

1 (Landmarks)
2 DESIGNATING THE SOUTHERN PACIFIC COMPANY HOSPITAL COMPLEX AT 1400 FELL AND 1509,
3 1555 and 1599 HAYES STREETS AS A LANDMARK PURSUANT TO ARTICLE 10 OF THE CITY
4 PLANNING CODE.

5
6 Be it ordained by the People of the City and County of San Francisco:

7 Section 1. The Board of Supervisors hereby finds that Southern Pacific
8 Company Hospital Complex located at 1400 Fell and 1509, 1555 and 1599 Hayes
9 Streets, Lots 2 and 3 in Assessor's Block 1206, has a special character and special
10 historical, architectural and aesthetic interest and value, and that its
11 designation as a landmark will further the purposes of, and conform to the
12 standards set forth in Article 10 of the City Planning Code.

13 (a) Designation: Pursuant to Section 1004 of the City Planning Code, Chapter
14 II, Part 11 of the San Francisco Municipal Code, the Southern Pacific Company
15 Hospital Complex is hereby designated as a Landmark, this designation having been
16 fully approved by Resolution No. 11515 of the City Planning Commission, which
17 Resolution is on file with the Clerk of the Board of Supervisors under File No.

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

25 APPROVED AS TO FORM:
26 LOUISE H. RENNE
CITY ATTORNEY

27 By Judith A. Barajian
28 Deputy City Attorney

RECOMMENDED:
CITY PLANNING COMMISSION

By Sean L. Macris
Director of Planning

Board of Supervisors, San Francisco

Passed for Second Reading § Finally Passed
§
January 30, 1989 § February 6, 1989
§

Aye: Supervisors Alioto Britt § Ayes: Supervisors Alioto Britt
Gonzalez Hallinan Hongisto § Gonzalez Hallinan Hongisto Hsieh
Kennedy Maher Nelder Walker Ward § Kennedy Maher Walker Ward
§

Absent: Supervisor § Hsieh § Absent: Supervisor § Nelder

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

File No.
90-88-3

FEB 8 1989

Date Approved

John Taylor
Clerk
John S. Fogarty
Mayor

Case No. 88.244L
Southern Pacific Company
Hospital Complex
1400 Fell and 1509, 1555 and
1599 Hayes Streets

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 11515

WHEREAS, A proposal to designate the Southern Pacific Company Hospital Complex at 1400 Fell and 1509, 1555 and 1599 Hayes Streets as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on July 6, 1988, and said 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 10, 1988 to consider the proposed designation and the report of said 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 structures as the Southern Pacific Company Hospital Complex, at 1400 Fell and 1509, 1555 and 1599 Hayes Streets 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 Lots 2 and 3 in Assessor's Block 1206.

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Landmarks Preservation Advisory Board Resolution 402 as adopted on July 6, 1988 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. 88.244L.

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

I certify that the foregoing Resolution was ADOPTED by THE City Planning Commission on November 10, 1988.

Lori Yamauchi
Secretary

AYES: Commissioners Bierman, Dick, Engmann, Hu, Johnson and Morales

NOES: None

ABSENT: Commissioner Boldridge

ADOPTED: November 10, 1988

VFM:atm/403

BUILDING NAME: Southern Pacific Company Hospital Complex OWNER: Mercy Services Corporation

BUILDING ADDRESS: 1400 Fell and 1509, 1555 and 1599 Hayes Streets BLOCK & LOT: 1206/2-3 ZONING: RM-1

ORIGINAL USE: Medical Facility NO. OF STORIES: 1-5 LPAB VOTE: 6-0

CURRENT USE: Portion Vacant; Residential EXTERIOR MATERIALS: Brick with stucco and concrete trim, the site is enclosed by a wrought iron fence.

STATEMENT OF SIGNIFICANCE:

The Southern Pacific Company Hospital Complex is significant in architecture, history and environmental qualities as described in the Evaluation Criteria/Findings section of this case report. Constructed in 1908, this is the oldest, intact hospital complex in the city. Covering a full block, the complex is comprised of five free-standing buildings, (over)

EVALUATION CRITERIA/FINDINGS

A. ARCHITECTURE

- (E) 1. Style: Beaux Arts Classical
- (VG) 2. Construction Type: Masonry
- (VG) 3. Construction Date: 1908 (See No. 13 for record of additions.)
- (E) 4. Design Quality: All structures - Excellent
- (VG) 5. Architect: Daniel J. Patterson (b. 1857 Jefferson Co., New York) prolific architect associated with Southern Pacific Company (over)
- (N/A) 6. Interior Quality: Privately held property

B. HISTORY

- (VG) 7. Persons: See #9, Patterns of History.
- (VG) 8. Events: Construction of this complex was part of Southern Pacific Company's rebuilding program after the devastation of the 1906 earthquake and fire.
- (E) 9. Patterns of History: Medicine: The Southern Pacific Company (then Central Pacific) provided employee hospital care as early as 1868. In 1869, the Company opened the nation's first hospital exclusively for rail employees in Sacramento, California relates to the surrounding residential neighborhood.

C. ENVIRONMENT

- (VG) 10. Continuity: The complex, though built for institutional use, relates to the surrounding residential neighborhood.
- (E) 11. Setting: The design of the complex, with the main hospital building most southerly on the site overlooking the park and administrative/support functions inside the lot, also (over)
- (VG) 12. Importance as a Visual Landmark: The complex is a conspicuous structure in the context of the neighborhood. For the (over)

D. INTEGRITY

- (E) 13. Powerhouse: Intact; window openings boarded-over
Paint Shop: Intact; windows boarded-over
Annex: Lintels on third floor windows removed, new exterior stairs on east and west elevations with windows filled-in. (over)

RATINGS

DCP: 3
HERE TODAY: -
SPLENDID SURVIVORS: N/A
NATIONAL REGISTER: Probably eligible
(J. Malone 5/25/88)
NATIONAL LANDMARK: -
STATE LANDMARK: -

PREPARED BY: Jonathan Malone,
Vincent Marsh and
Jean Kortum

ADDRESS: 450 McAllister Street
San Francisco, CA 94102

PHONE: 558-6345

DATE: 5/26/88, 6/10/88, 7/15/88
8/3/88, 11/2/88



STATEMENT OF SIGNIFICANCE: (Cont)

Hospital, Nurses' Annex, Huntington Social Hall, Powerhouse and Paintshop. All structures exhibit high quality; a stylistically-unified design. A decorative metal fence supported by brick piers which match the "Golden Gate Sandstone" brick of the buildings encloses the site. Three structures (c. 1907-1911) stretch across the rear of the site from Baker to Lyon Streets. The importance of the Powerhouse (1908), The Annex (c. 1907) and the Huntington Social Hall (c. 1911) as parts of Patterson's original scheme and as virtually unaltered structures give the site architectural and historic coherence. Even the enclosed foot-bridge connecting the hospital to the Annex is part of the scheme designed by Patterson in 1907. The four structures are all related architecturally, being of monumental, neo-classical style and scale, executed in brick with stucco and concrete trim.

The complex as a whole architecturally achieves a value greater than the sum of its parts. Historically, this significance is matched by the association of the complex with the Southern Pacific Railroad, a patent force in the development of California, the West, and the nation. Further, the significance of the complex is underscored in the unique opportunity it presents to visually experience early medical views as translated into hospital design. No other complex in San Francisco presents as complete a view of early hospitals.

EVALUATION CRITERIA/FINDINGS (Cont)

A. ARCHITECTURE (Cont)

5. Architect: (Cont)

designed numerous public buildings in the Northwest before affiliating with Southern Pacific in 1899. With Southern Pacific, Patterson designed numerous railway depots and two other hospitals (El Paso & Houston, Texas). Healey and Tibbitts were the original construction company. Alfred I. Coffey and Martin Rist designed the Edward Harkness Wing (facing Baker), built in 1930.

B. HISTORY (Cont)

Patterns of History: Medicine (Cont.) The company opened a San Francisco hospital at 14th and Mission Streets in 1898 -- destroyed in the 1906 earthquake and fire. The subject complex opened for service in 1909.

The Southern Pacific Hospital Department was organized as a non-profit institution supported by dues of the employees. Before March 1920, the monthly rate was 50 cents per month. The rate increased in 1922 and 1927 to 75 cents, then \$1.00 monthly. Hofsoner writes that the company contributed a "small monthly supplement". Additional charitable contributions rounded out the budget to one of self-sufficiency for purposes of medical and nursing care, drugs and supplies. The medical plan, though modified and improved from time to time, remained in existence for 107 years.

The plan made great contributions to medical history as well as to the health and well-being of thousands of railroad workers over the years of its existence. It was the forerunner of a number of today's medical plans. These plans were first used by the railroads and later were successfully adopted by the Kaiser Industries as well as other group hospital and medical plans in the United States. The entire hospital department of Southern Pacific was reorganized in 1963, shifting to contract paid insurers. This facility on Fell Street closed in 1974.

Frank Kenley Ainsworth was born in Woodstock, Vermont, in 1856 and became chief surgeon of Southern Pacific Railroad Hospital in 1903. Dr. Ainsworth, following the earthquake and fire of April 1906, drew plans for the new hospital which would be built by Southern Pacific at Fell and Baker Streets adjacent to the panhandle of the 1,000 acre Golden Gate Park. In the 23 years

B. HISTORY (Cont)

9. Patterns of History: Transportation (Cont)
the battle of Mussel Slough (1880) when SP evicted San Joaquin settlers from their farms, and Josiah Royce's novel, The Feud of Oakfield Creek (1887) dealing with the same affair. The decline of Southern Pacific's power began in 1910 when the reform Republican candidate Hiram Johnson was elected governor of California (1911-17) on the basis of his platform attacking the political power of Southern Pacific and his pledge to remove railway supporters from state office. By the turn of the century, the United States in general began to re-evaluate commonly accepted nineteenth-century beliefs that private property was supreme and entrepreneurs should be little if at all regulated. After the completion of the Central Pacific Railway, Collis P. Huntington, for whom the social hall is named, became the dominant member of the Big Four. He died in 1900.

Patterns of History: Labor. The significance of this hospital grouping does not rest with its architecture alone. The Southern Pacific Company Hospital closed in 1967 and the buildings continued to be used as the Harkness Hospital until 1974. The history of the buildings must be seen as part of the era in which they were conceived and initially constructed. "The last quarter of the nineteenth-century was a period when labor organized into trade unions, a time when work hours and working conditions were often unregulated, and a period when welfare was virtually non-existent. The Progressive Era, as the early twentieth-century is popularly termed, became one of Humanitarian reform, during which politicians and business leaders often took the lead in alleviating the severe social injustices that brute capitalism often encouraged." (Norris) The construction of the Huntington Social Hall, for example, was the joint gift of Mrs. C. P. Huntington and her nephew, H. E. Huntington, as a memorial to Collis P. Huntington, who had been president of the railroad for many years. In addition, The Bulletin, a company newspaper, reported in 1914 that Mrs. E. H. Harriman "takes a great interest in the hospital. Only a short time ago she supplemented her donation of \$50,000 for laboratory research work with \$10,000 more. These community interests, tied to the corporate giant and notion of contemporary noblesse oblige were a part of the spirit that built the hospital. The fact that the Southern Pacific Company provided medical care for its employees is, therefore, central to understanding the importance of the hospital on the Panhandle." p.11.

Patterns of History: Architecture. Page Anderson and Turnbull, Inc., in a 1983 report, cite the Royal Infirmary of Edinburgh, Scotland, (c. 1738) and The Hospital of the University of Pennsylvania, Philadelphia, (c. 1750-1804) as precedents for Patterson's design. The three share a central-block-with-wings approach. Selection of Beaux Arts Classical, the style that was not simply a design trend but also a (perceived) force for social betterment, approximately reflects Southern Pacific's "progressive yet paternalistic" (Hofsomer) approach to employee benefits. Selection of the site reflects their current concern for hospital locations distant from urban noise and dust. Quality residential neighborhoods were choice sites, and adjacent Golden Gate Park further enhanced the location. Inclusion of sunrooms was a requirement based on medical views of the time that considered sun exposure a deterrent to microorganisms. The current sunroom location on the main hospital block was probably added as late as 1920 and marked by elaborate cast iron balconies.

C. ENVIRONMENT (Cont)

11. Setting: (Cont)
demonstrates prevailing views in hospital planning. The site itself contains two large date palms in the northwesterly corner of the site. The entire block is ringed by a sectional metal fence supported by brick piers contemporary with the buildings.
12. Importance as a Visual Landmark: (Cont)
generations of Southern Pacific employees and families regionally served by the complex; these structures reflect part of the regional imagery of the city.

Dr. Ainsworth was chief surgeon and manager, there were many improvements in the hospital and in medical services. The new hospital consisted of three main wings and was four stories in height. It had a capacity of 300 beds.

In 1926, when Dr. Ainsworth retired from active service, he was succeeded by Dr. Walter Bernard Coffey who was born in San Francisco on April 26, 1868. In 1889, Dr. Coffey graduated from the Cooper Medical College (which preceded Stanford University Medical School). He arrived at one of the several mountain peaks of his career when, in 1924, he was invited to Vienna to demonstrate his surgical technique in the performance of operations for the relief of angina pectoris. He was one of the originators and the first medical director of the Municipal Health System of San Francisco. He was founder and president of the St. Francis Hospital, San Francisco, and chief surgeon of the Market Street Railway Company. He served as chief surgeon and manager of the Southern Pacific Railroad Hospital.

During the time he was chief surgeon, the hospital in San Francisco was enlarged to 450 beds through the generous donation of Edward Stephen Harkness. Mr. Harkness (1874-1940) was born in Cleveland, Ohio, and educated at Yale University. He was a member of the Board Directors and Executive Committee of Southern Pacific Company. Edward Harkness contributed \$612,000 for a six-story addition on Baker Street which was added in 1930. He inherited a fortune from his father, a partner of Rockefeller. His extensive philanthropies, many of them anonymous, were extended especially to colleges, hospitals and museums. He served as president of the Commonwealth Fund, established in 1918 by his mother, Mrs. Stephen V. Harkness, "for the welfare of mankind". Headquarters are in New York City. Contributing in its first 20 years to the early development of child guidance clinics and the strengthening of rural hospital and health departments, the Fund later emphasized the broadening and integration of medical education, experimental health services and medical research.

9. Patterns of History: Transportation (Cont)

Charles Crocker, Mark Hopkins, Collis Potter Huntington and Leland Stanford--Sacramento shopkeepers who became the so-called "Big Four"--founded the Central Pacific Railroad Company, on June 28, 1861, along with engineer Theodore Judah, who first proposed and then laid out the west coast railway link, and who first secured Congressional financing (the Pacific Railway Act of 1862). Judah died in 1863. The transcontinental railway (with Union Pacific from the east) was completed on May 10, 1869. Although construction was difficult and hazardous, generous Congressional land grants and subsidies to Central Pacific (subsidies per mile ranged from \$16,000 to \$48,000 as well as state and some local funding, plus the fact that actual construction was by Central Pacific's Contract and Finance Co., added up to immense profits to the Big Four. The completion of the railway, however, did not bring the immediate economic benefits expected by the west in the form of a great new flow of immigrants, but brought rather a flood of cheap goods from the east and economic recession in California.

In 1868, Central Pacific and the "Big Four" gained control of the Southern Pacific Railroad, founded in 1865, to build a railway from San Francisco to San Diego (Central Pacific was absorbed by Southern Pacific in 1884). Southern Pacific extended its railway system to Arizona, New Mexico, New Orleans, Portland and built more lines to Southern California. Southern Pacific was condemned not only for its railway monopoly but for its attempts to control ocean, bay, and river navigation, local transit systems, its policy of rate charges, and its role in state and federal government and politics. Reaction against Southern Pacific was fanned by press coverage (one cartoon depicted the railway as a great octopus, ensnaring citizen, politician, judge and farmer alike); by such works as Frank Norris' Octopus (1901), a fictionalized account of

D. INTEGRITY (Cont)

13. Annex: (Cont)

Huntington Social Hall: Intact; first floor windows boarded-over, second floor sash intact; brickwork deteriorated in some areas of the west and south elevations.

Main Hospital Building: The West Wing was constructed in 1910 and the Edward Harkness Wing was added in 1930; it fronts on Baker Street. It is compatible with the original hospital, although it breaks the original symmetrical composition of the Fell Street elevation. It should be noted that the entire Main Building was sandblasted and rehabilitated in 1983 for senior housing.

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Notes:

¹Hofsomer, p. 48

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