

(Landmarks)

1 DESIGNATING ENGINE CO. NO. 8, TRUCK CO. NO. 4, AS A LANDMARK PURSUANT TO ARTICLE 10
2 OF THE CITY PLANNING CODE.

4 Be it Ordained by the People of the City and County of San Francisco:

5 Section 1. The Board of Supervisors hereby finds that Engine Co. No. 8, Truck
6 Co. No. 4, located at 1648 Pacific Avenue, Lot 11 in Assessor's Block 574, has a
7 special character and special historical, architectural and aesthetic interest and
8 value, and that its designation as a landmark will further the purposes of, and
9 conform to the standards set forth in Article 10 of the City Planning Code.

10 (a) Designation. Pursuant to Section 1004 of the City Planning Code, Chapter
11 11, Part 11, of the San Francisco Municipal Code, Engine Co. No. 8, Truck Co.
12 No. 4, is hereby designated as a Landmark, this designation having been duly
13 approved by Resolution No. 11212 of the City Planning Commission, which Resolution
14 is on file with the Clerk of the Board of Supervisors under File No. 90-87-11.

15 (b) Required Data. The description of the location and boundaries of the
16 Landmark site, of the characteristics of the Landmark which justify its
17 designation, and of the particular features that should be preserved as included in
18 the said Resolution, are incorporated in this designating ordinance as though fully
19 set forth.

21 APPROVED AS TO FORM:
22 LOUISE H. RENNE
23 CITY ATTORNEY

RECOMMENDED:
CITY PLANNING COMMISSION

24 By *Louise H. Renne*
Deputy City Attorney

By *Dean L. Macris*
Dean L. Macris
Director of Planning

Board of Supervisors, San Francisco

Passed for Second Reading	§	Finally Passed
February 1, 1988	§	February 8, 1988
	§	
Ayes: Supervisors Gonzalez Hsieh	§	Ayes: Supervisors Gonzalez Hsieh
Kennedy Maher Molinari Nelder	§	Kennedy Nelder Silver Walker
Silver Walker Ward	§	
	§	
Absent: Supervisors Britt Hongisto	§	Absent: Supervisors Britt Hongisto
	§	Maher Molinari Ward

I hereby certify that the foregoing ordinance was finally passed by the Board of Supervisors of the City and County of San Francisco

FEB 18 1988

File No.
90-87-11

Date Approved

2/18/88

John H. Taylor
Clerk
John H. Taylor
Mayor

File No. 86.52RL
1648 Pacific Avenue

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 11212

WHEREAS, A proposal to designate the Engine Co. #8, Truck Co. #4 as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on October 7, 1987, and said Advisory Board, after due consideration, has recommended approval of this proposal; and

WHEREAS, The City Planning Commission, after due notice given, held a public hearing on November 19, 1987 to consider the proposed designation and the report of said Advisory Board; and

WHEREAS, The Commission believes that the proposed Landmark has a special character and special historical, architectural and aesthetic interest and value; and that the proposed designation would be in furtherance of and in conformance with the purposes and standards of the said Article 10;

THEREFORE BE IT RESOLVED, First, the proposal to designate the aforementioned structure, Engine Co. #8, Truck Co. #4, as a Landmark pursuant to Article 10 of the City Planning Code is hereby APPROVED, the precise location and boundaries of the Landmark site being those of Lot 11 in Assessor's Block 574;

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Landmarks Preservation Advisory Board Resolution 396 as adopted on October 7, 1987 which Resolution is incorporated herein and made a part thereof as though fully set forth;

Third, That the said Landmark should be preserved generally in all of its particular exterior features as existing on the date hereof and described and depicted in the photographs, case report and other material on file in the Department of City Planning Docket No. 86.52RL.

AND BE IT FURTHER RESOLVED, That the Commission hereby directs its Secretary to transmit the proposal for designation, with a copy of this Resolution, to the Board of Supervisors for appropriate action.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on November 19, 1987.

Lori Yamauchi
Secretary

AYES: Commissioners Allen, Bierman, Hemphill, Karasick, Nakashima, Rosenblatt and Wright

NOES: None

ABSENT: None

ADOPTED: November 19, 1987

JHM:atm/418

Statement of Significance: (Cont.) fire run deep. The original house on this site was destroyed in the Fire and Earthquake of 1906. A firehouse was located in a temporary two-story wood frame building, until this firehouse was completed in 1917. The subject site served continuously as a firehouse until 1980. This handsome brick, tile and terra cotta fire station is typical of the high quality of public buildings of this period. Eclectic in style, this two-story brick structure contains double firehouse doors which are flanked by pilasters with terra cotta composite capitals. The building is divided by a decorated terra cotta belt cornice with Greek meander pattern molding and a row of dentils. Three "Italian" lamps have been removed from the capitals. The second level contains two symmetrical windows (altered) and a small centered light. A pitched red tile roof with a copper gutter on carved wood rafters accentuate the roof line.

B. HISTORY (Cont.)

7. Persons: (cont.) was obtained in the local public schools before attending the University of California. He later devoted five years to the study of architecture in Paris, where he was a student at Ecole National Des Beaux Arts and later a member of the Societe Des Architects Diplomes Par Le Gouvernement Francaise. On graduation and completion of studies in various art centers, he returned to San Francisco to engage in his chosen profession.

With the inauguration of the administration of Mayor James Rolph, a Board of Consulting Architects was named particularly to evolve a comprehensive Civic Center scheme and supervise its execution. Reid was appointed a member of this Board and with his colleagues laid out the general plan and perfected the details of this project, consisting of a group of monumental buildings enclosing an artistic plaza.

Under their direction the plan was carried out, as evidenced by the progress in the construction of the City Hall and Auditorium buildings. In addition to this extensive work, John Reid, Jr. supervised the design and erection of many smaller public buildings, including a number of schools and fire department structures which included 1648 Pacific Avenue. Some of the other Commissions of John Reid, Jr. include the Hind Building (1913) at 230 California Street (the only known downtown building by this architect); 135 Van Ness Avenue (1927) (now known as the San Francisco Public Schools Administration Building -- originally the High School of Commerce); 99 Grove Street, Exposition Auditorium (1914), in collaboration with John Galen Howard and Frederick H. Meyer; Civic Auditorium, 1913, also in collaboration with John Galen Howard and Fred Meyer; Mission High School (1926) at 18th and Dolores Streets; the Harrison School, 1440 Harrison Street, between 10th and 11th Streets; and the Fairmont Hotel (1906) at California and Mason Streets with his Brother James.

9. Patterns of History: (cont.) level. By 1916, the Fire Department had some motor apparatus. Truck Companies were motorized by replacing the horses with 4-wheel tractors. Hose wagons on engine companies had new motor vehicles, generally with a chemical tank thereon. Some forerunners of the present combination pumper and hose wagon were in service. Chemical companies had new vehicles.

The Fire Department of the City and County of San Francisco is organized under what might be termed the America Plan to distinguish it from its European counterpart. In Europe all fire-fighting equipment and men are housed in a few central locations. In Paris, for example, there are only six stations to serve the entire city with its population of almost three million. On the other hand, the typical United States city distributes its fire-fighting facilities widely over the entire city in an effort to give all areas an equal amount of protection, based on the amount of time required to reach any part of the city in answering a call. San Francisco, even though

it is not a typically sprawling American city, but, rather, a compact area of relatively high population density, maintains the American type system and presently operates approximately 50 firehouses.

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