin Americans. The non- Caucasian population was 1.1 percent and consisted primarily of native-born African-Americans.

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

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

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

World War II

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

48 Interview with Robert Galli, conducted by Cheryl and Clark Taylor, (May 1964).
49 Sixteenth Census of the United States (1940).
50 Ibid.

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

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

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

STATEMENT OF SIGNIFICANCE:

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

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

Events/Patterns of History

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

51 Sixteenth Census of the United States (1940).

Exploration/Settlement

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

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

Design/Construction

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

REFERENCES:

Primary Sources

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

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

Potrero View. September 1976.

Map of the City of San Francisco Showing Paved Streets. M.M. O'Shaughnessy, City Engineer, 1928. (San Francisco Public Library)

San Francisco Chronicle. August 18, 1903 and June 3, 1918.

San Francisco Evening Bulletin. April 3, 1880.

San Francisco Evening Call. October 24, 1905 and September 4, 1910.

San Francisco Examiner. August 11, 1889, January 22, 1915 and January 16, 1916.

San Francisco Morning Call. May 28,1893 and November 17, 1910.

Government Documents

Coast Survey Map of 1857.

Tenth Census, 1880.

San Francisco Department of City Planning, "Central Waterfront, An Area Plan of the Master Plan of the City and County of San Francisco." 1990.

Sixteenth Census,1940.

United States Census Schedules (1920).

Secondary Sources

Bethlehem Steel Company, *A Century of Progress.* San Francisco: Bethlehem Steel Company, Shipbuilding Division: 1949.

Clark, Clifford E. *The American Family Home, 1800-1960.* Capel Hill, NC: University of North Carolina Press: 1986.

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

Issel, William and Robert W. Cherny, *San Francisco: 1865-1932.* Berkeley: UC Press, 1986.

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

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

Olmsted, Roger and Nancy. *San Francisco Bayside Historical Cultural Resource Study.* San Francisco: 1982.

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

Snyder, John William. *Index of San Francisco Building, 1879-1900.* Masters Thesis, University of California, Davis, 1975.

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

Other

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

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

Tables Showing Changes in Names of Streets, Also Open, Closed and Accepted Streets and Widths of Streets of the City and County of San Francisco. The Hinton Printing Co. 536 Clay Street, San Francisco, 1895. (San Francisco Public Library)

Photographs and Illustrations:

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

Figure 2: California Historical Society, Minor White Collection.

Figure 3: California Historical Society, Minor White Collection.

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

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

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

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

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

Figure 9: *San Francisco Evening Bulletin.*

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

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

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

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

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

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

RATINGS: National Register of Historic Places:

1S -- Separately listed in the National Register of Historic Places (National Register).

3B -- Appears eligible for listing in the National Register as it contributes to a historic district that has been fully documented. The resource also appears eligible for separate listing in the National Register.

3D -- Appears eligible for listing in the National Register as it contributes to a historic district that has been fully documented.

3S -- Appears eligible for separate listing in the National Register.

4D2 -- May become eligible for listing in the National Register when more historical or architectural research is performed on the district.

5B1 -- (Assumed) Ineligible for the National Register but of local interest, both individually and as a contributor to a district under an existing local ordinance.

5D1 -- Ineligible for the National Register but of local interest as a contributor to a fully documented district that is designated or eligible for designation as a local historic district.

5N -- Ineligible for the National Register but of local interest because it has experienced significant changes but should be given consideration in local planning.

5S3 -- Ineligible for the National Register as separate listing or designation under local ordinances but is eligible for special consideration in local planning.

6Z1 -- Not of local interest or potentially eligible for the National Register.

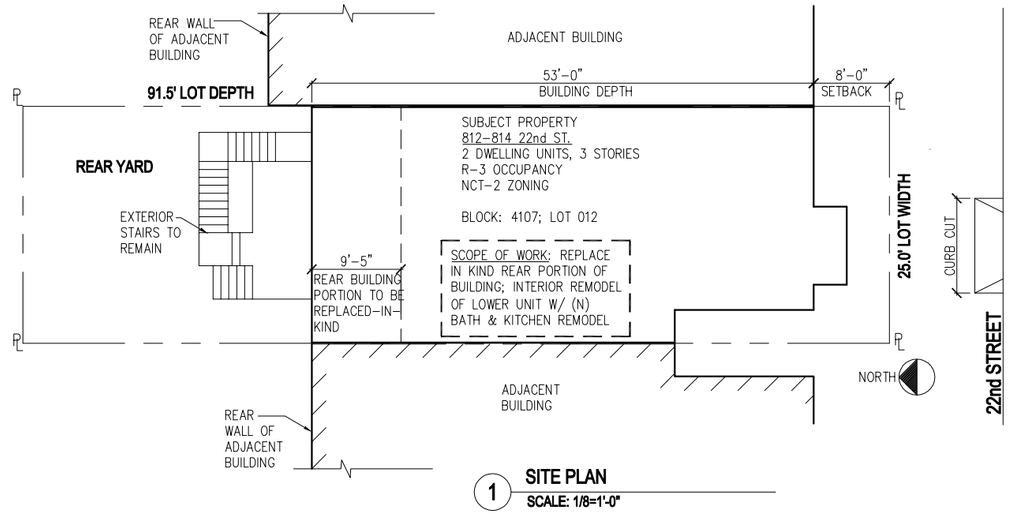
7 -- Not evaluated.

PREPARED BY: Edited by: Jeffrey Tully
ADDRESS: Planning Department
City and County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103-2414

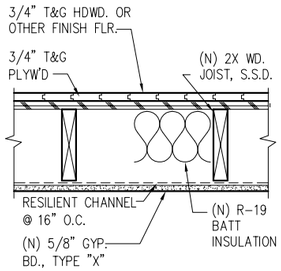
Written by: Christopher VerPlanck
Page & Turnbull
724 Pine Street
San Francisco, CA 94108

ATTACHMENTS:

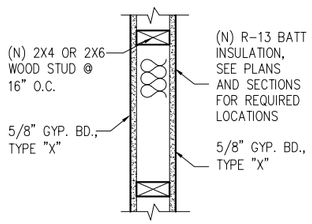
_X_DPR 523 A, B, and L Forms (Exhibit A)
_X_Context Statement/Statement of Significance
___Photographs (Exhibit B)
_X_Maps (Exhibit C)
___Other



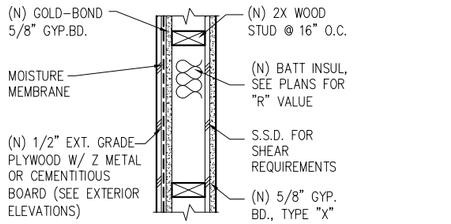
1 SITE PLAN
SCALE: 1/8=1'-0"



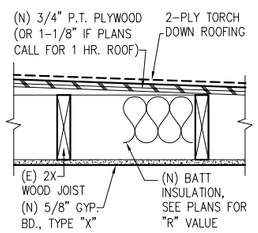
2 FLOOR CEILING ASSEMBLY BETWEEN UNITS
SCALE: N.T.S.



3 INTERIOR WALL WITHIN UNIT, TYP.
SCALE: N.T.S.

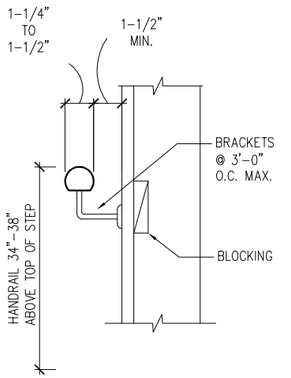


4 1-HR RATED EXTERIOR WALL AT P.L., TYP.
SCALE: N.T.S.

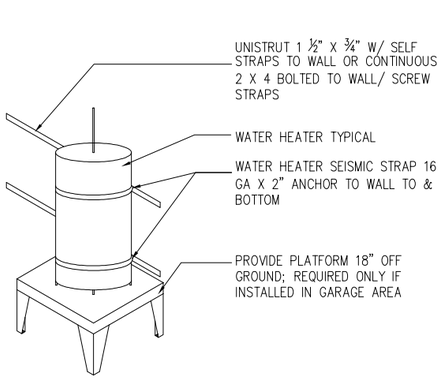


NOTE: ALL WATER PROOFING DETAILS TO BE PROVIDED ON A DESIGN-BUILD BASIS BY CONTRACTOR; OR CONTACT ARCHITECT FOR FURTHER WATERPROOFING DETAILS

5 "FLAT" ROOF ASSEMBLY, TYP.
SCALE: N.T.S.



6 HANDRAIL DETAIL, TYP.
SCALE: N.T.S.



7 WATER HEATER DETAIL, TYP.
SCALE: N.T.S.

GENERAL NOTES

1. CONTRACTOR SHALL ADHERE TO ALL CODES, RULES, AND REGULATIONS GOVERNING CONSTRUCTION, BUILDING ACCESS AND THE USE OF FACILITIES AS SET BY LOCAL BUILDING DEPARTMENT AGENCY AND THE BUILDING OWNERS. TITLE 24 C.A.C ESPECIALLY THOSE ABSTRACTS DEALING WITH ENERGY AND HANDICAPPED ACCESS REQUIREMENTS. ANYTHING SHOWN ON THESE DRAWINGS, NOT IN ACCORDANCE WITH THESE RULES AND REGULATIONS, SHALL BE BROUGHT TO THE ATTENTION OF THE DESIGNER BEFORE PROCEEDING WITH ANY WORK.
2. ALL DIMENSIONS RELATING TO THE EXISTING CONDITIONS SHALL BE VERIFIED IN THE FIELD. DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONAL INFORMATION.
3. THE CONTRACTOR AND SUBCONTRACTORS SHALL VERIFY ALL CONDITIONS AND DIMENSIONS IN THE FIELD. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNER OF ANY CONFLICTS OR DISCREPANCIES HEREIN, EITHER APPARENT OR OBVIOUS PRIOR TO START OF WORK ON THAT ITEM
4. THE CONTRACTOR SHALL REVIEW PLANS AND THE AREA OF CONSTRUCTION CAREFULLY TO INSURE FULL UNDERSTANDING OF EXACT SCOPE OF WORK. THE ARCHITECT WILL BE AVAILABLE TO RESOLVE ANY UNCLEAR ITEMS
5. THE CONTRACTOR SHALL SUBMIT TO THE ARCHITECT ALL FABRICATION SHOP DWGS. AND FIXTURE CUTS FOR APPROVAL AFTER HAVING CHECKED AND APPROVED THEM FIRST, WHERE APPLICABLE.
6. ALL MATERIALS AND INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S LATEST PRINTED SPECIFICATIONS AND WITH CODE REQUIREMENTS

SYMBOLS

- 1/A4 — SECTION DRAWING SHEET NUMBER
- X/12 — EQUIPMENT SYMBOL EQUIPMENT TYPE EQUIPMENT GROUP
- 1/A5 — ELEVATION DRAWING SHEET NUMBER
- 1 — REVISION
- 1 — WALL TYPE
- 1/A4 — DETAIL DRAWING SHEET NUMBER
- F-1 — FINISH SYMBOL
- UP / LEFT A3 RIGHT / DOWN — IINTERIOR ELEVATION SHEET NUMBER DRAWING NUMBER
- MATCH LINE SHADED PORTION IS SIDE CONSIDERED
- DATUM POINT
- OFFICE 101 — ROOM IDENTIFICATION ROOM NAME ROOM NUMBER
- A / 1 — COLUMN GRID
- 1 — DOOR NUMBER
- T.W. 15'-0" — TOP OF WALL
- 1 — WINDOW NUMBER

SCOPE OF WORK

1- REPLACEMENT-IN-KIND REAR PORTION OF BUILDING, ALL 3 STORIES

2- INTERIOR REMODEL OF LOWER UNIT (814 22nd ST) INCLUDING: NEW BATHS, KITCHEN REMODEL, NEW LAUNDRY, NEW CLOSET

3- STRUCTURAL WORK AT GARAGE POSTS & BEAMS

PROJECT DIRECTORY

OWNER: JUSTIN NEBEN & MARTIN SPANNAGEL
814 22nd STREET, SAN FRANCISCO, CA, 94107
JNEBEN@GMAIL.COM; 415-779-6327

ARCHITECT: JORGE CARBONELL
JORGE CARBONELL ARCHITECTURE + INTERIORS
605 MISSISSIPPI STREET, SAN FRANCISCO, CA, 94107
JORGE@CARBONELLARCHITECTURE.COM; 415-336-3278

STRUCTURAL: MICHAEL HOM
HOM PISANO ENGINEERING
2265 31st AVENUE, SAN FRANCISCO, CA, 94116
HOM@HOMPISANO.COM; 415.713.8087

BUILDING INFORMATION

BUILDING DESCRIPTION:	DUPLEX		
	# STORIES:	3	- NO CHANGE
	CONST.. TYPE	5-B	- NO CHANGE
	OCCUPANCY:	R-3	- NO CHANGE
	# DWELLING	2	- NO CHANGE

OCCUPANT LOAD AT AREA OF SCOPE OF WORK:
1 PER 200 SQ.FT.

APPLICABLE CODES:
CALIFORNIA BUILDING CODE; 2010 EDITION
CALIFORNIA ELECTRICAL CODE; 2010 EDITION
CALIFORNIA MECHANICAL CODE; 2010 EDITION
CALIFORNIA PLUMBING CODE; 2010 EDITION
CALIFORNIA RESIDENTIAL CODE; 2010 EDITION
CALIFORNIA ENERGY CODE; 2010 EDITION
CALIFORNIA FIRE CODE; 2010 EDITION
CALIFORNIA GREEN BUILDING CODE; 2010 EDITION

DRAWING INDEX

A0.0 COVER SHEET & SITE PLAN & TYPICAL DETAILS
A0.1 GENERAL REQUIREMENTS
A1.1 EXISTING CONDITIONS
A1.2 EXISTING CONDITIONS
A2.1 FLOOR PLANS
A2.2 FLOOR PLANS
A2.3 FLOOR PLANS
A3.1 ELEVATIONS & SECTIONS
S1.0 STRUCTURAL
S2.1 STRUCTURAL
S2.2 STRUCTURAL
S3.1 STRUCTURAL
S4.1 STRUCTURAL
S4.2 STRUCTURAL
S4.3 STRUCTURAL

ABBREVIATIONS

&	AND	DET.	DETAIL	FT.	FOOT OR FEET	OPNG.	OPENING
@	ANGLE AT	DIA.	DIAMETER	FTG.	FOOTING	OPP.	OPPOSITE
ADJ.	ADJUSTABLE	DIM.	DIMENSION	GA.	GAUGE	OSCI	OWNER SUPPLIED CONTRACTOR INSTALLED
AL.	ALUMINUM	DN.	DOWN	GALV.	GALVANIZED	PL.	PLATE
APPROX.	APPROXIMATE	DR.	DOOR	G.B.	GRAB BAR	PLYWD.	PLYWOOD
ARCH.	ARCHITECTURAL	DS.	DOWNSPOUT	GYP.	GYPSUM	PT.	POINT
ASPH.	ASPHALT	D.S.P	DRY STANDPIPE	H.B.	HOSE BIBB	Q.T.	QUARRY TILE
BD.	BOARD	DWG.	DRAWING	HDWD.	HARDWOOD	R.	RISER
BITUM.	BITUMINOUS	E.	EAST	HORIZ.	HORIZONTAL	PL.	PLATE
BLDG.	BUILDING	EA.	EACH	HR.	HOUR	PLYWD.	PLYWOOD
BLK.	BLOCK	EL.	ELEVATION	HT.	HEIGHT	PT.	POINT
BLKG.	BLOCKING	ELEC.	ELECTRICAL	INSUL.	INSULATION	Q.T.	QUARRY TILE
BM.	BEAM	ELEV.	ELEVATOR	INT.	INTERIOR	R.	RISER
BOT.	BOTTOM	EMER.	EMERGENCY	JT.	JOINT	R.D.	ROOF DRAIN
CAB.	CABINET	ENCL.	ENCLOSURE	LAM.	LAMINATE	REF.	REFERENCE
CEM.	CEMENT	EQ.	EQUAL	LT.	LIGHT	REFR.	REFRIGERATOR
CLG.	CEILING	EQPT.	EQUIPMENT	MAX.	MAXIMUM	REINF.	REINFORCED
CLKG.	CAULKING	(E)	EXISTING	MECH.	MECHANICAL	REQ'D.	REQUIRED
CLO.	CLOSET	EXT.	EXTERIOR	MEMB.	MEMBRANE	RM.	ROOM
CLR.	CLEAR	F.A.	FIRE ALARM	MTL.	METAL	R.O.	ROUGH OPENING
COL.	COLUMN	F.B.	FLAT BAR	MFR.	MANUFACTURER	R.W.L.	RAIN WATER LEADER
CONC.	CONCRETE	F.D.	FLOOR DRAIN	MIN.	MINIMUM	S.	SOUTH
CONSTR.	CONSTRUCTION	FDN.	FOUNDATION	MISC.	MISCELLANEOUS	SCHED.	SCHEDULE
CONT.	CONTINUOUS	F.E.	FIRE EXTINGUISHER	(N)	NEW	SECT.	SECTION
CTR.	CENTER	FIN.	FINISH	N.	NORTH	SHR.	SHOWER
DBL.	DOUBLE	FL.	FLOOR	N.I.C.	NOT IN CONTRACT	SHT.	SHEET
DEPT.	DEPARTMENT	FLUOR.	FLUORESCENT	NO. / #	NUMBER	SIM.	SIMILAR
		F.O.C.	FACE OF CONCRETE	NOM.	NOMINAL	SPEC.	SPECIFICATION
		F.O.F.	FACE OF FINISH	N.T.S.	NOT TO SCALE	SQ.	SQUARE
		F.O.S.	FACE OF STUDS	O.C.	ON CENTER	S.S.D.	SEE STRUCTURAL DRAWINGS
						S.ST.	STAINLESS STEEL
						STA.	STATION
						STD.	STANDARD
						STL.	STEEL
						STOR.	STORAGE
						STRL.	STRUCTURAL
						SUSP.	SUSPENDED
						SYM.	SYMMETRICAL
						T.C.	TOP OF CURB
						TEL.	TELEPHONE
						T.&G.	TONGUE AND GROOVE
						THK.	THICK
						T.W.	TOP OF WALL
						TYP.	TYPICAL
						UNF.	UNFINISHED
						U.O.N.	UNLESS OTHERWISE NOTED
						VERT.	VERTICAL
						VEST.	VESTIBULE
						W.	WEST
						W/	WITH
						W.C.	WATER CLOSET
						WD.	WOOD
						W/O	WITHOUT
						WP.	WATERPROOF
						WT.	WEIGHT

JORGE CARBONELL ARCHITECTURE + INTERIORS

605 MISSISSIPPI ST.
SAN FRANCISCO, CA
94107
TEL. (415) 336-3278
FAX. (415) 206-1848

jorge@carbonellarchitecture.com
www.carbonellarchitecture.com

PROJECT:
RESIDENTIAL REMODEL

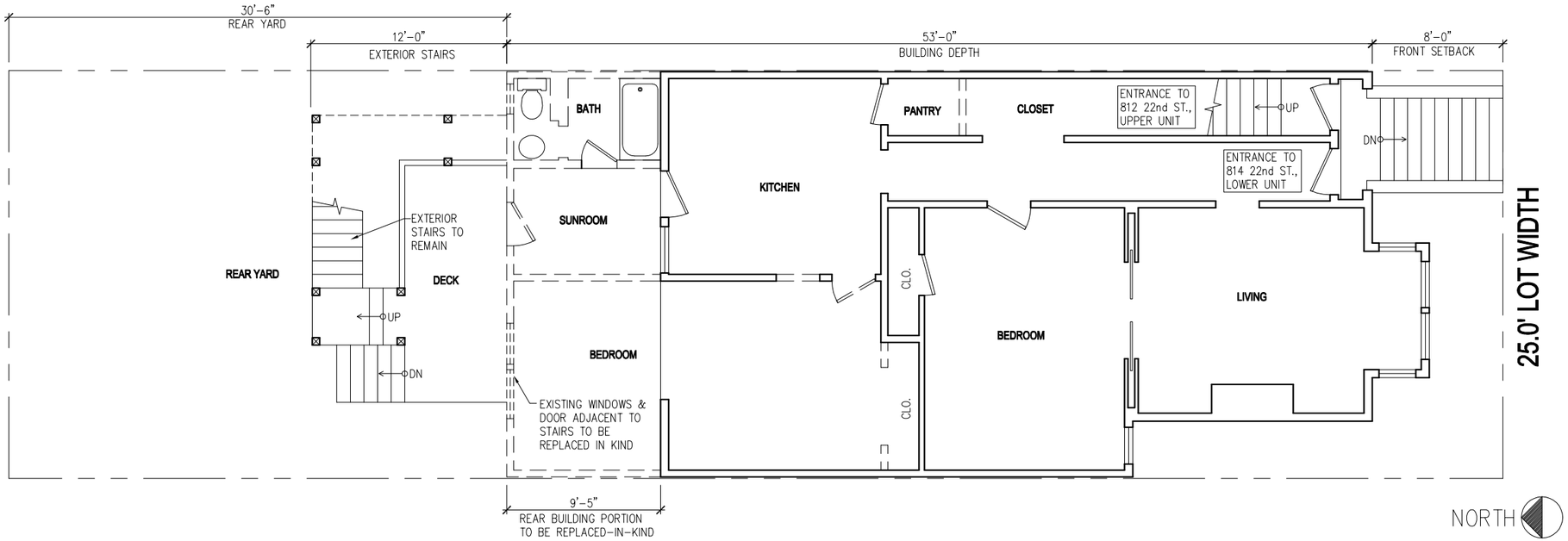
ADDRESS:
814-812 22nd STREET
SAN FRANCISCO
CA, 94107

LOT / BLOCK:
4107 / 012

ISSUED	DATE
PERMIT	11.26.2012

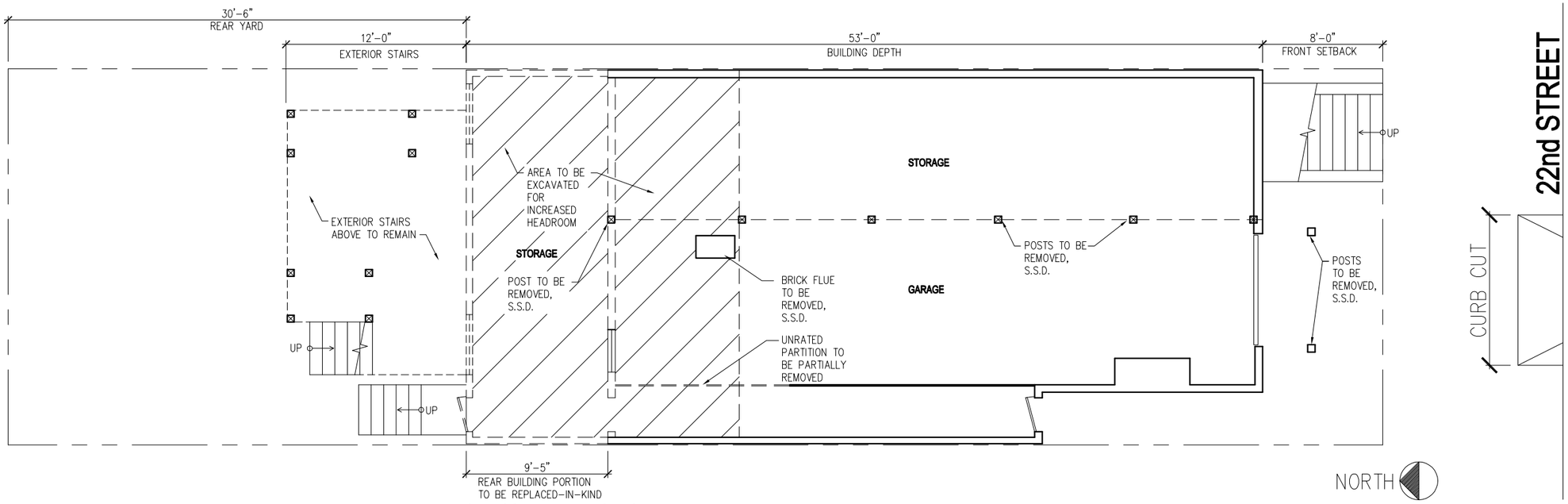
SHEET DESCRIPTION
COVER SHEET & SITE PLAN & TYPICAL DETAILS

A0.0



2 **SECOND FLOOR PLAN - EXISTING**

SCALE: 1/4" = 1'-0"



1 **FIRST FLOOR PLAN - EXISTING**

SCALE: 1/4" = 1'-0"

JORGE CARBONELL ARCHITECTURE + INTERIORS

605 MISSISSIPPI ST.
SAN FRANCISCO, CA
94107
TEL. (415) 336-3278
FAX. (415) 206-1848

jorge@carbonellarchitecture.com
www.carbonellarchitecture.com

PROJECT:
RESIDENTIAL REMODEL

ADDRESS:
814-812 22nd STREET
SAN FRANCISCO
CA, 94107

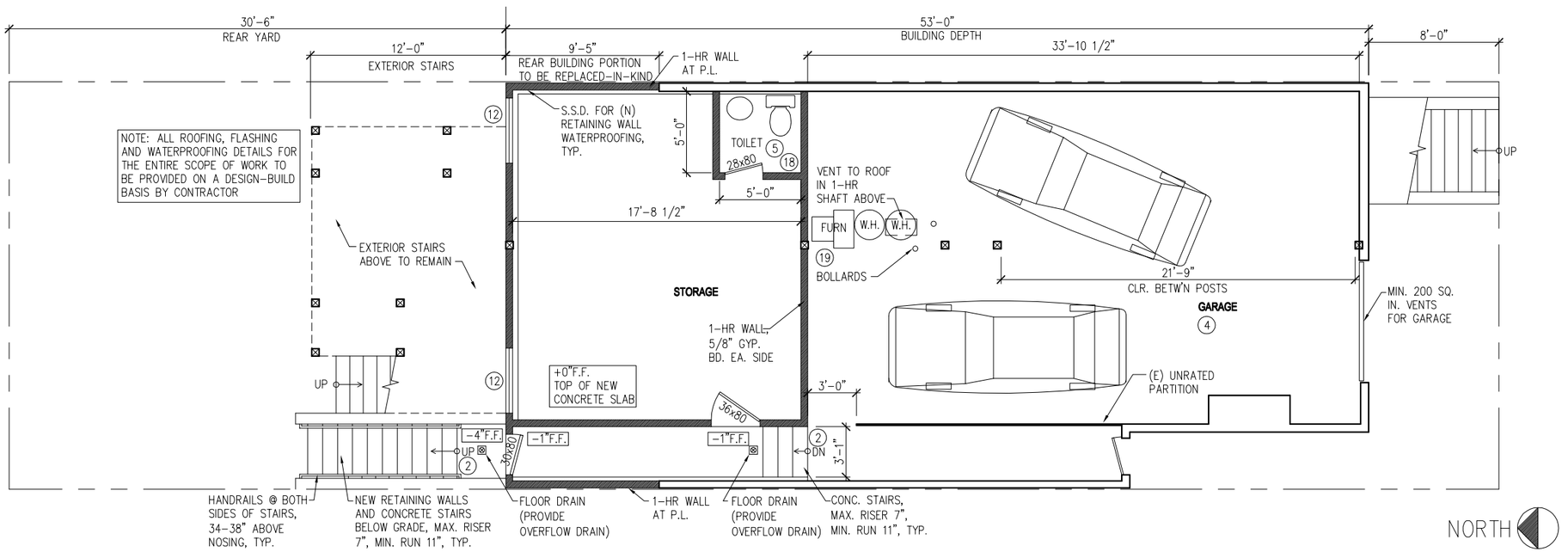
LOT / BLOCK:
4107 / 012

ISSUED	DATE
PERMIT	**11.26.2012**

SHEET DESCRIPTION

EXISTING CONDITIONS

A1.1



1 FIRST FLOOR PLAN - PROPOSED
SCALE: 1/4" = 1'-0"

KEYNOTES

(1) **SMOKE DETECTOR & CARBON MONOXIDE DETECTOR:** SMOKE DETECTOR TO BE INSTALLED IN ALL SLEEPING ROOMS AND AREAS SERVINGS THE SLEEPING ROOMS. MIN. ONE SMOKE DETECTOR ON EACH LEVEL. ALARMS AT BEDROOM TO BE PLACED WITHIN 1'-0" OF THE CENTER OF THE DOOR. INTERCONNECTION: WHERE MORE THAN ONE SMOKE ALARM IS REQ'D WITHIN A DWELLING UNIT, SMOKE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WIL ACTIVATE ALL THE ALARMS IN THE DWELLING UNIT. ALARM SHALL BE CLEARLY AUDIBLE IN ALL BEDROOMS OVE BACKGROUND NOISE WITH ALL INTERVENING DOORS CLOSED. CARBON MONOXIDE DETECTOR: ARE REQUIRED ON THE HALLWAY OUTSIDE ALL BEDROOMS: AT LEAST ONE ONE EACH STORY.

(2) **STAIRS:**
RISE AND RUN 4" MIN. RISER, 7" MAX. RISER AND 11" MIN. TREAD RUN. (EXCEPTION: STEPS MAY BE 7.75" MAX. RISE AND 10" MIN. RUN FOR PRIVATE STEPS IF OCCUPANT LOAD IS <10 OR FOR STAIRS TO UNOCCUPIED ROOF). LARGEST RISE OR RUN IN A FLIGHT MAY NOT EXCEED SMALLEST BY MORE THAN 3/8" HANDRAILS REQ'D ON STAIRS WITH 4 OR MORE RISERS. HANDRAIL HEIGHT BETWEEN 34" & 38" ABOVE LEADING EDGE OF NOSING, WITH 12" EXTENSIONS TOP & BOTTOM, RETURNED TO WALL. HANDRAILS REQUIRED AT BOTH SIDES, EXCEPT WITHIN A DWELLING UNIT. PICKETS & BALUSTERS: OPENING LESS THAN 4". 6" MAX. DIAMETER OPENING AT TREAD/RISER/BALUSTER TRIANGLE. GUARDRAIL MIN. HEIGHT 42". EXCEPTION: WITHIN DWELLING UNIT, 36" MIN. IF HANDRAIL MOUNTED ABOVE GUARDRAIL. LANDING REQ'D AT EVERY 12 VERTICAL FEET, MAX. LENGTH OF LANDING EQUAL TO WIDTH OF STAIRS. HEADROOM CLEARANCE MIN 80" THROUGHOUT STAIRS. TREAD ANTI-SLIP: ON EXTERIOR STAIRS, PROVIDE TREAD TREATMENT TO ACHIEVE A COEFFICIENT OF FRICTION OF 1.02 DRY and 0.98 WET.

(3) **LIGHT & VENTILATION:** LIGHT TO HABITABLE SPACE: 8% OF FLOOR AREA, MIN. 8 SQ. FT. HABITABLE ROOMS SHALL BE NATURALLY VENTILATED WITH AN AREA 4% OF THE FLOOR AREA WITH A MIN. 4 SQ. FT. OPENINGS.

(4) **GARAGE:** VENTILATION: 200 SQ. INCHES MIN. FOR GARAGE OF UP TO 1,000 SQ. FT. FOR EACH ADDITIONAL 200 SQ. FT. PROVIDE ADDITIONAL 30 SQ. IN. OF CLR. VENT AREA. LIGHTING: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S) (TITLE 24). BOLLARDS: PROVIDE TO PROTECT GAS EQUIPMENT FROM IMPACT. (CMC308.1)

(5) **BATHROOM:**
W.C.: MIN. OF 24" CLEARANCE IN FRONT OF W.C. 15" FROM CENTERLINE OF BOWL TO ADJACENT WALL. MAX. ALLOWABLE W.C. FLUSH RATE: 1.28 GALLONS, MAX.
SHOWER: 30" MIN. DIA. CIRCLE & 1024 SQ. INCHES MIN. AREA, 32" X 32" INSIDE THRESHOLD; SHOWERHEAD FLOW RATE TO BE 2.5 GAL/MINUTE MAX. WET AREAS: NO GYPSUM BOARD OR GREENBOARD OR PURPLEBOARD ALLOWED ON WET AREAS; USE 1/2" CEMENTITIOUS BACKERS (HARDIE BACKER OR SIM.) AS TILE OR STONE UNDERLAYMENT. FAUCETS FLOW RATE TO BE 2.2 GAL/MINUTE MAX. OUTLETS: PROVIDE BATH WITH GFCI OUTLETS. LIGHTING: ALL H.E. LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S)

(6) **LAUNDRY:** PROVIDE FLOOR DRAIN IN CENTER OF ROOM, SLOPE MIN. 1/4" PER FOOT.ELECTRICAL: LAUNDRY ROOM, WASHER AND DRYER SHALL HAVE A SEPARATE 20 AMP CIRCUIT. DRYER VENT: RIGID PIPE (NO FLEX DUCT ALLOWED) SHALL TERMINATE OUTSIDE. 4" DIAM PIPE 14' MAX LENGTH WITH MAX 2 - 90 DEGREE TURNS, MINUS 2' FOR EACH ADDITIONAL 90 DEGREE TURN OR PROVIDE BOOSTER FAN. MAKE-UP AIR: VENT FOR GAS OR ELECTRIC DRIERS: 100 SQ. IN. MIN. INTAKE OPENING. LIGHTING: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S)

(7) **BEDROOM WINDOWS** AT LEAST ONE PER BEDROOM SHALL MEET EGRESS REQ'S OF MIN. WIDTH 20" (WITH MIN. HEIGHT OF 41") OR MIN. HEIGHT 24" (WITH 34.2" MIN. WIDTH) TOTALING 5.7 SQ. FT. MIN. CLR. OPENING. BOTTOM OF CLR. OPENING TO BE 44" MAX ABOVE BEDROOM FLOOR.

(8) **ROOF PARAPETS:** AT UNRATED ROOFS: 1-HR RATED PARAPET, 30" MIN. HEIGHT REQ'D.

(10) **ROOFING:** CLASS "B" MIN. ROOFING (SFBC 1506.1) TO BE BUILT-UP ROOF ACCORDING TO APPLICATIONS ON TABLE 15-E, CBC. FLAT ROOF 2% MIN. SLOPE, 1:48. ROOF MATERIALS SHALL BE OF FIRE RESISTANT TREATED WOOD.

(11) **ATTIC VENTILATION & ACCESS:** ENCLOSED ATTIC AND RAFTER SPACES SHALL HAVE CROSS VENTILATION. NET FREE VENTILATING AREA SHALL NOT BE LESS THAN 1/300 OF ATTIC OR RAFTER SPACE AREA WITH A CLASS 1 OR 2 VAPOR BARRIER PROVIDED ON THE WARM-IN-WINTER SIDE OF CEILING; 50% OF VENT AREA SHALL BE PROVIDED IN UPPER PORTION AND 50% BY EAVES OR CORNICE VENTS. ACCESS: 20"x30" ACCESS REQUIRED WHEN ATTIC HAS CLEAR HEIGHT OF 30" OR MORE. HEADROOM OF 30" MIN. REQ'D ABOVE ACCESS.

(12) **TEMPERED WINDOWS:** THE FOLLOWING GLAZING CONDITIONS REQUIRE THE USE OF TEMPERED GLASS: GLAZING WITHIN 24" OF THE STRIKE EDGE OF A DOOR; GLAZING WITHIN 18" OF A FINISH FLOOR LEVEL (WALKING SURFACE); GLAZING WITHIN SHOWER OR BATHTUB ENCLOSURE.

(13) **OUTLETS (ELECTRICAL RECEPTACLES):** AT LEAST ONE OUTLET IN HALLWAY. PLACE OUTLETS SO THAT NO POINT ALONG THE WALL SPACE IS MORE THAN 6' HORIZONTALLY FROM ANY OUTLET. ANY WALL OVER 24" WIDE SHALL HAVE AN OUTLET. ALL OUTLETS SHALL BE LISTED TAMPER RESISTANT RECEPTACLES.

(14) **SWITCHES AND CONTROLS** SHALL BE PLACED MIN. 36" - MAX 48" ABOVE FINISH FLOOR.

(15) **THERMOSTATS** SHALL BE PLACED 60" ABOVE FINISH FLOOR.

(16) **KITCHEN:**
ELECTRICAL: A MINIMUM OF (2) 20 AMP SMALL APPLIANCE CIRCUITS SHALL BE PROVIDED FOR THE KITCHEN, DINING AND FAMILY ROOM AREAS. CONTRACTOR SHALL PROVIDE FOR FUTURE EXPANSION OF (3) 30 AMP CIRCUITS. OUTLETS: MIN. 1 PER EACH COUNTER SECTION WIDER THAN 12". 4' MAX. DISTANCE BETWEEN OUTLETS. PROVIDE GFCI OUTLETS. LIGHTING: AT LEAST 50% OF INSTALLED LUMINAIRE MUST BE OF HIGH EFFICACY (H.E.) LIGHTING AND MUST BE SWITCHED SEPARATELY FROM NON-HE LIGHTING.

(17) **LIGHTING (OTHER ROOMS):** BEDROOM, HALLWAY, STAIRS, DINING & CLOSETS BIGGER THAN 70 SF: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY A DIMMER SWITCH OR CERTIFIED OCCUPANT SENSOR(S) (TITLE 24).

(18) **EXHAUST FANS:** PROVIDE BATH & LAUNDRY W/ MECHANICAL EXHAUST FANS DIRECT TO EXTERIOR. NO VENT TERMINATION (OR ANY OPENING) IN EXTERIOR WALL < 3 FT. OF PROPERTY LINE IN SPRINKLER BUILDING (CBC TABLE 704.8). MECHANICAL VENT TERMINATION, MIN. 3' FROM WINDOW OR OPENING USED FOR VENTILATION.

(19) **HEATING SYSTEM:** AS SHOWN IS SCHEMATIC ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR SYSTEM DESIGN AND ITS ADEQUACY. WHERE FURNACE DUCTS PIERCE 1-HR GARAGE WALLS, DUCTS SHALL BE MIN. 26 GAUGE GALVANIZED STEEL.

(20) **CIRCUITS INTERRUPTER (BREAKERS):** ALL 120 VOLT SINGLE PHASE, 15 AND 20 AMP CIRCUITS SUPPLYING OUTLETS IN A DWELLING UNIT'S BEDROOMS, LIVING, DINING, HALLWAYS, CLOSETS AND SIMILAR ROOMS SHALL BE PROTECTED BY A LISTED ARC-FAULT CIRCUIT INTERRUPTER.

(21) **SHAFTS:** ENCLOSURE SHALL HAVE A FIRE RESISTANCE RATING OF NOT LESS THAN 2-HR. WHEN CONNECTING 4 STORIES OR MORE, AND NOT LESS THAN 1-HR. WHEN CONNECTING LESS THAN 4 STORIES.

ALL ELECTRICAL WORK SHALL CONFORM TO THE LATEST ADOPTED EDITION OF THE CALIFORNIA ELECTRICAL CODE. THIS SHALL INCLUDE, BUT IS NOT LIMITED TO, THE ITEMS LISTED HERE.

LEGEND:

(E) WALL TO REMAIN

(E) WALL TO BE REMOVED

(N) WALL

JORGE CARBONELL ARCHITECTURE + INTERIORS

605 MISSISSIPPI ST.
SAN FRANCISCO, CA
94107
TEL. (415) 336-3278
FAX. (415) 206-1848

jorge@carbonellarchitecture.com
www.carbonellarchitecture.com

PROJECT:
RESIDENTIAL REMODEL

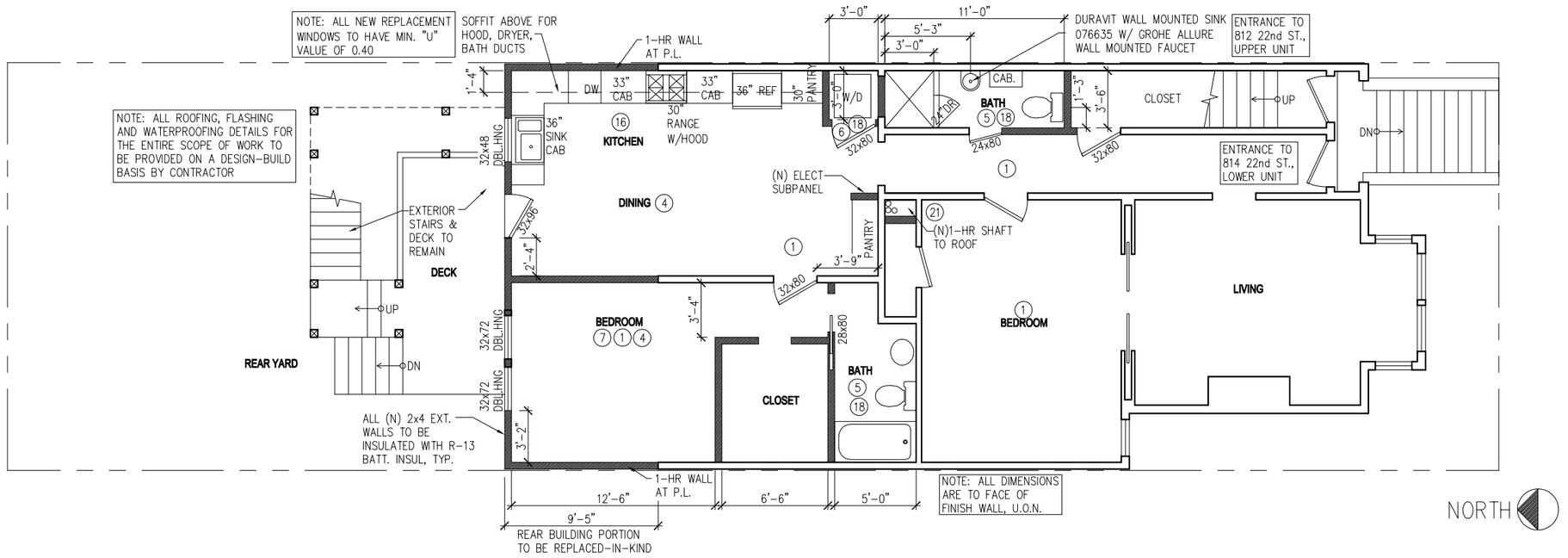
ADDRESS:
814-812 22nd STREET
SAN FRANCISCO
CA, 94107

LOT / BLOCK:
4107 / 012

ISSUED	DATE
PERMIT	**11.26.2012**

SHEET DESCRIPTION
FLOOR PLAN

A2.1



1 SECOND FLOOR PLAN - PROPOSED

SCALE: 1/4" = 1'-0"

KEYNOTES

(1) **SMOKE DETECTOR & CARBON MONOXIDE DETECTOR:** SMOKE DETECTOR TO BE INSTALLED IN ALL SLEEPING ROOMS AND AREAS SERVINGS THE SLEEPING ROOMS. MIN. ONE SMOKE DETECTOR ON EACH LEVEL. ALARMS AT BEDROOM TO BE PLACED WITHIN 1'-0" OF THE CENTER OF THE DOOR. INTERCONNECTION: WHERE MORE THAN ONE SMOKE ALARM IS REQ'D WITHIN A DWELLING UNIT, SMOKE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WIL ACTIVATE ALL THE ALARMS IN THE DWELLING UNIT. ALARM SHALL BE CLEARLY AUDIBLE IN ALL BEDROOMS OVE BACKGROUND NOISE WITH ALL INTERVENING DOORS CLOSED. CARBON MONOXIDE DETECTOR: ARE REQUIRED ON THE HALLWAY OUTSIDE ALL BEDROOMS: AT LEAST ONE ONE EACH STORY.

(2) **STAIRS:**
RISE AND RUN 4" MIN. RISER, 7" MAX. RISER AND 11" MIN. TREAD RUN. (EXCEPTION: STEPS MAY BE 7.75" MAX. RISE AND 10" MIN. RUN FOR PRIVATE STEPS IF OCCUPANT LOAD IS <10 OR FOR STAIRS TO UNOCCUPIED ROOF). LARGEST RISE OR RUN IN A FLIGHT MAY NOT EXCEED SMALLEST BY MORE THAN 3/8" HANDRAILS REQ'D ON STAIRS WITH 4 OR MORE RISERS. HANDRAIL HEIGHT BETWEEN 34" & 38" ABOVE LEADING EDGE OF NOSING, WITH 12" EXTENSIONS TOP & BOTTOM, RETURNED TO WALL. HANDRAILS REQUIRED AT BOTH SIDES, EXCEPT WITHIN A DWELLING UNIT. PICKETS & BALUSTERS: OPENING LESS THAN 4". 6" MAX. DIAMETER OPENING AT TREAD/RISER/BALUSTER TRIANGLE. GUARDRAIL MIN. HEIGHT 42". EXCEPTION: WITHIN DWELLING UNIT, 36" MIN. IF HANDRAIL MOUNTED ABOVE GUARDRAIL. LANDING REQ'D AT EVERY 12 VERTICAL FEET, MAX. LENGTH OF LANDING EQUAL TO WIDTH OF STAIRS. HEADROOM CLEARANCE MIN 80" THROUGHOUT STAIRS. TREAD ANTI-SLIP: ON EXTERIOR STAIRS, PROVIDE TREAD TREATMENT TO ACHIEVE A COEFFICIENT OF FRICTION OF 1.02 DRY and 0.98 WET.

(3) **LIGHT & VENTILATION:** LIGHT TO HABITABLE SPACE: 8% OF FLOOR AREA, MIN. 8 SQ. FT. HABITABLE ROOMS SHALL BE NATURALLY VENTILATED WITH AN AREA 4% OF THE FLOOR AREA WITH A MIN. 4 SQ. FT. OPENINGS.

(4) **GARAGE:** VENTILATION: 200 SQ. INCHES MIN. FOR GARAGE OF UP TO 1,000 SQ. FT. FOR EACH ADDITIONAL 200 SQ. FT. PROVIDE ADDITIONAL 30 SQ. IN. OF CLR. VENT AREA. LIGHTING: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S) (TITLE 24). BOLLARDS: PROVIDE TO PROTECT GAS EQUIPMENT FROM IMPACT. (CMC308.1)

(5) **BATHROOM:**
W.C.: MIN. OF 24" CLEARANCE IN FRONT OF W.C. 15" FROM CENTERLINE OF BOWL TO ADJACENT WALL. MAX. ALLOWABLE W.C. FLUSH RATE: 1.28 GALLONS, MAX.
SHOWER: 30" MIN. DIA. CIRCLE & 1024 SQ. INCHES MIN. AREA, 32" X 32" INSIDE THRESHOLD; SHOWERHEAD FLOW RATE TO BE 2.5 GAL/MINUTE MAX. WET AREAS: NO GYPSUM BOARD OR GREENBOARD OR PURPLEBOARD ALLOWED ON WET AREAS; USE 1/2" CEMENTITIOUS BACKERS (HARDIE BACKER OR SIM.) AS TILE OR STONE UNDERLAYMENT. FAUCETS FLOW RATE TO BE 2.2 GAL/MINUTE MAX. OUTLETS: PROVIDE BATH WITH GFCI OUTLETS. LIGHTING: ALL H.E. LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S)

(6) **LAUNDRY:** PROVIDE FLOOR DRAIN IN CENTER OF ROOM, SLOPE MIN. 1/4" PER FOOT.ELECTRICAL: LAUNDRY ROOM, WASHER AND DRYER SHALL HAVE A SEPARATE 20 AMP CIRCUIT. DRYER VENT: RIGID PIPE (NO FLEX DUCT ALLOWED) SHALL TERMINATE OUTSIDE. 4" DIAM PIPE 14' MAX LENGTH WITH MAX 2 – 90 DEGREE TURNS, MINUS 2' FOR EACH ADDITIONAL 90 DEGREE TURN OR PROVIDE BOOSTER FAN. MAKE-UP AIR: VENT FOR GAS OR ELECTRIC DRIERS: 100 SQ. IN. MIN. INTAKE OPENING. LIGHTING: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S)

(7) **BEDROOM WINDOWS** AT LEAST ONE PER BEDROOM SHALL MEET EGRESS REQ'S OF MIN. WIDTH 20" (WITH MIN. HEIGHT OF 41") OR MIN. HEIGHT 24" (WITH 34.2" MIN. WIDTH) TOTALING 5.7 SQ. FT. MIN. CLR. OPENING. BOTTOM OF CLR. OPENING TO BE 44" MAX ABOVE BEDROOM FLOOR.

(8) **ROOF PARAPETS:** AT UNRATED ROOFS: 1-HR RATED PARAPET, 30" MIN. HEIGHT REQ'D.

(10) **ROOFING:** CLASS "B" MIN. ROOFING (SFBC 1506.1) TO BE BUILT-UP ROOF ACCORDING TO APPLICATIONS ON TABLE 15-E, CBC. FLAT ROOF 2% MIN. SLOPE, 1:48. ROOF MATERIALS SHALL BE OF FIRE RESISTANT TREATED WOOD.

(11) **ATTIC VENTILATION & ACCESS:** ENCLOSED ATTIC AND RAFTER SPACES SHALL HAVE CROSS VENTILATION. NET FREE VENTILATING AREA SHALL NOT BE LESS THAN 1/300 OF ATTIC OR RAFTER SPACE AREA WITH A CLASS 1 OR 2 VAPOR BARRIER PROVIDED ON THE WARM-IN-WINTER SIDE OF CEILING; 50% OF VENT AREA SHALL BE PROVIDED IN UPPER PORTION AND 50% BY EAVES OR CORNICE VENTS. ACCESS: 20"x30" ACCESS REQUIRED WHEN ATTIC HAS CLEAR HEIGHT OF 30" OR MORE. HEADROOM OF 30" MIN. REQ'D ABOVE ACCESS.

(12) **TEMPERED WINDOWS:** THE FOLLOWING GLAZING CONDITIONS REQUIRE THE USE OF TEMPERED GLASS: GLAZING WITHIN 24" OF THE STRIKE EDGE OF A DOOR; GLAZING WITHIN 18" OF A FINISH FLOOR LEVEL (WALKING SURFACE); GLAZING WITHIN SHOWER OR BATHTUB ENCLOSURE.

(13) **OUTLETS (ELECTRICAL RECEPTACLES):** AT LEAST ONE OUTLET IN HALLWAY. PLACE OUTLETS SO THAT NO POINT ALONG THE WALL SPACE IS MORE THAN 6' HORIZONTALLY FROM ANY OUTLET. ANY WALL OVER 24" WIDE SHALL HAVE AN OUTLET. ALL OUTLETS SHALL BE LISTED TAMPER RESISTANT RECEPTACLES.

(14) **SWITCHES AND CONTROLS** SHALL BE PLACED MIN. 36" – MAX 48" ABOVE FINISH FLOOR.

(15) **THERMOSTATS** SHALL BE PLACED 60" ABOVE FINISH FLOOR.

(16) **KITCHEN:**
ELECTRICAL: A MINIMUM OF (2) 20 AMP SMALL APPLIANCE CIRCUITS SHALL BE PROVIDED FOR THE KITCHEN, DINING AND FAMILY ROOM AREAS. CONTRACTOR SHALL PROVIDE FOR FUTURE EXPANSION OF (3) 30 AMP CIRCUITS. OUTLETS: MIN. 1 PER EACH COUNTER SECTION WIDER THAN 12". 4' MAX. DISTANCE BETWEEN OUTLETS. PROVIDE GFCI OUTLETS. LIGHTING: AT LEAST 50% OF INSTALLED LUMINAIRE MUST BE OF HIGH EFFICACY (H.E.) LIGHTING AND MUST BE SWITCHED SEPARATELY FROM NON-HE LIGHTING.

(17) **LIGHTING (OTHER ROOMS):** BEDROOM, HALLWAY, STAIRS, DINING & CLOSETS BIGGER THAN 70 SF: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY A DIMMER SWITCH OR CERTIFIED OCCUPANT SENSOR(S) (TITLE 24).

(18) **EXHAUST FANS:** PROVIDE BATH & LAUNDRY W/ MECHANICAL EXHAUST FANS DIRECT TO EXTERIOR. NO VENT TERMINATION (OR ANY OPENING) IN EXTERIOR WALL < 3 FT. OF PROPERTY LINE IN SPRINKLER BUILDING (CBC TABLE 704.8). MECHANICAL VENT TERMINATION, MIN. 3' FROM WINDOW OR OPENING USED FOR VENTILATION.

(19) **HEATING SYSTEM:** AS SHOWN IS SCHEMATIC ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR SYSTEM DESIGN AND ITS ADEQUACY. WHERE FURNACE DUCTS PIERCE 1-HR GARAGE WALLS, DUCTS SHALL BE MIN. 26 GAUGE GALVANIZED STEEL.

(20) **CIRCUITS INTERRUPTER (BREAKERS):** ALL 120 VOLT SINGLE PHASE, 15 AND 20 AMP CIRCUITS SUPPLYING OUTLETS IN A DWELLING UNIT'S BEDROOMS, LIVING, DINING, HALLWAYS, CLOSETS AND SIMILAR ROOMS SHALL BE PROTECTED BY A LISTED ARC-FAULT CIRCUIT INTERRUPTER.

(21) **SHAFTS:** ENCLOSURE SHALL HAVE A FIRE RESISTANCE RATING OF NOT LESS THAN 2-HR. WHEN CONNECTING 4 STORIES OR MORE, AND NOT LESS THAN 1-HR. WHEN CONNECTING LESS THAN 4 STORIES.

ALL ELECTRICAL WORK SHALL CONFORM TO THE LATEST ADOPTED EDITION OF THE CALIFORNIA ELECTRICAL CODE. THIS SHALL INCLUDE, BUT IS NOT LIMITED TO, THE ITEMS LISTED HERE.

LEGEND:

(E) WALL TO REMAIN

(E) WALL TO BE REMOVED

(N) WALL

JORGE CARBONELL ARCHITECTURE + INTERIORS

605 MISSISSIPPI ST.
SAN FRANCISCO, CA
94107
TEL. (415) 336-3278
FAX. (415) 206-1848

jorge@carbonellarchitecture.com
www.carbonellarchitecture.com

PROJECT:
RESIDENTIAL REMODEL

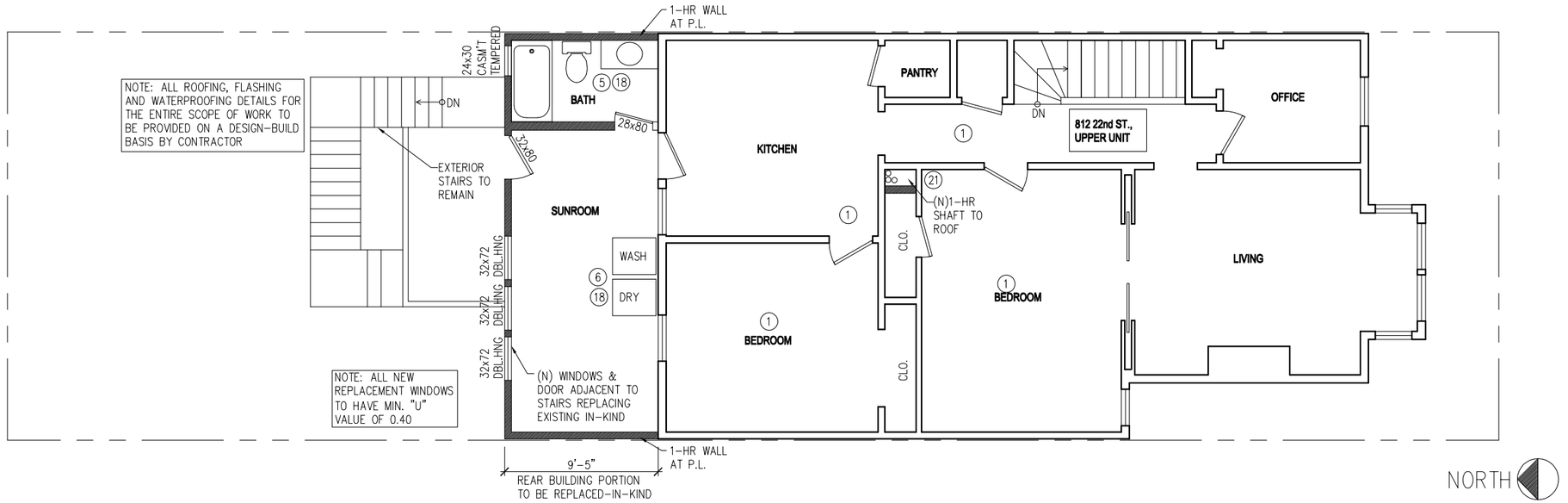
ADDRESS:
814-812 22nd STREET
SAN FRANCISCO
CA, 94107

LOT / BLOCK:
4107 / 012

ISSUED	DATE
PERMIT	**11.26.2012**

SHEET DESCRIPTION
FLOOR PLAN

A2.2



1 **THIRD FLOOR PLAN - PROPOSED**
SCALE: 1/4" = 1'-0"

KEYNOTES

1. **SMOKE DETECTOR & CARBON MONOXIDE DETECTOR:** SMOKE DETECTOR TO BE INSTALLED IN ALL SLEEPING ROOMS AND AREAS SERVINGS THE SLEEPING ROOMS. MIN. ONE SMOKE DETECTOR ON EACH LEVEL. ALARMS AT BEDROOM TO BE PLACED WITHIN 1'-0" OF THE CENTER OF THE DOOR. INTERCONNECTION: WHERE MORE THAN ONE SMOKE ALARM IS REQ'D WITHIN A DWELLING UNIT, SMOKE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WIL ACTIVATE ALL THE ALARMS IN THE DWELLING UNIT. ALARM SHALL BE CLEARLY AUDIBLE IN ALL BEDROOMS OVE BACKGROUND NOISE WITH ALL INTERVENING DOORS CLOSED. CARBON MONOXIDE DETECTOR: ARE REQUIRED ON THE HALLWAY OUTSIDE ALL BEDROOMS: AT LEAST ONE ONE EACH STORY.

2. **STAIRS:** RISE AND RUN 4" MIN. RISER, 7" MAX. RISER AND 11" MIN. TREAD RUN. (EXCEPTION: STEPS MAY BE 7.75" MAX. RISE AND 10" MIN. RUN FOR PRIVATE STEPS IF OCCUPANT LOAD IS <10 OR FOR STAIRS TO UNOCCUPIED ROOF). LARGEST RISE OR RUN IN A FLIGHT MAY NOT EXCEED SMALLEST BY MORE THAN 3/8" HANDRAILS REQ'D ON STAIRS WITH 4 OR MORE RISERS. HANDRAIL HEIGHT BETWEEN 34" & 38" ABOVE LEADING EDGE OF NOSING, WITH 12" EXTENSIONS TOP & BOTTOM, RETURNED TO WALL. HANDRAILS REQUIRED AT BOTH SIDES, EXCEPT WITHIN A DWELLING UNIT. PICKETS & BALUSTERS: OPENING LESS THAN 4". 6" MAX. DIAMETER OPENING AT TREAD/RISER/BALUSTER TRIANGLE. GUARDRAIL MIN. HEIGHT 42". EXCEPTION: WITHIN DWELLING UNIT, 36" MIN. IF HANDRAIL MOUNTED ABOVE GUARDRAIL. LANDING REQ'D AT EVERY 12 VERTICAL FEET, MAX. LENGTH OF LANDING EQUAL TO WIDTH OF STAIRS. HEADROOM CLEARANCE MIN 80" THROUGHOUT STAIRS. TREAD ANTI-SLIP: ON EXTERIOR STAIRS, PROVIDE TREAD TREATMENT TO ACHIEVE A COEFFICIENT OF FRICTION OF 1.02 DRY and 0.98 WET.

3. **LIGHT & VENTILATION:** LIGHT TO HABITABLE SPACE: 8% OF FLOOR AREA, MIN. 8 SQ. FT. HABITABLE ROOMS SHALL BE NATURALLY VENTILATED WITH AN AREA 4% OF THE FLOOR AREA WITH A MIN. 4 SQ. FT. OPENINGS.

4. **GARAGE:** VENTILATION: 200 SQ. INCHES MIN. FOR GARAGE OF UP TO 1,000 SQ. FT. FOR EACH ADDITIONAL 200 SQ. FT. PROVIDE ADDITIONAL 30 SQ. IN. OF CLR. VENT AREA. LIGHTING: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S) (TITLE 24). BOLLARDS: PROVIDE TO PROTECT GAS EQUIPMENT FROM IMPACT. (CMC308.1)

5. **BATHROOM:** W.C.: MIN. OF 24" CLEARANCE IN FRONT OF W.C. 15" FROM CENTERLINE OF BOWL TO ADJACENT WALL. MAX. ALLOWABLE W.C. FLUSH RATE: 1.28 GALLONS, MAX. SHOWER: 30" MIN. DIA. CIRCLE & 1024 SQ. INCHES MIN. AREA, 32" X 32" INSIDE THRESHOLD; SHOWERHEAD FLOW RATE TO BE 2.5 GAL/MINUTE MAX. WET AREAS: NO GYPSUM BOARD OR GREENBOARD OR PURPLEBOARD ALLOWED ON WET AREAS; USE 1/2" CEMENTITIOUS BACKERS (HARDIE BACKER OR SIM.) AS TILE OR STONE UNDERLAYMENT. FAUCETS FLOW RATE TO BE 2.2 GAL/MINUTE MAX. OUTLETS: PROVIDE BATH WITH GFCI OUTLETS. LIGHTING: ALL H.E. LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S)

6. **LAUNDRY:** PROVIDE FLOOR DRAIN IN CENTER OF ROOM, SLOPE MIN. 1/4" PER FOOT.ELECTRICAL: LAUNDRY ROOM, WASHER AND DRYER SHALL HAVE A SEPARATE 20 AMP CIRCUIT. DRYER VENT: RIGID PIPE (NO FLEX DUCT ALLOWED) SHALL TERMINATE OUTSIDE. 4" DIAM PIPE 14' MAX LENGTH WITH MAX 2 – 90 DEGREE TURNS, MINUS 2' FOR EACH ADDITIONAL 90 DEGREE TURN OR PROVIDE BOOSTER FAN. MAKE-UP AIR: VENT FOR GAS OR ELECTRIC DRIERS: 100 SQ. IN. MIN. INTAKE OPENING. LIGHTING: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY CERTIFIED OCCUPANT SENSOR(S)

7. **BEDROOM WINDOWS** AT LEAST ONE PER BEDROOM SHALL MEET EGRESS REQ'S OF MIN. WIDTH 20" (WITH MIN. HEIGHT OF 41") OR MIN. HEIGHT 24" (WITH 34.2" MIN. WIDTH) TOTALING 5.7 SQ. FT. MIN. CLR. OPENING. BOTTOM OF CLR. OPENING TO BE 44" MAX ABOVE BEDROOM FLOOR.

8. **ROOF PARAPETS:** AT UNRATED ROOFS: 1-HR RATED PARAPET, 30" MIN. HEIGHT REQ'D.

10. **ROOFING:** CLASS "B" MIN. ROOFING (SFBC 1506.1) TO BE BUILT-UP ROOF ACCORDING TO APPLICATIONS ON TABLE 15-E, CBC. FLAT ROOF 2% MIN. SLOPE, 1:48. ROOF MATERIALS SHALL BE OF FIRE RESISTANT TREATED WOOD.

11. **ATTIC VENTILATION & ACCESS:** ENCLOSED ATTIC AND RAFTER SPACES SHALL HAVE CROSS VENTILATION. NET FREE VENTILATING AREA SHALL NOT BE LESS THAN 1/300 OF ATTIC OR RAFTER SPACE AREA WITH A CLASS 1 OR 2 VAPOR BARRIER PROVIDED ON THE WARM-IN-WINTER SIDE OF CEILING; 50% OF VENT AREA SHALL BE PROVIDED IN UPPER PORTION AND 50% BY EAVES OR CORNICE VENTS. ACCESS: 20"x30" ACCESS REQUIRED WHEN ATTIC HAS CLEAR HEIGHT OF 30" OR MORE. HEADROOM OF 30" MIN. REQ'D ABOVE ACCESS.

12. **TEMPERED WINDOWS:** THE FOLLOWING GLAZING CONDITIONS REQUIRE THE USE OF TEMPERED GLASS: GLAZING WITHIN 24" OF THE STRIKE EDGE OF A DOOR; GLAZING WITHIN 18" OF A FINISH FLOOR LEVEL (WALKING SURFACE); GLAZING WITHIN SHOWER OR BATHTUB ENCLOSURE.

13. **OUTLETS (ELECTRICAL RECEPTACLES):** AT LEAST ONE OUTLET IN HALLWAY. PLACE OUTLETS SO THAT NO POINT ALONG THE WALL SPACE IS MORE THAN 6' HORIZONTALLY FROM ANY OUTLET. ANY WALL OVER 24" WIDE SHALL HAVE AN OUTLET. ALL OUTLETS SHALL BE LISTED TAMPER RESISTANT RECEPTACLES.

14. **SWITCHES AND CONTROLS** SHALL BE PLACED MIN. 36" – MAX 48" ABOVE FINISH FLOOR.

15. **THERMOSTATS** SHALL BE PLACED 60" ABOVE FINISH FLOOR.

16. **KITCHEN:** ELECTRICAL: A MINIMUM OF (2) 20 AMP SMALL APPLIANCE CIRCUITS SHALL BE PROVIDED FOR THE KITCHEN, DINING AND FAMILY ROOM AREAS. CONTRACTOR SHALL PROVIDE FOR FUTURE EXPANSION OF (3) 30 AMP CIRCUITS. OUTLETS: MIN. 1 PER EACH COUNTER SECTION WIDER THAN 12". 4' MAX. DISTANCE BETWEEN OUTLETS. PROVIDE GFCI OUTLETS. LIGHTING: AT LEAST 50% OF INSTALLED LUMINAIRE MUST BE OF HIGH EFFICACY (H.E.) LIGHTING AND MUST BE SWITCHED SEPARATELY FROM NON-HE LIGHTING.

17. **LIGHTING (OTHER ROOMS):** BEDROOM, HALLWAY, STAIRS, DINING & CLOSETS BIGGER THAN 70 SF: ALL HE LIGHTING UNLESS LIGHTING IS CONTROLLED BY A DIMMER SWITCH OR CERTIFIED OCCUPANT SENSOR(S) (TITLE 24).

18. **EXHAUST FANS:** PROVIDE BATH & LAUNDRY W/ MECHANICAL EXHAUST FANS DIRECT TO EXTERIOR. NO VENT TERMINATION (OR ANY OPENING) IN EXTERIOR WALL < 3 FT. OF PROPERTY LINE IN SPRINKLER BUILDING (CBC TABLE 704.8). MECHANICAL VENT TERMINATION, MIN. 3' FROM WINDOW OR OPENING USED FOR VENTILATION.

19. **HEATING SYSTEM:** AS SHOWN IS SCHEMATIC ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR SYSTEM DESIGN AND ITS ADEQUACY. WHERE FURNACE DUCTS PIERCE 1-HR GARAGE WALLS, DUCTS SHALL BE MIN. 26 GAUGE GALVANIZED STEEL.

20. **CIRCUITS INTERRUPTER (BREAKERS):** ALL 120 VOLT SINGLE PHASE, 15 AND 20 AMP CIRCUITS SUPPLYING OUTLETS IN A DWELLING UNIT'S BEDROOMS, LIVING, DINING, HALLWAYS, CLOSETS AND SIMILAR ROOMS SHALL BE PROTECTED BY A LISTED ARC-FAULT CIRCUIT INTERRUPTER.

21. **SHAFTS:** ENCLOSURE SHALL HAVE A FIRE RESISTANCE RATING OF NOT LESS THAN 2-HR. WHEN CONNECTING 4 STORIES OR MORE, AND NOT LESS THAN 1-HR. WHEN CONNECTING LESS THAN 4 STORIES.

ALL ELECTRICAL WORK SHALL CONFORM TO THE LATEST ADOPTED EDITION OF THE CALIFORNIA ELECTRICAL CODE. THIS SHALL INCLUDE, BUT IS NOT LIMITED TO, THE ITEMS LISTED HERE.

LEGEND:

(E) WALL TO REMAIN

(E) WALL TO BE REMOVED

(N) WALL

JORGE CARBONELL ARCHITECTURE + INTERIORS

605 MISSISSIPPI ST.
SAN FRANCISCO, CA
94107
TEL. (415) 336-3278
FAX. (415) 206-1848

jorge@carbonellarchitecture.com
www.carbonellarchitecture.com

PROJECT:
RESIDENTIAL REMODEL

ADDRESS:
814-812 22nd STREET
SAN FRANCISCO
CA, 94107

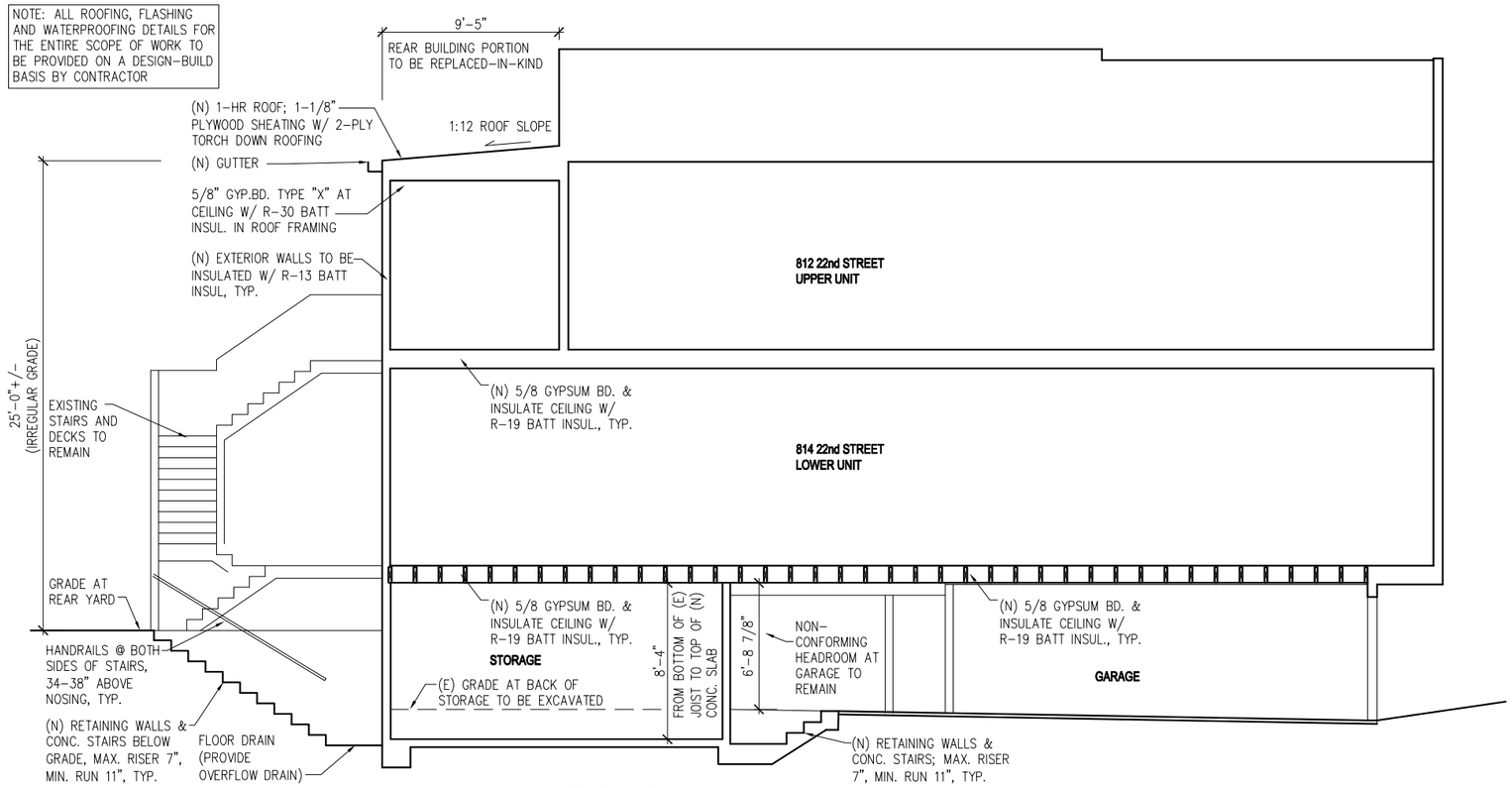
LOT / BLOCK:
4107 / 012

ISSUED	DATE
PERMIT	**11.26.2012**

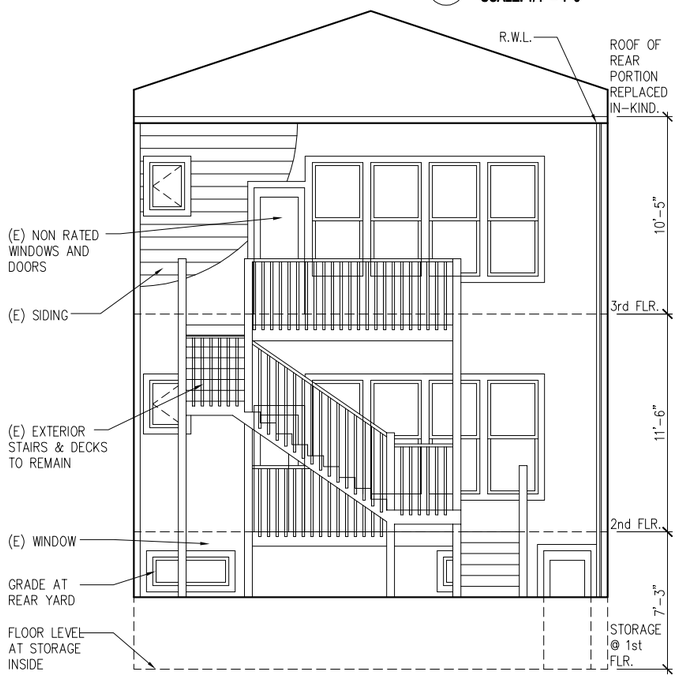
SHEET DESCRIPTION
FLOOR PLAN

A2.3

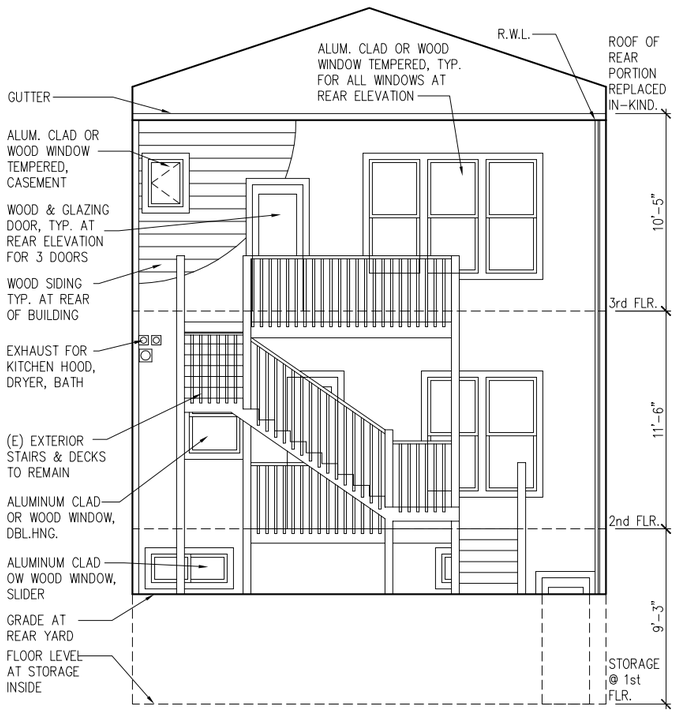
NOTE: ALL ROOFING, FLASHING AND WATERPROOFING DETAILS FOR THE ENTIRE SCOPE OF WORK TO BE PROVIDED ON A DESIGN-BUILD BASIS BY CONTRACTOR



1 **BUILDING SECTION**
SCALE: 1/4" = 1'-0"



2 **EXISTING NORTH ELEVATION - REAR YARD**



3 **PROPOSED NORTH ELEVATION - REAR YARD**

JORGE CARBONELL ARCHITECTURE + INTERIORS

605 MISSISSIPPI ST.
SAN FRANCISCO, CA
94107
TEL. (415) 336-3278
FAX. (415) 206-1848

jorge@carbonellarchitecture.com
www.carbonellarchitecture.com

PROJECT:
RESIDENTIAL REMODEL

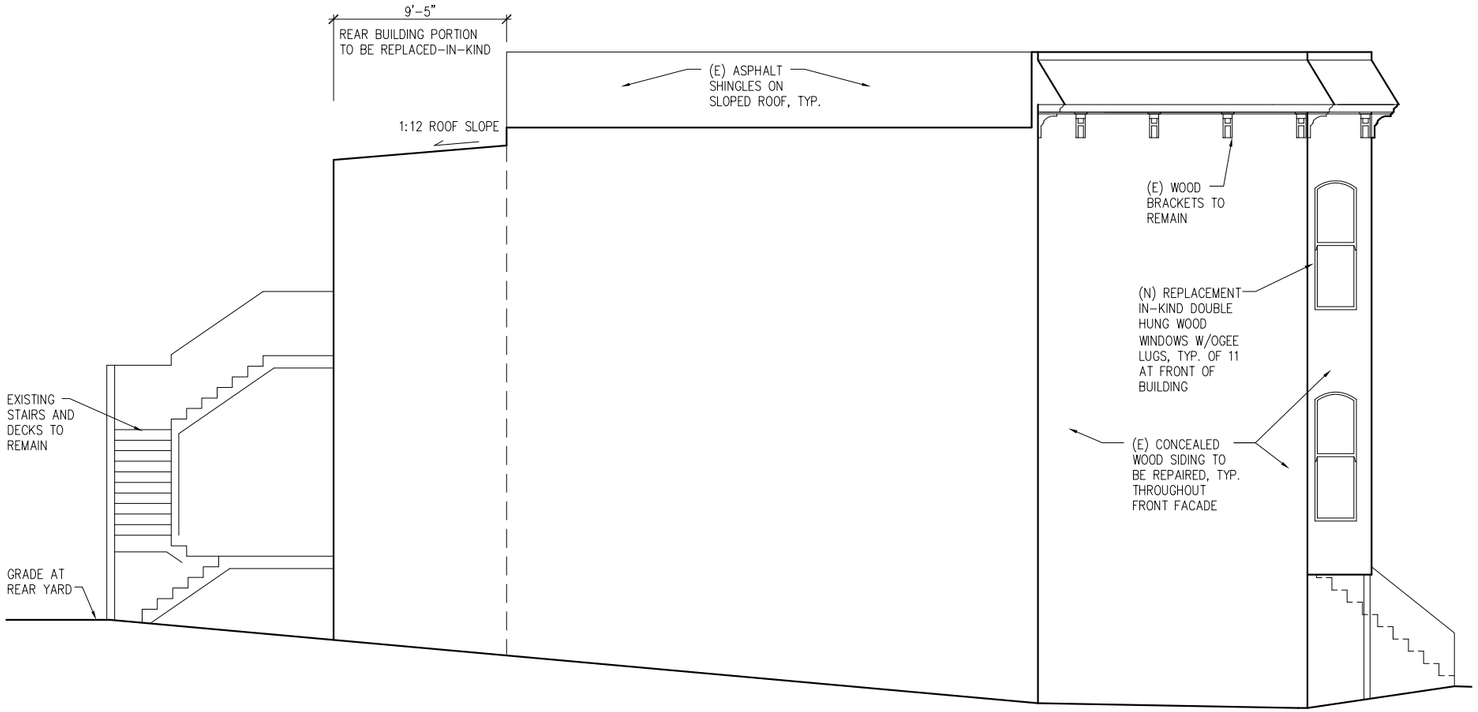
ADDRESS:
814-812 22nd STREET
SAN FRANCISCO
CA, 94107

LOT / BLOCK:
4107 / 012

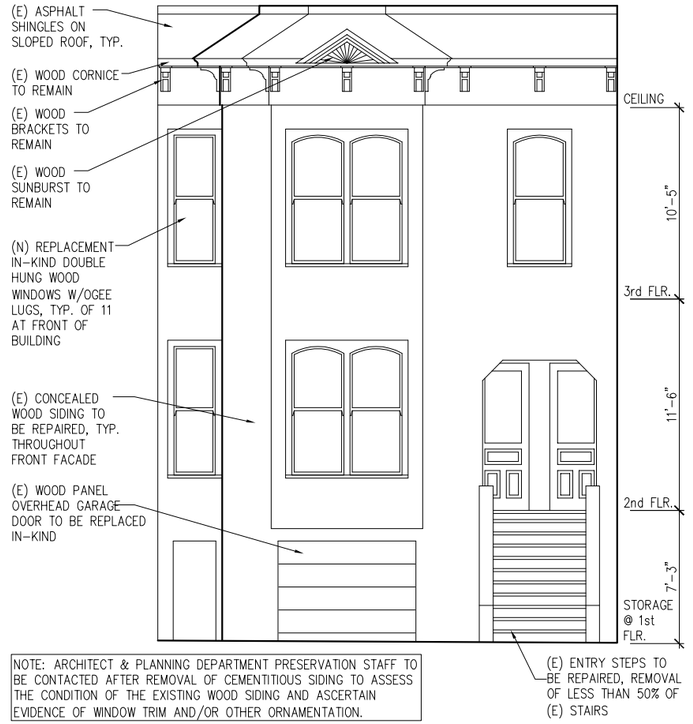
ISSUED	DATE
PERMIT	11.26.2012
C. of A.	03.20.2013

SHEET DESCRIPTION
ELEVATIONS & SECTIONS

A3.1

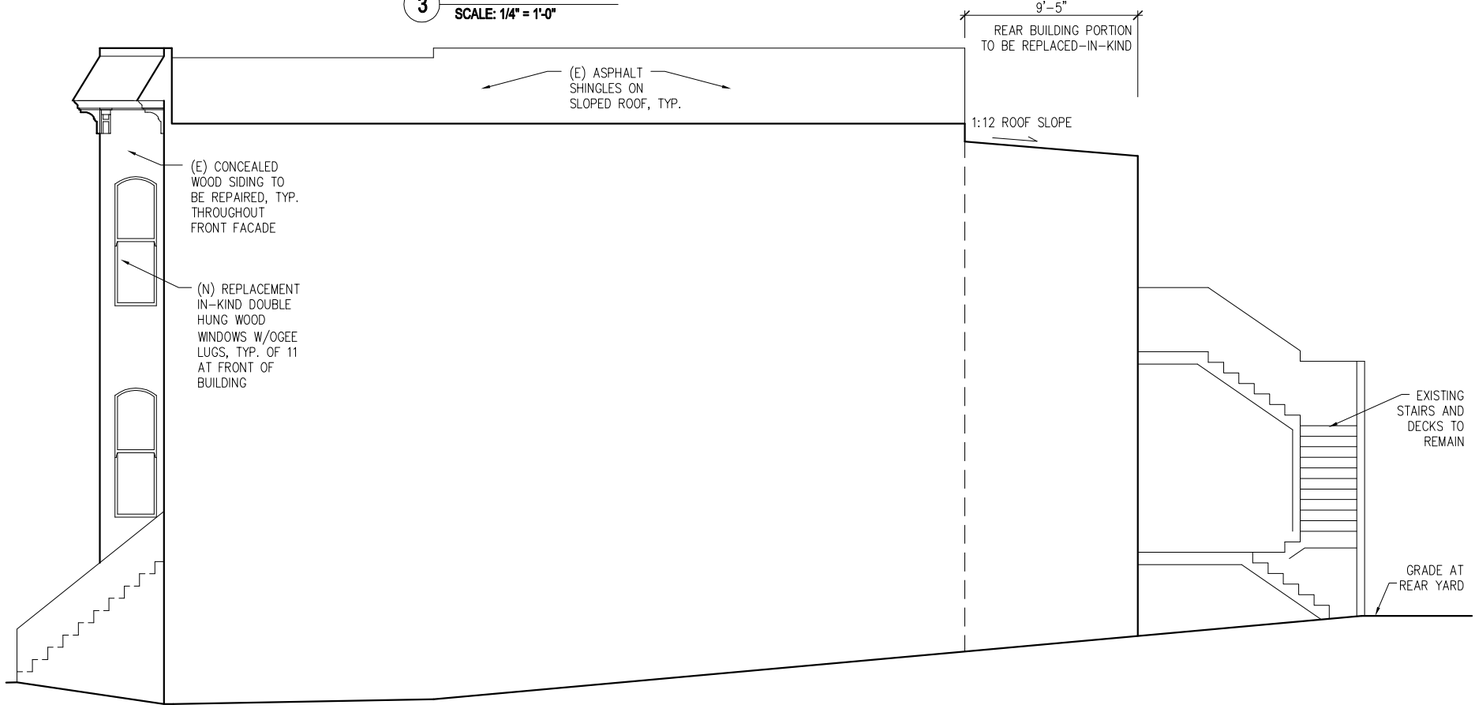


3 **WEST ELEVATION**
SCALE: 1/4" = 1'-0"

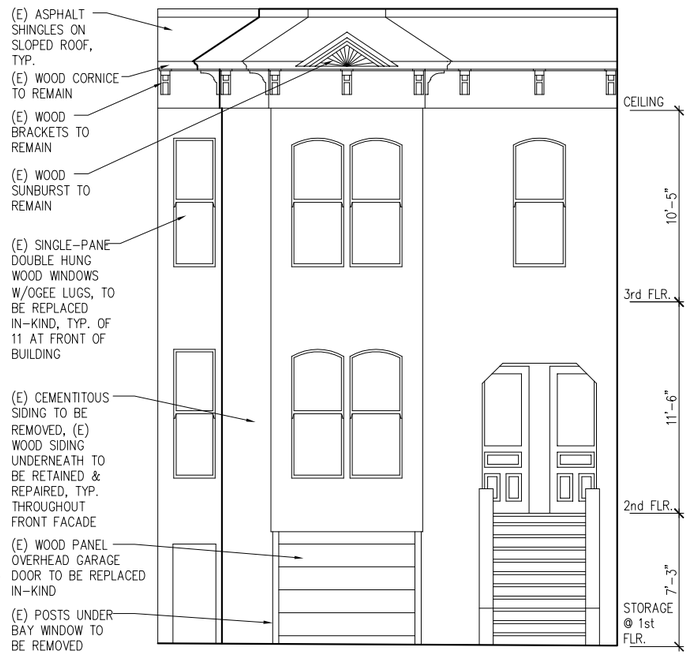


NOTE: ARCHITECT & PLANNING DEPARTMENT PRESERVATION STAFF TO BE CONTACTED AFTER REMOVAL OF CEMENTITIOUS SIDING TO ASSESS THE CONDITION OF THE EXISTING WOOD SIDING AND ASCERTAIN EVIDENCE OF WINDOW TRIM AND/OR OTHER ORNAMENTATION.

1 **PROPOSED SOUTH ELEVATION - (22nd STREET)**
SCALE: 1/4" = 1'-0"



4 **EAST ELEVATION**
SCALE: 1/4" = 1'-0"



2 **EXISTING SOUTH ELEVATION (22nd STREET)**
SCALE: 1/4" = 1'-0"

JORGE CARBONELL ARCHITECTURE + INTERIORS

605 MISSISSIPPI ST.
SAN FRANCISCO, CA
94107
TEL. (415) 336-3278
FAX. (415) 206-1848

jorge@carbonellarchitecture.com
www.carbonellarchitecture.com

PROJECT:
RESIDENTIAL REMODEL

ADDRESS:
814-812 22nd STREET
SAN FRANCISCO
CA, 94107

LOT / BLOCK:
4107 / 012

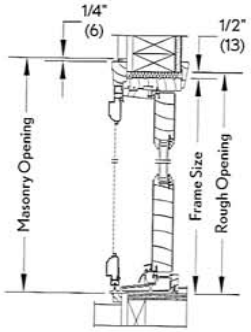
ISSUED	DATE
C. of A.	02.18.2013
C. of A.	03.20.2013

SHEET DESCRIPTION
ELEVATIONS & SECTIONS

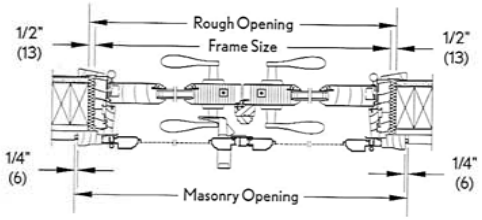
A3.2

ULTIMATE INSWING FRENCH DOOR

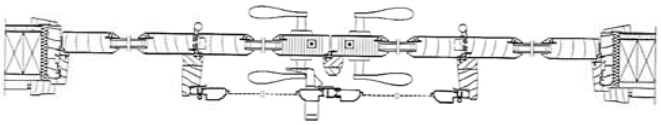
CONSTRUCTION DETAILS



WOOD HEAD JAMB AND SILL
WITH STANDARD SWINGING SCREEN



WOOD 2 PANEL JAMB
XX LHI WITH STANDARD SWINGING SCREEN



WOOD 4 PANEL JAMB
OXXO LHI WITH STANDARD SWINGING SCREEN

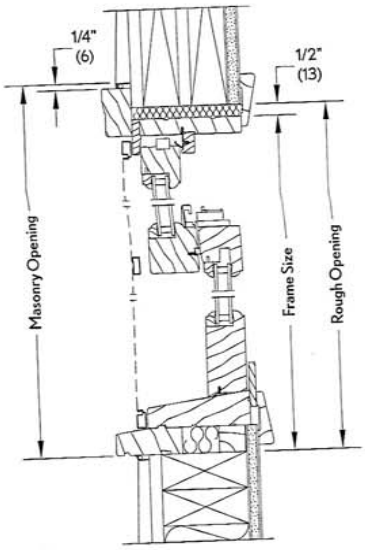
WOOD ULTIMATE INSWING FRENCH DOOR

ENERGY DATA	U-Factor	R-Value	SHGC	VT	CR	ENERGY STAR
Single Glaze	0.72	1.39	0.49	0.50	12	
Single Glaze with EP	0.42	2.38	0.44	0.46	47	
Single Glaze with Hardcoat Low E EP	0.35	2.86	0.37	0.42	55	N, NC, SC, S
Insulating Glass/Clear - Air	0.43	2.33	0.44	0.46	45	
Insulating Glass/Low E II - Air	0.33	3.03	0.24	0.40	58	N, NC, SC, S
Insulating Glass/Low E II - Argon	0.31	3.23	0.24	0.40	61	N, NC, SC, S

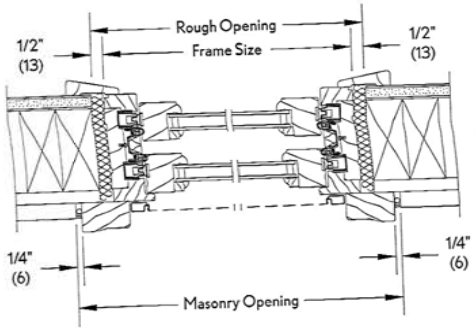
NOT TO SCALE

WOOD ULTIMATE DOUBLE HUNG

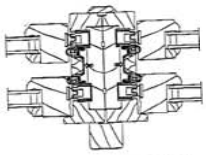
CONSTRUCTION DETAILS



HEAD JAMB AND SILL



JAMB



VERTICAL MULLION

WOOD ULTIMATE DOUBLE HUNG

ENERGY DATA	U-Factor	R-Value	SHGC	VT	CR	ENERGY STAR
Single Glaze	0.84	1.19	0.61	0.63	12	
Single Glaze with EP	0.45	2.22	0.56	0.58	44	
Single Glaze with Hardcoat Low E EP	0.36	2.78	0.46	0.53	52	NC
Insulating Glass/Clear - Air	0.47	2.13	0.54	0.57	41	
Insulating Glass/Low E II - Air	0.35	2.86	0.30	0.50	50	N, NC, SC, S
Insulating Glass/Low E II - Argon	0.31	3.23	0.29	0.50	53	N, NC, SC, S
Insulating Glass w/Comb./Low E II - Argon	0.22	4.55	0.29	0.46	66	N, NC, SC, S

NOT TO SCALE