NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Registration Form

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NAT REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Otis Elevator Company Building

other names/site number N/A

## 2. Location

street & number 1 Beach Street ☐ not for publication

city or town San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code _____

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date: Sept. 16, 1999

California Office of Historic Preservation
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting official/Title — Date

State or Federal agency and bureau

## 4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper: for Edson W. Beall — Date of Action: 10/21/99

## 5. Classification

**Ownership of Property**
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

**Category of Property**
(Check only one box)

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

**Number of Resources within Property**
(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|---|---|---|
| 1 | 0 | buildings |
| 0 | 0 | sites |
| 0 | 0 | structures |
| 0 | 0 | objects |
| 1 | 0 | Total |

**Name of related multiple property listing**
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

0

## 6. Function or Use

**Historic Functions**
(Enter categories from instructions)

INDUSTRY/manufacturing & assembling facility

**Current Functions**
(Enter categories from instructions)

COMMERCE/ business

## 7. Description

**Architectural Classification**
(Enter categories from instructions)

Commercial Style

**Materials**
(Enter categories from instructions)

foundation Other: not visible
walls Brick
Terra cotta
roof Other: not visible
other Elastomeric surface on base

**Narrative Description**
(Describe the historic and current condition of the property on one or more continuation sheets.)

## 8. Statement of Significance

**Applicable National Register Criteria**
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**
(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**
(Enter categories from instructions)

Engineering
Industry

**Period of Significance**

1923–1939

**Significant Dates**

1923–1924

**Significant Person**
(Complete if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

Otis Company's architectural office

**Narrative Statement of Significance**
(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

**Bibliography**
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- ☒ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

**Primary location of additional data:**

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

## 10. Geographical Data

**Acreage of Property** Less than one acre

**UTM References**
(Place additional UTM references on a continuation sheet.)

| | Zone | Easting | Northing |
|---|---|---|---|
| 1 | 10 | 552050 | 4184470 |
| 2 | | | |
| 3 | | | |
| 4 | | | |

☐ See continuation sheet

**Verbal Boundary Description**
(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**
(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By

name/title Anne Bloomfield

organization _____ date 3 February 1999

street & number 2229 Webster Street telephone 415-922-1063

city or town San Francisco state CA zip code 94115

## Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**
(Check with the SHPO or FPO for any additional items)

## Property Owner

(Complete this item at the request of SHPO or FPO.)

name No. 1 Beach Street Venture, LLC, c/o Gerson Bakar & Associates

street & number 201 Filbert Street, Suite 700 telephone 415-391-1313

city or town San Francisco state CA zip code 94133



US GOVERNMENT PRINTING OFFICE : 1993 O - 350-416 QF 3

**Section 7. Narrative Description.**

The Otis Elevator Company Building is a three story, steel and concrete Commercial Style structure 42 feet 8 inches high, covering its entire 275 x 137.5 foot lot and located at the southwest corner of Beach Street and Grant Avenue on the northeast edge of San Francisco, California (Photos 1, 2, 17). It is on flat landfill opposite Pier 39, a modern tourist attraction. The street elevations are clad in light brown combed brick laid in American bond, and there is some tan terra cotta trim. The building was constructed as two stories, the lower one being tall enough to admit railroad cars; but in 1970, when the building was converted to office use, a middle floor was inserted, creating the present three stories (Photos 1, 17). The southwest (midblock) section of the building is only two stories tall (originally one), so that the top story is an L plan, with long east-west skylights over the lower floors (Photos 4, 5, 10). The only windows on the south elevation face this light court; the lower floors are solid concrete. The west elevation is also plain concrete, with windows only on the top floor; years ago lower floor windows were closed up for security and seismic strengthening. As to integrity, the building's exterior design is historic except for changes in entrances, lower stories' window sash, the enlargement of end bay windows, and the filling in of lower windows on the minor west elevation; the setting is compromised by fairly recent construction on all sides; exterior materials are intact except for the entries, the lower window sash, and elastomeric surfacing on the base; location, workmanship, feeling, and association are all intact.

The building has 18 bays on Beach Street (the north elevation) and 9 bays on Grant Avenue (the east elevation) (Photos 1, 3). The design of the bays repeats over both street elevations (Photo 6). Each bay is slightly recessed between pilasters. The top of each recess (below the cornice and parapet) is defined by a Lombard band of six small arches between proto-columns on terra cotta corbels. The top floor has three industrial sash windows per bay (two on the end bays), with terra cotta sills over two header courses where every other brick unit is slightly corbeled. The lower openings cover two present floors; each bay has a single wide, round headed, arched window two stories tall, outlined by a soldier course and a header course, with a plain terra cotta keystone. Originally there were three entries: two on Beach in the third bay from each end, and on Grant a two-bay width, square headed one for railroad cars (Photo 17).

Other design features include a terra cotta cornice consisting of a group of horizontal moldings. Above it a brick parapet rises straight, its only ornament one soldier course adjacent to the cornice, and a pair of brick Xs above the center of each bay. The building's foundation and roof are not visible from the street.

(continued)

**Section 7. Narrative Description (cont.)**

Until 1970 the building was not changed except for a few internal partitions and some seismic strengthening, including the filling in of the lower floor's west (midblock) windows. In 1970 the use was changed from the Otis Elevator Company's regional maintenance and repair facility into offices for Blue Shield. The interior railroad tracks and sliding crane were removed, and a new floor level was inserted into the tall ground floor. Lower window sash was replaced with a black metal storefront system, which was tailored into the historic openings at the historic reveal, divided into three verticals to echo the third floor, and glazed with opaque glass at the level of the new floor (Photos 6, 17). The base below the windows was covered with an elastomeric surface. The original entries on Beach Street were removed and turned into stuccoed recesses with emergency exit doors (Photos 8, 17). On Beach the eighth and ninth bays from Grant Avenue were cut down to the sidewalk for a new, recessed entrance, where the first bay depth of the lobby is the full original height of the lower floor, and the second depth continues the lobby to the elevators and into the main corridors (Photos 7, 11). The two story, double width railroad car entrance on Grant was also changed: the new floor was extended to the building wall, new windows were installed in this rectangular opening on the new middle floor, and a pedestrian delivery entrance filled the double bay width on the ground floor (Photo 9). The lower end bay windows had originally been smaller rectangles within arched recesses like those in the other bays; these windows were enlarged to match the other windows (Photos 1, 17). The interior, which had been unadorned factory on the ground floor and simple offices on the top floor, was given new partitions, lowered ceilings, and then-modern finishes throughout. The passenger elevators were replaced in new locations, but the historic freight elevator remains (Photo 12). New stairways, K-braces, and shear walls were built.

In 1998 the interior was reconverted to a fashionable "industrial" look for multi-media companies (Photos 11, 13, 14, 15). The structural concrete of the piers was exposed (Photos 13, 15). On the middle floor, where the tracks for cranes to handle material from railroad cars had originally been attached to the piers, exposed rebar was covered with concrete patches (Photo 15). Dropped ceilings were removed from the ground and middle floors, and shiny piping and wiring were exposed at the ceiling. In two spaces the inserted middle floor was removed, leaving "rooms" of the original double height lit by the skylights (Photo 13). The top floor windows were repaired (Photos 10, 16). The only exterior changes were slight reworkings of the two entrances, and minor changes to the mechanical penthouses.

In spite of the changes in 1970 and 1998, the building remains a historic, proudly industrial presence recalling the highly industrialized past of a part of San Francisco which is now modern offices and tourist facilities such as a parking structure, motels, and the Pier 39 shops.

**Section 8. Narrative Statement of Significance**

The Otis Elevator Company Building has been determined eligible for the National Register of Historic Places at the local level of significance, under Criterion A, patterns of events, in the context of skyscraper technology. This building housed the regional assembly plant and the manufacture of certain elevator controls through the building boom of the late 1920s, when the character of San Francisco's skyline changed dramatically. In those years, "The old downtown was pierced by graceful towers that seemed to set back or taper as they rose, or . . . presented an elaborate and picturesque roof to the city."[1] Such extra tall buildings were made possible by improved technology for elevators. Elevator work for most of these late 1920s skyscrapers was provided out of this building. Areas of significance are engineering, for the effect of the company's elevators on the construction of skyscrapers, and industry, for the assembly of the elevators and the manufacture of elevator controls. The period of significance is 1923-1939, from the beginning of the building's construction through the years when the building was used for elevator assembly. Significant dates are 1923-1924 for the building's construction. The building's integrity is good on the exterior, but the original industrial interior was changed into office spaces in 1970.

CONTEXT: SKYSCRAPER TECHNOLOGY

Historians of American architecture have long considered the development of the skyscraper as one of the most important aspects of their study. The technologies that permitted such development are usually given as the steel frame, reinforced concrete, the telephone and typewriter, electric light, and the passenger elevator. The passenger elevator provided the vertical transportation which enabled central city landowners to build upwards in response to ever-increasing demands for density.

Elevator technology improved along with other skyscraper components. Otis introduced the water hydraulic elevator in 1878, the electric elevator in 1889, and the gearless traction elevator in 1903. In 1915 it added a self-leveling device that allowed the elevator to stop exactly at floor level. In 1924 the "Signal Control System" made stops and speed automatic; its basic components consisted of: up and down hall buttons and floor-numbered car buttons, a central relay control panel located in the control room, a selector mechanism for each elevator which automatically slowed and stopped at floor level, and a multi-voltage control system.[2] Between World War I and the Great Depression of the 1930s, skyscrapers took another leap upwards, enabled by improved elevator technology. "When the Empire State Building, the world's tallest building, was completed in 1931, its Otis elevators were capable of a record speed of 1,200 feet per minute."[3]

(continued)

[1] Corbett, Michael, *Splendid Survivors*, San Francisco, California Living Books, 1979, 38.
[2] Latvala, Eino K., "Evolution of Elevator Technology," The Winthrop Group Inc., December 1991, 49-51 (courtesy Otis Historical Archives).
[3] Halasz, Robert, "United Technologies Otis Elevator," *International Directory of Company Histories*, vol. 13, New York, St. James Press, 1996, 384.

**Section 6. Narrative Statement of Significance (cont.)**

In San Francisco the 1927 architect of the skyscraper Russ Building, George Kelham, took advantage of the increased speed of elevators to serve the upper floors better. Doubtless with advice from Otis vice president and local manager Raymond W. Charles, he divided the building's 16 Otis elevators into three banks, each serving the lobby and a limited range of upper floors. One bank of five elevators served the first 11 floors, another bank of five express elevators reached floors 11 through 17, and a third bank of six express elevators served floors 17 through 30. "The elevators [were] of the signal control, multi-voltage, micro drive, gearless traction type, traveling at a speed of 800 feet per minute."[4] The dispatcher could control the speed of an elevator or cause it to skip stops to accommodate the traffic. (Four more Otis elevators served the garage.) Because Otis's manager wrote about this arrangement in the local architecture magazine, it may have been San Francisco's first systematic installation of express elevators, an absolute necessity in the high-rise buildings of the late 20th century.

Beginning in 1920, Otis management nationally began to give attention to full-service maintenance contracts, but they continued the company's traditional emphasis on new construction. In spite of needs generated by increasingly complex elevator technology, it was not until the depression of the 1930s closed the market for new construction that management concentrated on services and maintenance. By the late 1930s service/maintenance contracts totaled 30% of the company's sales.[5]

BUILDING HISTORY

The Otis Elevator Company was founded by Elisha Graves Otis, who invented the first safety hoist in 1852. He built freight elevators in 1853, demonstrated his invention at New York's Crystal Palace Exposition in 1854, and installed the first passenger elevator in 1855. After his death in 1861, Otis's sons Charles and Norton took over the business and attained sales of one million dollars by 1870. From the beginning Otis has dominated the elevator field nationally, both in quantity and in technological improvements. In 1898 it merged with 14 other elevator companies, and the purchase of competitors continued. While the main plant was located in Yonkers, New York, by 1924 Otis advertised offices in "all principal cities," over 100 of them.[6]

(continued)

[4] Charles, R.W., "Elevator Equipment in the Russ Building," *Architect and Engineer*, 90/3 (September 1927), 52-53.
[5] Smith, George D., Otis History (draft), 1994, Chapter 7 (courtesy Otis Historical Archives).
[6] Otis advertisement, *Architect and Engineer*, 98/2 (May 1927), 120.

**Section 8. Narrative Statement of Significance (cont.)**

In San Francisco Otis established an agency in the early 1880s, and by the turn of the 20th century the company maintained its own office in the city. After the 1906 earthquake and fire, the Otis office was at Stockton and Beach Streets. The subject building, No. 1 Beach Street, was built in 1923-1924, to designs by the company's architectural office in Yonkers. The building was used for elevator assembly and the manufacture of the selector mechanism of Otis's Signal Control System for elevators.[7] A railroad spur led into the Grant Avenue side of the building. With smaller buildings of similar design in Los Angeles and Portland, the San Francisco office serviced the entire U.S. west coast plus Nevada and Arizona, Alaska and Hawaii. During the depression of the 1930s, when construction activity ground to a halt and the company finally realized the importance of service/maintenance contracts, the San Francisco office was made exclusively a service and maintenance facility. Otis remained in the building into 1969. After that an intermediary floor was added, the lower window sash was replaced including enlargement of the end bay windows to match the rest, and the plain industrial interior was converted into typical modern offices.

(continued)

Otis dominated the elevator field in San Francisco. It had the largest and best-placed advertisements in *Architect and Engineer*.[8] In the historic period, its longest-lasting competitors were the Home Elevator Company, c.1910-1940; the Pacific Elevator and Equipment Company, c.1914-1944; the San Francisco Elevator Company, c.1910-1944; the Spencer elevator Company (Wells & Spencer Machine c.1908-1910, Spencer c.1914-1928, Kenyon Spencer c.1940-44); and Van Emon Elevators Inc., c.1903-1944.[9] None of them made a prominent reputation. At one time Van Emon had sued Otis over claimed patent infringement, and later Van Emon seems to have given information leading to a U.S. antitrust suit against Otis and 31 other companies allegedly controlled by Otis.[10] A 1904 reference described only two elevator companies in San Francisco: Otis had installed elevators in the 11-story Kohl or Hayward Building at Montgomery and California, and in half a dozen other new skyscrapers; Van Emon could claim only one 7-story building, and several of 3-5 stories.[11] In 1910 another rival, Spencer, claimed only four buildings worth noting.[12] In 1928 the Spencer Elevator Company, working with Westinghouse, provided four elevators for the new skyscraper hotel, the Sir Francis Drake.[13]

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[7] Information from John Leatham, long-time Otis employee and son of an Otis employee.

[8] For example, the *Architect and Engineer* issure of November 1923 (75/2) had the Otis half page ad on the last page, other companies' smaller ads were on 24, 141, 145, 149, 150, and 168.

[6.] "Elevator Builders" or "Elevator Manufacturers" listings from San Francisco city directories, 1901-1944, selected years.

[10] "Government Sues to Break up Elevator Trust on Coast," *San Francisco Daily Morning Call*, 8 March 1906, 1/4; "Says rival concerns are responsible," ibid., 1/5.

[11] *San Francisco, Her Great Manufacturing, Commercial and Financial Institutions are Famed the World Over*, San Francisco, Pacific Art Co., 1904-05, 120 and 130.

[12] *The Monitor*, 16 July 1910, 16.

[13] *Architect and Engineer*, 95/2 (November 1928), 47.

**Section 8. Narrative Statement of Significance (cont.)**

About 20 of the taller 1920s skyscrapers, usually with setback towers and often with Art Deco styling, exist in San Francisco. Of these, the original elevator contractors are known to date for only nine, eight of them Otis. The 20 elevators in the 1927 Russ Building were reported by Otis's local manager to "form the largest office building elevator installation on the Pacific Coast."[14]

In the 1920s and 1930s elevators from this Otis plant were installed in most of San Francisco's outstanding new skyscrapers by some of the city's best architects, including:

Pacific Telephone & Telegraph, 134-140 New Montgomery, 27 stories, Miller & Pflueger, 1924
Mark Hopkins Hotel, 999 California, 19 stories, Weeks & Day, 1925
Brocklebank Apartments, 1000 Mason, 10 stories, Weeks & Day, 1926
Hunter-Dulin Building, 111 Sutter, 25 stories, Schultze & Weaver, 1926
Russ Building, 235 Montgomery, 31 stories, George Kelham, 1927
Shell Building, 100 Bush, 29 stories, George Kelham, 1929
Medical-Dental Building, 450 Sutter, 26 stories, Miller & Pflueger, 1929
Mills Building Tower, 220 Bush, 20 stories, Lewis Hobart, 1931
Lurie Building, 417 Montgomery, 10 stories, Wilber D. Peugh, 1936[15]

[14] Charles, R.W., op. cit., 52.
[15] Otis Elevator Company, "List of Otis Signal Control Elevator Contracts," 1 March 1936, Otis Historical Archives; information from John Leatham.

**Section 9. Major Bibliographical References**

Aldrich, Michele (Otis archivist). Correspondence, January 1999.

*Architect and Engineer*. 1920s, passim.

Charles, Raymond W. "Elevator Equipment in the Russ Building." *Architect and Engineer*, 90/3 (September 1927), 52-53.

Corbett, Michael. *Splendid Survivors*. San Francisco, California Living Books, 1979.

"Government Sues to Break up Elevator Trust on Coast." *San Francisco Daily Morning Call*, 8 March 1906, 1/4-5.

Gallman, Jason. "Elevators and Moving Stairways." *Encyclopedia of American Industries*, New York, Gale Research Inc., 1994, vol. 1, 902-904.

Halasz, Robert. "United Technologies Otis Elevator." *International Directory of Company Histories*, vol. 13, New York, St. James Press, 1996, 384.

Latvala, Eino K. "Evolution of Elevator Technology." The Winthrop Group, Inc., December 1991, 49-52 (courtesy Otis Historical Archives).

Leatham, John (second generation Otis employee). Interview, January 1998.

Moulin Studios. Photographs of the building exterior and interior, 1953 (courtesy Otis Historic Archives).

Otis Elevator Company. Historic Archive Database, search for San Francisco, 13 January 1999.

Otis Elevator Company. "List of Otis Signal Control Elevator Contracts." 1 March 1936, courtesy Otis Historical Archives.

Otis Elevator Company. "Otis Signal Control in Modern Buildings." Excerpts, courtesy Otis Historical Archives.

Rogers, Patrick. "Vertical Leap." *Preservation*, May/June 1998, 52-61.

San Francisco Department of Building Inspection. Building Permit Applications. 1923-1970.

**Section 9. Major Bibliographical References (cont.)**

*San Francisco, Her Great Manufacturing, Commercial and Financial Institutions are Famed the World Over*. San Francisco, Pacific Art Co., 1904-05.

Smith, Charles W. "Pacific Telephone and Telegraph Building." *Buildings and Building Management*, 26/8 (12 April 1926), 33-40.

Smith, George D. *Otis History*. Unpublished draft, 1994, chapter 7 (courtesy Otis Historical Archives)

**Section 10. Geographical Data**

**Verbal Boundary Description**

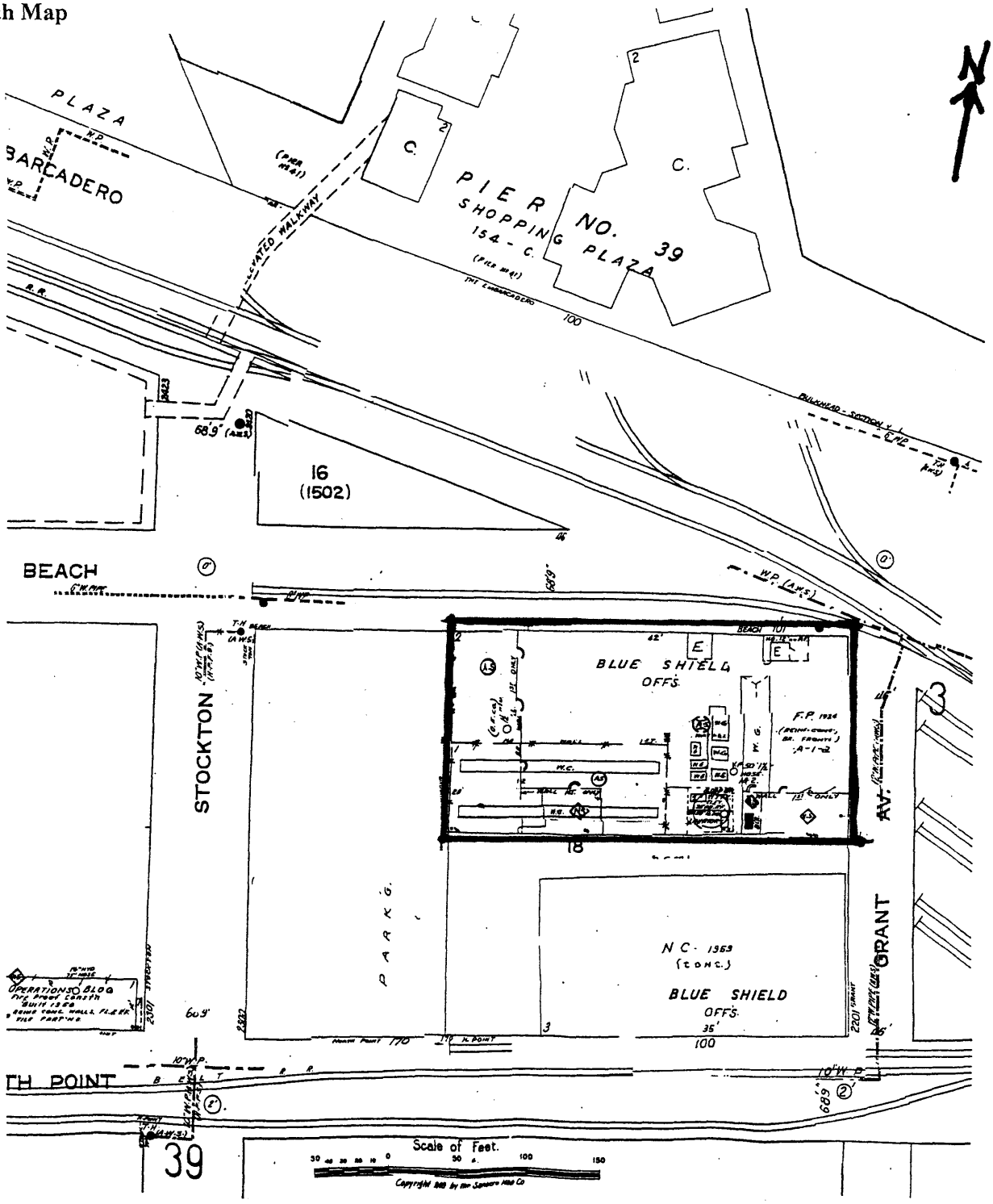
The property is Lot 1 in Assessor's Block 18, being a 275 x 137.6-foot parcel at the southwest corner of Beach Street and Grant Avenue in San Francisco, California.

**Boundary Justification**

The boundary encompasses the entire lot historically associated with and occupied by the building.

Otis Elevator Company Building
San Francisco, San Francisco County, California

**Sketch Map**



Otis Elevator Company Building
San Francisco, San Francisco County, California

**Photographs**

All photographs except the historic one (No. 17) were taken by Anne Bloomfield, and the negatives are in her office.

Photo 1.
Beach Street (north) elevation, looking easterly from street level
31 January 1998 (AB337/6)

Photo 2.
View of Beach Street, looking easterly from pedestrian bridge to Pier 39
22 January 1999 (AB360/36A)

Photo 3.
Grant Avenue (east) elevation, south 2/3, looking west
22 January 1999 (AB369/9A)

Photo 4.
West (midblock) elevation, looking southeast from pedestrian bridge
22 January 1999 (AB370/35A)

Photo 5.
Portion of south elevation, looking northeast
31 January 1998 (AB337/14)

Photo 6.
Typical bay, looking south
31 January 1998 (AB337/8)

Photo 7.
Main entry, 8th and 9th bays from Grant, looking south
22 January 1999 (AB370/22A)

Photo 8.
Original main entry, 3rd bay from Grant, looking southeast
31 January 1998 (AB337/4)

Otis Elevator Company Building
San Francisco, San Francisco County, California

Photo 9.
Entry on Grant Avenue, looking southwest
22 January 1999 (AB369/8A)

Photo 10.
Roof terrace over middle floor, looking east to top floor
22 January 1999 (AB370/3A)

Photo 11.
Lobby, looking west
22 January 1999 (AB370/21A)

Photo 12.
Freight elevator, looking north
22 January 1999 (AB370/15A)

Photo 13.
"Big" room without middle floor, looking southeast
22 January 1999 (AB370/16A)

Photo 14.
Middle floor, portion looking north
22 January 1999 (AB370/9A)

Photo 15.
Middle floor hall, looking easterly; note column patch where track for crane was once attached
22 January 1999 (AB370/11A)

Photo 16.
Top floor, portion of front, looking westerly
22 January 1999 (AB370/1A)

Photo 17.
Historic photo, Grant Avenue elevation on the left, portion of Beach Street elevation on the right
May 1964 photo by Alan Canterbury, courtesy San Francisco History Center, San Francisco Public Library