

HISTORICAL DEVELOPMENT OF SOUTH END

The South End Landmark District, along with the Northeast Waterfront Landmark District, served as a center of industry and the main points of transfer for goods, storage, and warehousing. After the 1849 Gold Rush, San Francisco emerged as the main transportation connection between California and the rest of the country. Before the transcontinental railroad was constructed in 1869, San Francisco was most easily accessed by sea. This area was the primary economic engine for San Francisco providing wealth to captains of industry, goods to merchants, and jobs to union workers. The South End Historic District was transformed into a center of water-borne commerce complete with numerous brick and concrete warehouses and a network of spur railways.

The district provides a glimpse into the architectural and technological responses associated with the transition from shipping and water-commerce to railroads and trucking. Eight fortress-like buildings were constructed before the 1906 earthquake, along with a number of buildings constructed between 1906 and 1929 – a period during which trade along the waterfront increased dramatically. Advances in industrial elevator technology and increased land values after 1906 led to the construction of taller, fireproof warehouses. Most buildings were three stories tall, however, the tallest warehouses on Second and Townsend Streets reached six stories. Many of these early warehouses no longer retain their light industrial uses, but they have been adaptively reused as offices and residences, thus merging contemporary architecture with an industrial aesthetic and history.

HISTORIC PRESERVATION PROGRAM

The preservation of significant historic and cultural properties is a vital component of planning and managing the built and natural environment in San Francisco. Landmarks and landmark districts are unique and irreplaceable assets to the City and its neighborhoods. Landmark districts are regulated by Article 10 of the Planning Code. Since 1967 San Francisco's Historic Preservation Program has identified and protected a wide range of the City's rich history as depicted in its buildings, districts, places, structures, or objects.

As staff to the Historic Preservation Commission, the Planning Department's preservation planners work with property owners, city departments, and the general public to promote the preservation of these resources through incentives, long-range preservation planning efforts, public outreach, and technical assistance.



The locator map above shows the Landmark Districts found throughout the City of San Francisco.

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This guide highlights a small selection of the area's historical buildings. To learn more about landmark districts and historical buildings, visit sfplanning.org.

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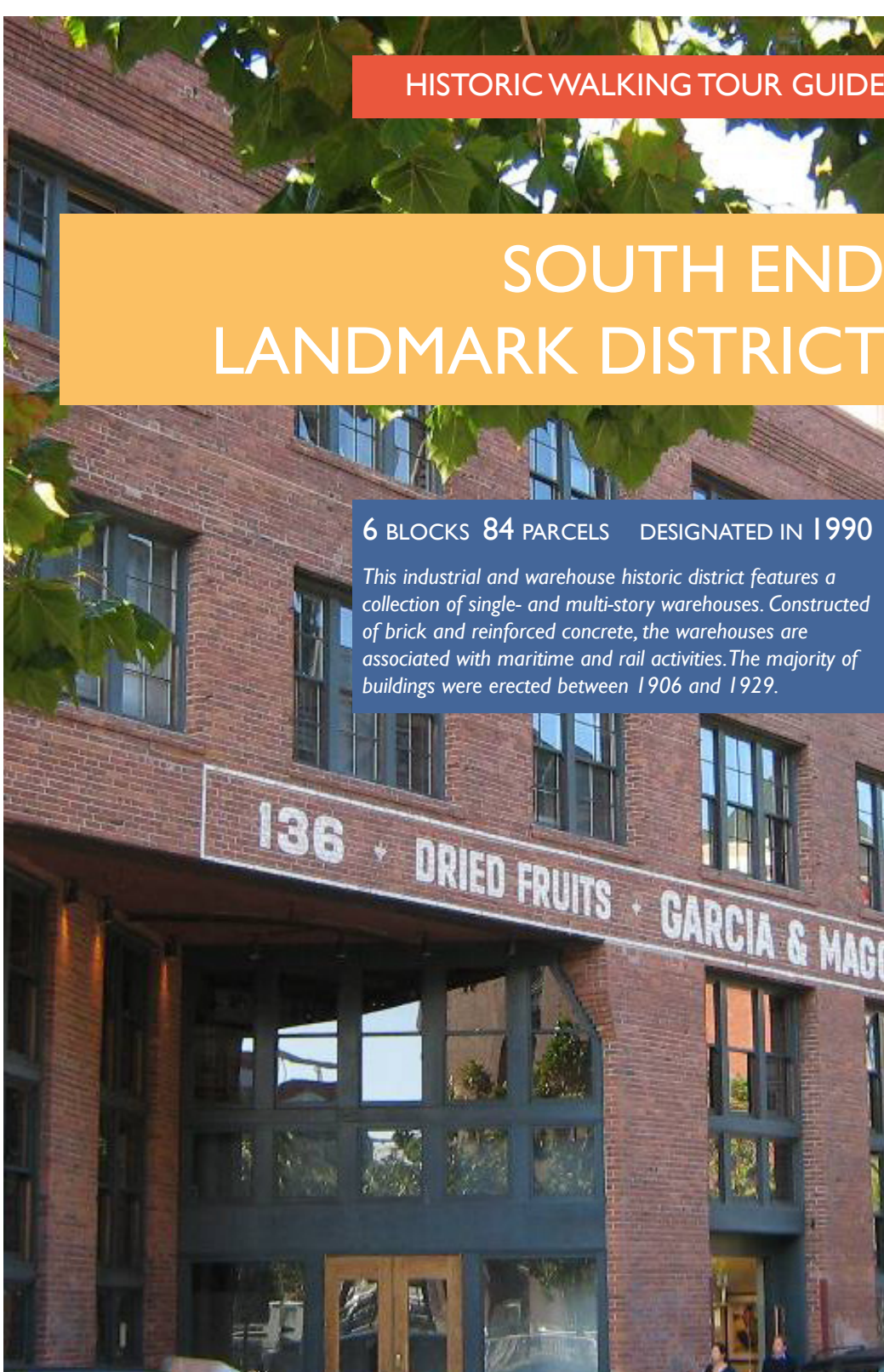
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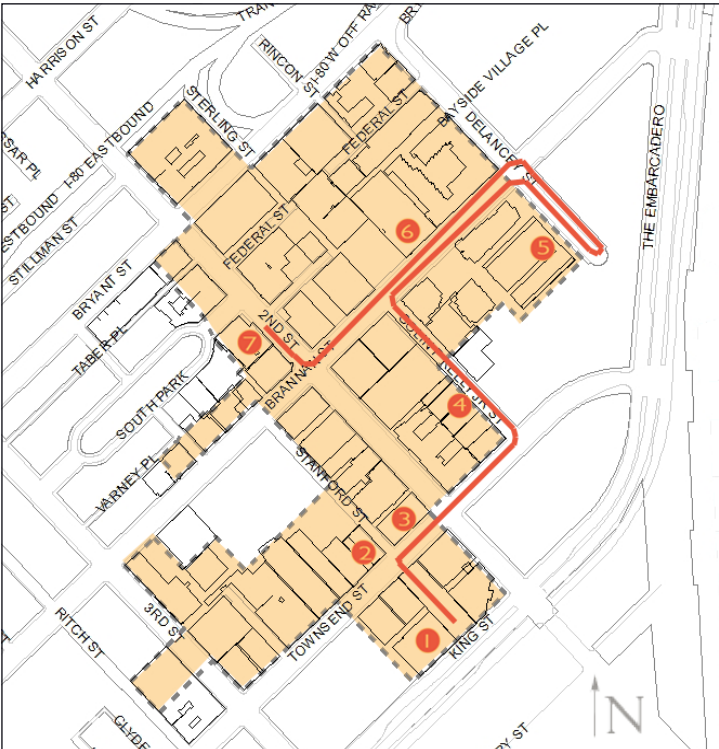
HISTORIC WALKING TOUR GUIDE

SOUTH END LANDMARK DISTRICT

6 BLOCKS 84 PARCELS DESIGNATED IN 1990

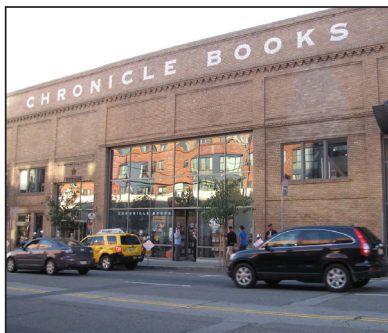
This industrial and warehouse historic district features a collection of single- and multi-story warehouses. Constructed of brick and reinforced concrete, the warehouses are associated with maritime and rail activities. The majority of buildings were erected between 1906 and 1929.





5 ORIENTAL WAREHOUSE
650 Delancey
SF Landmark #101

The Oriental Warehouse, built in 1868, is all that remains in San Francisco of the Pacific Mail Steamship Company, the first to establish regular mail, passenger, and trade service to the Orient. It carried thousands of mostly Chinese immigrants, who were a source of labor building railroads and developing California's agricultural business.



7 MOORE SHIPBUILDING
680 2nd Street

This building was designed by engineer Leland Rosener in 1918 as workshop for his client's ship building firm. It features a yellow patterned brick facade, with recessed panels and a parapet roof with zigzag cornice.



1 CASTLE BROTHERS WAREHOUSE/GARCIA & MAGGINI CO. WAREHOUSE

128 King Street, SF Landmark #229

On July 3, 1934, this warehouse was the focus of an attempt to re-open San Francisco's ports after a strike of longshoremen and maritime workers. As trucks attempted to carry cargo from Pier 38 to this rented warehouse, a crowd of several thousand workers resisted the trucks' movement. Fighting raged around the building for four hours. This skirmish was the prelude for a larger battle fought two days later. Trucks again tried to enter the warehouse through the crowd, when two strikers were shot dead. The event is commemorated as "Bloody Thursday" and led to the establishment of workers' unions on the West Coast.



2 HASLETT BUILDING
115 Townsend Street

Designed by architect Edward L. Holmes, this building was built in 1903 for the Haslett Warehouse Company, one of the leading warehouse operators in San Francisco. One of the original tenants was the Southern Pacific Railroad Company, and the building houses a railroad spur. Haslett's sign is still visible on the front of the building. The Haslett family built, or are associated with, seven warehouses in the district.



3 INGLENOOK VINEYARD
130 Townsend Street

This building was constructed in 1906 after its predecessor was destroyed in the 1906 Earthquake and Fire. Both buildings housed the distribution center for the Inglenook Vineyard Agency. The winery was established in Napa Valley in 1879 by Finnish-born Gustave Neibaum. It was forced to close during prohibition but was later reopened by Neibaum's son.



4 LANGERMAND BUILDING
52 Colin P. Kelly Junior St.

This building was constructed in 1908 for Fredricka Langermand in the American Commercial style. The building is clad in brick and the front facade features two bays of paired, arched windows.



6 H.S. CROCKER BUILDING
250 Brannan Street

Built in 1907, by architect Henry Schulze in the American Commercial style, this building is an excellent example of the utilitarian light industrial buildings constructed in the early 20th century in San Francisco.