

LANDMARK DESIGNATION REPORT



The Dunham, Carrigan & Hayden Company Building 2 Henry Adams Street

January 25, 2019

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The Historic Preservation Commission (HPC) is a seven-member body that makes recommendations to the Board of Supervisors regarding the designation of landmark buildings and districts. The regulations governing landmarks and landmark districts are found in Article 10 of the Planning Code. The HPC is staffed by the San Francisco Planning Department.

Only language contained within the Article 10 designation ordinance, adopted by the San Francisco Board of Supervisors, should be regarded as final.

The Dunham, Carrigan & Hayden Company Building

2 Henry Adams Street

Built: 1915

Architect: Leo J. Devlin

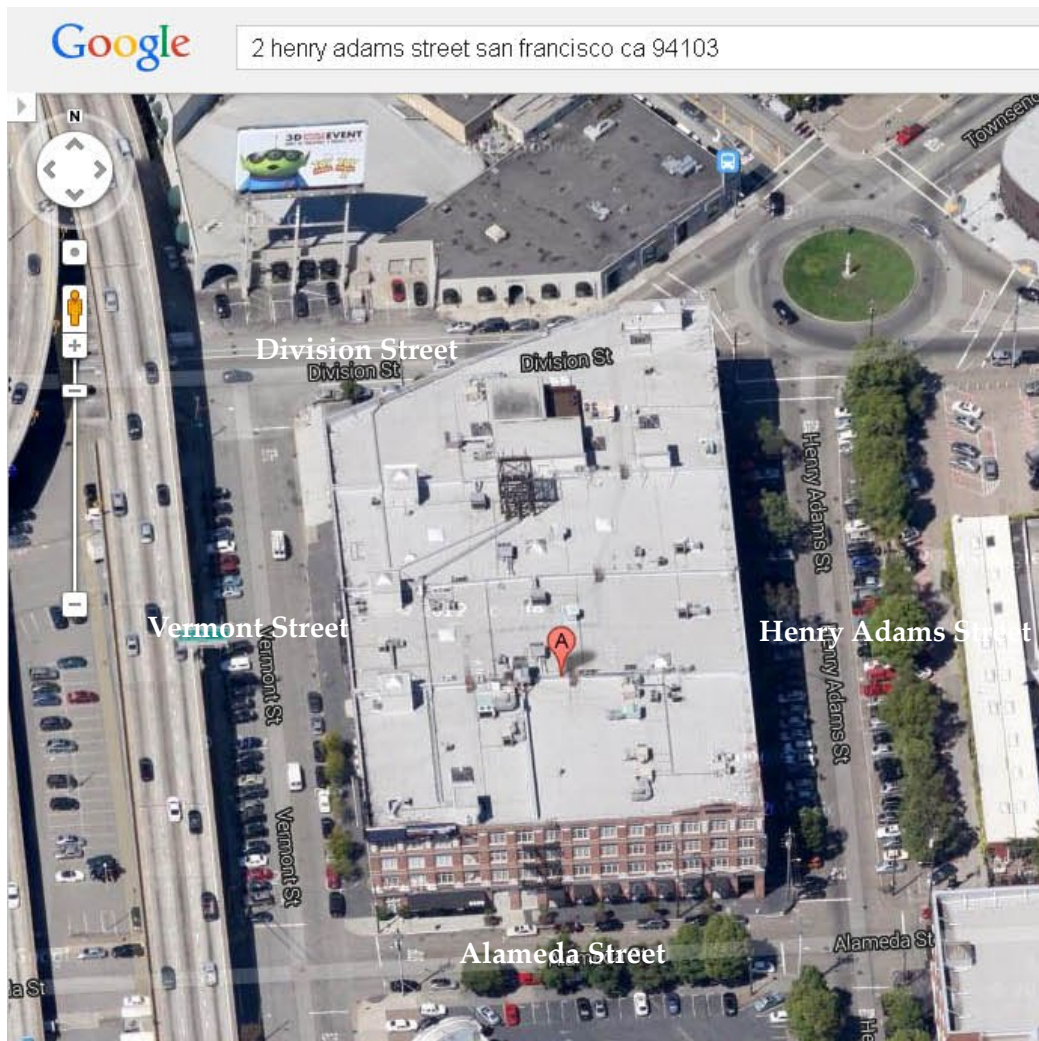
OVERVIEW

The Dunham, Carrigan & Hayden Building occupies the block defined by Division, Henry Adams, Alameda, and Vermont streets in Showplace Square. Historically designated as 2 Kansas Street, its address was always given as the corner of Kansas and Division streets. In 1981, two blocks of Kansas Street between Division and 15th streets were renamed Henry Adams Street in honor of a noted designer who first converted the area to its current use as wholesale/retail showrooms, and this building became known as the Showplace Building at San Francisco Design Center. The building historically served as the corporate offices, warehouse, and distribution facility for wholesale steel and hardware importer and distributor Dunham, Carrigan & Hayden Company. The company had its beginning in the Gold Rush and it occupied the subject building for over fifty years as a major supplier of steel and hardware goods in San Francisco. Designed by architect Leo J. Devlin and constructed in 1915 in a brick Industrial design, the building is a fine example of an early-twentieth century warehouse building that was a product of the city's post-earthquake reconstruction period. It is one of a group of similar buildings identified by survey as the Showplace Square Heavy Timber and Steel-frame Brick Warehouse and Factory District. Based on its demonstration of hallmark features of its property type and its half-century association with one of San Francisco's Gold Rush-era businesses, the Dunham, Carrigan & Hayden Company building is significant within San Francisco's history and thus is the subject of this individual Landmark Nomination.

BUILDING DESCRIPTION

Site

The building occupies the majority of the standard city block on which it is located. The 6,349 square foot parcel that the building occupies (APN 3910/001) is irregularly shaped, with a clipped northwestern corner, due to the fact that a rail line once cut across that corner of the block. In fact, rail spurs strongly characterized the neighborhood at the time of construction and this building had rail car loading bays along its entire west and northwest facades. The unoccupied corner of the block, which is two separate lots (3910/005 and 3910/006), is paved and used for parking and houses a metal trash bin enclosure. The building otherwise features no setbacks from the sidewalk, which borders it on all sides. The sidewalk is broad and features small to mid-sized street trees along its edge. Streets in the area are two-way arteries with parallel parking along the curb on the north, west, and south sides of the building, and 90-degree parking on the east side of the building. Topography in the area is flat, with a slight swale along Henry Adams Street that accommodates a loading dock bordering the east facade. The loading dock now features a broad sidewalk with street trees, bordered by a metal railing.



Aerial View (Google Maps)

Building

The Dunham, Carrigan & Hayden Building is a 328,508 square foot, four-story, heavy timber-frame, brick industrial building. It has a concrete foundation, is clad with red brick in common bond, and is topped by a flat roof that is covered with rolled asphalt roofing material and has numerous appurtenances and penthouses, as well as a timber water tank tower. The plan is rectangular with the northwest corner clipped as described above. The building adopts a two part vertical composition with the one story base divided from the upper stories by an ornamented brick cornice. All five facades are organized in a uniform grid pattern by brick piers and spandrels. The north, east, and south facades are primary, while the west and northwest facades are slightly subordinate.

Upper Story Windows

Each punched opening in the upper stories contains a multi-lite wood sash window with a brick sill, rowlock laid, and a brick spandrel slightly recessed between piers. The spandrels are outlined top and bottom by courses of light yellow brick. Steel seismic reinforcing bands girdle the building at the second, third and fourth floor levels. The primary fenestration pattern is a six-part wood window consisting of three tall, narrow, six-lite sashes topped by three square, four-lite transom sashes. The sashes are divided by thick mullions. The transom panels pivot and the central vertical sash is casement hung.



Typical upper story windows

Ground Floor Openings

Openings on the ground floor, many of which were originally loading bays, now contain a mixture of windows patterned after those on the upper stories, along with modern glazing and various types of doors. A detailed descriptive list of ground floor fenestration is given at the end of this section. The standard sash pattern repeats the three part vertical lower sash with two over two transom sash above. The lower panels are multi-lite, generally either 2x3 or 2x4 over a wooden bulkhead. The top of the center panel is pivot operated and the other windows are fixed. The bulkheads vary in height, generally one and a half feet, three feet, or four feet.

Most ground floor openings were originally material loading bays opening on to the sidewalk on the south and west sides of the building, the loading dock on the east side, or railroad car sidings on the northwest side. Over 1/3 of the openings retain metal corner guards at the base of the piers to protect against damage from carts, dollies, and other material handling machinery. These openings would originally have contained unglazed doors. Historic photos show at least some of the openings did contain prototypes of the current primary sash pattern and all appear to have had the transom windows. However, most lower sash units are presumed to be careful reproductions dating from the conversion to showrooms in 1971.



Typical Ground Floor Window

The wooden bulkheads beneath the ground floor windows are present in three forms: perforated, vertical board, and solid wood. Some have metal grills inserted. Of the three forms, the perforated appears to be the original design and openings with that form probably contained windows in the original design. The other two forms appear more modern and probably indicate openings that originally contained doors.



Perforated bulkhead



Solid wood bulkhead



Vertical board bulkhead

The diagram illustrates the ground floor bay numbering for a U-shaped building. The building is bounded by Division Street to the north, Alameda Street to the south, Vermont Street to the west, and Henry Adams Street to the east. The bays are numbered as follows:

- North Side (Division Street):** Bays 38 through 52, numbered from east to west. Bays 41, 43, 45, 48, and 50 are highlighted in blue.
- West Side (Vermont Street):** Bays 53 through 72, numbered from north to south. Bays 54, 57, 58, 61, 62, 65, 67, and 72 are highlighted in blue.
- East Side (Henry Adams Street):** Bays 37 through 15, numbered from north to south. Bays 33, 28, 23, and 13 are highlighted in blue.
- South Side (Alameda Street):** Bays 1 through 14, numbered from west to east. Bays 3, 4, 5, 6, 7, and 13 are highlighted in blue.

A central area labeled "Ground Floor Bay Numbering Key" contains a small blue square, likely representing a specific bay or a key location.

Table of Ground Floor Bay Configurations

Bay Number	Features	Historic Transom	Additional
1	Standard windows, wood bulkhead	yes	
2	modern full height glazing with low metal bulkhead. Also, one wide contemporary awning covers bays 2, 3, & 4		
3	set of modern glazed doors with low metal bulkhead. Also, one wide contemporary awning covers bays 2, 3, & 4		
4	modern full height glazing with low metal bulkhead. Also, one wide contemporary awning covers bays 2, 3, & 4		
5	louver doors, inset solid pedestrian door, no bulkhead, 3 transom windows, one partially altered	yes	
6	metal louver doors, 3 transom windows historic, one with partial metal vent	yes	
7	metal louver doors, the transom area replaced with one large fixed metal louver panel, awning "Janus et Cie"		corner guards
8	standard windows, perforated wood bulkhead, awning	yes	
9	Standard windows, perforated wood bulkhead, awning, transom infilled with louver panel		
10	standard windows, perforated wood bulkhead, awning	yes	
11	Standard windows, perforated wood bulkhead, awning, transom infilled with louver panel		
12	standard windows, perforated wood bulkhead, awning	yes	
13	louver doors, 3 transom windows historic, awning	yes	corner guards
14	open corner bay, transom panel "Janus et Cie" (both sides identical, piers chamfered inside corner		
15	standard windows, perforated wood bulkhead, awning	yes	
16	standard windows, wood bulkhead, awning	yes	corner guards
17	standard windows, wood bulkhead, awning	yes	corner guards
18	standard windows, wood bulkhead, awning	yes	corner guards
19	standard windows, lowered sill, wood bulkhead	yes	
20	standard windows, lowered sill, wood bulkhead	yes	
21	standard windows, lowered sill, perforated wood bulkhead	yes	
22	Standard windows, lowered sill, wood bulkhead	yes	corner guards
23	set of modern glazed doors with paneled wood sash in wide chamfered surrounds, historic transoms, awning "Stark Carpet"	yes	
24	Standard windows, lowered sill, wood bulkhead	yes	corner guards
25	standard windows, lowered sill, wood bulkhead	yes	
26	standard windows, lowered sill, wood bulkhead, left window opening replaced with contemporary solid door--contemporary wood landing, steps (with wood hand rail) juts out from the building facade	yes	
27	standard windows, lowered sill, wood bulkhead	yes	corner guards
28	modern aluminum entrance module, deeply recessed, recess fully glazed with sidelights & side walls, inset contemporary stairs, awning "Ann Sacks"		corner guards
29	standard windows, lowered sill, wood bulkhead	yes	corner guards
30	standard windows, lowered sill, wood bulkhead	yes	
31	standard windows, lowered sill, wood bulkhead, louvered vent in transom, protruding vent top of one standard window		
32	Standard windows, lowered sill, perforated wood bulkhead	yes	
33	modern glazed entrance, metal sash module, deeply recessed sidelights and side walls glazed, contemporary stairs, awning "caffe PAZZO", historic transom, two side panels boarded up with vents, center panel intact	yes	
34	standard windows, lowered sill, perforated wood bulkhead	yes	

35	standard windows, lowered sill, perforated wood bulkhead, louvered vent in transom		
36	standard windows, lowered sill, perforated wood bulkhead	yes	
37	standard windows, lowered sill, perforated wood bulkhead	yes	
38	open corner bay, steps, awning wraps corner, "Showplace Square", ADA ramp both sides, modern doors		
39	infilled with brick, ADA ramp, awning wraps around to east		
40	infilled with brick, ADA ramp, awning wraps around to east		
41	modern solid metal doors, louvered grill in two transom panels		
42	infilled with brick, historic transoms, one light replaced with louvered panel	yes	
43	modern aluminum glazing		corner guards
44	standard windows, wood bulkhead, louvered vent in lower transom		
45	metal rollup door with pedestrian door inset, historic transom, one transom panel louverd grill	yes	corner guards
46	Standard windows, wood bulkhead	yes	
47	standard windows, wood bulkhead	yes	corner guards
48	modern glazed wood entrance doors with sidelights, exterior steps, historic transom windows, awning, "Country Floors"	yes	
49	standard windows, wood bulkhead	yes	corner guards
50	standard windows, wood bulkhead, louvered vent in transom		
51	metal rollup door with pedestrian inset, one transom panel has louvered grill		corner guards
52	standard windows, wood bulkhead	yes	
53	standard windows, wood bulkhead	yes	
54	modern solid doors, intact transom windows	yes	
55	raised brick sill, solid infill panel, louvered grill in one transom panel, projecting vent in second		
56	raised brick sill, standard windows	yes	
57	metal rollup door with pedestrian inset, intact transom windows	yes	corner guards
58	set of modern solid doors, stucco infill, historic transom	yes	corner guards
59	single modern solid pedestrian door inset in solid infill panel, historic transom	yes	corner guards
60	solid infill panel, transoms above, corner guards	yes	
61	set of modern solid doors solid infill panel, historic transom	yes	corner guards
62	metal rollup door with pedestrian inset, historic transoms	yes	corner guards
63	recessed modern entrance, metal gate, anodized aluminum glazed doors, glazed interior walls, historic transom	yes	corner guards
64	solid infill panel, transoms above	yes	corner guards
65	single modern solid pedestrian door inset in solid infill panel, historic transom, half of one light has louvered vent	yes	
66	raised brick sill, standard windows, historic transom	yes	
67	modern solid metal door, stucco infill panel		corner guards
68	standard windows, perforated bulkhead	yes	
69	standard windows, perforated bulkhead	yes	
70	standard windows, perforated bulkhead	yes	corner guards
71	standard windows, perforated bulkhead	yes	
72	standard windows, perforated bulkhead	yes	

Above the first story, the piers are adorned with cast concrete column bases and capitals that have articulated shapes, but are flush with the face of the piers. The four piers nearest each corner of the building also feature cast concrete panels with quoin-like articulated edges at the fourth story level. The cornice separating upper and lower zones is formed by slightly projecting courses of brick. In the three corner bays on the north, east, and

south facades triangular arches are formed in the same way. The roofline of each facade is flat and unadorned at the center, rising into a stepped and peaked parapet over the three bays at each end of the east and south facades, and the whole of the north facade. The roofline of the west and northwest facades do not feature parapets. The parapets are adorned with plain recessed panels clad with parging and are covered with a steel coping.



Detail: Triangular arches & ornament dividing base from upper zone



Detail: Peaked parapet and quoin-like panels (south facade)



North facade (r) east facade (l)

North Facade

The north facade is three bays wide. On the ground floor, its left bay is open as part of the corner entrance. The other two ground floor bays have been infilled with brick and have a disabled access ramp with pipe railing ascending to the corner entrance. A canvas awning wraps from this facade to the first bay of the east facade, and a vertical metal sign at the corner on the second and third stories reads “S F D C” on this facade and “Showplace” on the east facade. The entrance, accessed from the ramp on one side and steps on the other, is the original primary pedestrian entrance. It now features a non historic set of glazed double-doors and a flush wood door. The upper stories feature regular fenestration of the primary type, and a gabled parapet spans the full three bays.

Northeast Corner Entrance

The northeast corner entrance is located in the recess created by open end bays in the north and east facades. It is accessed by a ramp on the north side and steps on both sides, all with pipe railings. A canvas awning shelters the ramp and steps. Two doors open on to the vestibule, a solid modern door in the west wall and a modern glazed door in the south wall. The floor within the vestibule is concrete and the west wall is modern brick. The ceiling within the vestibule is wood paneled and surrounded with a crown molding with dentils.



Above: view to south, northeast entrance



Above: detail, paneled ceiling and crown molding, northeast entrance



East facade (r), south facade (l)

East Facade

The east facade of the building, facing Henry Adams Street, is twenty-five bays wide and has a former vehicular loading dock, now a raised sidewalk with pipe railings along its length. On the first story it has recessed corner entrances at each end. The recessed vestibules have brick piers at the corners and are open to the adjacent facades as well. The southern entrance features two multi-lite, wood doors with sidelights and transoms. The northern entrance, the original primary pedestrian entrance, features a non historic set of glazed double-doors and a flush wood door. In between the corner entrances, the first story features a regular pattern of primary-type windows with recessed wooden bulkheads with sloped sills at their base interspersed by entrances in a number of places. The upper stories feature regular fenestration of the primary type and two metal fire escapes.



Southeast entrance

Southeast Corner Entrance

The southeast corner entrance is located in the recess created by open end bays in the south and east facades. A pair of glazed doors opens on to the vestibule on the north wall and a typical ground floor wood sash window punctures the west wall. The floor within the vestibule is composed of brick and stone tiles and a large modern chandelier hangs in the center. Modern screens hang from the lintels of the open bay. The inside corners of the piers are chamfered and modern metal gates close the open bays.



South facade (l), east facade (r)

South Facade

The south facade of the building, facing Alameda Street, is fourteen bays wide. On the left side it features one primary-type window followed by three bays of modern storefronts consisting of two fully-glazed openings with brushed-chrome metal frames. A glazed, metal-frame double door with sidelights is located in between. To the right are three bays filled with metal louvered panels with access doors, each topped by three four-lite, pivot, wood sash windows. The remainder of the windows are of the primary type, with recessed wooden bulkheads with sloped sills at their base. The bulkheads increase slightly in height from west to east to compensate for the natural grade and allow window units of a uniform height. The right-most bay next to the recessed entrance is filled with a metal louvered panel. The recessed corner entry is located at the right side of the facade and is accessed from both Alameda and Henry Adams streets. The modern storefront, and most of the windows on the right side of the first story, are topped by fabric awnings. The upper stories feature regular fenestration of the primary type with one metal fire escape.



West facade (l), south facade (r)

West Facade

The west facade, facing Vermont Street, is twenty bays wide. It lacks the parapet gable, pointed arches, and quoin-like ornament that differentiate the corners on the south and east facades and thus is more utilitarian in appearance. On the first story, a number of the openings are filled with windows of the primary type with recessed wooden bulkheads with sloped sills at their base. Other openings have been infilled entirely, or partially infilled and fitted with flush wood doors. At least one roll-up metal garage door fills an opening, and another opening features a recessed fully-glazed metal-frame entrance assembly enclosed by a metal accordion gate. All of the openings are surmounted by transoms of three four-lite, wood-sash, pivot windows. The upper stories feature regular fenestration of the primary type with one metal fire escape.



Northwest (l) and west (r) facade

Northwest Facade

The northwest facade of the building is angled due to the clipped corner of the lot and like the west facade lacks differentiation of the corner bays. It is twelve bays wide. The first story features a number of windows of the primary type with recessed wooden bulkheads with sloped sills at their base. On this facade, which formerly accommodated railroad box cars, each opening also has a raised brick sill measuring approximately 22 1/2 inches. Other bays are either blank or filled with flush wood double-doors, roll-up metal garage doors, or multi-lite wood double-doors with sidelights. There is a wide tiled exterior stair leading to a storefront near the center of the facade. All of the openings are surmounted by transoms of three four-lite, wood-sash, pivot windows. The upper stories feature regular fenestration of the primary type with one metal fire escape.



Detail: Contemporary exterior stair, northwest facade

Interior

The interior of the building contains four floors, all of which have been altered to adapt the building's use to that of an interior design showroom. Each floor has been partitioned into numerous individual showrooms that have each been variously modified, inside and out, by the individual tenants. Wide corridors run throughout each floor, with each showroom having dedicated entrances and interior windows along the corridors. Flooring in corridors consists of low-pile, commercial-grade carpeting. Partition walls are made out of drywall and typically span between the building's original vertical and horizontal timber framing, much of which has been left exposed. Partition walls are curvilinear in some places. In some instances, portions of original brick walls remain and are exposed, but are painted. These brick walls are corbelled at the top where they meet the ceiling boards, and feature segmental arch or rectangular doorways with steel reinforcing plates at the level of the header. Many interior windows consist of large multi-lite, wood sashes fitted with wire glass. Other more modern sheet glass windows also exist. Ceiling finishes consist of thin wood boards. On the top floor, the ceiling is pierced by large,



metal-frame hip-form skylights with vents at the peak.

Example of interior corridor, first floor.



Example of interior window.



Example of interior brick walls with archways.



Example of skylight on fourth floor.

The building has lobbies at the southwest and northeast corners of the first floor. Both lobbies are double-height, open to the second story. The southwest lobby features ceramic tile flooring, drywall wall surfaces, a wood board



ceiling, and open timber framework. A metal staircase ascends to the second story, where the edge of the floor plate is curvilinear. The northeast lobby is larger, containing a cafe and dining area, but also has ceramic tile

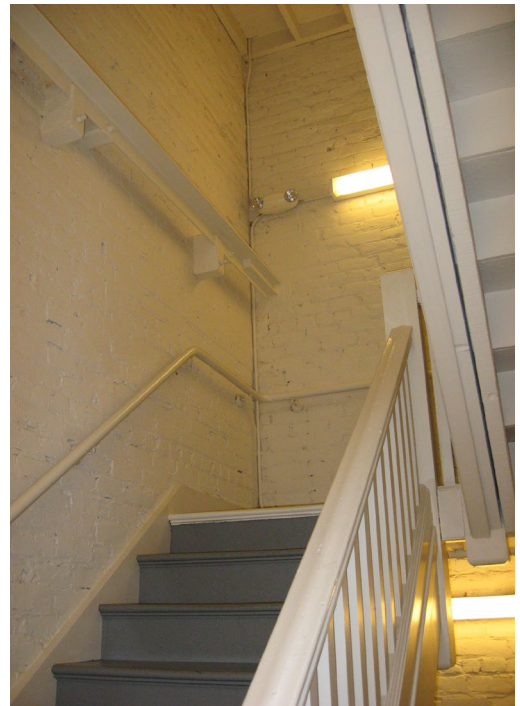
Southwest lobby and northeast lobby

flooring, drywall wall surfaces, exposed and open timber framing, and wood board ceilings. On the south and west sides of the lobby, there is a mezzanine with metal railings, accessed by a stair that ascends from the lobby and continues to the second floor.

Aside from the lobby stairs, the floors are connected by elevators (including freight elevators) and utility stairs. Passenger elevators have flush metal doors. Freight elevators have roll-up metal doors and wood gates. The elevators operate within brick shafts and openings are located within small, utilitarian lobbies on each floor, some of which feature horizontal wood wainscoting at the base of the walls. Stairs are located within brick stair wells and are made of wood with simple wood balustrades. On each floor, an original standard-sized security safe door is located in one of the brick walls.



Example of security safes on each floor



Utility stair



Freight elevator



Passenger elevator and lobby

Architect

Leo J. Devlin

The Dunham, Carrigan & Hayden Building was designed by architect Leo J. Devlin. Devlin was born in California in 1881.¹ At 16 years old, he was first listed in city directories as a draftsman working in the architecture practice of his older brother, Charles J. I. Devlin.² Charles Devlin was a prominent architect in the Bay Area and held the position of official architect for the Roman Catholic Archdiocese of San Francisco from 1887 through the turn of the century. As a draftsman, and later partner in the practice, Leo J. Devlin was involved with the designs of numerous prestigious religious projects.³ Another repeat client was prominent San Francisco real estate broker Walter H. Sullivan, who employed Devlin to design many downtown commercial buildings and a few factories.⁴

In 1907, Leo J. Devlin obtained his architecture license but continued to work in partnership with his brother. After the 1906 Earthquake, they established their office in the Pacific Building on Market Street. The year that the Dunham, Carrigan & Hayden Building was constructed, Leo J. Devlin still worked in partnership with Charles Devlin, but his name on the original building permit indicates that he was the architect of record for the project. He was likely hired for the project because he was married to property-owner John G. Rapp's sister; he was hired by Rapp for at least one other unassociated project as well.⁵

Charles J.I. Devlin died in 1928, and Leo J. Devlin appears to have taken over the practice as lead architect. The same year, he designed one of his most lauded projects; St. Vincent de Paul Church in Petaluma. The Spanish Romanesque style church features one of the largest collections of stained glass windows in California, which were made in Munich, and a pair of 96-foot towers with polychrome tile roofs topped by bronze crosses.⁶ According to issues of *Building & Engineering News* dated 1915 to 1932 and other sources (as noted), Devlin's major works also include numerous apartment buildings, commercial and mixed-use buildings, a few residences, and the following⁷:

- John Rapp & Son bottling plant at Bryant and Alameda streets (1910, demolished)
- The Barbara Apartments designed for Kronenberg Realty at Franklin and McAllister streets (1911, contributor to the Article 10 Civic Center Historic District)⁸
- St. Charles Church at 18th and South Van Ness (1915)
- St. Joseph's Hospital, 355 Buena Vista, NRHP listed (1916)
- Parish of St. Agnes School, Ashbury near Frederick (1918)
- Store and lofts, California and Front (1919)
- Multiple concrete buildings at St. Patrick's Seminary, Los Altos, California (1920)
- Knights of Columbus Lodge, Vallejo, California (1920)
- A hotel in Hollister in collaboration with Wycoff & White (1921)
- Parochial residence for Archbishop, Santa Rosa, California (1921)
- College of St. Joseph dormitory and senior wing, Mountain View, California (1922-23)
- Stable and poultry pens for Little Sisters of the Poor, Oakland, California (1922/1924)
- Restaurant and lofts, at Ellis and Powell (1922)
- Laundry and new hospital building for St. Elizabeth's Infant Shelter, at Van Ness and Filbert (1923/1926)

¹ U.S. Federal Census, 1920.

² *San Francisco city directory*, 1897.

³ Oakland Wiki, "Charles J.I. Devlin," Accessed August 12, 2013, http://oaklandwiki.org/Charles_J._I._Devlin.

⁴ *Building & Engineering News*, San Francisco, various dates 1915-1932.

⁵ Death notice: John Rapp, *San Francisco Call*, 2 October 1908.

⁶ "Western Avenue, Petaluma," *San Francisco Chronicle*, 27 October 2011.

⁷ There is no known archive of Devlin's architectural drawings or other records.

⁸ "Large apartments pushing westward," *San Francisco Call*, 23 September 1911.

- Residence for Archbishop in Rodeo, California (1923)
- Parochial school and convent in San Anselmo, California (1924)
- Knights of Columbus Lodge and office building in San Jose, California (1926, local landmark).⁹
- St. Agnes Church at Masonic and Page (1926)
- El Retiro San Inigo retreat for Archbishop, Los Altos, California (1927)
- St. Monica's Elementary School, 23rd Ave. and Geary (1927)
- Science building, gym, library, high school, and athletic campus for St. Ignatius College, San Francisco (1927)
- Catholic Chapel, Los Altos, California (1928)
- St. Cecilia's Church, 17th and Vicente (1928)

In 1929, Leo J. Devlin retired from active practice due to illness.¹⁰ He died in 1933 at the home he designed for himself in 1915 at 72 Sea Cliff Avenue.¹¹

Construction History

The current building was built in 1915 and represented a consolidation of the city block into a single property. Ten years previously, just before the 1906 earthquake and fires, the block was divided into three parcels, which were developed with a number of industrial structures, including the J. Rapp & Sons Bottling Works, a barn and stable belonging to the same, and a Standard Electric Company of California substation.¹²

John G. Rapp was a brewer by trade. His company bottled and distributed Rainier Beer, which was a product of the Seattle Brewing & Malting Company. Rapp had a variety of real estate investments throughout San Francisco and the Bay Area. Although his bottling works was located on the subject block, he does not appear to have owned the property until about 1912, when he began accumulating parcels on the block. A 1910 block book indicates that the block was then made up of five parcels: lots 1 and 3 (where Rapp's business was situated) were owned by the Seattle Brewing & Malting Company, the beer producer he bottled for. Lot 2 (where the substation was located) was owned by the Standard Electric Company of California. Lot 4 was owned by the Western Pacific Railway Company, and a small right-of-way parcel in the northwest corner of the block (lot 5) was owned by the Southern Pacific Railroad.¹³ Rapp eventually owned the entire block with the exception of the Southern Pacific parcel, which remained in operation as a rail right-of-way.¹⁴

⁹ "Modern Factory for the Mission," *San Francisco Call*, 6 August 1910. "Large Apartments Pushing Westward," *San Francisco Call*, 23 September 1911. City of San Jose Planning Division, http://planning.sanjoseca.gov/planning/Historic/landmark_pics.asp.

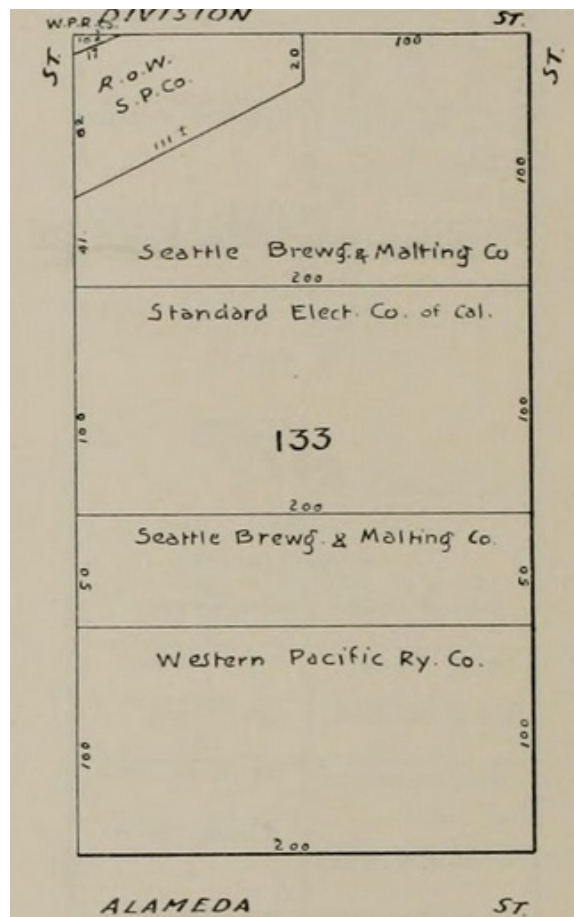
¹⁰ "Along the Line" *Building & Engineering News*, 6 April 1929.

¹¹ "Leo J. Devlin, Retired Architect, Expires," *San Francisco Examiner*, 21 May 1933.

¹² Sanborn Fire Insurance map, 1905.

¹³ Hicks-Judd Company, *The Original San Francisco Handy Block Book*, vol 4 (San Francisco: Hicks-Judd Company, 1909-1910).

¹⁴ San Francisco Assessor's Office, sales ledgers.



Block book image of block 3910 in 1909-1910.

Subject building is bounded by Vermont Street to the west and Kansas Street to the east.

Prior to the construction of the current building, during the period when Rapp was accumulating individual parcels, the site experienced some changes. Rapp's bottling works building was torn down, likely around 1910, when the company had a new plant, the largest bottling works on the west coast, built nearby at Bryant and Alameda streets.¹⁵ The substation building (then used by Pacific Gas & Electric Company) and former J. Rapp & Sons barn remained, while the previously vacant southern end of the block had a one-story, with mezzanine, industrial building that filled its lot. In 1913, this building was used as a warehouse by Dunham, Carrigan & Hayden Company, a wholesale hardware distributing business.¹⁶ Dunham, Carrigan & Hayden Company was housed in this building as early as 1907, having relocated to the site from a large building on Beale Street that was destroyed by the earthquake and fires that devastated much of the South of Market district in 1906. Eventually all these buildings were removed to clear the site for construction of the subject building. Dunham, Carrigan & Hayden Company also maintained a building on the block directly south of this one, bounded by Kansas (Henry Adams) 15th, Vermont, and Alameda streets and bisected diagonally by a rail line. That property was listed as the company's primary address in city directories from 1906 to 1914.¹⁷ A temporary sheet metal on studs structure erected soon after the 1906 earthquake, the building was removed at an unknown date between 1913 and 1938, probably soon after the subject building was completed in 1915.

¹⁵ "Modern Factory for the Mission," *San Francisco Call*, 6 August 1910.

¹⁶ Sanborn Fire Insurance maps, 1905, 1913.

¹⁷ San Francisco city directories, various publishers and dates 1906-1914



Temporary Dunham, Carrigan & Hayden building view southwest from Alameda and Kansas (Henry Adams) streets

After the 1906 disaster, many industrialists pushed to extend the boundaries of the fire zone, which restricted fire-prone construction, into South of Market. The effort failed and small-scale, wood-frame construction returned to the area, making large-scale industrial development with its critical need for fire safety inadvisable. Dunham, Carrigan & Hayden Company along with other industrial operators left South of Market and reestablished here and in the still-vacant areas of the northern Mission, Potrero Hill, Bayview and Central Waterfront, where the threat from fire-prone frame residential construction was absent.¹⁸

In 1915, John Rapp hired his brother-in-law, architect Leo J. Devlin, to design the current building, which was four stories, with a mezzanine, and filled almost the entire city block. From early in the project, Rapp agreed to lease the new building back to the Dunham, Carrigan & Hayden Company. Project plans provided:

“the main portion of the building will be used for a warehouse, while the front portion will contain offices of the company and display rooms. A large shipping room is also provided for in the plans. Construction will be of the heavy mill type. Interior will be finished in pine throughout. There will be steam heat, three elevators, an automatic sprinkler system, fireproof vaults and an oil burning system. Exterior of the building will be faced with brick. Plans are complete and figures are being taken.”¹⁹

In February 1915, the project was expected to cost \$75,000, but the budget was raised to \$150,000 by March, presumably once various contractors were selected. James S. Fennell was awarded the contract for the building's brickwork, while R.A. Chisholm undertook the carpentry. In May 1915, the lease to Dunham, Carrigan & Hayden Company was made official and by July completion notices for various aspects of the building's construction began to appear. The building was finished by December.²⁰

¹⁸ Kelley & VerPlanck 8.

¹⁹ “Advance News” *Building & Engineering News*, 17 February 1915 and 3 March 1915.

²⁰ “Completion Notices” *Building & Engineering News*, 8 December 1915.



*Dunham, Carrigan & Hayden Company building, 1915.
As illustrated in Architect & Engineer.*

Occupied by Dunham, Carrigan & Hayden Company until 1967, the building was owned by John G. Rapp until his death in 1943, at which point ownership transferred to his wife, Theresa Rapp. Upon her death in 1968, the property passed to the Rapps' children; Joan Rapp Mayhew, Claribel Rapp Berckemeyer, Gladys Rapp Scott, and John W. Rapp. The building, then vacated by Dunham, Carrigan & Hayden Company, remained vacant for a number of years until 1972, when it was sold out of the family to Henry Adams & Company, which operated The Showplace, a collection of interior design and furniture showrooms, in the building.²¹ Today, the Dunham, Carrigan & Hayden Building houses the same activities as part of the multi-facility San Francisco Design Center.

Alteration History

The Dunham, Carrigan & Hayden Building has not undergone any major alterations that have affected its exterior appearance. Since completion, the basic form of the building has remained unchanged. Alterations, most related to the change of use in the 1970s, have largely been confined to the fabric within the ground floor bays, loading docks and canopies, and the interior. In addition, a large roof sign reading "Dunham Carrigan & Hayden" in individual letters and painted signage with the same text on the parapets have been removed.

Below is a short timeline of the property's construction history as reflected in building permits:

- 1915: Four-story brick building constructed for use as hardware store. Concrete foundations, floors of mill construction, brick walls and cornices, steel interior columns.
- 1971: Existing freight elevator converted to passenger elevator. Remove existing lean-to shed and install parking lot [at northwest corner of building]
- 1972: Reconstruct stair between first and second floor.
- 1986: Canvas awnings with steel tubing.
- 1989: Shoring of north wall damaged by earthquake.
- 1990: Replace entry door and window. Relocation of existing entry doors.
- 1991: New entry doors, new floor finish.
- 1992: New stairs, new elevator.
- 1996: Seismic strengthening.
- 2000: Demolish existing wood stairs and masonry stair shafts for new steel and concrete stairs.
- 2001: Cap each wood column with sheet metal, lower ceiling soffit.
- 2002: Remove and replace entry doors. Tear off and replace roof. New demising wall and entry door. Install storefront glazing assembly to create product display area.

²¹ San Francisco Assessor's Office, sales ledgers.

2003: Relocate front door inside and replace display windows.

2004: Replace three exiting signs. New opening in masonry shear wall. New glass storefront.

2005: New storefront with entry doors.

The building has also undergone countless interior alterations consisting of the reconfiguring of interior spaces through the removal and construction of various non-bearing partition walls and tenant improvements to individual spaces. Today, these changes make up an interior that is divided into numerous individual show rooms with their own storefronts and entries. Permitted work to rearrange interior partitions is not reflected in the timeline above, but is on record at the San Francisco Department of Building Inspection. However, permits are often unclear as to the interior or exterior nature of storefronts and entries, so all known changes to such features are listed above in case they may refer to an exterior change. Mechanical work, especially concerning fire sprinkler systems, has also been the subject of numerous permits and is not addressed above, but is on record at the Department of Building Inspection.

Brick Warehouse Building Type

The function of a warehouse is to store large quantities of goods for eventual distribution. The important aspects of design in warehouse buildings are the ability to accommodate large areas of unbroken interior space and sturdy construction to support heavy loads and withstand hard use. Most industrial buildings of the early-twentieth century consisted of low-rise, rectilinear structures that filled the majority of their lots. Roofs were flat or had shallow gable configurations supported by trusses and surrounded by parapets. The buildings sat on concrete slab floors and had large windows, skylights, clerestories, and monitors to allow as much light and air as possible into interior working spaces. Loading docks and large doors were also typical to facilitate the access of transport vehicles and the transfer of bulky machinery and goods into and out of the building. The interior spatial organization of warehouses typically included two main spaces: a warehouse floor and an office mezzanine. The processing, packaging, movement, and storage of goods took place on the warehouse floor or floors, which occupied most of the building's internal space. The office mezzanine, usually located at one end of the building, allowed management to have an overview of the warehouse floor in order to supervise the work going on there.²² The Dunham, Carrigan & Hayden Building featured a mezzanine, as well as offices on the top floor, where management would be in close proximity to, but undisturbed by the industrial activities taking place on floors below.

Though brick construction was not uncommon in San Francisco before 1906, especially for commercial buildings within the downtown fire limits, its application to industrial structures on the outskirts of the city had long been hampered by technological challenges restricting the efficiency of taller brick structures, the scarcity (and resulting expense) of good local sources of clay and lime, and a local predilection toward frame construction, partly due to concerns over the vulnerability of brick buildings to earthquakes²³. Unfortunately, the 1906 Earthquake dramatically highlighted the susceptibility of frame construction to fire. Although it was known that brick was vulnerable to seismic forces, advances in engineering and construction techniques, especially the substitution of steel framing for wood and the incorporation of seismic reinforcement measures, increasingly made masonry construction more feasible. In addition, the use of lighter-weight steel framing allowed for brick buildings with thinner exterior walls, fewer internal walls, and greater open spans, freeing up additional floor space for manufacturing and warehousing goods. This factor, combined with the widespread use of freight elevators, made brick attractive as a building material for taller industrial buildings. Furthermore, City building codes and especially insurance company guidelines increasingly required the substitution of masonry for risky frame construction, especially in San Francisco's industrial districts, including the South of Market Area.²⁴

²² Page & Turnbull, "Market & Octavia Neighborhood Plan Area Historic Context Statement" (20 December 2007) 113.

²³ Kelley & VerPlanck

²⁴ Kelley & VerPlanck

The New Wholesale District

However, the South of Market had been almost entirely destroyed by the fires that followed the earthquake, leaving hundreds of blocks filled with charred rubble. Furthermore, as a district that had been platted and urbanized early in the city's history the South of Market consisted mostly of small lots. Finally, in the absence of formalized zoning or other controls on land use, the area had evolved over the last half of the nineteenth century into a chaotic jumble of residential, industrial, and commercial uses. These factors rendered the district no longer ideal for modern factories and warehouses, most of which needed larger parcels of land, separation from other incompatible uses, and proximity to rail. After failing to compel the City to restrict post-quake building in the South of Market to masonry structures, many industrialists began to look south of Mission Bay to the still quasi-rural Potrero and northeast Mission districts, where large, unsubdivided and undeveloped parcels remained available.²⁵ One pioneer in that movement was the Pacific Hardware & Steel Company, which constructed a massive brick warehouse at the intersection of 7th and Townsend streets. Completed in 1905, the building (now known as the Baker & Hamilton Building) was the first significant heavy timber-frame brick warehouse structure completed in the area. The completion of the building signaled the beginning of a "new wholesale district" south of Mission Bay, where large tracts of land with good rail access could be had for a fraction of the price of land in the South of Market.

The relocation of San Francisco's Wholesale District to the present Showplace Square area was also encouraged by the expansion of the railroads within the area. For most of the nineteenth century the Southern Pacific had enjoyed a monopoly in San Francisco, a position the railroad lost in 1900 with the arrival of the Atchison Topeka & Santa Fe (AT & SF). The AT & SF bought several large tracts of vacant land in the vicinity of Mission Bay and the Central Waterfront and began building a network of tracks to serve their real estate holdings. Not far behind was George Jay Gould's Western Pacific Railroad, which arrived in San Francisco in 1905. All three railroads bought large landholdings, built freight and passenger depots, and over time installed a network of main line and spur tracks to link their depots with the bayside car ferry terminals that connected San Francisco with the East Bay railheads. Aware of many industrialists' desire to relocate out of the South of Market, the railroads offered to lease out their holdings in the area to interested parties. To sweeten the deal, railroads built temporary corrugated steel structures to house relocated industries. For companies interested in building permanent structures, railroads and other private land holders entered into long-term leases or sold the land outright to companies interested in doing business in the area. Soon, within a year or so of the 1906 Earthquake, several companies and real estate developers had begun building several large brick warehouses and factories to house a variety of manufacturing and distribution companies, including wholesale furniture, hardware, and machinery; food and beverage processing, soft goods like clothing and mattresses, chemicals, and general warehousing. Taking their cue from the undamaged Baker & Hamilton warehouse (1905), many of the new buildings constructed in the area during post-quake era were of brick.²⁶

Many of these buildings remain today and provide important context for the Dunham, Carrigan & Hayden building. They include the following:

- 101 Henry Adams Street, John Hoey and Co., three stories, constructed in 1906 by Meyers & Ward
- 200 Rhode Island Street, JI Case Threshing Machine Co, constructed in 1912 by G. Albert Lansburgh
- 1616 16th Street, Schlessinger & Bender Building, constructed in 1912 by G. Albert Lansburgh
- 212 Utah Street, Simmons Mfg. Co, built 1911 by E. P. Antonovich
- 550 15th Street, San Francisco Salt Refinery, constructed in 1906, architect unknown
- 1590 Bryant Street, M. Friedman & Co. Furniture Warehouse, built 1907, architect unknown
- 1401 Bryant Street, Market St. Railway Power House, built 1893, architect unknown

²⁵ *ibid*

²⁶ *ibid*



Dunham, Carrigan & Hayden Building (arrow) and nearby heavy timber and brick buildings (Google Maps)

The Showplace Square area continued to serve as San Francisco's primary manufacturing and wholesale district until the end of the Second War. After a brief period of growth following the war, the area began to decline after 1950 as long-term industries began to move out of the city in search of cheaper land and better freeway access. Nevertheless, in comparison with the South of Market and other older urban industrial districts, this area contained larger and in many cases more modern industrial buildings with better access to both rail and freeways. Accordingly, economic studies carried out by the San Francisco Planning Department suggest that the area de-industrialized at a slower pace than the rest of the city, retaining some industries, in particular food-processing, light warehousing/distribution, and repair, until the present day.

During the late 1970s, the core of the area, roughly bounded by 7th, Bryant, 15th, De Haro, and King streets, began to undergo a substantial transformation after businessman and president of the Western Merchandise Mart, Henry Adams, bought his first former warehouse in the area for use as a design center/showroom for San Francisco's interior design community. The Dunham, Carrigan & Hayden building at 2 Kansas Street, became the first of several dozen large brick warehouses and factories that would be purchased and transformed into interior design showrooms, jewelry markets, and other allied wholesale industries priced out of Jackson Square, the traditional location for this industry. By the early 1980s, most of the large brick buildings in the area had been adaptively reused by the wholesale interior design industry and allied professions, giving the area new cachet and a new nickname that it retains today: "Showplace Square".

The Dunham, Carrigan & Hayden Building

The Dunham, Carrigan & Hayden Building is a warehouse building that included company offices and wholesale distribution facilities. It is designed in an early-twentieth century Industrial design with Classical Revival overtones. Warehouse buildings throughout history have generally taken on generic and functional forms and features to accommodate a variety of tenants and their varying uses and goods; however, facades were often given decorative treatments to attract business. This was especially true of buildings designed as distribution centers for finished goods. For Dunham, Carrigan & Hayden Company, the street presence and aesthetic appeal of the subject building was a form of advertisement intended to suggest the quality of the company's products and the stability of its business. The building fits the more refined architectural aesthetics of the early decades of the twentieth century that would later fade. It defined an image for the hardware company through its detailed physical rendering, meanwhile maintaining enough utilitarian character to be functional and accommodate its warehousing use.

Following the earthquake and fire of 1906, there were two primary periods of warehouse development in San Francisco: the recovery and reconstruction period from 1906-1919, when businesses destroyed by the disaster scrambled to recover, and a later period of growth from 1920-1956, in which the industry expanded beyond its pre-1906 scope. The Dunham, Carrigan & Hayden Company building falls into the former period and was a direct expression of the company's need to rebuild and expand after losing its earlier headquarters and much of its stock in the 1906 disaster. This was a larger facility than the company's earlier building, although it was no more architecturally elaborate. More importantly, it was built of sturdier and safer materials, resistant to the forces that had destroyed the preceding building.

In the very early stages of recovery and reconstruction after 1906, warehouses in San Francisco tended to be constructed of brick. Brick construction was soon supplanted by concrete construction, which was fireproof and more stable structurally. The Dunham, Carrigan & Hayden Building exhibits "mill," or "slow burning" construction of heavy timber framing and brick. Mill construction, named for the New England textiles mills where it was first implemented, eliminated the tinder-like properties of small dimension lumber. It featured the slow burning qualities of large timber members that would allow a building to retain structural integrity for longer in a fire, providing more time to combat the fire and salvage goods.²⁷

In addition to construction methods, the Dunham, Carrigan & Hayden Building's design also reflected changes in the warehousing industry that occurred in the early years of the twentieth century. Large open drayage yards were less prevalent and, as time progressed, operations became more condensed, often housed in a single building rather than a multitude of sheds and structures. However, large open spaces were still necessary within warehouse buildings, as large containers needed to be maneuvered and stacked.²⁸ Dunham, Carrigan & Hayden Company did maintain a separate storage warehouse off-premises for some time, but generally had all of their main operations in the subject building, including administration, storage, and distribution functions. The loading dock on the eastern facade allowed for the maneuvering of goods into and out of the building, without the need for an adjacent yard.

Through elements of its design, the Dunham, Carrigan & Hayden Building demonstrates an early iteration of warehouse design and function that took place prior to World War II. Its four-story format, consisting of multiple levels linked by a freight elevator, is indicative of the fact that it was built before the days of the fork lift. The Yale Company invented the first modern lift truck with forks that could elevate in 1925 and gave warehouse operators the ability to store large containers of goods in a stacked arrangement. This led to the construction of single-level warehouses with increased internal height and narrower aisles, making those with multiple levels accessible by freight elevator obsolete. Though new and more technologically compatible

²⁷ Kelley & VerPlanck, 3.

²⁸ Page & Turnbull, 113.

warehouses supplanted those like the Dunham, Carrigan & Hayden Building, the change lends significance to those pre-fork lift warehouses still in existence. The nature of their obsolescence and their eventual disuse as warehouses lead to the demolition, alteration, or change in use of many of these structures, leaving those that still stand as markers of a distinct era and technological stage in the warehousing industry.²⁹

Having been built in the 1910s in the primarily industrial Showplace Square neighborhood, the Dunham, Carrigan & Hayden Building straddles a line between commerce and industry that is reflected in its architecture. As noted above, it served as a warehouse, an office, and a wholesale distribution facility. Therefore, it incorporates some more refined elements of design, but none which detract from the functionality emphasized above. Similar to many commercial and industrial buildings of the era, the building is constructed of brick and incorporates a few subtle decorative elements such as concrete pilaster caps and bases, beltcourses, and defining brickwork at the parapet. Although some of the first story entrances have been altered, the associated loading dock and openings remain intact in their original dimensions, showing that the original design served the need for movement of bulky items. Large upper story windows demonstrate a similar consciousness of the need for light and air in the cavernous interior spaces. The building's multiple floor levels are indicative of its pre-fork lift design and its mezzanine and top floor office spaces are a nod to the typical division of administrative and labor functions in the warehousing industry. In both decorative and functional characteristics, the subject building is a hallmark of the warehousing industry during the reconstruction period in San Francisco.

Dunham, Carrigan & Hayden Company

Dunham, Carrigan & Hayden Company was established in 1849 as Conroy & O'Connor Mining Supplies. James C. Conroy and John F. O'Connor came to San Francisco for the Gold Rush, but rather than heading for the mines, they pooled their resources, bought a shipment of mining hardware, and set up shop in a large tent in the nascent city. Eventually, the company was called Conroy, O'Connor & Company.³⁰

By 1852, the business had moved to Sansome Street, near Market, and was advertising the sale of iron, steel, and blacksmithing tools. In 1856, it moved to a location on Front Street. The two partners were joined by John O'Connor's sons, Thomas H. and Michael J. O'Connor, in 1858 and 1859, respectively. In 1859, the company also opened a new location near Pine and Market streets. At that time, the two founding partners returned to New York, leaving O'Connor's sons to run the business and by the mid-1860s, the senior partners had retired altogether.³¹

In 1873, the O'Connor sons brought partners Benjamin Frank Dunham, Brace Hayden, and E.W. Playter on board. Two years later, these men bought out the O'Connor's stock and renamed the company Dunham, Carrigan & Company.³² The new firm was presided over by a partnership of Benjamin Frank Dunham, Andrew Carrigan, Brace Hayden, W.L. McCormick, and E. W. Playter; all had been salesmen for Conroy, O'Connor & Company for a number of years previously.³³ They advertised themselves as importers and jobbers in metals and hardware. The company maintained its two locations on Front and Pine streets, which together included 15,000 square feet, and also had a 6,000 square foot warehouse elsewhere in the city. Their "stock in merchandise [was] amongst the largest on the Pacific Coast in their line of trade and annual sales [were] correspondingly large." The company dealt in iron pipe for water, gas, and steam systems, plus all varieties of bar and plate iron, steel, and other metals, hardware, and tools and supplies for machinists, engineers, blacksmiths, plumbers, steam fitters, carpenters, miners, and railroad and ship builders. They were the sole west coast agents of the popular Black Diamond American steel.³⁴

²⁹ Thomas Truck Training, Ltd. "A Potted History of the Fork Lift Truck," Accessed 5 August, 2013 http://www.ttt-services.co.uk/truck_history.htm

³⁰ "100 Years in San Francisco," *San Francisco Chronicle*, 18 October 1948.

³¹ San Francisco City Directories. Various publishers, various dates

³² Ibid.

³³ San Francisco Public Library, San Francisco History Center, card files.

³⁴ John S. Hittell, *The Commerce and Industries of the Pacific Coast* (San Francisco: A.L. Bancroft Publishers, 1882) 221.



*Dunham, Carrigan & Hayden Company founding partners.
(100 Years in San Francisco," San Francisco Chronicle, 18 October 1948)*

In 1884, Dunham, Carrigan & Company closed their two existing shops and reopened in a new four-story building at 17-19 Beale Street (also addressed 18-24 Main Street). At that time, McCormick and Playter were no longer listed as partners.³⁵ The company was incorporated in 1888, becoming Dunham, Carrigan & Hayden Company. Hayden was based in New York as the company's purchasing agent, while the other partners were local.³⁶ However, when Carrigan died in 1889, Hayden moved west. After Dunham's death in 1897, he served as President and sole leader of the company.³⁷

When the earthquake and fires of 1906 destroyed the majority of downtown San Francisco, Dunham, Carrigan & Hayden Company's building on Beale Street was lost. The company recovered by quickly collecting pre-ordered shipments of merchandise and setting up shop in crowded temporary quarters in the Pacific Implement Company's warehouse at Kansas and 8th streets, essentially the location of the present building. Dunham, Carrigan & Hayden Company's business recovered well and was selling as large a volume of goods thirty days after the disaster as it had before.³⁸ By 1907, the company had a more permanent address on Kansas Street, between Alameda and 15th streets. This was a metal warehouse building (no longer extant) located on the block to the southeast of the current building. It served as the company's main address until 1914, although a one-story, with mezzanine, industrial building on the south end of the current the Dunham, Carrigan & Hayden Building site was also occupied by the company.³⁹

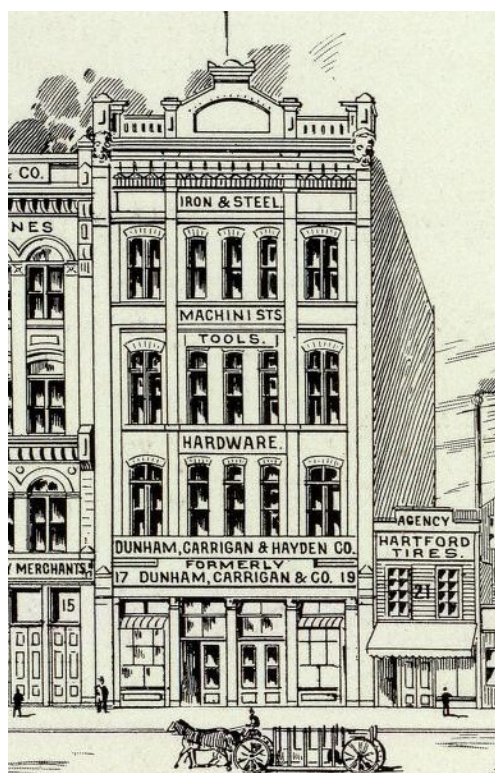
³⁵ San Francisco city directories.

³⁶ Hittell, 221.

³⁷ "100 Years in San Francisco."

³⁸ *ibid.*

³⁹ San Francisco city directories. Sanborn Fire Insurance map, 1913.



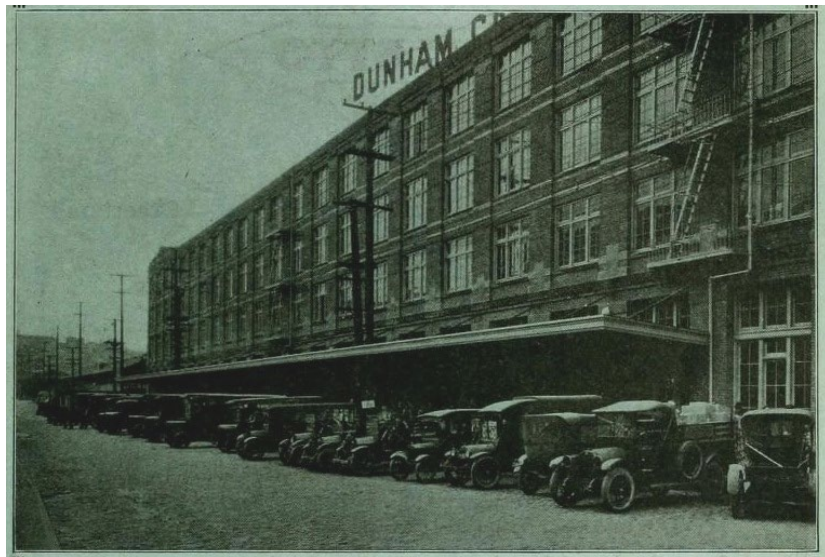
*Dunham, Carrigan & Hayden Company's original building on Beale Street.
(From The Illustrated Directory of Downtown San Francisco, 1895.)*

In 1915, John Rapp, the owner of all of the parcels on the subject block, hired Leo J. Devlin to design a four-story, brick, industrial building on the site. At the time, Rapp agreed to lease the new building to Dunham, Carrigan & Hayden Company, greatly improving their facilities. This long-term agreement lasted for the next fifty years.⁴⁰

The 1920s brought changes in management and diversification of merchandise to Dunham, Carrigan & Hayden Company. A 1921 city directory indicates that the company had expanded their sales to include electrical, automotive, and creamery supplies, guns and ammunition, cutlery, sporting goods, bicycles, and fishing tackle, among other things. New partners also joined the upper management of the firm, including Duane L. Bliss Jr., J.G. Langdon, W.M. Levensaler, and Curtiss Hayden, who was the son of the company's founding partner and long-time president. By the late 1930s, Curtiss Hayden had become President and General Manager of the company and remained so until the company's closing in 1967.⁴¹

⁴⁰ *Building & Engineering News*, 17 February 1915 and 3 March 1915. San Francisco Assessor's Office, sales ledgers.

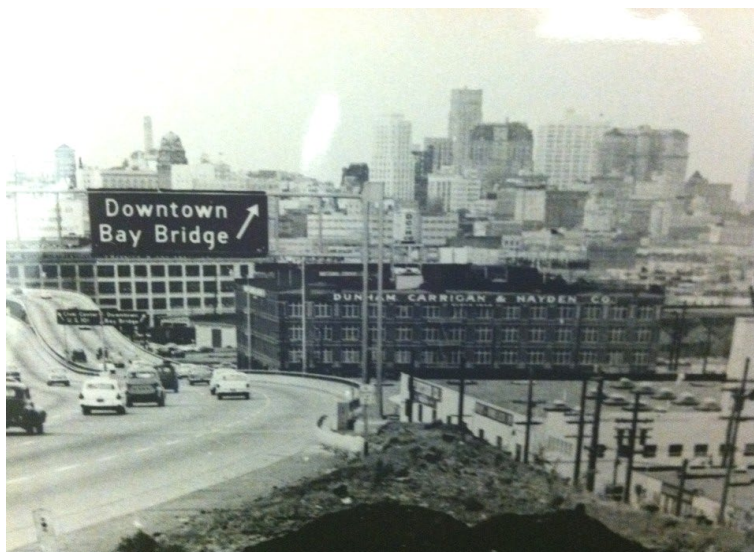
⁴¹ San Francisco city directories.



*Dunham, Carrigan & Hayden Company building, 1921.
(San Francisco City Directory advertisement)*



*Dunham, Carrigan & Hayden Company building, 1948
("100 Years in San Francisco," San Francisco Chronicle, 18 Oct 1948)*



*Dunham, Carrigan & Hayden Company building, ca. 1957, as seen from the Hwys 101/80 interchange.
(Potrero Hill Archive Project)*

ARTICLE 10 LANDMARK DESIGNATION

This section of the report is an analysis and summary of the applicable criteria for designation, integrity, period of significance, significance statement, character defining features, and additional Article 10 requirements.

CRITERIA FOR DESIGNATION

Check all criteria applicable to the significance of the property that are documented in the report. The criteria checked are the basic justification for *why* the resource is important.

- ☒ Association with events that have made a significant contribution to the broad patterns of our history.
- ☐ Association with the lives of persons significant in our past.
- ☒ Embody distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- ☐ Has yielded or may be likely to yield information important in history or prehistory.

Significance

The Dunham, Carrigan & Hayden Building has significant historical associations in three areas.

1. Its construction, location, methods of building, and commercial/industrial functions were strongly associated with post-earthquake reconstruction in San Francisco.
2. It is the only-remaining and most prominent business location of the Dunham, Carrigan & Hayden Company, a business that was important in San Francisco history for decades and that contributed directly, through its products, to the Gold Rush, the post 1906 Reconstruction of the city, and to its growth to the metropolis of the Pacific Coast.
3. The building has noteworthy architecture and is a construction type that is characteristic of its time, location, and the historical events that produced it.

Association with Significant Events

The Dunham, Carrigan & Hayden Building is significant for its key role in San Francisco's post-1906 reconstruction and its long use by one of the city's founding businesses. In the initial post-fire reconstruction of the city, building hardware was a critical commodity and Dunham, Carrigan & Hayden Company was a leading supplier, with long established chains of supply and commercial credit to draw on while business conditions remained unsettled. The company relocated to a temporary building immediately south of this one immediately after the earthquake and fire and eventually occupied the subject building, constructed specifically to suit its needs and express its importance in the commercial life of San Francisco.

Built in 1915, the building was constructed during the post-earthquake reconstruction period in San Francisco. Its construction was a direct result of much of the downtown and South of Market areas being destroyed by fire and many of the city's most established business locations and assets being lost. Dunham, Carrigan & Hayden Company, who occupied the subject building for more than fifty years from the time of its construction, was originally located on Beale Street, within the zone of destruction. Immediately following the disaster, Dunham, Carrigan & Hayden Company, like many other industrial businesses squeezed out of South of Market by a lack of fire restrictions, moved to what is now the Showplace Square area, just outside the burned area, and quickly rebuilt their business. In this way, the company was a major participant in a trend of industrial operations relocating from South of Market to areas of the city farther south that had vacant land for large buildings and ready rail access. Dunham, Carrigan & Hayden occupied two temporary corrugated-metal-on-studs buildings from 1906 to 1915. These structures were located on Alameda Street on the southern portion of this block and the entire block south of this one. The company's goal of reestablishment was fully realized in the construction of the

current building. The 1915 building is a symbol of the company's reaching full corporate "health" again, in a new, safer, and more functional industrial area, after almost a decade of recovery.

The building is located in Showplace Square, which features many buildings of a similar type, use, and architectural idiom. Therefore, the Dunham, Carrigan & Hayden Building fits a context of pre- and post-earthquake industrial construction that characterizes the area. Its post-earthquake construction among other industrial buildings of various eras shows the growth of the neighborhood as industrial businesses were forced out of the downtown and South of Market areas after 1906 and relocated to an area with ample rail access. It was built at a time when the neighborhood was one of San Francisco's most important industrial areas, a status that only lasted until World War II when industries began to relocate outside of the city for more space, better transportation access, and fewer organized labor conflicts.

Association with the Dunham, Carrigan & Hayden Company

The Dunham, Carrigan & Hayden Building is the only extant building associated with the Dunham, Carrigan & Hayden Company, which was an early and long-lived San Francisco business. Established during the Gold Rush under another name, the company was an important supplier of mining equipment, which contributed directly to Gold Rush activities. After that time, the company grew and adapted its wares to meet the needs of the day be it water and gas piping to improve the infrastructure of the growing city, industrial machinery and supplies to support the city's commerce and industry, or recreational and household goods for the city's settled domestic population. The company occupied at least two very prominent buildings before and after 1906, indicating its prosperity and prominent status among local businesses. It existed for over one hundred years, over half of which it spent in the subject building and was one of the city's foundational businesses.

Significant Architecture

The Dunham, Carrigan & Hayden Company building is significant for its type and period of construction and as a fine example of a pre-fork lift, timber frame and brick masonry warehouse building. It is a good and very intact example of an early-twentieth century, multi-story, heavy timber and brick warehouse building. Its sturdy, fireproof construction reflects post-quake building practices in San Francisco. Its brick components in particular are characteristic of a short period when brick was seen as the ideal fireproof material, before more quake-resistant concrete construction was perfected. Additionally, the building's multi-story design is characteristic of a period when technology dictated warehousing practices that were then reflected in the physical characteristics of warehouse buildings. Pre-fork lift, warehouses had to be built with multiple stories linked by freight elevators since containers of goods could not easily be maneuvered, lifted, or stacked. This situation only lasted until 1925, when early warehouses, such as the Dunham, Carrigan & Hayden Building, were made obsolete. Many were demolished or altered to serve other uses, so intact structures of the type are noteworthy.

The work of Leo J. Devlin, designer of the subject building was reviewed favorably in trade periodicals of his day. He was a prolific designer of projects commissioned by the Roman Catholic Archbishop of San Francisco and also worked regularly for prominent real estate brokers. His work was diverse in genre, ranging from apartment buildings to churches and parochial buildings, commercial buildings to factories. Although the Dunham, Carrigan & Hayden Building is not overtly ornamental or unique in its architecture, it is a good, intact example of Devlin's work. It is one of few warehouses designed by him, the only one in brick and heavy timber.

Period of Significance

The Dunham, Carrigan & Hayden Company building has a period of significance of 1915 to 1967, defined by its date of construction and the occupancy of the Dunham, Carrigan & Hayden Company, a prominent hardware distribution company that conducted business in San Francisco from the Gold Rush to 1967.

Integrity

The seven aspects of integrity are location, design, materials, workmanship, setting, feeling, and association in

relation to the period of significance established above. Cumulatively, the building retains sufficient integrity to convey its association with the Dunham, Carrigan & Hayden Company and its particular early-twentieth century warehouse design.

Location, Setting, Feeling, Association

The Dunham, Carrigan, & Hayden Company Building was constructed at its current location in 1915. The building has not been moved. It has not changed in size, form, or massing and continues to dominate the city block on which it sits. The surrounding area is still characterized by large industrial buildings as it was during the identified Period of Significance, and even retains the utilitarian infrastructure and traces of rail right-of-ways that marked the neighborhood in the early twentieth century. The construction of the Central Freeway immediately to the west in the late 1950s and the loss of some smaller buildings in the area have lessened the building's integrity of setting. However, the strong connection between this and the other heavy timber and brick buildings in the vicinity still convey a strong sense of setting.

Although Dunham, Carrigan & Hayden Company vacated in 1967, the building retains its singular appearance as a warehouse building due to its brick construction, regular pattern of large industrial fenestration, loading dock and large associated openings, multiple story levels, and restrained Classical Revival ornament. Thus, it retains the feeling of an early-twentieth century warehouse building. These characteristics also connect the building strongly to the warehousing activities that Dunham, Carrigan & Hayden Company conducted in it, so association with both the use and occupying company is intact.

Design, Materials, Workmanship

The exterior of the Dunham, Carrigan & Hayden Building retains its form, massing, red brick cladding, fenestration type, pattern and material, decorative brick and concrete elements– all design features that were present during the established period of significance. In addition, the raised loading dock along the east facade remains, now used as a walkway. Some exterior design elements have been modified or removed, particularly the open entrance bays at the northeast and southeast corners, as well as other openings on the first story where entrances have been removed, added, or altered and the historic metal canopy that sheltered the east side loading dock. These alterations do not detract from the building's significance or design intent and do not negatively impact the building's overall integrity.

The interior spaces and finishes have been altered extensively in order to accommodate the change of use for the building. In most areas of the interior the historic heavy timber framing is at least partially visible, as are some brick surfaces of the peripheral walls.

ARTICLE 10 REQUIREMENTS SECTION 1004 (b)

Boundaries of the Landmark Site

Encompassing all of and limited to Lot 1 on Assessor's Block 3910, bounded by Division, Henry Adams, Alameda, and Vermont streets.

Character-Defining Features

Whenever a building, site, object, or landscape is under consideration for Article 10 Landmark designation, the Historic Preservation Commission is required to identify character defining features of the property. This is done to enable owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark. The character defining features of the Dunham, Carrigan & Hayden Company building's exterior are listed below:

- ⬆ Generally rectangular plan and form
- ⬆ Four story height
- ⬆ Flat roof and skylights
- ⬆ Red brick exterior cladding
- ⬆ Facades organized into bays separated by slightly projecting square piers
- ⬆ Regular grid of punched window openings dominating all facades and story levels
- ⬆ Ground story window assemblies including windows, transoms, and wood bulkheads
- ⬆ Six-part wood-sash windows with divided lights in each part
- ⬆ Recessed entry vestibules at northeast and southeast corners of first story
- ⬆ First story brick beltcourse with peaked details near corners of building
- ⬆ Blonde brick beltcourses between upper story levels
- ⬆ Cast concrete details at tops and bottoms of vertical piers between bays
- ⬆ Flat roofline with stepped and peaked parapets near corners of building
- ⬆ Loading dock along east facade
- ⬆ Heavy timber framing

The heavy timber frame visible in interior spaces, though character-defining, is not regulated by Article 10 of the Planning Code.

PROPERTY INFORMATION

Historic Name: The Dunham, Carrigan & Hayden Company Building

Popular Name: Showplace Building at San Francisco Design Center

Address: 2 Henry Adams Street

Block and Lot: 3910/001

Owner: RREEF America REIT II Corp YYYY

Original Use: Warehouse, wholesale distribution facility, and offices

Current Use: Interior design showrooms

Zoning: PDR-1-D: Production, Distribution, and Repair – 1 – Design

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