

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Bethlehem Shipbuilding Corporation Hospital **DRAFT**

Other names/site number: Permanente Harbor Hospital

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 331 Pennsylvania Avenue

City or town: San Francisco State: California County: San Francisco

Not For Publication: Vicinity:

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 at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___ A ___ B ___ C ___ D

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>_____ State or Federal agency/bureau or Tribal Government</p>	

<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title : State or Federal agency/bureau or Tribal Government</p>	

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

HEALTHCARE/hospital
HEALTHCARE/sanitarium

Current Functions

(Enter categories from instructions.)

DOMESTIC/multiple dwelling

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Classical Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete/Stucco

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

This National Register nomination is for the former Bethlehem Shipbuilding Corporation Hospital at 331 Pennsylvania Avenue in San Francisco, California. Designed by well-known San Francisco architect Frederick H. Meyer, the Bethlehem Shipbuilding Corporation constructed the building in 1916 as a company hospital for its employees working at Bethlehem's nearby Union Iron Works shipyard at 20th and Illinois streets. Designed by in the Italian Renaissance Revival style, the impressive concrete building stands out from its residential context. When the hospital was built, Bethlehem Shipbuilding Corporation operated the largest and most important shipyard in San Francisco, and business was booming as the company built destroyers and other warships for the Allied effort. Built primarily to treat workers injured in industrial accidents, the hospital represented the self-interested "benevolent paternalism" practiced by some U.S. corporations during the late nineteenth and early twentieth centuries. In 1931, during a slump in business, the Bethlehem Shipbuilding Corporation closed the hospital and sold the property. In 1948, the property was acquired by the Kaiser-Permanente Foundation to serve as the pioneering HMO's first full-service hospital in San Francisco. The location was ideal because of its proximity to the city's shipyards, where many of Kaiser-Permanente's members worked at the time. In 1958, the property was purchased by Dr. William A. Price, who converted the building into a convalescent hospital, a use it retained until 2013. In 2020, the current owner rehabilitated the building as a seven-unit apartment building.

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Narrative Description

Neighborhood Setting

The former Bethlehem Shipbuilding Corporation Hospital occupies approximately 50 percent of its 100' x 100' lot (APN 022/702) at 331 Pennsylvania Avenue. The parcel, which is located on the northeastern flank of Potrero Hill, abuts Interstate 280 to the east. The building enjoys a panoramic view over the Central Waterfront to the east and Mission Bay and downtown San Francisco to the north. Adjoining the property to the north is the C.F. Richards House at 301 Pennsylvania Avenue, an Italianate-style mansion built in 1867. To the south is a contemporary two-family property at 333-35 Pennsylvania Avenue that was built in 2018. On the opposite side of Pennsylvania Avenue is the Captain Adams House at 300 Pennsylvania Avenue. This Italianate-style mansion was built in 1868. South of the Adams House, and directly across the street from the subject property, is a row of three modernist townhouses constructed in 1960.

Site

The property includes a combination of landscaped and hardscaped areas, as well as an asphalt-paved parking lot behind the building. The front of the property features a planting strip between the building and the sidewalk. It is landscaped with four palms, a pine tree, and flowering shrubs. The rear of the property is accessed by the original vehicular entrance that provides access from Pennsylvania Avenue, through the building, to the parking lot. The parking lot is bounded by several planting beds, including one near the rear entrance that contains three mature crown palms. The rest of the planting beds are filled with newly installed ground cover, shrubs, and flowering plants. A high wood fence separates the parking lot and attendant landscaping from the Interstate 280 right-of-way. A concrete stair leads downhill from the parking lot toward the north end of the property. The stair is flanked by planting beds containing newly planted ground cover and flowering shrubs. At the bottom of the stair is a concrete walkway that leads to Pennsylvania Avenue along the north side of the property. Several planting wells between the walkway and the building contain small Japanese maples.

General Description

331 Pennsylvania Avenue is a two-story-over-basement, steel-frame, reinforced-concrete building consisting of two wings configured in an L-shaped footprint. Designed in the Italian Renaissance Revival style, the approximately 11,000 square-foot former hospital comprises two full stories above a partial basement. The building is capped by a flat roof with raised parapets, with a stair penthouse located where the two wings meet. In 2020-21, the current owners rehabilitated the interior, which had previously been configured as a warren of heavily altered patient rooms, offices, toilet rooms, and service spaces, into seven "townhouse" residential units. The owner also completed a full restoration of the exterior, which is finished in painted stucco with cement plaster ornament. The west (primary) façade, as well as the first twenty feet of the south façade, are detailed in the manner of an Italian Renaissance palazzo, with a heavily rusticated water table, scored stucco shaft, and elaborate cornice and other trim. The rest of the exterior, including all of the non-street-facing elevations, is finished in textured stucco with simplified Italian Renaissance ornament.

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West (Primary) Façade

The primary façade of the former Bethlehem Shipbuilding Corporation Hospital faces west. It is eight bays wide and divided into three horizontal bands in the manner of a Florentine palazzo, including a rusticated water table (basement), scored stucco shaft (first and second floors), and capital (cornice and parapet).

Due to the steeply sloping site, the basement is fully exposed at the north end of the property and entirely below-grade at the south end. Abutting the left (north) side of the primary facade, at the basement level, is a one-story screen wall containing a non-historic steel security gate. The screen wall is rusticated to match the rest of the water table/basement. Continuing to the right, there are two pairs of windows in the first two bays of the basement. The punched openings are recessed several inches into the water table, and they contain non-historic powder-coated aluminum sashes with matching transoms. Each window has a cast cement lug sill. The third bay contains a matching window and a pedestrian entrance containing a non-historic metal door surmounted by a louvered transom. The fourth bay protrudes outward toward the street, forming the base of the ceremonial stair that leads up to the main entrance from the sidewalk. Rusticated to match the adjoining water table, the stair is punctuated by three “enfilade” windows containing non-historic jalousie sashes. To the right of the stair, the rusticated water table gradually dies into the hillside without any additional openings.

A molded belt course separates the water table from the first-floor level above. The first and second-floor levels of the primary façade are finished in smooth stucco that is scored to resemble ashlar masonry construction. The first-floor level consists of paired window openings in each of the bays. The only exceptions include the fourth bay, where the primary entrance is located, and the eighth bay, where the vehicular entrance is located. Each window contains non-historic, double-hung anodized aluminum sashes with narrow transoms. However, the windows match the configuration of the originals. Each window retains its original cast cement lug sill and wood trim. As mentioned, the primary entrance is accessed by a rusticated stair. The stair is capped by a wrought-iron balustrade with paneled consoles marking the corners of the porch. The porch is illuminated by a pair of wrought-iron sconces attached to the primary façade by curved brackets.

The entry vestibule is accessed by another short flight of three steps. The vestibule is flanked by fluted pilasters with capitals depicting Florence Nightingale.¹ The capitals support an entablature composed of – in sequence – an architrave, a frieze of alternating triglyphs and rosettes, and a cornice composed of a band of diamond-shaped motifs and an acanthus leaf molding. The cornice is capped by a cement plaster crest consisting of a hospital cross-embazoned shield flanked by cherubs. The crest is embedded within a swag laden with fruit. The floor of the vestibule is finished in painted brick and a field of red tile interspersed with blue Maltese crosses. The vestibule walls are clad in light gray marble wainscoting. The ceiling and the upper part of the vestibule walls are finished in wood paneling embellished by delicate rope moldings. The entrance itself contains the original glazed wood door flanked by sidelights. The door and sidelights are both surmounted by fixed wood transoms and trimmed in marble. The vestibule is illuminated by a non-historic pendant fixture that is compatible with the building’s design.

¹ Florence Nightingale (1820-1910) was a British nurse, social reformer, and statistician who is best-known as the founder of the modern nursing profession. After serving as a nurse in the Crimean War, in 1860, she established St. Thomas’s Hospital and the Nightingale Training School for Nurses.

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The vehicular entrance in the eighth bay is at grade with Pennsylvania Avenue. Originally an open-air portal used by ambulances to access the parking lot at the rear of the property, the entrance was later infilled with a roll-up metal door. The opening presently contains a wood overhead door installed in 2021.

The second floor level of the primary façade consists of eight arched window openings containing non-historic, powder-coated aluminum double-hung sashes. The window openings retain their original cast-cement sills and keystones, as well as their wood trim. The windows align with the center-line of the paired windows below to maintain a symmetrical appearance.

The primary façade of 331 Pennsylvania Avenue terminates with a cement plaster cornice consisting of – in sequence – a bead molding, a cyma recta molding, a frieze punctuated at regular intervals by square panels depicting a floral motif, and a projecting entablature composed of bead and cyma recta moldings. Above the frieze is a smooth parapet capped by a narrow bead molding and a painted sheet metal coping.

The eighth (right) bay is stepped back several inches from the rest of the primary façade. The purpose of this device is two-fold: first, it preserves the symmetry of the primary façade, which according to Renaissance design principles should consist of an odd number of bays; and second, it indicates the location of the vehicular entrance at street level. Otherwise, it is detailed exactly the same as the rest of the primary façade. A scrolled pilaster capped by a Corinthian capital occupies the gap between the two planes, and the cornice steps back at a right angle to make the transition toward the top of the building.

Although not visible from Pennsylvania Avenue, the roof of the building features a stair penthouse that is part of the original design. Constructed of concrete and finished in stucco with simplified classical moldings, the penthouse is located at the juncture of the north and south wings. As part of the 2021 rehabilitation, roof decks were added for each of the residential units. However, these are well below the parapet coping so they are not visible from the street.

South Façade

The south façade of the former Bethlehem Shipbuilding Corporation Hospital is divided into two parts: the south wall of the north wing and the south wall of the south wing. The south wall of the north wing, which faces the parking lot, is finished in painted textured stucco and embellished with a modest amount of classical detailing, including the rear entrance at the left side of the first-floor level. The entrance, which is made of painted cement plaster, is defined by an arched portal delineated by a rope molding. The arch is capped by a keystone, and above it is an entablature composed of a dentil molding, a projecting soffit, and a cyma recta molding. Above the entablature is a low paneled frieze. The spandrels flanking the entrance contain hospital cross medallions. The vestibule is detailed to match the primary entrance on Pennsylvania Avenue, with a tiled floor, light gray marble trim, and glazed wood doors flanked by sidelights. Above the entrance is a pair of powder-coated aluminum windows with a cement plaster lug sill. To the right of the entrance is a chimney flue flanked by windows to either side. Unlike the primary façade, the windows at the first-floor level have arched headers and those at the second-floor level have flat lintels. At the right side of this elevation is the “solarium.” The south-facing wall of the solarium features a low relief panel. This south façade of the north wing terminates in a cornice that is a simplified version of the one on the primary façade.

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The south wall of the south wing is no longer visible because it has been concealed behind the adjoining two-family building at 333-35 Pennsylvania Avenue. This section is simply a blank expanse of painted, board-formed concrete without any openings or ornament.

East (Rear) Façade

Similar to the south façade, the east (rear) façade of the former Bethlehem Shipbuilding Corporation Hospital is divided into two sections: the east wall of the north wing and the east wall of the south wing. The east wall of the south wing is two stories in height and it is finished in textured stucco with a minimal amount of ornament. This part of the exterior, which is not visible from the street, has undergone more changes than any other part of the exterior. This section presently consists of a semi-symmetrical pattern of historic and non-historic window openings. Originally, this part of the exterior was fenestrated by a regular pattern of paired windows with flat lintels in each bay. Several of these older windows remain. The rest are larger picture windows installed in the 1950s and 1960s or double-hung windows installed as part of the 2021 rehabilitation. All window openings presently contain non-historic, anodized-aluminum, double-hung sashes installed in 2021. In addition, several doors were installed to access the pergola/porch that was also installed in the 2021 rehabilitation. Non-historic metal canopies shelter three of these doors. At the left side of this elevation is the original vehicular entrance, which is embellished by a cement plaster molding. The east wall of the south wing terminates with a simplified classical cornice matching the rest of the non-street-facing parts of the building.

The east wall of the north wing is quite a bit higher than the east façade of the south wing due to the grade change. At the basement level there is a casement window and a door in each of the outer (corner) bays. Above, at the first-floor level, there are two pairs of powder-coated aluminum, double-hung windows with cast cement lug sills in the corner bays and a smaller double-hung window at the center. At the second-floor level, the solarium features three paneled spandrels and three large powder-coated aluminum windows with operable casements. The solarium terminates with a narrow entablature and, above it, the east wall of the north wing terminates with a simplified cornice matching the rest of the non-street-facing parts of the building.

North Façade

The north façade of the former Bethlehem Shipbuilding Corporation Hospital is substantially visible from Pennsylvania Avenue. Due to the steeply sloping site, the basement level is fully above-grade along the north side of the property. The north façade is roughly four bays wide, with the first bay in from Pennsylvania Avenue detailed to match the primary façade. This bay is finished in painted and scored stucco with Italian Renaissance Revival ornament. The rest of the north façade is finished in textured stucco and fenestrated in a semi-symmetrical pattern that is largely in keeping with the original design. However, the basement level, which is not visible from the street, features several new doors installed in 2021 to access the residential units at grade. Raised planting beds adjoin these new doors. All of the windows contain non-historic, powder-coated aluminum, double-hung sashes and most retain their original cast cement lug sills. The north façade terminates with a simplified cornice matching the rest of the non-street-facing parts of the building.

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Interior: General Description

The interior of the former Bethlehem Shipbuilding Corporation Hospital has undergone many changes over the last century. Originally built as a hospital in 1916, the building was converted into a sanitarium in 1938. A decade later, Kaiser-Permanente converted it back into a hospital. It remained a hospital until 1959, when it was converted into a rest home. Furthermore, the interior was incrementally reconfigured between all of these transitions. In 2021, the utilitarian interior finish materials, elevator, and building systems were removed and the interior floor plan reconfigured to accommodate seven “townhouse”-style residential units. The exterior walls, floorplates, stairs, and basement were all left untouched. Presently, there are three two-level units in the south wing (Units 201, 202, and 203) which are accessed from the historic main entrance on Pennsylvania Avenue. Meanwhile, the two-level units in the north wing (Units 203 and 204) are accessed by the historic rear entrance. In addition, the remaining two single-level units (Units 101 and 102) are accessed by their own entrances along the north property line. The original stair at the center of the south wing links the basement to the roof. The basement contains an unfinished bicycle storage room and a garbage/recycling room that are original. The rest of the interior is finished in new materials, although some of concrete walls, framing, and floor slabs remain exposed in areas.

Alterations

There is a large number of alteration permits on file for 331 Pennsylvania Avenue at the San Francisco Department of Building Inspection. Nearly all document interior changes performed when the building’s ownership and/or use changed. The following list summarizes each of the permitted changes completed between 1916 and 2021:

- **1916** Original construction: build two-story-over-basement, reinforced-concrete hospital costing \$45,000. Architect: Frederick H. Meyer; Owner: Bethlehem Shipbuilding Corporation.
- **1938** Build metal lath and plaster interior partitions costing \$500. Owner: Donna E. Bell.
- **1941** Install window, partition, and door inside room costing \$100. Owner: Donna E. Bell.
- **1945** Install secondary means of egress at southwest corner of primary façade, including conversion of a window into a door and the construction of a fire escape, costing \$1,500. Engineer: J.B. Seaverns; Owner: Estate of Donna E. Bell.
- **1948** Construction of several metal lath and plaster interior partitions costing \$800. Owner: Permanente Foundation.
- **1959** Conversion of hospital into rest home, costing \$8,000. Owner: William A. Price.
- **1960** Add toilets, sinks, and showers to toilet rooms; enlarge doors and cut new arches between rooms; and construct new metal lath and gypsum board partitions, costing \$7,000. Owner: William A. Price.
- **1962** Repair three stairs and replace window with door costing \$200. Owner: William A. Price.
- **1963** Partition off one room with two doors costing \$2,000. Owner: William A. Price.

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- **1970** Fireproof elevator shaft and install new fireproof doors on elevator costing \$1,200. Owner: Sun M. Seto, on behalf of William A. Price.
- **1982** Install 15 fire sprinklers costing \$3,000. Owner: Potrero Hill Convalescent Home, on behalf of William A. Price.
- **1984** Tile two toilet rooms; replace three doors; and replace sink, costing \$2,000. Owner: Lena Price Humber.
- **1992** Reroof back portion of roof and repair gutters costing \$2,050. Owner: Mission Bay Convalescent Home.
- **2015** Temporary shoring system to accommodate earthwork for new building at 333-35 Pennsylvania Avenue costing \$40,000. Engineer: Kevin O'Connor; Owner: Ed Maiello.
- **2015** Demolition of all interior non-load-bearing walls and plumbing fixtures costing \$50,000. Architect: Jeffrey J. Burris; Owner: Nibello, LLC.
- **20115** Change of use from institutional to residential; add rear decks and carport; finish seven new residential units and common areas, costing \$1,000,000. Architect: Jeffrey J. Burris; Owner: Nibello, LLC.
- **2020** Install overhead wet sprinkler system for seven residential units costing \$88,110. Owner: Sergio Nibbi.
- **2020** Provide fire alarm system in all seven residential units costing \$20,000. Owner: Sergio Nibbi.

The exterior of the former Bethlehem Shipbuilding Corporation Hospital has undergone few changes over the last 106 years. Indeed, the primary façade remains almost entirely unchanged. Exterior changes included the incremental replacement all of the original windows in the 1950s and 1960s, which is also when the fenestration pattern on the rear façade was changed. The vehicular entrance was also infilled with a metal door, a fire escape added to the primary façade, and a small addition built on the north façade Ca. 1948. The t 2021 rehabilitation reversed many of these changes, including restoring symmetry to the rear façade, removing the non-historic fire escape, and demolishing the non-historic addition. In place of the patchwork of non-historic windows, the rehabilitation project substituted new windows that replicate the functionality and design of the originals. As described in more detail above, the interior floorplan was reconfigured, as well as the interior finish materials replaced, in 2021. Altogether, when considering the changes, the former Bethlehem Shipbuilding Corporation Building retains a moderate-to-high level of integrity, retaining the aspects of location, design, setting, materials, workmanship, feeling, and association.

Location: The former Bethlehem Shipbuilding Corporation Hospital remains in its original location; therefore it retains integrity of location.

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Design: The former Bethlehem Shipbuilding Corporation Hospital has undergone very few exterior alterations apart from the enlargement of several windows on the rear façade and the addition of several more to non-street-facing façades as part of the 2021 rehabilitation. In contrast, the interior has undergone much more extensive change. On balance, 331 Pennsylvania Avenue retains the aspect of design because the bulk of the property’s exterior character-defining features remain completely intact.

Setting: In the 106 years since the former Bethlehem Shipbuilding Corporation Hospital was constructed, many changes have occurred within the immediate vicinity of the property – especially in the 1960s – including the replacement of several Victorian houses with apartments across the street and the construction of Interstate 280 to the east. On the other hand, the moderately dense urban scale of the surrounding Potrero district remains intact. The property itself has undergone few changes, retaining the rear parking lot, the planting beds, the large crown palms next to the rear entrance, and the front planting strip with additional palms. Altogether, 331 Pennsylvania Avenue retains integrity of setting.

Materials: The former Bethlehem Shipbuilding Corporation Hospital retains virtually all of its original exterior construction and finish materials, including its rusticated water table, exterior walls finished in scored stucco, and cement plaster ornament. It also retains its original front and rear doors. The existing windows are not original, but they closely match the originals in regard to type, style, material, and configuration. The interior retains very little original fabric apart from the exposed concrete perimeter walls, the stair, and the basement utility rooms. Altogether, 331 Pennsylvania Avenue retains integrity of materials because the vast majority of the property’s character-defining features remain intact.

Workmanship: The former Bethlehem Shipbuilding Corporation Hospital is built using industrially produced materials assembled in a workmanlike way. However, there are several examples of handicraft present, especially the front and rear entrances, with their figural sculptural elements and elaborate moldings and surrounds. Craftsmanship is also embodied in the rusticated water table, scored stucco walls on the street-facing façades, and the cement plaster ornament, including the belt courses, pilasters, cornices, and door and window trim. Altogether, 331 Pennsylvania Avenue retains integrity of workmanship because all of the property’s character-defining features remain intact.

Feeling: When viewed from outside, the former Bethlehem Shipbuilding Corporation Hospital still looks like an early twentieth century hospital. The hospital cross symbols above both entrances and the Florence Nightingale busts flanking the main entrance are both clues to its original use. The use of the Italian Renaissance style – a style historically popular for medical buildings – is another feature that enhances the property’s feeling as a former hospital. Altogether, 331 Pennsylvania Avenue retains integrity of feeling.

Association: The exterior of the former Bethlehem Shipbuilding Corporation Hospital looks virtually identical to how it did when it was constructed in 1916 as a “company” hospital for the nearby Bethlehem Shipbuilding Corporation’s Union Iron Works shipyard. It would be instantly recognizable to anyone who worked in the building or lived near it when it was a hospital in the early twentieth century. Altogether, 331 Pennsylvania Avenue retains integrity of association.

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Character-defining Features

Exterior character-defining features are concentrated on the street-facing façades of the former Bethlehem Shipbuilding Corporation Hospital, including the height and massing; L-shaped plan; rusticated basement/water table; scored stucco finish on the upper floors; symmetrical fenestration pattern with cast cement lug sills and keystones, and double-hung sashes with a lite pattern of two-over-two; the primary entrance with their pilasters, entablature, figural sculptures, marble paneling, tile flooring, and wood door and flanking sidelights and transoms; frieze, cornice, and parapet; and the recessed right bay with the vehicular entrance at grade. Character-defining features on the other three façades are largely limited to the stucco finishes and the spare amount of classical trim, including the entrance surround at the vehicular entrance facing the parking lot, the paneling on the solarium, and the simplified classical cornice on the rear and side elevations. Apart from the entrance lobbies and vestibules, there are no interior character-defining features.

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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.)

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

HEALTH/MEDICINE

Period of Significance

1916-1959

Significant Dates

1916

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Frederick H. Meyer

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The former Bethlehem Shipbuilding Corporation Hospital is eligible for the National Register of Historic Places at the local level of significance under Criterion A, in the area of Health/Medicine. It is significant as a rare example of a “company” hospital in San Francisco. It was built in 1916 by Bethlehem Shipbuilding Corporation to serve shipyard workers (and their families) employed in the company’s San Francisco (Union Iron Works) Yard. It remained a company hospital until 1931, when it closed – a casualty of the Depression. It is also significant under Criterion A as the first Kaiser Permanente hospital in San Francisco, a use that lasted from 1948 until 1959. Kaiser Permanente, the nation’s earliest HMO, was a Bay Area company, and the San Francisco Harbor Hospital was the foundation’s third full-service medical facility. The former Bethlehem Shipbuilding Corporation Hospital is also eligible under Criterion C, in the area of Architecture, as a rare example of a company hospital in San Francisco, as well as a well-preserved example of an institutional building designed in the Italian Renaissance Revival style. Finally, it is also the work of a master architect, Frederick H. Meyer. Meyer was one of San Francisco’s best-known and most prolific architects during the early twentieth century, and he completed dozens of prominent office, government, and institutional buildings in the city. The 1916 to 1959 period of significance begins with the building’s original 1916 construction and ends in 1959, when Kaiser Permanente moved out of the building.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Health/Medicine

The former Bethlehem Shipbuilding Corporation Hospital is eligible under Criterion A as a purpose-built company hospital constructed by the Bethlehem Shipbuilding Corporation for its employees and their families during the early twentieth century. In 1905, Bethlehem Steel Corporation purchased San Francisco’s Union Iron Works. Founded in 1849 by James Donohue in San Francisco’s South of Market, Union Iron Works was already the West Coast’s oldest and biggest ironworking company when it relocated to the Central Waterfront in 1883. In its new location, Union Iron Works expanded its facilities to include a shipyard. The Bethlehem Steel Corporation’s acquisition of Union Iron Works in 1905 put the company into the shipbuilding business. Under Bethlehem’s management, Union Iron Works expanded tremendously, winning many foreign and domestic contract. After winning a lucrative contract to build several destroyers for Great Britain during World War I, Bethlehem Shipbuilding Corporation enlarged and improved the San Francisco Yard in 1916-17, building an impressive new administration building, several new shops and warehouses, as well as an offsite company hospital. Built on a quiet residential block a quarter mile from the yard, the hospital was deliberately sited away from the yard so that patients could recuperate in relative peace. In 1931, Bethlehem closed the hospital – a victim of the Depression and declining employment at the San Francisco Yard. After serving as rest home for a decade, Henry J. Kaiser’s Permanente Foundation purchased the building in 1948 and converted it into its first hospital in San Francisco (and the third in the nation), renaming it the Harbor Hospital. The Permanente Foundation (now Kaiser Permanente) is the nation’s first health maintenance organization (HMO). Kaiser Permanente operated the Harbor Hospital from 1949 until 1958, when it transferred its operations to a much larger facility on Geary Boulevard.

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A. *Brief History of the Central Waterfront: to 1920*

The Central Waterfront district is located in east-central San Francisco, sandwiched between Potrero Hill and San Francisco Bay. The approximately 500-acre neighborhood is bounded by Mariposa Street to the north, San Francisco Bay to the east, Islais Creek to the south, and Interstate 280 to the west. Largely post-industrial today, the Central Waterfront, historically called “Lower Potrero” or “Potrero Point,” encompasses the residential enclave of Dogpatch, a locally landmarked historic district, and Union Iron Works, a large Victorian-era shipyard that is listed in the National Register of Historic Places.

The Central Waterfront is unceded Ohlone territory. The ancestors of the Ohlone arrived in what is now San Francisco from the Central Valley approximately 2,000 years ago. The local San Francisco band spoke a dialect called Ramaytush. For much of the year, the Ohlone lived in a village on the shores of Mission Bay, not far from today’s Central Waterfront district. Mission Bay supplied the Ohlone with a rich diet of fish, shellfish, and seabirds.² The Ohlone lived peaceably on the San Francisco Peninsula for thousands of years, until the arrival of the Spanish in 1776.

Spanish authorities initiated dominion over what is now San Francisco in 1776 with the simultaneous establishment of Mission Dolores and the Presidio of San Francisco. The present-day Central Waterfront was part of El Potrero Nuevo, or “New Pasture,” a vast cattle pasture serving Mission Dolores.

México won independence from Spain in 1822, and in 1833, the Mexican government secularized Mission Dolores and then granted its lands to prominent Mexican citizens. In 1841, the Mexican government granted Rancho Potrero Nuevo to Francisco and Ramón de Haro, sons of Francisco de Haro, the first *alcalde* of Yerba Buena (San Francisco). Following their murder by Kit Carson during the Mexican-American War in 1846, Francisco de Haro Sr. assumed control of Rancho Potrero Nuevo.³ The rancho, which encompasses the present-day Central Waterfront district, belonged to the elder De Haro until his death in 1849.

During the Gold Rush, tens of thousands of American settlers streamed into San Francisco. Although the U.S. government had pledged to respect Spanish and Mexican land grants in the Treaty of Guadalupe-Hidalgo, some Anglo-American newcomers ignored the rights of the Californios and tried, with some success, to take over local ranchos through pre-emption claims.⁴ Francisco de Haro’s descendants fought for control of Rancho Potrero Nuevo in court, and they initially won a favorable decision at the U.S. Land Commission. However, squatters appealed and the family’s title to the ranch was ultimately rescinded in 1867.

Rancho Potrero Nuevo remained largely uninhabited during the early decades of American rule. In addition to ongoing uncertainties over land titles, the land was not easily accessible, being cut off from the rest of the city by Mission Bay. On the other hand, Potrero Point had access to deep water and there were not yet very many people living there. These conditions were ideal for gunpowder manufacturers, and in 1854 the E.I. du Pont de Nemours Company built a gunpowder plant and a wharf at Potrero Point. Hazard Power Company arrived a year later in 1855. Both companies manufactured dynamite and blasting caps for California’s mining industry.

² Malcolm Margolin, *The Ohlone Way* (Berkeley: Heyday Books, 1978), 18.

³ “Genesis of Our Hill,” *Potrero View* (September 1976), 1.

⁴ Hubert Howe Bancroft, *History of California, Volume 6* (San Francisco: A.L. Bancroft and Co., 1888), 194.

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In 1857, the San Francisco Cordage Manufactory, a pioneer rope maker, moved to Potrero Point. The brothers Alfred and Hiram Tubbs constructed a 1,000-foot ropewalk extending into San Francisco Bay from the intersection of Sierra (now 22nd) and Iowa streets. Later renamed Tubbs Cordage Company, the business was the largest employer in the Central Waterfront during the 1870s. Shipbuilding was another important industry. In 1862, John North, San Francisco's biggest shipbuilder, relocated his shipyard from Steamboat Point to the foot of Sierra (now 22nd) Street. Other shipbuilders, including Henry Owens, William E. Collyer, and Patrick Tiernan, soon followed.⁵

Continued industrial development in the Central Waterfront depended on improved communication with downtown San Francisco. The biggest obstacle was Mission Bay, a large but shallow inlet of San Francisco Bay that extended as far inland as 7th Street. The solution was a bridge across the bay. Paid for by investors, the northernmost pilings for Long Bridge were driven off of Steamboat Point in February 1865. Two years later, the Potrero Point bridgehead was completed near the intersection of Kentucky (3rd) and Mariposa streets.⁶

Railroads played an outsized role in the physical transformation of the Central Waterfront into a bustling industrial district. The Southern Pacific, Western Pacific, and Atchison Topeka & Santa Fe railroads all acquired extensive landholdings in the area and graded the land level for industrial and residential development. These companies also built railroad tracks, car ferry slips, and freight yards throughout the Central Waterfront, as well as hundreds of street-level track segments to connect the growing number of factories and warehouses in the neighborhood to the railroad network.

In 1866, industrialists William Alvord, John Bensley, and Darius O. Mills built California's earliest steel mill on 20 acres at the foot of Napa (now 20th) Street in the Central Waterfront, and by July 1868 Pacific Rolling Mills began producing rolled steel, a first for the West Coast.⁷ From 1868 onward, Pacific Rolling Mills turned out approximately 30,000 tons of iron and 10,000 tons of steel annually, most of which was made from locally sourced scrap.⁸ In 1872, City Gas Company, a predecessor to the Pacific Gas & Electric Company, began building a power plant on four square blocks of bayfront land between Humboldt and Sierra (now 22nd) streets. Finally, in 1881, industrialist Claus Spreckels erected a tremendous sugar refinery complex next to the City Gas Company plant. By 1884, Spreckels' Western Sugar Refinery was described as "the most complete concern of the kind in the world, and in size ranks with the great refineries of Brooklyn, New York, and St. Louis."⁹

However, by far, the most important industry in the Central Waterfront neighborhood was Union Iron Works. Founded in 1849 by the brothers Peter, James, and Michael Donahue, Union Iron Works was the first iron-working company on the West Coast. In the early 1880s, the company was reorganized by an investor named Irving Murray Scott, and beginning in 1883, Scott oversaw the construction of a new \$2 million shipyard at Potrero Point. The complex, designed by a civil engineer named Dr. D.E. Melliss, included a boiler shop, a blacksmiths' shop, a riveting and erecting shop, a machine shop, a 120-foot

⁵ Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Study* (San Francisco: 1982), 191.

⁶ Henry Langley, *The Pacific Coast Business Directory* (San Francisco: 1867), 14.

⁷ J.S. Hittell, *Commerce and Industry of the Pacific Coast* (San Francisco: A.L. Bancroft, 1882), 682.

⁸ William Issel and Robert W. Cherny, *San Francisco: 1865-1932* (Berkeley: University of California Press, 1986), 30.

⁹ Michael Corbett, *Historic Architecture Report for 435 23rd Street, City and County of San Francisco* (San Francisco: unpublished report by URS Corporation, 2001), 5.

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chimney, a brass-plating shop, an iron foundry and a pattern shop.¹⁰

Union Iron Works launched its first ship, the 800-ton collier *Arago*, in April 1885.¹¹ Soon after, the company won two important Navy commissions in 1888 to build the battle cruisers *USS Charleston* and *USS San Francisco*. These two vessels were followed in 1893 by the *USS Olympia* (Admiral Dewey's flagship during the siege of Manila in 1898), and the battleship *USS Oregon*. These ships were especially crucial in solidifying Union Iron Works' reputation as one of America's most important shipyards.¹²

With a steel mill, several shipyards, a sugar refinery, a rope factory, and a power plant lining the Central Waterfront, a residential district of workers cottages, residential hotels, and tenements sprang up on the railroad land to the west – the residential enclave now known as Dogpatch.¹³ In addition to building rental housing for local workers, the railroads constructed two speculative brick warehouses, including Schilling Wine Cellars at 900 Minnesota Street and the Hulme & Hart Wool Scourers Plant at 800-50 Tennessee Street.¹⁴

During the first two decades of the twentieth century, Union Iron Works (known after 1905 as Bethlehem Shipbuilding Corporation's San Francisco Yard) absorbed an increasingly large share of the Central Waterfront's workforce. The years leading up to World War I witnessed significant growth at the shipyard and the investment of several million dollars in modernizing and expanding its facilities. By 1920, Bethlehem Steel employed 50 percent of the householders in the Central Waterfront.¹⁵

B. Project Site History: 1900 to 1916

The 1900 Sanborn maps indicate that the subject property had already assumed its current 100' x 100' dimensions (**Figure 1**). At the time, the property contained only a small, one-story, wood-frame cottage. Visible to the north of the property is the C.F. Richards House at 301 Pennsylvania Avenue. To the south was a two-unit dwelling (no longer extant) at 333-35 Pennsylvania Avenue. To the east, facing Iowa Street, was a row of five two-story dwellings and associated outbuildings. The 1913 Sanborn maps illustrate somewhat different conditions (**Figure 2**). The cottage at 331 Pennsylvania Avenue had been replaced by a one-story earthquake refugee shack with an attached rear porch. The five houses facing Iowa Street had been demolished or moved elsewhere. The C.F. Richards House was still at 301 Pennsylvania Avenue and the two-family dwelling at 333-35 Pennsylvania Avenue was still there.

C. Construction History: 1916 to 1917

The Bethlehem Steel Corporation Shipbuilding Division was created in 1905 when Bethlehem Steel Corporation acquired the formerly independent Union Iron Works in San Francisco. In 1917, this division reincorporated as the Bethlehem Shipbuilding Corporation, Ltd. In addition to its San Francisco holdings, the corporation owned the Fore River Shipyard in Quincy, Massachusetts and the Sparrows Point

¹⁰ "The New Union Iron Works and the Arctic Oil Works," *San Francisco Morning Call* (January 24, 1884), 1.

¹¹ George R. Adams, *National Register of Historic Places Inventory – Nomination Form: "San Francisco Yard"* (Nashville, TN: unpublished nomination form prepared by the American Association for State and Local History, 1978), 8-3.

¹² *Ibid.*, 8-4.

¹³ Christopher VerPlanck, *Dogpatch Cultural Resources Survey and Historic Context Statement* (San Francisco: 2001), 9-11.

¹⁴ *Ibid.*, 4-5.

¹⁵ United States Census Schedules (1920).

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Shipyards in Baltimore, Maryland, making it the largest private shipbuilder in the United States.¹⁶

For about a decade after acquiring Union Iron Works, business remained fairly flat. This dull period suddenly changed in 1914 with the outbreak of war in Europe. During World War I, orders at the shipyard surged and the company hired thousands of workers to fulfill hundreds of domestic and foreign contracts. In 1916, Bethlehem Shipbuilding Corporation purchased the neighboring Risdon Iron Works property at Potrero Point and built a separate facility to construct destroyers for the British Navy. These wartime orders caused Bethlehem's San Francisco Yard to prosper, and the company made several investments in its San Francisco Yard, including constructing a new concrete shops building, several corrugated steel warehouses, a new administration building, and an off-site company hospital.¹⁷

In 1914, Bethlehem's San Francisco Yard General Manager Joseph J. Tynan established a small "emergency hospital" in the basement of the old administration building. This facility treated minor injuries sustained by shipyard workers (mainly eye injuries) on the job, treating about 150 patients a day. Shipyard work was inherently dangerous and it was important to the company to make sure that injured workers were treated promptly so they could return to work as soon as possible. Patients who required more substantial treatment were referred to a medical facility operated by the company in leased quarters at the C.F. Richards House at 301 Pennsylvania Avenue. Known as the Employees' Association Hospital, this facility was supported by voluntary subscriptions averaging around 50 cents a month per employee. Workers who enrolled in the program were entitled to free medical care for any reason, whether it happened at work or not.¹⁸ The facility was located six short blocks west of the shipyard in the residential neighborhood of Potrero Hill (**Figure 3**).

In 1916, the Bethlehem Shipbuilding Corporation hired San Francisco architect Frederick H. Meyer to design a new 25-bed hospital to take the place of the antiquated and overcrowded Employees' Association facility in the C.F. Richards House and the "emergency hospital" at the shipyard itself. The facility was described in the *San Francisco Chronicle*:

The site of the building is at Pennsylvania street (sic) near Eighteenth street on the hills near the works. It will be of fireproof construction throughout and finished on the exterior with brick and terra cotta. The interior is planned after most modern hospital construction ideas. Provision is made for bed patients and there will also be an emergency hospital branch for employees receiving minor injuries. A department for eye, ear and nose specialists is provided for, and a fully equipped dental branch will care for men who have been in the company's employment for some time. When complete, the hospital building alone will cost between \$50,000 and \$60,000. A dispensary for the use of the men and their families will be maintained at the hospital.¹⁹

An image in the newspaper shows the architect's rendering of the building. Although concrete was substituted for brick and cement plaster for terra cotta, the drawing largely matches what exists today at 331 Pennsylvania Avenue (**Figure 4**).

¹⁶ Carey & Company, *National Register Nomination for Union Iron Works* (San Francisco: n.d.), Section 8, Page 5.

¹⁷ Ibid.

¹⁸ Ibid., Section 8, Page 55.

¹⁹ "Hospital for Employees (sic) in the Potrero," *San Francisco Chronicle* (May 13, 1916), 9.

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D. Bethlehem Shipbuilding Corporation Hospital: 1917 to 1931

When it opened in 1917, the new Bethlehem Shipbuilding Corporation Hospital (also variously known as the Union Iron Works, Union Plant, Union Yard, and Potrero Yard Hospital) played a critical role in safeguarding the health and safety of the company's employees. Although the company had several motivations for building the hospital, one of the most important was to keep production at full speed. Most of the cases treated at the hospital were relatively minor, including removing foreign objects from eyes and treating abrasions or cuts. The hospital administrators believed that it was important to treat minor injuries as soon as they happened to prevent infection and/or other complications, believing that this would cut down on absenteeism.²⁰ In conjunction with the opening of the new hospital, yard supervisor Joseph "Joe" Tynan hired W.J. Thompson to serve as the shipyard's first full-time safety engineer. Seeking to prevent injuries before they happened, Thompson required all workers to wear heavy gloves and boots at all times and goggles when operating heavy machinery.²¹ Employees were not charged a fee for services; instead, 50 cents a month was deducted from employee paychecks.²²

Bethlehem Shipbuilding Corporation's provision of what was essentially free medical care to its employees was a very tangible benefit in a country that has never provided healthcare to all of its citizens. Although notions of "enlightened capitalism" certainly played a part, Bethlehem's principal aim was simply to recruit and retain employees. The U.S. entry into World War I had led to full employment in many industries, including shipbuilding. With jobs readily available in any of the Bay Area shipyards, workers would often quit to find better conditions elsewhere. Seeking to reduce turnover, Bethlehem decided to provide healthcare to all of its employees and their families. In addition, Bethlehem provided job training, bonus pay for productivity, an on-site cafeteria and soda fountain, a company band, and a free newspaper called the *Bethlehem Star* that published articles publicizing the work of company employees.²³

During most of World War I, the Bethlehem Shipbuilding Corporation Hospital was administered by Dr. William E. Buell. Dr. Buell oversaw a staff of approximately a half-dozen physicians, 25 nurses (one per bed), and various support staff, including custodians, ambulance drivers, a cook, and a groundskeeper.²⁴ On February 5, 1918, Dr. Buell, who had been on the job for four years, was murdered in the X-ray room by Felice Prato, a shipyard worker. Prato, a former sergeant in the Italian Army, shot Dr. Buell to death and then tried to take his own life because he believed that the doctor had not done enough to treat his fiancée, Elinora Carretti.²⁵

The Spanish Flu epidemic in 1918-19, which killed as many as 50 million people worldwide, presented the second major challenge to the Bethlehem Shipbuilding Corporation Hospital. According to the December 1918 *Bethlehem Star*, 2,594 shipyard employees were treated at the hospital during the pandemic. Company doctors, many of whom also fell ill, did what they could do to halt the spread of the illness among workers in the yard, including conducting home visits and establishing a temporary

²⁰ "Maritime News," *San Francisco Chronicle* (June 17, 1918), 15.

²¹ *Bethlehem Star* (December 1918).

²² "Maritime News," *San Francisco Chronicle* (June 17, 1918), 15.

²³ Carey & Company, *National Register Nomination for Pier 70/Union Iron Works* (San Francisco: 2013), Section 8, Page 59.

²⁴ "Shipworkers in Thirty Minutes Take Nearly \$50,000 in Victory Loan," *San Francisco Chronicle* (May 7, 1919), 13.

²⁵ "Leading Doctor of San Francisco is Slain by Italian," *San Francisco Evening News* (February 5, 1918), 8.

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isolation ward. In November 1918, hospital staff also began inoculating the company's 18,000 San Francisco employees. Although approximately 5,200 employees ultimately became infected with the Spanish Flu, the mortality rate was very low, recording only 17 deaths by November 1, 1918.²⁶

The San Francisco Yard itself remained busy with naval contracts until 1924, completing several destroyers that had been ordered prior to the cessation of hostilities. Although many U.S. shipyards closed during the 1920s due to lack of business, Bethlehem's San Francisco Yard successfully transitioned to peacetime with ship repair work and several civilian contracts.²⁷ During the 1920s, the yard built multiple tankers and barges for coastal shipping companies, as well as several passenger ships for the Inter-Island Steamship Company in Hawaii.²⁸ Nevertheless, employment shrank from the wartime peak. In what had become an employers' market, Bethlehem Shipbuilding Corporation slashed wages and benefits and aggressively confronted the unions. After a failed strike in 1919, Bethlehem imposed an open shop environment at the yard from 1920 until 1926.

In spite of cutbacks to its labor force and employee benefits, Bethlehem Shipbuilding Corporation continued to operate its company hospital throughout the 1920s. Shipbuilding was an inherently dangerous occupation, and local newspapers chronicled dozens of incidents of workers suffering injury (or death) from falls, explosions, machine malfunctions, or falling objects. Proximity to good medical care was critical toward ensuring positive outcomes. Even though as the crow flies, the Central Waterfront is not far from San Francisco General Hospital, the steep grades of Potrero Hill, combined with many ungraded and/or unpaved streets, made for a long and bumpy ambulance ride. With minutes sometimes making the difference between life and death, provision of acute medical care near the shipyard was crucial.

Although the Bethlehem Shipbuilding Corporation Hospital was not the only medical facility on the Central Waterfront—in 1915, the San Francisco Department of Public Health opened the Potrero Emergency Hospital at 2310 3rd Street—it was the only privately owned company hospital in the neighborhood.²⁹ Even though several local industries had small on-site infirmaries, none had seen the need to build their own hospital, making the Bethlehem the only company hospital on the Central Waterfront, and only one of two in the entire city.

People who were not employees of Bethlehem's San Francisco Yard received emergency treatment at the company hospital. The publicly owned Potrero Emergency Hospital was relatively small and ill-equipped to respond to a large industrial accident, such as what occurred on April 29, 1928, when a boiler on the oil tanker *Richfield* exploded, killing two men and injuring five others. The five injured men: William P. Smith, John Depner, Carlos Morabito, Elisardo Mirando, and August Waldman, were all taken to the Bethlehem Shipbuilding Corporation Hospital for immediate treatment. Smith and Depner, who were both company employees, recuperated at the company hospital, whereas Morabito, Mirando, and Waldman, who all worked for a subcontractor, were moved to San Francisco General once their condition had stabilized.³⁰

²⁶ "Officials Get Fighting Grip on Epidemic," *San Francisco Chronicle* (November 1, 1918), 9.

²⁷ Carey & Company, *National Register Nomination for Pier 70/Union Iron Works* (San Francisco: 2013), Section 8, Page 26.

²⁸ *Ibid.*

²⁹ Christopher VerPlanck, *DPR 523 Form for Potrero Emergency Hospital, 2310 3rd Street, San Francisco* (San Francisco: 2000).

³⁰ "5 Victims of Ship Blast in Life Battle," *San Francisco Chronicle* (April 30, 1928), 3.

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The Stock Market Crash of 1929 severely impacted the U.S. shipbuilding industry. Companies that had survived the “dull times” of post-World War I shipping glut suddenly found themselves without even any ship repair work. The nation’s privately employed shipyard workforce had declined from a high of 387,000 in 1919 to less than 50,000 in 1928. This figure declined even farther, to fewer than 34,000 in 1933.³¹ The decision by the Bethlehem Shipbuilding Corporation to close its San Francisco company hospital was motivated both by a desire to rein in costs as well as the reality of a shrinking workforce. The incident that likely precipitated the closure was the yard’s failure to win a lucrative \$16 million contract to build four new vessels for the Panama Mail Line in February 1931.³² The closure of the hospital was accomplished without ceremony or fanfare, and by 1932 the building was vacant.³³

E. Miscellaneous Uses: 1932 to 1948

In 1932, Dr. Charles Simon, a young surgeon who lived with his family at the Captain Adams House at 300 Pennsylvania Avenue, purchased the defunct hospital and opened a private medical facility called the Bay Shore Hospital.³⁴ Dr. Simon operated the hospital for less than a year; on September 10, 1933, he died at the hospital after performing a “major operation.”³⁵ Following Dr. Simon’s death, a pair of physicians named Dr. J.J. Lautzenheizer and Dr. Alanson Weeks purchased the building and opened the Northern Heights Hospital. It was in business for less than two years.³⁶ From 1935 until 1938, the building was leased to another private medical facility called the Bay View Hospital. The proprietor offered a mail-order remedy for alcoholism called the HALCO Treatment, which allegedly took only three days to work.³⁷ It is not known how long the Bay View Hospital was in business at this address.

In 1938, a man named David V. Bell, and his sister Donna E. Bell, bought the former Bethlehem hospital (as well as the C.F. Richards House next-door) and spent \$500 to convert the buildings into a rest home called Villa Don Rae Dae.³⁸ The Bells, who eventually recruited their brother Moncell R. Bell into the business, completed several interior and exterior alterations over the next decade, including rearranging the interior partitions to create individual bedrooms in 1940, and installing a fire escape on the primary façade in 1945.³⁹ Villa Don Rae Dae seems to have changed its focus over time, with early advertisements describing it as a “high grade nursing home for the elderly and convalescing.”⁴⁰ In contrast, city directory listings from the 1940s describe it variously as a sanitarium and a hospital.⁴¹ Toward the end of its run Villa Don Rae Dae was taking care of patients with terminal cancer. Donna Bell died in 1945, leaving her share of the property to her brothers. Three years later, on February 9, 1948, David and Moncell Bell sold 31 Pennsylvania Avenue to Henry J. and Bessie K. Kaiser for \$150,000.⁴²

³¹ Carey & Company, *National Register Nomination for Pier 70/Union Iron Works* (San Francisco: 2013), Section 8, Page 60.

³² “Coast Shipping Given Hope in Carter Bill,” *San Francisco Chronicle* (February 14, 1931), 3.

³³ 1931 to 1933 San Francisco City Directories.

³⁴ 1932 San Francisco City Directory.

³⁵ “Dr. Simon, Bay Shore Hospital Chief, Dead,” *San Francisco Chronicle* (September 11, 1933), 9.

³⁶ 1933 to 1935 San Francisco City Directories.

³⁷ 1936 to 1938 San Francisco City Directories. Advertisement, *San Francisco Chronicle* (August 19, 1936), 13.

³⁸ San Francisco Department of Building Inspection, Plans and permits on file for 331 Pennsylvania Avenue.

³⁹ *Ibid.*

⁴⁰ Advertisement, *Corriere del Popolo* (June 22, 1939), 4.

⁴¹ 1939 to 1943 San Francisco City Directories.

⁴² “Permanente Buys Hospital,” *San Francisco Chronicle* (January 3, 1948), 1.

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F. Permanente Foundation Harbor Hospital: 1948 to 1958

The USA's first largescale healthcare management organization (HMO), the Permanente Foundation (now Kaiser Permanente), got its start in the mid-1930s as a prepaid healthcare plan for construction workers. Pioneered by Dr. Sidney R. Garfield, who owned a small clinic in Desert Center, California, Dr. Garfield discarded the fee-for-service model in exchange for members pre-paying a nominal monthly amount for services. He devised the system for construction workers employed by the Metropolitan Water District on the massive Colorado River Aqueduct in 1933-35. In addition to accessing a dependable revenue stream for his clinic, Dr. Garfield's prepaid model eliminated the risk of footing the bill for patients who had no insurance or other means of paying. This model also served as an incentive for Dr. Garfield to emphasize the maintenance of members' health and safety instead of reactively treating illnesses and injuries. In order to take part in the plan, workers had five cents a day deducted from their paychecks to cover healthcare for themselves and their families.⁴³

In 1935, industrialist Henry J. Kaiser contacted Dr. Garfield to consult on providing healthcare services to 6,500 workers (and their families) employed by Kaiser on the Grand Coulee Dam project in Washington. Dr. Garfield successfully scaled up his prepaid healthcare plan for Kaiser. It was called the Permanente Health Plan in honor of Kaiser's Permanente Quarry outside Cupertino, California. The program was very popular with Kaiser's employees, many of whom had never had access to health insurance before.⁴⁴

Grand Coulee Dam was finished in 1941, but the U.S. entry into World War II kept the Permanente Health Plan alive. Later that year, Henry Kaiser hired Dr. Garfield to implement the Permanente Health Plan for workers at his massive shipyard complexes in Richmond, California; Portland, Oregon; and Vancouver, Washington. Scaled up to meet the needs of over 90,000 shipyard workers, the Permanente Health Plan provided a more efficient delivery of services at a lower cost than standard fee-for-service models. Indeed, it was so successful that Henry J. Kaiser and Dr. Sidney Garfield decided to spin it off as a separate company. On July 21, 1945, Kaiser opened enrollment to the general public. During its first decade, the HMO enrolled over 300,000 workers in the Bay Area. A substantial percentage of its early members were unionized shipyard workers. The International Longshore and Warehouse Union (ILWU) also embraced the Permanente Health Plan, enrolling longshoremen in San Francisco and Los Angeles.⁴⁵

Initially based in Oakland (where the company remains headquartered), the Permanente Foundation's only hospital was in that city. However, the ballooning number of new enrollees forced the organization to expand its facilities to other parts of the region. In a rush to provide services to all of its members, the Permanente Health Plan initially rented any kind of space that could work as a clinic, including commercial storefronts, offices, and rooms in formerly fashionable hotels and mansions. The first city outside Oakland to get a Kaiser hospital was Vallejo, home of the Mare Island Naval Shipyard, which welcomed its Permanente Vallejo Community Hospital in 1947.⁴⁶

⁴³ "How It All Started," <https://about.kaiserpermanente.org/our-story/our-history/how-it-all-started>, accessed June 21, 2022.

⁴⁴ Ibid.

⁴⁵ Ibid.

⁴⁶ Laura Thomas, "Early Permanente Physicians: Making do with Makeshift Facilities," www.kp.org/history Accessed, June 21, 2022.

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San Francisco was the third city to get a Permanente Health Plan hospital. The decision to open a hospital in San Francisco was motivated by a request from workers at the Hunters Point Naval Shipyard, many of whom had just joined the Permanente Health Plan. The first facility in the city was a hastily improvised clinic set up on the third floor of a commercial building on Market Street in 1946. In February 1948, Henry J. Kaiser, operating on behalf of the Permanente Foundation, purchased the former Bethlehem Shipbuilding Corporation Hospital to serve as the foundation's first full-service hospital in San Francisco. In addition to being available, Kaiser chose the 11,200-sf, 50-bed facility because it was close to two major San Francisco shipyards: Bethlehem Shipbuilding Corporation's San Francisco Yard and the Hunters Point Naval Shipyard.⁴⁷

The Permanente Foundation remodeled the "picturesque" former Bethlehem company hospital and opened it in late 1948 as the Permanente Harbor Hospital (**Figure 5**).⁴⁸ Work included reconfiguring the interior partitions, installing several new metal lath and plaster walls, and painting and redecorating. The cost of the work came to a little over \$800, indicating that not much work was necessary.⁴⁹ The chief administrator was Dr. Cecil C. Cutting, medical director of the Permanente Foundation Hospital in Oakland, with Felix W. Day serving as the administrative head of the San Francisco hospital.⁵⁰

By the early 1950s, the Permanente Foundation had enrolled 150,000 members in the Bay Area.⁵¹ The existing Harbor Permanente Hospital was quickly being overwhelmed, and in April 1951, the Permanente Foundation announced plans to construct a new six-story, \$2,300,000 hospital at Geary Boulevard and St. Joseph's Avenue in the city's Anza Vista district. Designed by Wolff & Phillips of Los Angeles, the proposed hospital would contain 225 beds, more than four times the capacity of the Harbor Hospital. It would also have a dedicated maternity ward, an important feature during the height of the post-World War II Baby Boom. The proposed new hospital also offered more privacy; instead of wards, each of the patient rooms would contain only two beds with a private bathroom.⁵²

The Permanente Harbor Hospital appears on the 1950 Sanborn Maps as a two-story-over-basement, reinforced-concrete building with an L-shaped plan (**Figure 6**). Other visible features include the solarium attached to the east wall of the north wing, the stair penthouse on the roof, two fire escapes, and a one-story garage at the southeast corner of the property. Next-door at 301 Pennsylvania Avenue, the Richards House was used by the Permanente Foundation as offices and nurses' quarters.

Construction of the "ultra-modern" new Kaiser Medical Center in San Francisco got underway in April 1952; it was completed two years later in 1954. This facility would become the newest in Kaiser's network of 15 hospitals in California, Oregon, and Washington. In addition to having a much larger capacity than the Harbor Hospital, the new San Francisco Medical Center was located near the geographical heart of the city, with easy access to many of the newer suburban developments West of Twin Peaks.⁵³

⁴⁷ "Permanente Buys Hospital," *San Francisco Chronicle* (January 3, 1948), 1.

⁴⁸ *Ibid.*

⁴⁹ San Francisco Department of Building Inspection, Plans and permits on file for 331 Pennsylvania Avenue.

⁵⁰ "Permanente Buys Hospital," *San Francisco Chronicle* (January 3, 1948), 1.

⁵¹ "Permanente to Build a Streamlined Hospital in S.F.," *San Francisco Chronicle* (April 9, 1951), 32.

⁵² *Ibid.*

⁵³ "Construction to Start on Kaiser Hospital," *San Francisco Chronicle* (April 20, 1952), 39.

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Kaiser Permanente kept the Harbor Hospital open for another four years after the Kaiser San Francisco Medical Center opened in 1954. The decision to keep the smaller hospital open was likely to provide services to shipyard workers on the Central Waterfront. On November 12, 1958, Kaiser Permanente sold 331 Pennsylvania Avenue to Dr. William A. Price.⁵⁴

G. Potrero Convalescent Hospital: 1958 to 2014

Dr. William Price promptly converted the former Bethlehem Shipbuilding Hospital into a rest home, and in November 1958 he applied for a permit to make \$8,000 worth of repairs and upgrades, including painting the exterior and interior of the building.⁵⁵ A little over a year later, in February 1960, William Price applied for permit to remodel the interior. The \$7,000 job included remodeling the bathrooms, widening the doors throughout the interior, cutting several new openings between rooms, and building new partitions in the wards to create several private bedrooms. Additional work included rat-proofing and waterproofing the basement and remodeling the kitchen.⁵⁶

Dr. William Price operated the 50-bed Price Convalescent Home at 331 Pennsylvania Avenue from 1959 until 1970. In 1966, Dr. Price took preliminary steps to expand the facility by adding a four-story wing at the back to accommodate 117 more beds. Although approved by the San Francisco Planning Commission and the Board of Appeals and actively supported by elderly San Franciscans, neighboring residents opposed the project and Dr. Price never pulled a permit application.⁵⁷

In 1970, Dr. Price leased 331 Pennsylvania Avenue to a Chinese immigrant named Sum Seto. Seto, who also owned the Broderick Convalescent Home at 1421 Broderick Street and the San Francisco Community Convalescent Center at 2655 Bush Street, applied for a permit in March 1970 to fireproof the elevator shaft.⁵⁸ In 1975, Seto changed the name of the business to the Potrero Convalescent Home. In 1976, Seto was cited by the State of California for “failure to meet minimum health and safety standards” at several of his facilities, including the Potrero facility.⁵⁹ By the early 1980s, Dr. William Price’s daughter, Lena Price Humber, took over the management of the business. In the early 1980s, she applied for permits to upgrade the building, including installing fire sprinklers, remodeling two bathrooms, and several other minor repairs.⁶⁰ By the early 1990s, the facility was known as the Mission Bay Convalescent Hospital. It remained in business until 2013. On February 24, 2014, Kenneth F. Jenkins, Trustee of the William A. Price 1992 Trust, sold 331 Pennsylvania Avenue to Edward Maiello, Sergio and Karen Nibbi, and Lawrence and Kathleen Nibbi.⁶¹

H. Conversion to Residential Use: 2014 to Present

The current owners of 331 Pennsylvania Avenue converted the building to residential use in 2020-21. Sergio and Lawrence (Larry) Nibbi own Nibbi Construction, a prominent San Francisco-based construction firm founded by Sergio and Larry’s father, Marino Nibbi, in 1950.

⁵⁴ San Francisco Office of the Assessor-Recorder, Deeds and other property records on file for 331 Pennsylvania Avenue.

⁵⁵ San Francisco Department of Building Inspection, Plans and permits on file for 331 Pennsylvania Avenue.

⁵⁶ Ibid.

⁵⁷ “Support for a Hospital Expansion,” *San Francisco Chronicle* (June 28, 1966), 36.

⁵⁸ San Francisco Department of Building Inspection, Plans and permits on file for 331 Pennsylvania Avenue.

⁵⁹ “Medi-Cal Orders Patients Out,” *San Francisco Chronicle* (December 3, 1976), 4.

⁶⁰ San Francisco Department of Building Inspection, Plans and permits on file for 331 Pennsylvania Avenue.

⁶¹ San Francisco Office of the Assessor-Recorder, Property records on file for 331 Pennsylvania Avenue.

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Criterion C: Architecture

The former Bethlehem Shipbuilding Corporation Hospital is eligible under Criterion C as an excellent example of an early twentieth century hospital designed in the Italian Renaissance Revival style. The Italian Renaissance Revival style was popular in the United States during the first two decades of the twentieth century, especially for government buildings, hotels, hospitals and other institutional buildings, and monumental single-family residences. The former Bethlehem Shipbuilding Corporation Hospital is an excellent and well-preserved example of an institutional building designed in the Italian Renaissance Revival style in San Francisco. It is also a good, and exceedingly rare, example of a company hospital building in San Francisco, with only one other surviving example in the city – the former Southern Pacific Hospital at 1400 Fell Street. The former Bethlehem Shipbuilding Corporation Hospital is the work of a master architect, Frederick H. Meyer. Meyer, a San Francisco-based architect who was primarily active between 1900 and 1930, designed many important, civic, business, and institutional buildings in San Francisco. The hospital was one of several buildings that Meyer designed for the Bethlehem Shipbuilding Corporation in San Francisco.

A. *Italian Renaissance Revival Style in San Francisco*

As mentioned, the former Bethlehem Shipbuilding Corporation Hospital is designed in the Italian Renaissance Revival style, a primarily academic style popular in the United States during the first two decades of the twentieth century. Sometimes called the “Second Renaissance Revival Style,” the Italian Renaissance Revival style derives its main source of inspiration from the fifteenth-century villas built by wealthy Florentine merchants. Two of the primary individual sources include Palazzo Rucellai (begun 1446), designed by Leon Battista Alberti and Bernardo Rossellino; and Palazzo Strozzi (begun 1489), designed by Benedetto da Maiano and Filippo Strozzi the Elder.⁶²

In the early twentieth-century United States, the Italian Renaissance Revival style was most often employed for commercial, civic, and institutional buildings requiring an imposing appearance. Often rectangular or L-shaped in plan, many Italian Renaissance Revival buildings have symmetrical façades divided into three horizontal bands: the base, shaft, and capital. The base, or the water table, is typically rusticated to imitate stone masonry construction. Above the base, the shaft comprises the main body of the building. The shaft is often rusticated as well, albeit more subtly, with scored stucco often used to imitate low-relief mortar joints. The corners of the primary façade are often enframed by stone or cement plaster quoins or pilasters. Windows are usually grouped in pairs and often have flat lintels or arched headers capped by a keystone. The main entrance is almost always positioned at the center of the primary façade and given a special emphasis through the use of a monumental stair, portico, and/or entablature. Roofs of most Italian Renaissance Revival buildings are flat, and occasionally hipped, with a raised parapet embellished with a cornice. The cornice, which is typically composed of various classical moldings, is most often supported by acanthus leaf-embellished modillions or brackets. Classical motifs, including dentils, swags, cartouches, and egg-and-dart moldings, are often employed as embellishment. In more architecturally correct examples of the style, one or more of the classical orders are used, including the Doric, Tuscan, Ionic, and Corinthian, with the Doric or Tuscan order used on the first floor, the Ionic on the second, and the Corinthian on the third floor.⁶³

⁶² Marcus Whiffen, *American Architecture since 1780* (Cambridge, MA: MIT Press, 1981), 75-7.

⁶³ *Ibid.*

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In San Francisco, the best examples of the Italian Renaissance Revival style are to be found in civic, institutional, and financial settings. Good examples include the Earl Warren (California State) Building at 350 McAllister Street in the Civic Center. This building, which was designed by Bliss & Faville and completed in 1922, forms the north side of Civic Center Plaza. Other good examples include the St. Francis Hotel at 301-45 Powell Street (1904, 1907 & 1913), the Bank of Italy Building at 1 Powell Street (1920), and the Matson Building at 215 Market Street (1921). All three buildings were designed by Bliss & Faville, one of San Francisco's most prestigious architecture firms during the early twentieth century.

Early twentieth-century medical buildings in the United States are frequently designed in the Italian Renaissance Revival style. Precedents go back to Renaissance-era Florence, which had several charitable hospitals and orphanages, including Ospedale degli Innocenti, or the Foundling Hospital. This building was designed by Filippo Brunelleschi and completed in 1445. This well-known Florentine building served as a model for many American hospitals and public health buildings, including San Francisco's own Department of Public Health Building/Central Emergency Hospital at 101 Grove Street (1917), which was designed by Samuel Heiman. Other hospitals designed in the Italian Renaissance Revival style in San Francisco include Mt. Zion Hospital's Hellman Building at Post and Scott streets (1911), which was designed by Julius E. Krafft, and the former Shriner Foundation Hospital at 19th Avenue and Lawton Street (1922), which was designed by Weeks & Day. The Shriner Foundation Hospital is one of the best examples of the Italian Renaissance Revival style in San Francisco (**Figure 7**). It is San Francisco Landmark #221.

B. Brief History of Hospital Design in Europe and the United States

Although there were several early examples of buildings dedicated to the healing arts in ancient Greece and Rome, this building type all but disappeared in Europe during the Middle Ages. In mediaeval Europe, most sick and injured people, if they received care at all, were cared for in their own homes by traditional healers. During the late Middle Ages, several Catholic monastic orders began to assume an active role in caring for the sick and injured. Several monasteries, including St. Gall in Switzerland and Cluny in France, maintained special-purpose buildings on the periphery of their complexes dedicated to rudimentary medical care. People who received treatment there included monks, pilgrims, and even residents of nearby villages. The buildings where patients received care were usually large barn-like structures with beds arranged in rows. In addition, they often had a small chapel attached to one end, where patients could pray for divine intervention or receive their last rites.⁶⁴

Beginning in the late fifteenth century in the city states of Renaissance Italy and Flanders, medical care evolved from a religious responsibility into a secular charitable activity supported by prominent merchants and/or city governments. Although the open "ward" plan from early monasteries remained popular, experimentation with alternate plans began in the sixteenth and seventeenth centuries, including the cross plan (two wards intersecting at right angles), the "Panopticon plan" (four or more wings radiating outward from a central hub), and the pavilion plan (a series of one-story wards intersecting a central spine).⁶⁵

⁶⁴ John D. Thompson and Grace Goldin, *The Hospital: A Social and Architectural History*. (New Haven, CT: Yale University Press, 1975), 10-15.

⁶⁵ *Ibid.*

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In the middle of the nineteenth century, nurses Clara Barton and Florence Nightingale independently discovered the critical connection between filth and infection, leading toward the practice of keeping medical facilities clean and well-ventilated. In response to these new requirements, architects devised easy-to-clean hospital plans that maximized access to light and air. They accomplished this by punctuating exterior walls with rows of regularly spaced windows and providing outdoor and/or semi-enclosed terraces. Hospital designers minimized filth by specifying easy-to-clean building materials like tile and installing modern sanitary fixtures. Florence Nightingale's 1859 *Notes on Hospitals* guided the design of European and American hospitals during the late nineteenth and early twentieth centuries. The previously mentioned pavilion plan was ideal for implementing Nightingale's ideas. Called the "finger plan" in the U.S., this type provided easy access between the administrative offices, kitchen, and custodial functions in the central spine out toward the finger wards. The finger wards were merely long and narrow wings with windows on all three sides, allowing every patient access to light and air, as well as views over the surrounding countryside or city.⁶⁶ If space allowed, finger plan hospitals could be easily expanded simply by extending the central corridor and adding another pair of wards at the end. In San Francisco, San Francisco General Hospital and Laguna Honda Hospital are both excellent examples of this type (**Figure 8**).

After World War II, Florence Nightingale's ideas on hospital design were gradually discarded in favor of new thinking that embraced modern building materials, sanitary equipment, and engineering technology. To gain more square footage, the finger plan type was eliminated in favor of hospitals with monolithic podiums capped by a mid-or high-rise tower. Windows were often sacrificed in the interest of larger (and more efficient) floorplates, with air conditioning and artificial lighting substituted in place of fresh air from perimeter windows. Wards containing multiple beds lined in rows were replaced by individual rooms or rooms shared by only two or three people. Outdoor spaces, including landscaped courtyards, sun decks, and solariums gave way to paved parking lots and indoor recreational spaces. Postwar hospitals usually placed the administrative and functional spaces of the hospital, including offices, operating rooms, clinics, and food services, in a large podium occupying the entire footprint of the lot. Meanwhile, patient rooms were arrayed along double-loaded corridors in "blocks" or "towers" atop the podium.⁶⁷ These towers could rise as high as 10 or 15 stories, giving this building type the name "skyscraper hospital."⁶⁸ Before it was remodeled in the 1980s, Kaiser-Permanente's San Francisco Medical Center on Geary Boulevard was a good example of a "block"-type hospital (**Figure 9**).

C. *Brief History of Hospitals in San Francisco*

San Francisco's Gold Rush-era government did not provide medical care to the diverse and transient residents of the semi-lawless frontier settlement. What medical care existed was provided on an ad-hoc basis in the homes of individual medical professionals. The San Francisco Board of Public Health was established in the city's original 1850 charter, but no immediate steps were taken toward building a municipal hospital. In 1851, Congress established the U.S. Marine Hospital in San Francisco. Completed in 1853 as a medical facility for sailors temporarily in San Francisco, the U.S. Marine Hospital could

⁶⁶ Heather Burpee, "History of Healthcare Architecture," Integrated Design Lab Puget Sound (2008). Website: <http://www.mahlum.com/pdf/HistoryofHealthcareArchBurpee.pdf>, accessed June 24, 2022.

⁶⁷ Ibid.

⁶⁸ John D. Thompson, "Hospitals," in the National Trust for Historic Preservation's *Built in the U.S.A.: American Buildings from Airports to Zoos*. Washington, D.C., The Preservation Press, 1985.

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accommodate up to 500 patients.⁶⁹ In 1855, the U.S. Marine Hospital officially became San Francisco's first de facto municipal hospital. However, it was not funded by local tax revenue, relying instead on fees collected from vessels arriving at the Port of San Francisco. In 1867, municipal authorities established a public almshouse for the old and destitute on a remote 87-acre tract west of Twin Peaks. In the 1920s, the Board of Public Health expanded the Relief Home and converted it into a full-service hospital known as Laguna Honda Hospital and Rehabilitation Center. Finally, in 1872, the San Francisco Board of Public Health built the city's first municipal hospital on Potrero Avenue, where Zuckerberg San Francisco General Hospital is now located.⁷⁰

As San Francisco grew throughout the latter half of the nineteenth century, members of several immigrant groups established hospitals for their countrymen. Three notable examples include the German Hospital, established in 1852 in the South of Market (relocated to Duboce Triangle in 1876 – now CPMC's Davies Campus); the French Hospital, established in 1851 on Rincon Hill (relocated to 6th Avenue and Geary Boulevard in 1895 – now Kaiser-Permanente's French Campus); and St. Mary's Hospital, established in 1857 on Stockton Street by the Sisters of Mercy, an Irish-Catholic order. Several religious organizations also established their own hospitals, including the Episcopal Church, which founded St. Luke's Hospital in Bernal Heights in 1871 (now CPMC's St. Luke's Campus). In 1897, members of San Francisco's German-Jewish community founded Mt. Zion Hospital on Sutter Street in the Western Addition (now UCSF's Mt. Zion Campus).⁷¹

Several military, prison, and university hospitals were also established in San Francisco during the nineteenth and early twentieth centuries, including Alcatraz Hospital (1870), Toland Medical College/Medical Department of the University of California (1873), the Quarantine Station on Angel Island (1889), and Letterman Hospital in the San Francisco Presidio (1898). In the 1930s, the Veterans Administration (VA) built a sprawling medical facility at Fort Miley, near Lands' End, for veterans.⁷²

The 1906 Earthquake and Fire destroyed the informal patchwork of medical facilities that had served San Francisco. Although San Francisco General Hospital survived the temblor, it was overwhelmed, in part because all of the city's downtown hospitals had been destroyed. While San Francisco's private hospitals were gradually rebuilt, the San Francisco Department of Public Health embarked on a mission to improve the quality and geographical coverage of the city's public health and acute care medical network. Planning began immediately for a much larger hospital complex to replace San Francisco General Hospital on Potrero Avenue. Designed by City Architect John Reid Jr. as a "finger-plan" hospital, the new Italian Renaissance Revival-style facility was widely praised for its state-of-the-art facilities, landscaped grounds, and humane conditions (**Figure 10**). Around the same time, the Department of Public Health began building several small "emergency" hospitals/clinics, including the Potrero, Park, Alemany, Mission, and Central emergency hospitals, as well as several neighborhood clinics and "well baby" offices. The goal was to ensure that all San Franciscans could access health care and be

⁶⁹ Frank Soulé and John H. Gihon, M.D., *The Annals of San Francisco* (New York: D. Appleton & Co., 1855), 489.

⁷⁰ William Blaisdell, MD and Moses Grossman, MD, *Catastrophes, Epidemics, and Neglected Diseases: San Francisco General Hospital and the Evolution of Public Care* (San Francisco: San Francisco General Hospital Foundation, 1999).

⁷¹ San Francisco City Directories.

⁷² Ibid.

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transported to a hospital in less than ten minutes.⁷³

In addition to religious/charitable and government hospitals, San Francisco had a handful of medical facilities built by private corporations. Most were small clinics operating within larger industrial facilities, but at least two were freestanding “company hospitals.” By far the largest and best-known company hospital in San Francisco is the former Southern Pacific Hospital at Baker and Fell streets in the Western Addition (**Figure 11**). Designed by architect Daniel J. Patterson in a blend of the Italian Renaissance Revival and Roman Classical styles, the Southern Pacific Hospital was built in 1908 to replace an older 1898 medical facility destroyed in the 1906 Earthquake at 14th and Mission streets. The new 450-bed hospital adjoining the Golden Gate Park Panhandle was built to care for injured or sick railroad employees. Patients were sent to San Francisco from across the country for medical care. The Southern Pacific Railroad operated the hospital from 1908 until 1967. Similar to the former Bethlehem Shipbuilding Corporation Hospital, the former Southern Pacific Hospital has been converted into housing.⁷⁴ It is San Francisco Landmark No. 192.

Apart from the former Southern Pacific and Bethlehem Shipbuilding Corporation hospitals, there are no other company hospitals known to exist in San Francisco. Company hospitals were typically built in remote industrial communities where there were no other medical facilities available, which was certainly not the case for San Francisco. As described above, the Southern Pacific Hospital served the employees of the entire company, whose tracks spanned the country. Although not located in a remote company town, the former Bethlehem Shipbuilding Corporation Hospital served a similar purpose as the first line of medical care to people employed in a very dangerous industry. It was also designed as a “perk” to recruit and retain employees in a tight and mobile labor market.

D. Frederick H. Meyer⁷⁵

The former Bethlehem Shipbuilding Corporation Hospital is significant as a master architect, Frederick H. Meyer. Frederick Herman Meyer was born June 26, 1876 in San Francisco to German immigrant parents, John Nicolaus and Sophie M. (née Stubbe) Meyer. Frederick Meyer attended public schools in San Francisco, augmenting his studies in his parents’ native tongue with a German schoolmaster. Meyer learned to draft while working in his father’s cabinetry shop, and his skill in handling difficult details has often been attributed to these formative years. Parlaying skill in drafting, in 1896, Meyer took a job as an architectural draftsman in the offices of Campbell & Pettus. In 1900, he moved to the office of Newsom & Newsom, one of San Francisco’s most important architectural firms during the late nineteenth and early twentieth centuries. Meyer distinguished himself in the firm, and the partners, Samuel and Joseph Cather Newsom, promoted Meyer to partner in the firm.

After leaving Newsom & Newsom in 1902, Frederick Meyer formed a partnership with an architect named Smith O’Brien. During his association with O’Brien, Meyer developed a design vocabulary that heavily reflected the influence of the contemporary Chicago School. Meyer visited Chicago in 1902, where he studied the work of Adler & Sullivan and Burnham & Root. Meyer was particularly taken with

⁷³ William Blaisdell, MD and Moses Grossman, MD, *Catastrophes, Epidemics, and Neglected Diseases: San Francisco General Hospital and the Evolution of Public Care* (San Francisco: San Francisco General Hospital Foundation, 1999).

⁷⁴ Jonathan Malone, Vincent Marsh, and Jean Kortum, *Landmark Nomination for the Southern Pacific Company Hospital Complex* (San Francisco: San Francisco Landmarks Preservation Advisory Board, 1988).

⁷⁵ This section is excerpted from Christopher VerPlanck’s article, “Frederick H. Meyer: Versatile Architect of the ‘Old School,’” *Heritage News* (March 6, 2000).

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the interior arrangement of Chicago's large office buildings, especially their open floorplates and functional facades divided into grids of light-embracing "Chicago" windows. After returning to San Francisco, Meyer embraced the lessons learned in Chicago, designing buildings with open interiors that were flooded with natural light and air. In the firm's seven-year run, Meyer & O'Brien earned several high-profile commissions, including the Rialto Building at 116 New Montgomery Street (1902), the Monadnock Building at 673-87 Market Street (1906), the Humboldt Bank Building at 783-5 Market Street (1906), the Hastings Building at 180 Post Street (1908), the Foxcroft Building at 68-82 Post Street (1908), and the Cadillac Hotel at 380 Eddy Street (1909).

Meyer & O'Brien dissolved in 1909. Meyer then opened his own solo practice, which lasted throughout the teens and early twenties. His first independent commission was the ten-story Kohler & Chase Building at 20-26 O'Farrell Street (1909). Two other important office buildings from this period of Meyer's career include the Physicians' Building at 500-515 Sutter Street (1914) and the Pacific Gas & Electric Building at 445 Sutter Street (1916). Meyer also designed two substations for the Pacific Gas & Electric Company, including Station S at 1 Meacham Place (1913) and Station J at 569 Commercial Street (1914). Meyer also designed one of the nation's first downtown parking garages, the Post and Taylor Garage at 569 Post Street (1922).

Frederick Meyer's role in the design of San Francisco's Civic Center is one of his least-known but most important contributions to the city. In 1912, Mayor James "Sunny Jim" Rolph convened three of the city's most distinguished architects: John Galen Howard, John Reid Jr., and Frederick Meyer, to sit on the newly formed Civic Center Commission. This commission was entrusted with selecting architects and overseeing the design and construction of America's most fully developed City Beautiful civic center. Known for their incorruptibility, talent, and efficiency, the Civic Center Commission chose Bakewell & Brown to design San Francisco's New City Hall in 1912. In 1914, the three commission members created their own design for the new Exposition Auditorium (now Bill Graham Civic Auditorium) at 99 Grove Street.

As the son of German immigrants, Frederick Meyer had many connections within the local German community. One of Meyer's most important contributions to San Francisco's German community was "Deutsches Haus" (German House) at 601-625 Polk Street (1913). Constructed at the northeast corner of San Francisco's Civic Center, German House was designed to accommodate several German-American organizations, as well as serving as a gathering place for the city's large and thriving German community. Costing \$500,000, the building, whose design is based on Heidelberg Castle, originally contained an auditorium, a bar, a library, a banquet hall, a rathskeller, a bowling alley, and scores of lodge and club rooms. In 1918, after the United States entered World War I and anti-German sentiment soared, the German House was renamed California Hall. It now belongs to the Academy of Art University.

Displaying his versatility, Meyer won several important industrial commissions during World War I. In 1916, he received a pair of commissions from the Bethlehem Shipbuilding Corporation for its San Francisco Yard, including designing the shipyard's new administration building (Building 101) as well as an off-site company hospital. The imposing Italian Renaissance Revival-style administration building, which was recently restored to serve as the headquarters of Restoration Hardware, continues to anchor the corner of 20th and Illinois streets (**Figure 12**). Based on these two shipyard commissions, the Pacific Coast Shipbuilding Company hired Meyer in 1918 to design an entire shipyard in Bay Point, California.

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In the 1920s, Frederick Meyer formed a new partnership with Albin R. Johnson. This firm's most important commissions included the Terminal Plaza office building at 440-454 Mission Street (1920), the Elks Club lodge and office building at 450-460 Post Street (1924), and the Financial Center office building at 405 Montgomery Street (1927). Several less-prominent commissions by Meyer & Johnson included a parking garage at 1575 Bush Street, a commercial laundry at 925-945 Folsom Street (demolished), and the Chinatown YMCA at 855 Sacramento Street.

The Depression hobbled the careers of many local architects, including Frederick Meyer. Nonetheless, as one of San Francisco's most-respected architects and an "elder statesman," he served in several important leadership roles. In 1934, San Francisco Mayor Angelo Rossi appointed Frederick Meyer to participate in the Better Housing Program, a foundation dedicated to improving housing conditions in San Francisco. During World War II, the Department of War appointed him Administrator of Defense Transportation for San Francisco. Meyer's job in this role was to suggest methods to improve circulation in the congested wartime city. After World War II, Frederick Meyers briefly partnered with Albert J. Evers, designing several office buildings and schools before retiring in the early 1950s.

During his long career, Frederick Meyer served on many statewide commissions. For many years he served as the regional director of the American Institute of Architects (AIA), becoming a Fellow of the AIA in 1934. Meyer also served as a member of the State Board of Architectural Examiners from 1927 until 1941, serving as its president from 1928-30 and 1936-7. Frederick H. Meyer died on March 6, 1961 in Marin County. He was 85 years old.

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- "Permanente to Build a Streamlined Hospital in S.F." *San Francisco Chronicle* (April 9, 1951), 32.
- "Shipworkers in Thirty Minutes Take Nearly \$50,000 in Victory Loan." *San Francisco Chronicle* (May 7, 1919), 13.
- "Support for a Hospital Expansion." *San Francisco Chronicle* (June 28, 1966), 36.
- VerPlanck, Christopher. "Frederick H. Meyer: Versatile Architect of the 'Old School.'" *Heritage News* (March 6, 2000).

Municipal Records:

- Hicks-Judd Company. *The San Francisco Block Book*. San Francisco: 1894, 1901, 1909.
- Sanborn Fire Insurance Company. Sanborn Maps for San Francisco: 1893, 1899, 1915, and 1950.
- San Francisco City Directories: 1907-1982.
- San Francisco Department of Building Inspection. Building Permit Records for 331 Pennsylvania Avenue.
- San Francisco Office of the Assessor-Recorder. Sales Ledger Transactions for 331 Pennsylvania Avenue.
- U.S. Department of Commerce, Bureau of the Census. Census Records for San Francisco, California.

Websites:

- Heather Burpee, "History of Healthcare Architecture," Integrated Design Lab Puget Sound (2008).
Website: <http://www.mahlum.com/pdf/HistoryofHealthcareArchBurpee.pdf>; accessed June 21, 2022.
- "How It All Started," <https://about.kaiserpermanente.org/our-story/our-history/how-it-all-started>, accessed June 21, 2022.
- "Our History," Kaiser-Permanente Website: www.kp.org/history, accessed, June 21, 2022.
- Thomas, Laura. "Early Permanente Physicians: Making do with Makeshift Facilities." Kaiser-Permanente Website: www.kp.org/history, accessed, June 21, 2022.

Bethlehem Shipbuilding Corporation Hospital
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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Name of repository: San Francisco Planning Department; San Francisco Heritage

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 37.762411 | Longitude: -122.393438 |
| 2. Latitude: 37.762432 | Longitude: -122.393110 |
| 3. Latitude: 37.761967 | Longitude: -122.392931 |
| 4. Latitude: 37.762146 | Longitude: -122.393405 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

Bethlehem Shipbuilding Corporation Hospital
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- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the former Bethlehem Shipbuilding Corporation Hospital encompass the entirety of Assessor Parcel Number (APN) 4040/026, which measures 100' x 100'. The western boundary is the sidewalk along Pennsylvania Avenue; the northern boundary is the shared property line with 301 Pennsylvania Avenue (APN 4040/027); the eastern boundary is the shared property line with the Caltrans right-of-way (APN 4040/031); and the southern boundary is the shared property line with 333-35 Pennsylvania Avenue (APN 4040/032 and 033).

Boundary Justification (Explain why the boundaries were selected.)

The boundaries encompass the footprint of the former Bethlehem Shipbuilding Corporation Building as well as the adjoining parking lot and landscaping to the east and pedestrian passageway to the north. The parcel has not been subdivided since this block was initially platted in the 1850s.

11. Form Prepared By

name/title: Christopher VerPlanck, principal
organization: VerPlanck Historic Preservation Consulting
street & number: 530 Rockdale Drive
city or town: San Francisco state: CA zip code: 94127
e-mail: chris@verplanckconsulting.com
telephone: (415) 391-7486
date: July 28, 2022

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Bethlehem Shipbuilding Corporation Hospital
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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Bethlehem Shipbuilding Corporation Hospital
City or Vicinity: San Francisco
County: San Francisco
State: California
Name of Photographer: Christopher VerPlanck
Date Photographed: May 5, 2022
Location of Original Digital Files: 530 Rockdale Drive, San Francisco, CA 94127
Number of Photographs: 15

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0001
Overall perspective, camera facing southeast

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0002
West (primary) facade, camera facing east

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0003
North (secondary) facade, camera facing southeast

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0004
East (rear) facade of south wing, camera facing northwest

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0005
South (rear) facade of north wing, camera facing north

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0006
East (rear) facade of north wing, camera facing northwest

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0007
Detail of stair and entrance on primary facade, camera facing northeast

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0008
Detail of entrance on primary facade, camera facing northeast

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0009
Detail of figural group above entrance on primary facade, camera facing northeast

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0010
Detail of Clara Barton bust on pilaster flanking entrance on primary facade, camera facing east

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CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0011

Detail of pilaster capital and cornice on primary façade, camera facing east

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0012

Detail of rear entrance on south façade of north wing, camera facing northwest

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0013

Detail of solarium on rear façade, camera facing northwest

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0014

Detail of chimney on north façade, camera facing southwest

CA_San Francisco County_Bethlehem Shipbuilding Corporation Hospital_0015

Lobby at main entrance, camera facing west

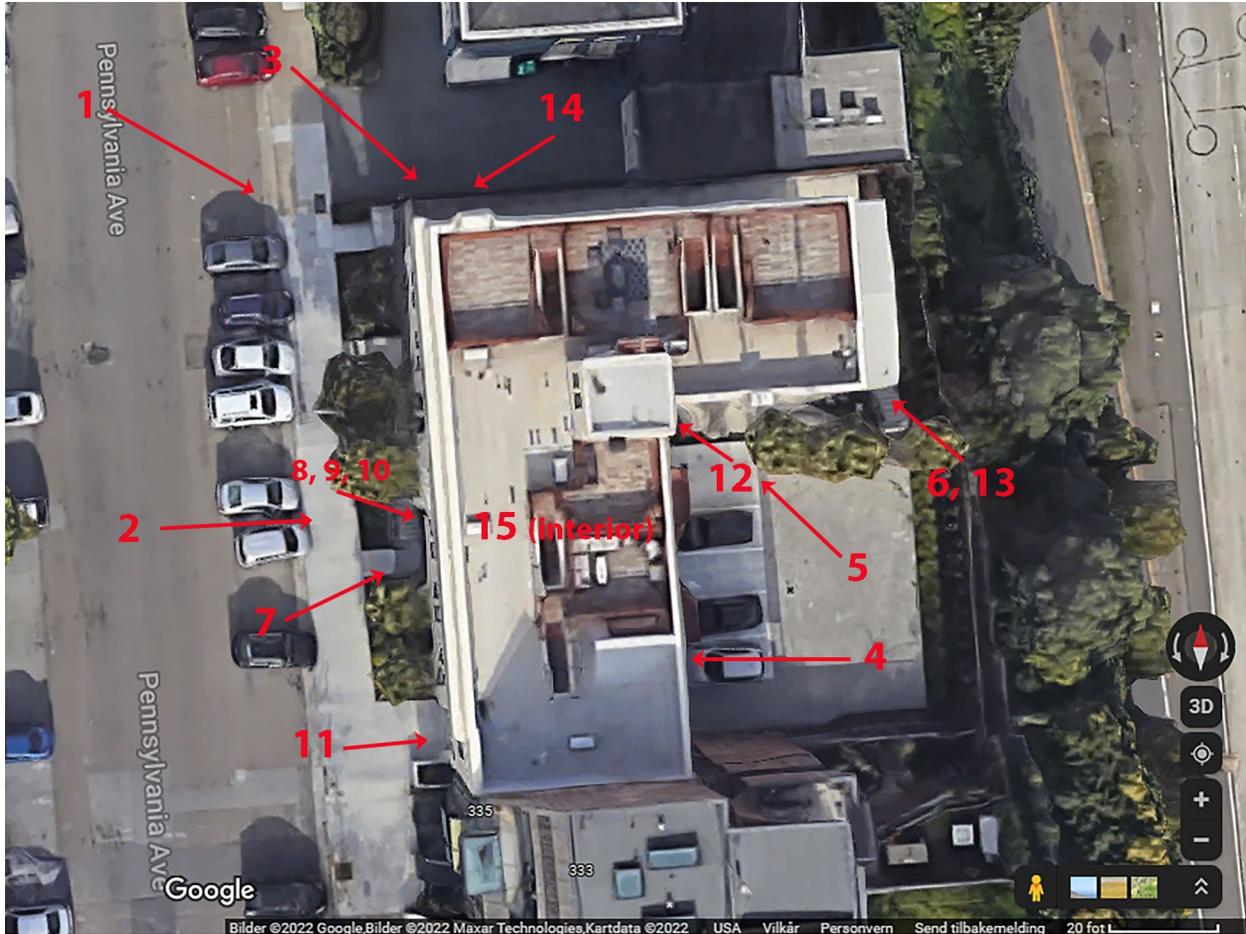
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Bethlehem Shipbuilding Corporation Hospital
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Photo Key for Bethlehem Shipbuilding Corporation Hospital
Source: Google Maps; annotated by Christopher VerPlanck



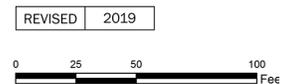
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Location Map 1: Assessor Parcel Map showing location of former Bethlehem Shipbuilding Corporation Hospital
Source: San Francisco Office of the Assessor-Recorder



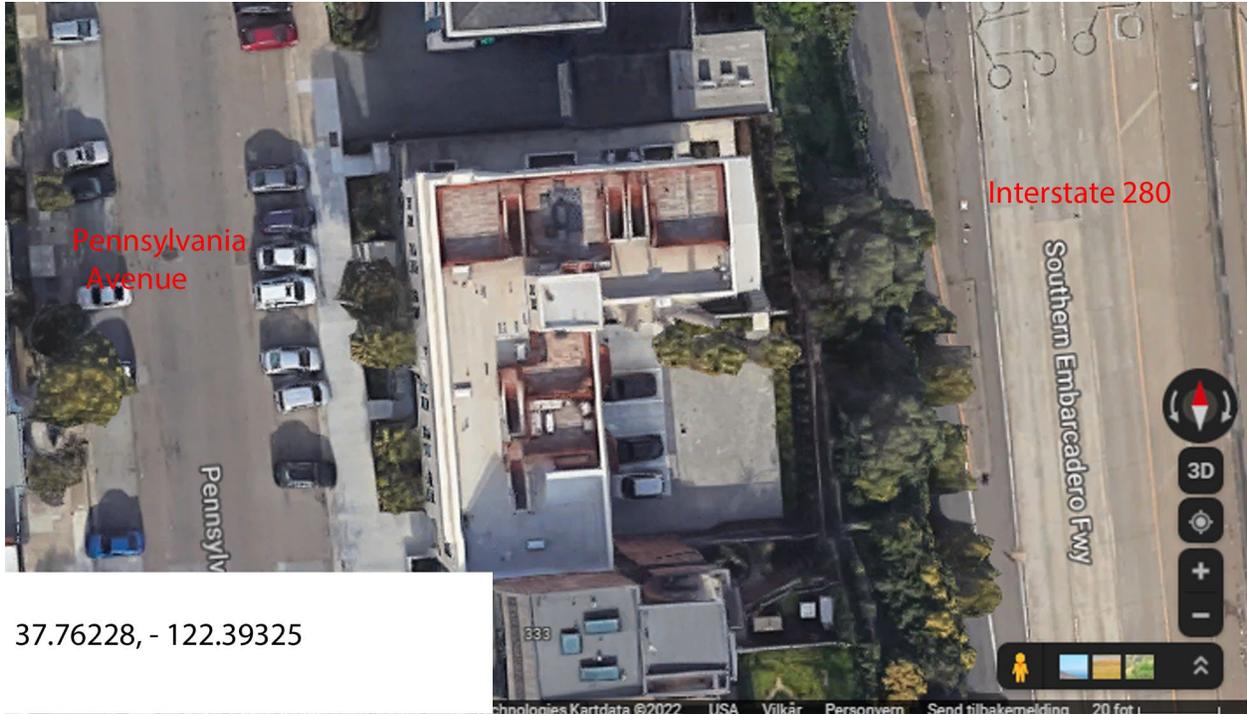
SAN FRANCISCO CITY & COUNTY
BLOCK MAP
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES. THE INFORMATION ON THIS MAP IS FOR INFORMATION ONLY. THE INFORMATION ON THIS MAP MAY NOT COMPLY WITH THE LATEST BUILDING SITE ORDINANCES.



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Location Map 2: Aerial showing location of Bethlehem Shipbuilding Corporation Hospital
Source: Google Maps; annotated by Christopher VerPlanck



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Location Map 3: Aerial showing Area Proposed for Designation
Source: Google Maps; annotated by Christopher VerPlanck

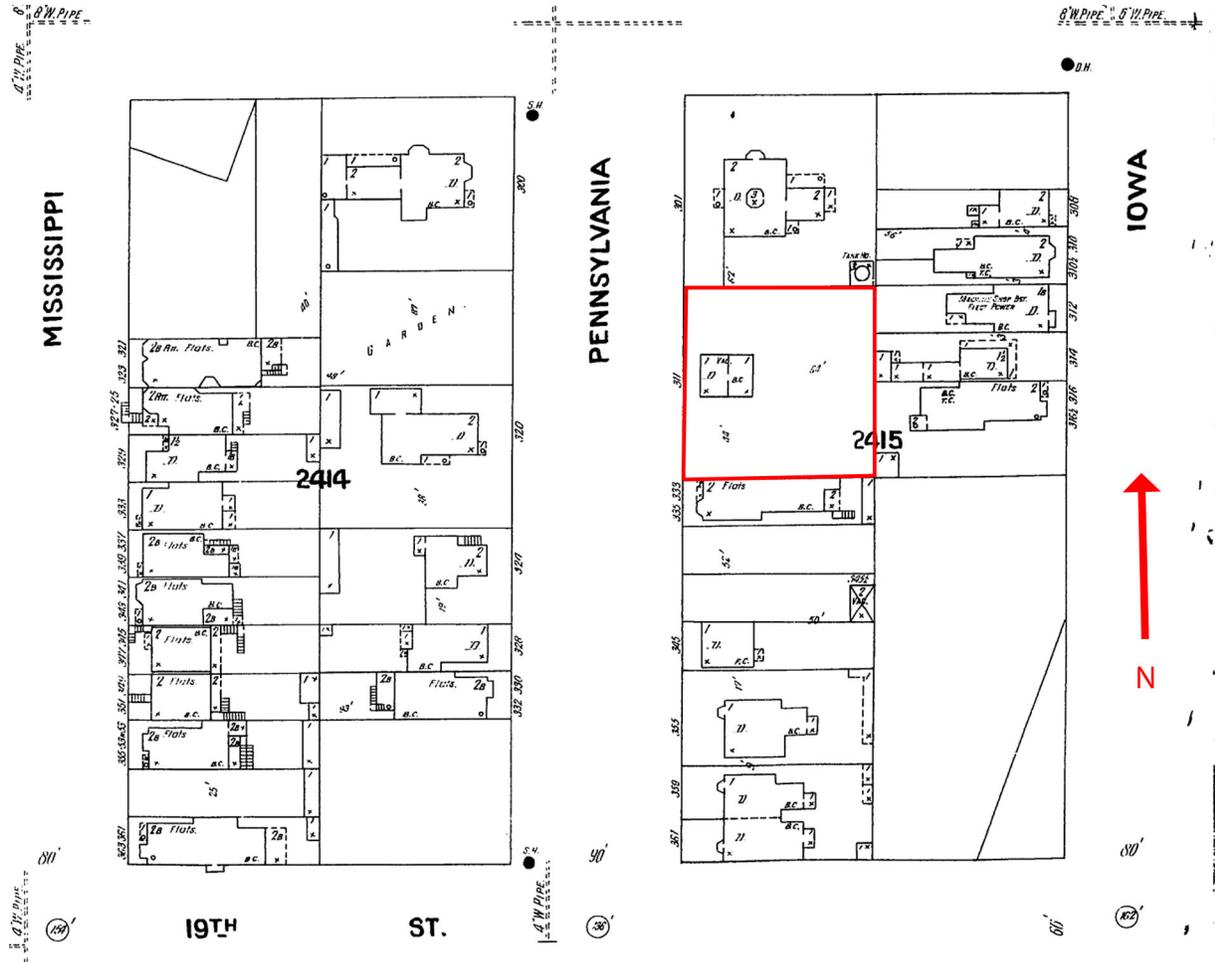


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Additional Information: Historic Maps and Photographs

Figure 1. 1900 Sanborn Fire Insurance Map showing future site of Bethlehem Shipbuilding Corporation Hospital
Source: San Francisco Public Library; annotated by Christopher VerPlanck



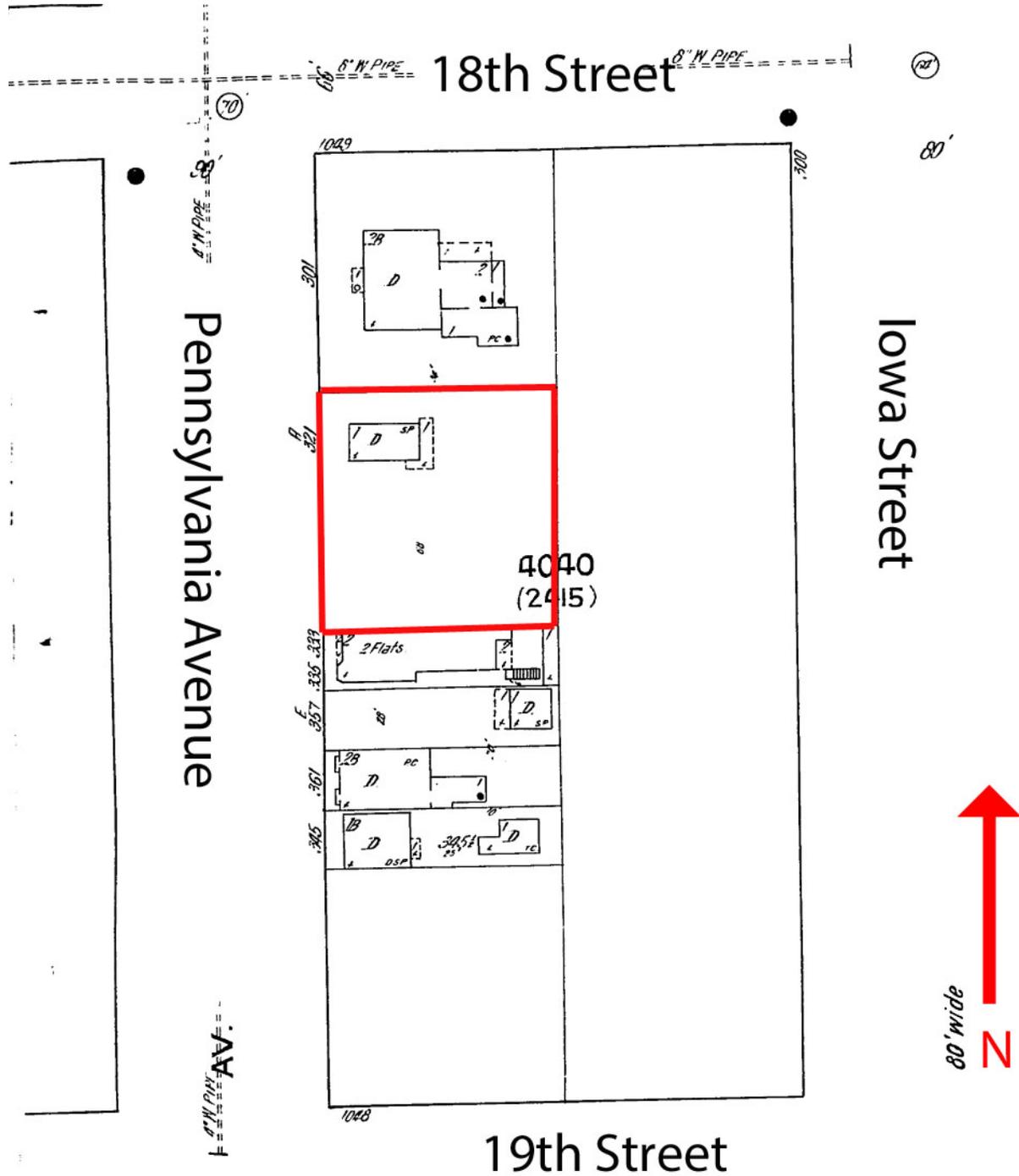
Bethlehem Shipbuilding Corporation Hospital
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Additional Information: Historic Maps and Photographs

Figure 2. 1913 Sanborn Map showing future site of the Bethlehem Shipbuilding Corporation Hospital

Source: San Francisco Public Library; annotated by Christopher VerPlanck



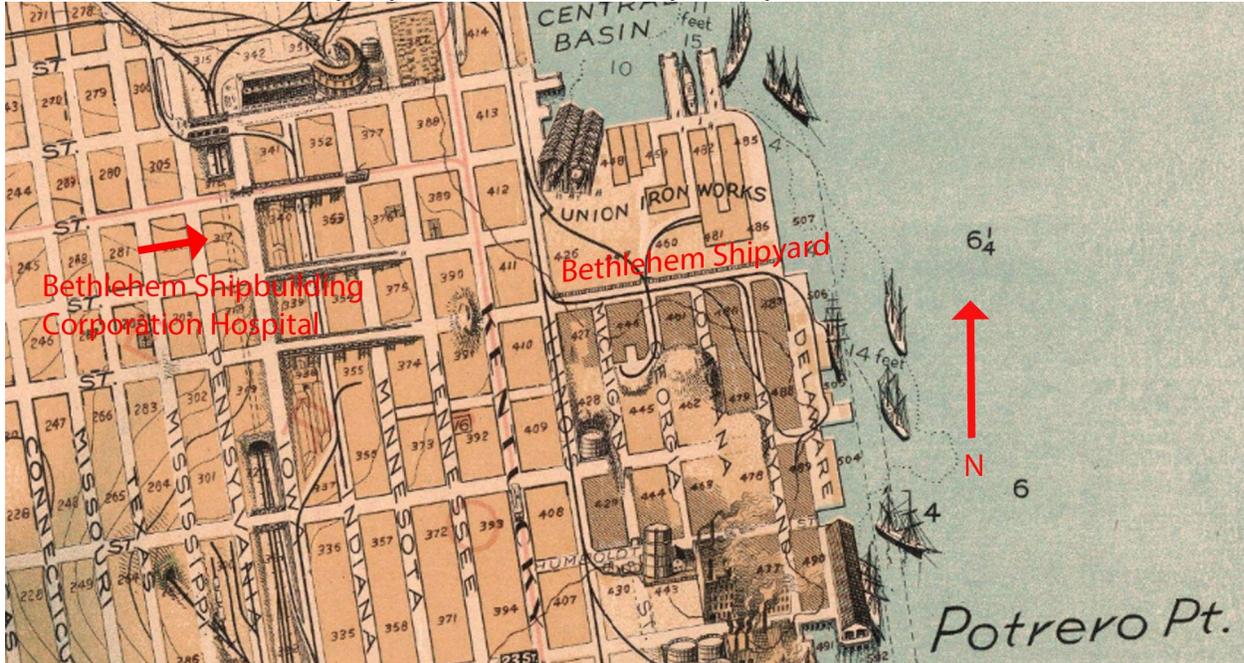
Bethlehem Shipbuilding Corporation Hospital
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Additional Information: Historic Maps and Photographs

Figure 3. 1915 Chevalier Map showing the respective locations of the Bethlehem Shipbuilding Corporation Shipyard and Hospital

Source: David Rumsey Map Collection; annotated by Christopher VerPlanck



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Additional Information: Historic Maps and Photographs

Figure 4. Rendering of the Bethlehem Shipbuilding Corporation Hospital

Source: *San Francisco Chronicle* (May 13, 1915)



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Additional Information: Historic Maps and Photographs

Figure 5. Photograph of the Permanente Foundation's Harbor Hospital, 1948

Source: Kaiser Permanente Foundation

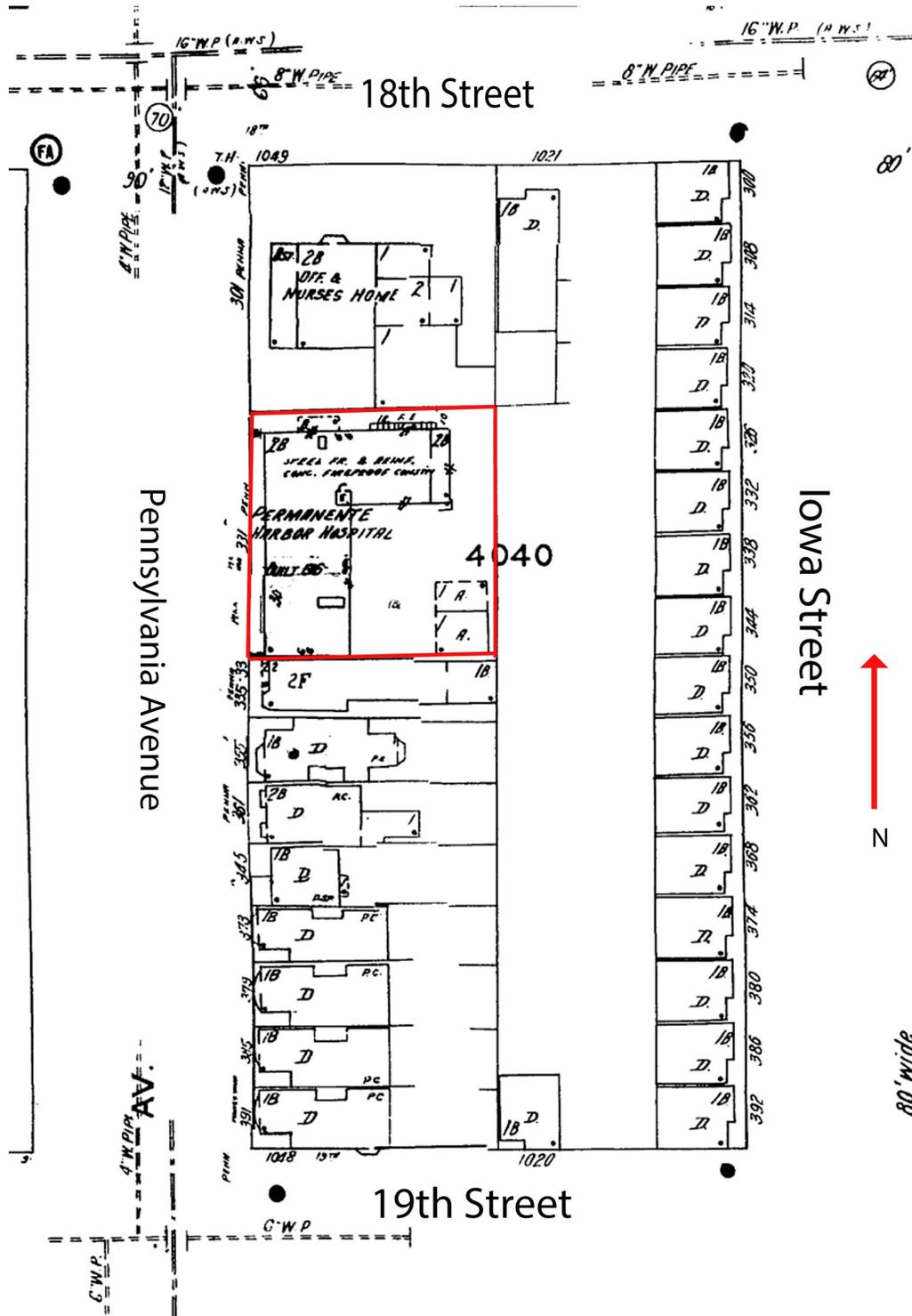


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Additional Information: Historic Maps and Photographs

Figure 6. 1950 Sanborn Map showing the Permanente Harbor (formerly the Bethlehem Shipbuilding Corporation) Hospital
Source: San Francisco Public Library; annotated by Christopher VerPlanck



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Additional Information: Historic Maps and Photographs

Figure 7. Shriner's Hospital, San Francisco

Source: Christopher VerPlanck



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Additional Information: Historic Maps and Photographs

Figure 8. Laguna Honda Hospital, 2014

Source: Christopher VerPlanck



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Additional Information: Historic Maps and Photographs

Figure 9. Kaiser Permanente San Francisco Medical Center, 1954

Source: San Francisco Historical Photograph Collection, San Francisco Public Library



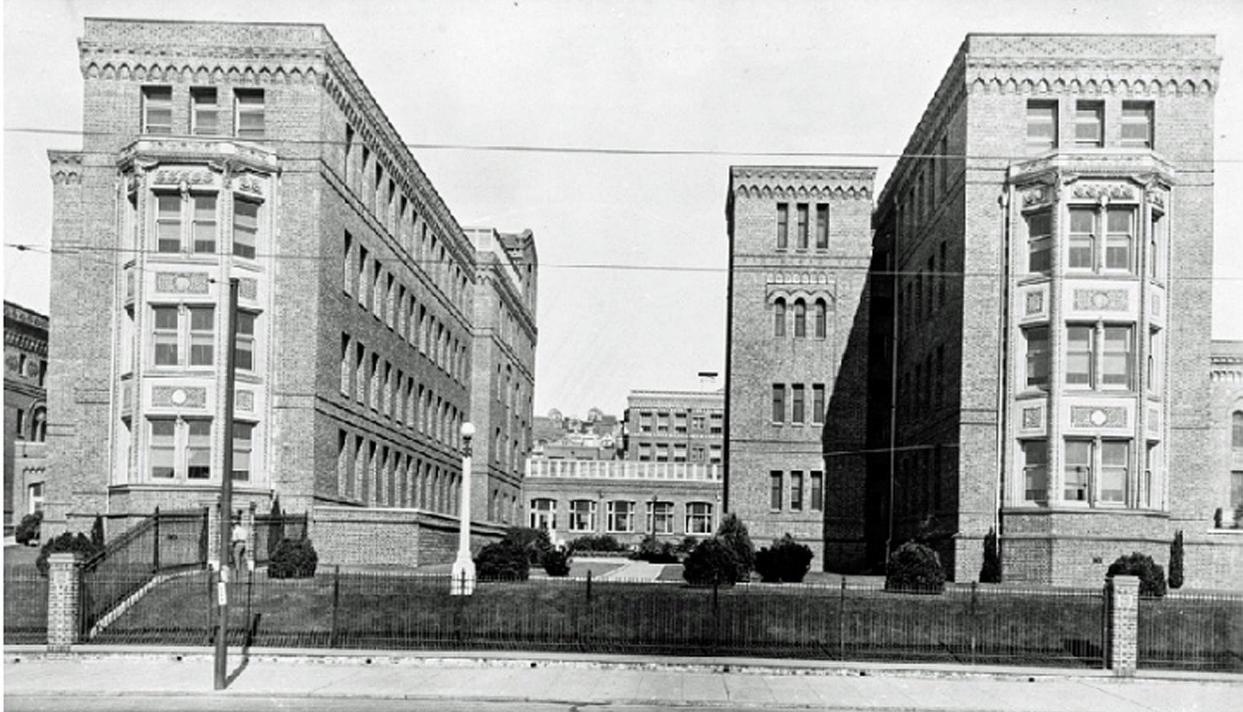
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Additional Information: Historic Maps and Photographs

Figure 10. San Francisco General Hospital, 1922

Source: OpenSFHistory



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Additional Information: Historic Maps and Photographs

Figure 11. Southern Pacific Hospital, Ca. 1915

Source: Author's postcard collection



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Additional Information: Historic Maps and Photographs

Figure 12. Building 101, Bethlehem Shipbuilding Corporation, San Francisco Yard, 2019

Source: Wikimedia Commons

