---SPECIAL OFFER

GIVE HERITAGE FOR THE HOLIDAYS

With the holiday season approaching, Heritage is again offering its members the opportunity to purchase gift memberships at a greatly reduced cost. You may enroll four new members for the cost of a single individual membership, which is $40. The recipients must be persons who have never held a Heritage membership.

We will send each person you designate a gift card describing the benefits of membership and naming you or your firm as the donor. They will receive notice of all Heritage events throughout the year and all six issues of the newsletter to keep them informed of preservation issues in San Francisco. A year from now, when their membership comes up for renewal, we will notify them and ask them if they would like to continue their membership at prevailing rates.

For additional information, call Barbara Roldan at the Heritage office, (415) 441-3000. We will acknowledge memberships purchased by December 19 in time for Christmas.

This offer benefits you by making it easy to meet your gift-giving opportunities, and Heritage by introducing new members to our roster. Offer expires December 31, 1997.

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PLANNING DEPARTMENT REORGANIZATION IMPACTS PRESERVATION

When the newsletter interviewed Planning Director Gerald Green in January, he stated that San Francisco’s most critical planning issue was the need to restructure the Planning Department to make it more relevant to changing economic conditions. That restructuring is now in progress.

Green appeared before the Landmarks Board at its regular meeting of August 6 to report on his plan for reorganization, particularly to explain how it will allocate resources to preservation work.

Green stated that his objectives include integrating preservation planning into all phases of the department’s work, increasing the staff time devoted to preservation and providing improved technical and clerical support to the Landmarks Board. Under the present structure, two staff persons—one full-time, one half-time—worked up to 60 hours per week on preservation matters.

Under reorganization, there will be four planning teams, one for each quadrant of the city, each of which is to include a “preservation expert” who will spend between 8 and 16 hours a week on preservation. That person will handle all applications for certificates of appropriateness in the quadrant, prepare case reports and process most landmark nominations in their area, and review permits to alter or demolish that affect significant structures.

Overseeing these four technical preservation specialists will be a —continued on page 10
ARCHITECTURAL FRAGMENTS

■ In June, the California Heritage Council presented its preservation awards. Three recipients in San Francisco won recognition: the San Francisco Recreation and Park Department for restoration and preservation of the Beach Chalet, Charles Pankow for restoration and preservation of Le Petit Trianon, and Monsignor John J. O'Conner for his efforts on behalf of the restoration and preservation of Mission Dolores.

■ Octagon House reopened on October 9, following a four-month closure during which various repairs were completed on the historic 136-year old San Francisco Landmark at Gough and Union Streets. Work on the roof turned up scores of handmade square-headed nails and an old empty tin of pork and beans. The house returns to its regular schedule, open to the public the second Sunday and the second and fourth Thursday each month, except January and legal holidays, between noon and 3:00 pm.

■ Entry application materials are available for the 1998 Preservation Design Awards. Projects must have been completed between June 30, 1992 and November 30, 1997, and may be entered in one or more of seven categories. If you are interested in entering the competition, contact California Preservation Foundation, (510) 763-0972, for a complete entry packet. Submissions are due November 18. The awards program will be in Los Angeles in February.

■ The Department of Public Works is leading a multi-agency project team to undertake improvements to Civic Center that will include renovation of the plaza. The stated goal of this team, which includes the Recreation and Park Department, the Planning Department and the Art Commission, is “to resurrect the original 1912 Beaux Arts design of the Civic Center while incorporating modern 21st century uses.” There will be public hearings, design workshops and project presentations to solicit public comment. Contact Jorge Alfaro, at DPW, 554-6929.

■ The exhibit, “Juana Briones, Her Life and Times”, opened at the Main Library on October 2 and will run through November 14. The exhibit observes the unveiling of a California historic marker in Washington Square, which took place on October 5, honoring Juana Briones, pioneer resident of North Beach. The State registered historic plaque, the first dedicated to a woman in San Francisco, is the fruit of ten years of effort by the Women's Heritage Museum, which has mounted the library display.
The Community Center Project board of directors voted on September 17 to demolish 1800 Market Street. Heritage has worked for several months with the developer of the Lesbian, Gay, Bisexual, Transgender Community Center planned for this site to achieve the historic building's preservation and integration with new construction.

The developer presented the results of a three-month feasibility study by its architects and engineers that showed the cost of rehabilitation to be between $1.6 and $2.6 million, three or four times what they expected. This works out to be between about $260 and $425 per square foot. The massive Palace Hotel rehabilitation and seismic project, completed in 1991, came in at under $200 per square foot. Higher costs are related primarily to additional foundation and seismic work.

The California Department of Transportation historic properties survey for the Central Freeway Replacement Project found the building to be eligible for the National Register of Historic Places. Eligibility, at the local level of significance, is based on the assessment that it is "a relatively unaltered example of a mixed-use design in the Queen Anne style, one of the few to survive the earthquake and fire of 1906 on Market Street in the Hayes Valley." The City's Planning Department has concurred with this determination.

San Jose architect Edward D. Goodrich designed the three-story woodframe building for Carmiel Fallon, whose mother was the daughter of Joaquin Ysidro Castro, military governor of California during the Mexican period. In 1849, she married Thomas Fallon, a member of John C. Fremont's California expedition.

In 1906, the fire following the earthquake burned the area across Market Street into the Mission District and up the north side of Market to within a block of the building. Although it has suffered neglect in recent years, the building, according to the Caltrans survey, "retains sufficient integrity of location, design, materials, workmanship, and feeling."

One of the ground floor store fronts appears to be in nearly original condition.

Heritage assembled a team of architects, engineers and contractors experienced in the rehabilitation and seismic retrofit of historic buildings, that, as this issue was going to press, was scheduled to review the cost figures with the developer during the first week of October. We still hope to arrive at a feasible preservation solution for the project.

In the October issue of the Castro Star, Tim Kelley and Bob Burnside wrote, "Eventually, if the bottom-line development ethic is allowed to reduce our cityscape to the most efficient expenditure per square foot, there will be no particular reason to live in San Francisco. . . . We may have to dig down and help finance the things we want, like preservation of the Fallon building."

If you want to express your support for the preservation of this building, contact the Community Center Project at 59 Colton Street, San Francisco, CA 94103; telephone (415) 437-2257; FAX (415) 437-2259.

The Planning Department's 1976 survey rated 1800 Market a "3". The Community Center Project press release noted the opinion that this is not a very high rating. The 76 scale runs from "0" (least significant) to "5" (most significant). Approximately 10,000 buildings (about 8 percent of the city's total building stock) were rated on this scale. Those who took part in the survey estimate that buildings rated "3" or higher represent approximately the best two percent of the city's architecture.
Two years ago, when project sponsors of Scott Street Senior Housing first came to us with a proposal to develop a large Western Addition site, prospects for an amicable agreement were not good. Heritage, wanting to support a project that would provide an assisted living facility for the elderly, sought common ground. However, the developer seemed unwilling to consider any alternative to clearing the site for new construction.

The sticking point was 1600 Scott Street (above), a two story U-plan brick structure that anchors the northeast corner at Post and Scott. Advocacy by Heritage and the Western Addition Neighborhood Association on behalf of its retention and reuse as part of the planned facility met firm resistance. Then, in February of this year, a new project team engaged by the developer came forward showing a willingness and the flexibility to work with the neighborhood and with Heritage to achieve a development that could satisfy everyone. The plan now calls for retention of 1600 Scott Street and alteration of its interior to serve as a dining hall for the residents.

Architects Hyman & Appleton designed the Romanesque Revival building for the Eureka Benevolent Society, a pioneer Jewish relief organization founded in San Francisco in 1850. Opened in 1931, 1600 Scott Street has continuously housed a variety of Jewish social service agencies and activities, including the Jewish Family and Children's Services, co-developer of the assisted living facility with Mt. Zion Health Systems.

New construction on the balance of the site, which extends from Post Street through the middle of the block to Sutter Street and wraps the historic building on the east and north side, will provide 154 assisted living units. In addition, there will be office space for Mt. Zion Health Systems and for Jewish Family Services, which will also house some of its community services in the new building. Heritage will not oppose demolition, to make way for new construction, of a substantially altered Victorian era-residence on Post Street and the relocation of an 1885 residential building on Scott Street, renovated in 1990 for a shelter.

The architect, Backen Arrigoni and Ross, has offered a design for the new building that appears sensitive to the existing one and compatible with its historic character. While some details remain, Scott Street Senior Housing promises to bring substantial benefits to its neighborhood, both in meeting a serious social need and in retaining an important historic structure.

LANDMARKS

At its meeting of September 3, the Landmarks Board voted unanimously (with one member absent) to recommend designation of the Shriners Hospital as a City Landmark. The two-block landscaped site on 19th Avenue between Lawton and Noriega is the subject of a development proposal by Catellus Residential Group and The Riding Group, who have an option to purchase the property from the Shriners. They plan to fill the two blocks with 152 residential units in two- and three-story attached flats and town houses.

Calling themselves “S.O.S.” (Save Our Shriners Hospital Site), Sunset District neighbors of the recently closed hospital campus organized and mounted an effective campaign to oppose demolition and the loss of the open space that the site offers in this closely built area of the city. They advocate retention of the historic portion of the hospital and its landscaping, while allowing development of the remainder of the site.

Successful conversion to housing of Notre Dame Hospital, at Broadway and Van Ness, of St. Joseph's, on Buena Vista Park, and of the Southern Pacific Hospital easily lay to rest the opinion that this building is good only for hospital use. In fact, another developer expressed interest in acquiring the site to convert the hospital to an assisted living facility.

The draft Landmarks Case Report, prepared by William Kostura, notes that the 19th Avenue building was the third of at least ten children's hospitals the Shriners built around the country, beginning in 1922. San Francisco's Islam Temple sponsored the local facility, acquiring the present site in 1921. The cornerstone was laid in 1922, and the hospital opened in July of the following year.

—continued on page 9
PLANNING FOR THE PRESERVATION OF HISTORIC WATERFRONT RESOURCES: II

The Port’s waterfront property includes three buildings on the National Register of Historic Places: the Ferry Building, the State Belt Line Roundhouse and the Agriculture Building, just south of the Ferry Building. The first two are also City Landmarks. In its historic resources report, Architectural Resources Group (ARG) identified two potential National Register districts for further study: the piers, including pier sheds, bulkheads and connectors, from Pier 45 on the north to 48 on the south (discussed in the last issue of the newsletter), and Pier 70.

At Pier 70, below China Basin, where 20th Street meets the waterfront, there lies a 30-acre site known historically as the Union Iron Works, and more recently as the Bethlehem Shipyard, or “the San Francisco Yard.” It is the largest and most intact historic industrial complex left in the city.

Union Iron Works was a pioneer company, tracing its origin to the blacksmith shop that Peter and James Donahue established at Jackson and Montgomery Streets, in 1849. The business moved to First and Mission the following year, and became Union Iron Works in 1853. Within 20 years, according to Pacific Marine Review, it would “be known as the most completely equipped foundry and machine shop on the Coast.”

In 1885, Union Iron Works moved to the present site, expanding its business to include ship building. It launched its first steel vessel in 1885. Over time, Union built the battleships Wisconsin, Oregon and Ohio, and the cruisers Charleston and San Francisco.

Pacific Rolling Mills originally developed a portion of the historic site, in 1867, which Risdon Iron and Locomotive Works later acquired when it bought out Pacific. Bethlehem Steel acquired the Union Iron Works in 1905 and absorbed the adjacent Risdon facility in 1911.

Three buildings date from the Union Iron Works Period (1883-1905): the Machine Shop (1886), the red brick Office Building, by Percy & Hamilton (1896)—both on 20th Street—and a powerhouse (1900) that belonged to Risdon Iron and Locomotive Works.

Between 1905 and World War I, Bethlehem added along 20th Street the connector joining the two parts of the machine shop (c. 1914), the Powerhouse (Charles Peter Weeks, 1912), and the Administration Building with its ornamental iron fence (1917). The latter is the most formal building on the site, befitting its gateway position at the corner of 20th and Illinois.

Other additions include the Planing Mill and Joinery Shop (1911/13); the Light Warehouse (1914); the Boiler Shop (1915); the Concrete Warehouses (1917); and the Warehouse and Substation #3, which the historic resources report on the southern waterfront by Carey & Co., Inc. (1994) describes as a four-story, “finely detailed brick building.”

The Union Iron Works, at Pier 70, appears today much as it did in the above photograph, taken in May 1945.
Bethlehem constructed 13 additional buildings and other facilities in the late 1930s and the early years of World War II. Although a few buildings have been lost since 1945 and many that remain are vacant and in need of repair, in ARG’s assessment, “the area as a whole still evokes the strong feeling of the area’s industrial past and importance. It appears intact and retains integrity of location, design, setting, feeling, association, most materials, and most workmanship.”

The site holds many historical associations. On this property, Risdon manufactured the first successful gold dredge in the United States (1897). Union Iron Works built Admiral Dewey’s flagship the Olympic, here. Under Bethlehem Steel’s ownership, the San Francisco Yard played a key role in two world wars. During World War I it built 18 submarines (10 of them for Britain) and 66 destroyers. In the Second World War, the shipyard turned out more than 50 new ships and repaired or converted more than 2500 vessels.

The Port’s Design and Access element calls for further research to analyze the Iron Works’ potential as a National Register Historic District. It proposes retention and reuse of four buildings in the complex, the Machine Shop (1886/1914), the Office Building (1896), the Powerhouse (1912) and the Administration Building (1917), with rehabilitation to The Secretary of the Interior’s Standards, “if feasible.” It further proposes seeking funding for preservation of the Machine Shop, currently under lease, that is “consistent with its on-going maritime use,” and taking steps to prevent further deterioration of Pier 70’s other historic resources, “within the financial means of the Port.” These include 41 buildings and structures dating from about 1900 to 1944.

Coming projects in Mission Bay, including the new UCSF campus, are likely to make Pier 70 an attractive development opportunity. Planning for the future of the Union Iron Works should be creative. It should include a study of the preservation and uses of other early industrial sites in the country. Care should be taken not to lose the chance to tell the story of San Francisco’s vanishing industrial past and the companies and workers who built that past. This means looking not only at the examples of “high architecture” but also assessing even the most humble and utilitarian structures for retention, if feasible.

The Ferry Building resulted from the desire to provide San Francisco a gateway worthy of the city’s imperial pretensions as the metropolis of the Pacific Coast. In 1892, California voters approved a $600,000 bond issue that authorized the State Harbor Commission, which controlled the port at that time, to undertake its construction.

Architect A. Page Brown prepared the plans, and foundation work began in May of 1893. Completed on September 1, 1895, at a cost of $400,000 (paid out of the Commission’s funds, not the bond monies), the massive foundation consists of 111 reinforced concrete piers joined together by groined concrete arches to create a floor area 160 feet wide by 670 feet long. It rests on 5,117 80-foot long piles of 16-inch diameter, driven into the bay mud to a depth of 20.5 feet below the city base.

Brown died from injuries received in an accident, in December of 1895, before work on the superstructure had begun. The following February, the Harbor Commission named Edward R. Swain supervising architect to complete the project, with the assistance of H.C. Holmes, the port’s chief engineer. In March workers began to erect the steel frame. Dedication of the Union Depot and Ferry House—its official name—occurred on July 11, 1898. Completion of state offices in the building took another five years.
Things did not move along so smoothly as it sounds. The death of the architect was not the only cause for delay. A raft bearing 3,000 piles en route from Oregon to the construction site was lost at sea in a storm. Stumps of old pilings in the bay, discovered in the course of preparing the site, had to be removed. Because of a draftsman’s error the first shipment of steel did not fit the foundation piers.

Then there was litigation. The State Supreme Court had to rule on the legality of the method of financing, and a six-month delay resulted when the agent for the Oregon gray stone originally specified for the job contested the decision to change to Colusa sandstone.

After the notorious experience of San Francisco’s City Hall, a graft-ridden project still unfinished after more than 20 years of construction, the press and the public turned a suspicious eye toward the Ferry Building. There were questions over the bidding for the foundation work. There were rumors about the quality of the concrete and cement, and some doubted the foundations would be adequate. The San Francisco Call, on the other hand, thought the specifications were overdone, saying, “All the iron girders and piers called for were heavy enough to uphold the Colossus of Rhodes...”

The Examiner implied that the Southern Pacific Railroad, to be one of the principal tenants of the Ferry Building, had a vested interest in the use of out-of-state materials—like iron and steel in dimensions local mills could not turn out—because the railroad would profit from transporting them. Once the steel frame was in place, a controversy even arose over the fact the tower sits at a slight angle to the foot of Market Street.

As completed, the Ferry Building followed A. Page Brown’s design, except that its Embarcadero frontage, at 660 feet, is shorter in length by about 180 feet. Two entrance pavilions in Brown’s plan, similar to the grand main entrance, one at each end of the building, were not built. The Harbor Commission left open the possibility of expanding the building as the need for additional ferry slips arose. Its brick walls are clad in Colusa sandstone, set on a base of Sierra white granite.

The Ferry Building’s defining feature is its 235-foot clock tower, which Brown modeled after the 12th century Giralda Tower of the Seville Cathedral and, possibly, the 1890 interpretation of the Giralda Tower at Madison Square Garden, by McKim, Mead and White. Brown worked in that firm’s New York office before moving to San Francisco. The tower, with its four 22-foot clock faces, has become, as the Harbor Commissioners intended, “one of the architectural features of San Francisco.”

The first and second floors con-
facing weighed about half as much as the original materials and helped to stiffen the structure.

The Ferry Building was San Francisco’s transit hub for forty years. One hundred seventy ferry trips a day served the depot, generating a passenger volume estimated at 50 million people a year. In all the world, only London’s Charing Cross Station was busier. Many cable and streetcar lines terminated at the foot of Market Street, linking the city’s neighborhoods with the ferry terminal.

Completion of the Bay Bridge in 1936 and the Golden Gate Bridge the following year, and commencement of commuter rail service on the Bay Bridge in 1939, reduced the traffic through the Ferry Building. Limited ferry service continued for nearly 20 more years, mostly to carry rail passengers between San Francisco and the rail head in Oakland. After that service ended, in 1958, the Harbor Commission undertook a substantial alteration of the north wing to house the World Trade Center. In 1961-2, the south wing also underwent alterations for office use, including construction of a third floor the width of the building.

In spite of alterations, many significant original interior features remain. Ceramic tile on the ground floor in the south wing marks the outline of what were passenger waiting rooms. Elements of the second floor nave, such as skylights and round-arched windows, remain, although covered by modern materials. The second floor’s marble mosaic flooring runs through much of the south wing and may exist in patches in the heavility remodeled north wing.

With construction of the Embarcadero Freeway beginning in 1957, the Ferry Building “was functionally and aesthetically severed from its relationship with the city…” in the words of Charles Hall Page & Associates. Architect and Engineer (January 1958) reported a proposed “solution” to the aesthetic problem that would have removed both wings of the Ferry Building, leaving only the tower “as the well-known landmark of the city.”

Proposals for the Ferry Building—none so extreme as this last—have come and gone over the years, but it was the Loma Prieta earthquake of 1989, and the subsequent removal of the damaged freeway, that has drawn serious attention once again to this historic symbol of San Francisco. Its rehabilitation and adaptive reuse have received the highest preservation priority from the Port Commission.

Several projects are in progress or in planning that will help restore the Ferry Building to its historic role as a transportation hub and an architectural landmark. These include seismic strengthening and a project to expand ferry services and improve pedestrian access by reopening a direct route to the ferries from The Embarcadero, through the center of the building. A Mid-Embarcadero Roadway plan will extend the “F” streetcar line and create a pedestrian promenade and plaza directly in front of the Ferry Building.

These projects are preliminary to an overall rehabilitation and adaptive reuse of the historic structure. The Port has completed a series of studies and planning workshops to analyze the regulatory, preservation, environmental, financial and other issues entailed in such an undertaking. The consensus of participants has been that any proposal should emphasize the public nature of the building and include a mix of income-producing uses. The Port plans to establish an advisory committee to assist in refining concepts prior to selecting a developer.

—D.A.
Weeks and Day designed the two-story Renaissance Revival brick building and the flanking single-story north and south wings. Demolition of the south wing in 1970 made way for a newer building, not connected with the historic structure.

On September 17, the Landmarks Board adopted a site boundary that takes in the entire northern portion of the property, including open space, to a line about 40 feet south of the historic building.

Acting on a second nomination, the Landmarks Board voted to designated historic Engine House No. 31, at 1088 Green Street. Built in 1908 as part of the City's post-earthquake reconstruction under city architect Newton J. Tharp, the Russian Hill fire station served until 1952, when the fire department declared it surplus.

Mrs. Louise M. Davies acquired it in 1958 and converted it to a pied-a-terre, retaining the building's historic features. In 1978, she deeded it to the National Trust, which recently sold it to the Saint Andrew's Society, a Scots benevolent society incorporated in 1863.

As a condition of the sale, the Society granted the Trust a preservation easement and agreed to seek landmark designation. The Tudor Revival fire house has been on the National Register since 1987.

**TRANSBAY TERMINAL**

The Planning Department has issued a revised notice that an environmental impact report will be required for the Transbay Redevelopment Plan, taking notice of the significance of the Transbay Terminal.

Among the plan area's historic resources, the Transbay Terminal appears to be the poor stepchild. Nearly every newspaper account of the redevelopment proposal assumes the demolition of the 1939 transit center, even though a Caltrans survey several years ago determined that the building is eligible for the National Register of Historic Places.

Allan Temko has described the Transbay Terminal as "one of the best examples of 1930s moderne in downtown San Francisco," and noted that historically it belongs with the Bay Bridge, although completed three years after it. The reinforced concrete structure is faced with California granite in an austere moderne styling whose only ornament is aluminum trim on the two-story windows of the building's central section.

The architects were Timothy Pflueger, Arthur Brown, Jr. and John J. Donovan. *Architect and Engineer* (January 1939) noted, "Convenience to passengers was the governing motive in the design of the terminal," and it continues to function well nearly 60 years after it opened. The only substantial change has been removal of the tracks that carried commuter trains from the East Bay. Buses now use the concrete train viaduct directly to and from the Bay Bridge, making a continuous loop through the terminal, east to west, free from rush hour traffic on city streets.

The plan is set up to disperse foot traffic quickly and efficiently. Multiple ramps and stairways lead to the loading platforms. Seventeen entrances (by the count in *Building News*, July 1939) allow access to and from curb-side bus service and the "F" streetcar line, which serves the second level entrance via a ramp.

The ground floor of the tripartite structure's central pavilion houses a large waiting room, and there are spaces for a variety of concessions here and on the second level. The west wing has a parking garage.

Interior materials are practical; terra cotta tile walls and terrazzo floors seem in good condition after years of wear. Skylights and large windows admit daylight to the platform area.

The terminal could stand refurbishing, but statements about its demise are greatly exaggerated. The EIR will have to consider alternatives to demolition, including retaining and upgrading the terminal for its current use or for adaptive use. If any federal funds come into play, demolition will have to undergo 106 Review.
HOLIDAY OPEN HOUSE

Heritage hosts its annual holiday event at the Haas-Lilienthal House, on Sunday, December 7, from Noon until 3:00pm.

Holiday music and refreshments will greet visitors to the House that day, and the children can expect a visit from Santa Claus about 2:00pm. As usual, the interior will be fully decked out in holiday decor, with a giant Christmas tree in the parlor’s corner bay window. A silent auction will offer some attractive gift items.

You will also want to visit the expanded gift shop and bookstore, which now enjoys a permanent home in what used to be called “the train room,” in the back hall of the ballroom level. Members can use their 20 percent discount privilege to shop among a wide variety of books and gift items, including a special children’s section.

Admission is free to Heritage members, who will receive an invitation in the mail soon. The charge for non-members is $10 per person, $5 for seniors and children under 12.

Call (415) 441-3000 for reservations.

For a list of holiday activities at Bay Area house museums, send $1 and a stamped, self-addressed envelope to:
Bay Area Historic House
Museums
22701 Main Street
Hayward, CA 94541

Planning Reorganization
continued from page 1

preservation coordinator, whose role will be largely managerial. He or she will attend Landmarks Board meetings, as will the four specialists when matters affecting their areas come before the board. Reorganization also will provide up to 20 hours of secretarial support to the four area preservation experts and to the board for preparing agendas and mailings and taking action minutes of its meetings.

In addition, one “technical preservation specialist” will spend up to 12 hours on citywide preservation policy work, including preparation of a new preservation element, which Green hopes to adopt during this fiscal year. One of the four area preservation experts will spend up to an additional 16 hours a week to carry out 106 Review on projects citywide.

In sum, Green noted, reorganization will assign seven or eight people to work up to 100 hours per week on preservation, compared with the two staff members who have worked up to 60 hours under the old structure. The Director will fill the additional time allotted to preservation with existing staff who have an interest in the field, possess the necessary skills and are willing to undergo additional training to carry out their jobs. The Friends of City Planning, a nonprofit support group, has provided a grant to begin this training, and, at Green’s request, Heritage is helping to prepare a program.

Soon after Green’s presentation to the Landmarks Board, Mayor Brown dismissed the two most outspoken advocates on the Board. Because this action does not suggest a preservation-friendly administration, even though the mayor’s two new appointments to the Board are promising, the Planning Department’s reorganization has been met with skepticism.

Heritage’s concern is that this reorganization plan may not take sufficient notice of the fact that preservation planning is a professional discipline with its own rigorous academic and technical education. Even with the additional training, which can only be very basic at this point, it will take time for planning staff to acquire the skill level that comes only with experience.

Our apprehension is heightened because implementation of the new structure, with all the uncertainties that attend any transition, comes at a time of greatly increased development activity throughout San Francisco, much of it affecting significant buildings. Furthermore, it is not clear that decentralization of preservation planning will prove beneficial. There is the danger that the result will be a kind of Balkanization of the process that subverts preservation efforts in San Francisco.

The entire preservation community is prepared to contribute in any way it can to making the new system work, but we will also increase our vigilance and be prepared to take action whenever necessary to ensure the protection of San Francisco’s historic built environment.

—D.A.
The historic Haas-Lilienthal House, a property of The Foundation for San Francisco’s Architectural Heritage, is available for rental for private or corporate events. The House can accommodate up to 150 guests. For information call (415) 441-3011.

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Heritage programs supported in part by the City of San Francisco Grants for the Arts

OCTOBER

Through the Fall
UC College of Environmental Design Lectures and exhibits. Call Susan Levy, (510) 642-0831, for a schedule.

Through October 31
Exhibition: Re()use: Good Everyday Design from Reused & Recycled Materials. CCAC/SF (415) 703-9500

Through November 30
Exhibit: Masters of Light: Dutch Painters in Utrecht During the Golden Age. de Young Museum (415) 866-3330.

October 19, 1:00 - 5:00 pm
Victorian Alliance House Tour "Pacific Heights South"
Call (415) 824-3907

October 25, 9:00 am - 4:30 pm
Symposium: “Modernism in San Francisco and the Bay Area,” sponsored by Heritage & CCAC/SF
Call (415) 441-3000

Through January 3, 1998
California Historical Society Exhibition Alaska Gold: Life on the New Frontier, 1901-1906. (415) 357-1848

NOVEMBER

November 15, 1:00 - 4:00 pm
San Francisco Modernism Bus Tour
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Call (415) 441-3000

November 3 & 24, 7:00 pm
AIA/SFMOMA Architecture Lectures
11/3 Patricia Patkau; 11/24 Herzog & de Meuron. (415) 362-7397or 357-0427

November 17 - January 9
International Architecture Exhibition: Lina Bo Bardi, Brazilian Modernist
CCAC/SF (415) 703-9568

November 20, 7:00 pm
Panel discusses winning entries in Master Plan competition for new UCSF campus. SFMOMA (415) 357-4102

DECEMBER

December 7, Noon - 3:00 pm
Heritage Holiday Open House
Haas-Lilienthal House.
For reservations call (415) 441-3000

BAY AREA TOURS

Allied Arts Guild, Menlo Park
Tours Call (415) 322-2405

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For schedule call (415) 557-4266

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Oakland House San Francisco
Tours Call (415) 441-7512

Palo Alto-Stanford Heritage
Tours Call (415) 399-8878 or 324-3121

Pardee Home Museum, Oakland
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