



# HISTORIC STREETCAR ON TRACK TO LANDMARK DESIGNATION



Chief of Neighborhood Planning Neil Hart looks on as Muni motorman Melvin Clark poses with Landmarks Board members Jeremy Kotas, Elizabeth Skrondal, Suheil Shatara, Nancy Ho-Belli, Tim Kelley, Paul Finwal and Dan Reidy.

Photo: Judith Lynch

Speaking over the clang, clang, clang of the bell, the throb of the compressor and an occasional squeal of the brakes, President Tim Kelley called to order a most unusual special meeting of the Landmarks Preservation Advisory Board, on October 17. Around 12:15, the members boarded Muni streetcar No. 1, at 17th and Castro, with a crowd of interested citizens, to consider the nomination of that historic vehicle as a city landmark.

To avoid the appearance of a conflict, Kelley, who had prepared the nomination, turned the meeting over to Vice President Suheil Shatara. As the 1912 streetcar made its way down Market Street, the board deliberated and, by the time the trolley reached its destination at 11th Street, voted unanimously (Kelley not voting) to initiate the landmark designation and adopt a resolution recommending approval of the nomination to the Planning Commission. The public greeted the action with applause.

It may or may not have been the first time the board approved a nomination while on the premises of a proposed landmark, but it was almost surely the first time the board had conducted its business while in motion. If approved by the Planning Commission (at press time, expected to occur December 6) and the Board of Supervisors, and the mayor signs the designating ordinance, Municipal Railway Car Number 1 will become San Francisco Landmark No. 230.

According to information supplied by Muni's communications department, "car No. 1 is the oldest streetcar still in existence that was built for a publicly owned and operated U.S. transit system." The Municipal Railway began operation on December 28, 1912, in a time when private ownership of urban transit was the norm in this country. Indeed, an older, privately owned system, the Market Street Railway, continued to serve much of San Francisco, concurrently with Muni, until the City purchased it in 1944.

A local company, W.L. Holman, built car #1 under a contract with the city to provide 43 streetcars at a

—continued on page 11

## COMMENTS FROM THE EXECUTIVE DIRECTOR

As this year draws to a close and we look forward to the holiday season and the New Year ahead, I want to extend a heartfelt “thank you,” to you, our members, for your interest and generosity in supporting our efforts to inform and educate our community on the value and contribution historic preservation makes for all San Franciscans. I would like especially to thank Heritage’s board of directors for their energy, enthusiasm and stewardship of our organization’s mission.

With Heritage, as with all organizations, change is inevitable. We are extremely grateful for the years of hard work and energy Leroy Looper, Steve Plath and Paul Sedway gave to Heritage. While we will miss them as board members, we continue to value their guidance as emeriti of the organization.

This issue of *Heritage News* also introduces four new and energetic members we are privileged to have join our board: Alice Carey, Alice Coneybeer, Dennis Richards, and Nancy Shanahan. We look forward to their interest, enthusiasm and leadership as we increase Heritage’s strength and capacity in the years ahead.

As you will also learn in this issue, Heritage paid tribute and expressed gratitude to its many dedicated volunteers at a special party in October. The docents and guides who instruct visitors—including San Francisco school children—on the history and architecture of the Haas-Lilienthal House and its Pacific Heights neighborhood are our front line in the preservation struggle.

The fine efforts of our Education Committee, guided by co-chairs Rebecca Schnier and Howard Wong, have been expanding our horizons this past year. If you did not participate in our Fall Symposium: *The End of the Road/A New Beginning: Mending the Neighborhood at Market and Octavia*, or lectures by Arnie Lerner—assisted by Jeff Heller—on Cuba, or by Lawrence Kornfield and Masami Kobayashi on preservation of wood-framed structures in Japan, you certainly missed three great entertaining and educational opportunities.

In the New Year the committee will be offering more exciting programs. Check your mail for upcoming events and reserve a seat early to join us for this renewed Heritage tradition of entertaining and enriching presentations and programs that are interesting, fun and an opportunity to see friends and neighbors at the Haas-Lilienthal House.

And while you are setting up your 2002 calendars, be sure to note and set aside January 23rd for our semi-annual meeting to be held at the Haas-Lilienthal House, April 13th for Heritage’s Soirée benefit, and June 8th for our Annual Meeting. As the year unfolds we will alert you of each event, but we wanted to take this opportunity to give you plenty of notice.

On behalf of all of us at San Francisco Architectural Heritage, we wish you the happiest of holidays and the most enriching and rewarding of New Years.



Charles Edwin Chase, AIA  
Executive Director

## SAN FRANCISCO ARCHITECTURAL HERITAGE

A non-profit member-supported organization dedicated to the preservation and adaptive reuse of architecturally and historically significant buildings in San Francisco, since 1971.

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*Heritage welcomes unsolicited articles  
and will consider them for publication.*

## HERITAGE RESPONDS TO PRESIDIO IMPLEMENTATION PLAN AND EIR

Heritage was among some 4000 respondents who offered comments on the Presidio Trust Implementation Plan and Draft Environmental Impact Statement, in October. Our comments focused on the impact of the proposed implementation plan on the significant historic, architectural and cultural resources of this National Historic Landmark District.

Of central concern is the fact that the plan identifies buildings rated in categories 2 - 5 in the Historic American Buildings Survey Report (HABS) for future demolition or replacement, and it does so without fully explaining the rationale for those ratings. Yet, if the Presidio Trust strictly adheres to these ratings, it could mean the loss over 80 percent of the contributing resources (over 400 of the nearly 500 structures listed fall into categories 2 - 5).

What is more, the HABS report, completed in 1985, falls short of evaluating all the resources in the Presidio. More recent surveys, the 1993 National Register of Historic Places form and the National Park Service's 1994 General Management Plan for the Presidio, have superseded it.

While the plan states it will emphasize reuse of historic structures, it must make a more definitive commitment to reuse in lieu of demolition. It should consider additions, interior renovations, relocation and partial demolitions coupled with new construction among the spectrum of alternatives to demolition, along with economic feasibility. Furthermore, while the plan references *The Secretary of the Interior's Standards for Rehabilitation*, it must make a more emphatic commitment to its application.

The implementation plan affirms that new, replacement construction "would be limited to existing areas of development. . . ." When such areas include concentrations of historic resources, the plan should establish specific means to remove or limit negative impacts of new development on those resources and to ensure that new construction will maintain and reinforce existing character defining features in those areas. This would require the plan to set



Heritage's concern with protection of Presidio's cultural resources prompts comment on Trust's Implementation Plan and Draft EIR.

*Photo: Drew Letendre*

such characteristics as building height, site design, building separation, and architectural form and articulation according to adjacent historic development patterns.

In the plan's strategy for implementation, its failure to specify demolition and replacement sites makes it difficult to assess the impact on historic resources. The lack of specific design guidelines that might inform the public on possible mitigation of the negative effects of demolition and new construction exacerbates this problem. Clearly defined opportunities for public participation and more specific goals for balanced development that enhances historic resources through appropriate reuse and sensitive infill construction ought to inform future planning and design.

Overall, the Presidio Trust needs to indicate when and how it will accommodate public participation in carrying out its plans. It should articulate more clearly how the National Historic Preservation Act's Section 106 Review and review under the National Environmental Policy Act will apply to specific demolition and new construction proposals. It must also define more fully the public's opportunity to participate

in these processes.

The Draft Environmental Impact Statement declares that the preferred alternative plan will have an adverse effect on individual historic resources in the Presidio and on the National Historic Landmark District. However, in neither it nor the implementation plan does the Presidio Trust make a clear commitment to giving priority to avoidance of adverse effects on its historic resources. Since the findings of the Presidio Trust Act calls out preservation of the Presidio, it should be the guiding principle in any future development process or program.

The Presidio Trust is required to publish its responses to the public commentary, which is expected to occur sometime early next year.

### GEARY AND MASONIC

When notice of demolition permit applications reached us in October 1987, for seven buildings at the southwest corner of Masonic and Geary, Heritage informed the Planning Department that the proposed project would affect historic resources. That project never materialized. However, in March

of 2000, after receiving notice that a project for that site would receive environmental review, we once again informed the department of our concern and asked that an environmental impact report (EIR) be required.

While our letter drew no direct response, on October 20, this year, the department's Office of Environmental Review issued a preliminary negative declaration, meaning that the project would not require and EIR. The notice cited our letter and the fact that two buildings in the group received ratings in the 1976 survey, but concluded, "Because the buildings have no formal designation as historical resources, and there is no evidence to support any of them being deemed significant, they are not considered to be historical resources for CEQA [California Environmental Quality Act] purposes."

An appeal of the negative declaration to the Planning Commission is pending, on the ground that the fact that structures are not formally designated does not preclude a determination of significance, under CEQA. There is sufficient information to indicate the need for further research and analysis in order to make a conclusive determination whether or not the properties have historic significance. The Commission will hear the appeal February 7.

## 777 COMMERCIAL ST.



Photo: Richard Brandt

In early November, Heritage learned of an issue involving a contributory building in the proposed Chinatown Historic District. A neighbor first became concerned when he saw scaffolding go up on the building at 777 Commercial Street, but a tenant said the owner was only removing paint from the brick. However, when a wire grid appeared on the building, it began to

## GOLD RUSH SHIP FIND

Excavations at a construction site on the northwest corner of Clay and Sansome Streets caused a bit of excitement for history buffs in the financial district at the end of the summer. What came to light were the remains of the Gold Rush ship "General Harrison."

According to the *Annals of San Francisco* (1854), in the great fire of May 4, 1851, "some of the old store-ships that had been hauled high upon the beach, and gradually closed in by the streets growing over the bay, were consumed." These included the "Harrison", along with the "Niantic" and the "Apollo." Still visible at the excavation site, near the outline of the hull, was the fire debris apparently shoved overboard after the conflagration.

After the find had been open to public view a couple of weeks, Heritage received calls from concerned people who noted that workers with chainsaws appeared to be destroying the relic. In fact, however, upon inquiry of the Planning Department and the archaeological firm studying the remains, we learned that what was taking place was agreed upon by all parties involved. Building a foundation for the new building required shaving off anywhere from a couple of inches to about 2.5 feet from the top of the exposed remains of the ship's hull.

Allen Pastron, of Archeo-Tec Inc., Oakland, admitted what was taking

look more serious.

Inquiry revealed there was no permit for work on the building, and the Department of Building Inspection issued a notice of violation. The scaffolding remained in place, however. Early one morning, workers were at the site and by noon had completed a first layer of stucco on the brick façade.

What had happened was that a planner, not aware of the situation, issued an over-the-counter permit for the work. The Planning Department subsequently revoked that permit.

The case is now in the hands of the Planning Department's enforcement division. The building's owner will have to remove the lath and base stucco coat or be subject to an environmental



*Annals of San Francisco* shows store ship Apollo, which was destroyed in the same fire that struck the Harrison

place was not ideal, but he went on to praise the developer for extraordinary cooperation. Pastron and his team received permission to carry out three full weeks of examination of the site. Noting that archaeologists usually only enjoy a window of three or four days to study such excavations, he said this will be one of the most thoroughly documented store ships found to date.

The study produced some 3000 slides and 50 hours of video. Researchers were also able to remove a number of artifacts for future display, including a full intact crate of wine. There was no attempt to recover the ship, because no adequate facility exists to preserve and display the more than 125-foot hull. Its preservation is best ensured by leaving the ship in place.

review, if he elects to proceed with stuccoing. CEQA requires such review for a significant impact to a historic resource, before a permit could be issued. That review process could take eight or nine months.

Sutton & Weeks were the architects for 777 Commercial Street, completed in 1907. The Chinatown Historic District case report indicates its original use was a female boarding house. Later uses, following a 1921 interior remodel, were as a rooming house and a hotel.

## NOTE TO OUR READERS

We are addressing print quality problems that affected the last issue of *Heritage News*.

# FIREPROOF PAINT: IMPROVING SAFETY IN HISTORIC BUILDINGS

For over fifty years “fireproof” paints and coatings have provided fire protection for steel members in high-rise and specialized construction and for military equipment. Recent technical developments now allow a broader application, including coating wood and plaster surfaces to upgrade fire-resistance. Nothing could be more timely for preservationists and for owners of historic buildings, because these buildings are often subject to fire-rating upgrade requirements when they are rehabilitated or converted from old to new uses.

These “fireproof” paints, commonly known as intumescent paints, swell when heated above a critical temperature. They foam up to form an insulating, fire-resistive barrier up to two inches thick between the charred coating on the surface and the underlying material. Most of these paints, in either their inert or their activated state, are not toxic and do not give off toxic fumes. When activated, however, many of these paints release non-toxic gases that are themselves fire retardant.

Over the past few years the Department of Building Inspection in San Francisco has approved the use of intumescent paints on building interiors, in lieu of replacing older plaster walls, ceilings and trim with more traditional fire-resistive construction, such as gypsum wallboard. The California State Historical Building Code, which is generally a performance code rather than a prescriptive code, encourages the use of such alternatives, on qualified historical structures, that provide for safety equivalent to the regular California Building Code.

The Department of Building Inspection has cited some appropriate uses of intumescent paint. These include single room occupancy hotels and low income apartments, the object of damaging fires in recent years, and in historic buildings undergoing rehabilitation for new uses.

Intumescent paints are not substitutes for fire sprinklers. These paints are



In this demonstration, two identical structures were subjected to identical fires. The structure on the left, coated with an intumescent paint, survived.

Photo: Courtesy of International Fire Resistant Systems, Inc.

not effective until there is a substantial fire underway; they then limit the fire to the materials within the area of the fire's origin. A sprinkler system would immediately suppress such a fire.

Intumescent paint may be applied as an undercoat and overpainted with a final, finish coat or may be colored and itself applied as a finish coat. Application of these materials requires a certified applicator to ensure the correct thickness of coating and compliance with requirements of the manufacturer and the City. In some cases, special inspection by an outside testing and inspection laboratory may be required. Costs of providing intumescent paints range from \$1 to \$3 per square foot of painted surface.

Other possible applications for these emerging products include protecting exposed wood beams and columns, protecting valuable features such as ornamental wood or ironwork, and providing fire resistance on exterior wood walls.

Application of intumescent paint to exterior surfaces could substantially reduce the likelihood of fire spreading

between older wood buildings. The industry has indicated they are working to develop a technology for applying the material to exterior walls in the very limited air space that typically separates San Francisco buildings.

—Our thanks to Laurence Kornfield, Chief Building Inspector, City and County of San Francisco, for generously preparing this article

Intumescent paint and additional information are available in the Bay Area from the following sources:

International Fire Resistant Systems, Inc.  
580 Irwin Street, #1  
San Rafael, California 94901  
415-459-6488

3M Fire Protection  
8594 Terrace Drive  
El Cerrito, California 94530  
800-933-0732

Thermal Sciences, Inc.  
19229 Sonoma Highway  
Sonoma, California 95476  
707-996-3388

# REHAB BRINGS SUNSET DISTRICT LANDMARK BACK TO USEFUL LIFE

At the time of its construction, in 1923, the San Francisco Shriners Hospital for Crippled Children was the fourth in an eventual network of twenty-two charity hospitals built by the Shrine of North America to treat children with orthopedic injuries, diseases and birth defects. Development of the polio vaccine in 1955 reduced the demand for orthopedic hospitals, and many of the Shriners' facilities became burn treatment centers.

This was the case with the 19th Avenue complex, a portion of which the fraternal order demolished, in 1968, to make way for a new hospital unit on the south end of the site to serve this purpose. The remaining portion of the historic building became offices and meeting space for the Shrine Islam Temple. In 1997, after consolidating their Northern California services to a burn center in Sacramento, the Shriners vacated the San Francisco property.

When development plans that were first announced for the site, in 1997, called for demolition of the entire hospital, Sunset District residents and others formed "SOS", Save Our Shriners. Swift and determined action by the community turned the situation around and achieved a compromise that saved the remaining historic portion of the site, which became San Francisco Landmark #221, and allowed demolition of the later addition for residential development, on the southern portion of the property.

The following year, the Planning



Workers removed paint from glazed tile fireplace.

Photo: Carolyn Kiernat



Rehabilitation project recovered original medallions and returned them to façade of Shriners hospital building.

Photo: Richard Brandi

Commission approved the rehabilitation and reuse of the historic Shriners Hospital building as senior housing. Completed in October, that rehab was designed to follow the *Secretary of the Interior's Standards*.

Although the layout of new living units and offices follows the original corridor configuration of the historic hospital, the rooms, with few exceptions, had lost most of their original detailing to modernization, around 1950. The present project has removed non-contributing fabric in these areas, such as acoustical tile ceilings, ceiling-mounted fluorescent lights and wood paneling.

Two rooms in the building that were largely intact at the time the present project began were the second floor nurses' library and the living room. Original materials and detailing retained and restored in these two rooms include a beamed ceiling, ceiling molding, an original fireplace, and window and door trim. The rehabilitation crew had a surprise when they removed cream-colored paint from the fireplace and found brilliant blue tile

underneath.

Elsewhere, the project has retained some other significant interior features, such as wood handrails, cast iron balusters and decorative linoleum landings in the stairwells. The project reused original multiple-light doors, wherever possible, and reinstalled original toilets, sinks and bathtubs in several living units. A late-1920s painted mural in the building's former north ward has undergone a major conservation effort, and decorative tile mosaics have been retained and relocated, where necessary.



On the exterior, changes have been minimal. True divided-light casement windows, based on historic photographs and drawings, have replaced non-historic aluminum windows in the main building. The brick façade and the terra cotta ventilation towers required repair and stabilization, and construction of an access ramp necessitated moving the original main entrance steps and handrails forward. Terra cotta medallions, part of the main building's original ornamentation removed in 1968, turned up in the course of the

project and have been reapplied to the principal façade.

The historic building received a structural upgrade, as well as new mechanical and electrical systems.

As part of the re-use effort, non-contributing additions to the historic building were removed to accommodate the construction of an addition west of the original building. The addition houses the facility's main dining area, various activity rooms, and additional living units. The hospital's characteristic open garden setting remains unchanged on the east side of the building.

The team for the Shriners Hospital rehabilitation and construction included *Architect: BAR; Preservation Architect:*



Original tile mosaics were retained and relocated  
Photo: Carolyn Kiernat



Mural in historic north ward underwent intensive conservation (detail previous page).

Photos: Carolyn Kiernat

*Page & Turnbull; Preservation Technology: Simpson Gumpertz & Heger, Inc.; Landscape Architect: The Office of Cheryl Barton; Structural Engineer: KPFF; Mural Conservator: Anne*

*Rosenthal; General Contractor: Cahill Contractors.  
—Our thanks to Carolyn Kiernat, an architect with Page & Turnbull, for providing this feature.*

## SAN FRANCISCO'S SHRINERS HOSPITAL: A HISTORICAL NOTE

Construction of the Shriners Hospital occurred when most of the neighborhood was barren land. The fraternal order acquired the 19th Avenue property in 1921 from pioneer Sunset District rancher and property owner Carl G. Larsen, who purchased this and other land in the district in 1888.

Residential development in the surrounding area began soon after completion of the hospital, whose long low profile, classical design, red brick façade and generous landscaped setting ensured its distinctiveness as the district grew up around it.

To design their hospital the Shriners selected Weeks and Day, a San Francisco firm known primarily for hotel, theater and apartment building designs, including the Mark Hopkins Hotel (1925), the Huntington Hotel (1924), the Cathedral Apartments (1927), the Brocklebank Apartments (1926), the



c. 1938 view of the main building of the Shriners Hospital  
Photo: Shriners' Collection

Don Lee Automobile Showroom (1921), the Sir Francis Drake Hotel (1928) and the Huntington Hotel (1923).

Ohio-born (1870) Charles Peter Weeks studied at the Ecole de Beaux Arts and worked for John Galen Howard in New York, before moving west with him to assist in the design of the University of California campus at Berkeley. His partnership with William P. Day began in 1916 and continued

until Weeks' death in 1928. Day, a civil engineer also licensed as an architect who studied at the University of California, continued the firm's work.

Weeks and Day's Shriners Hospital was symmetrical in plan, with a three-story main building connected by corridors to a north ward for girls and a south ward for boys. The south ward and corridor were demolished in 1968. The remaining north ward and corridor, along with the main building, were the subject of the present rehab.

Constructed of reinforced concrete, the hospital has red brick cladding and white terra cotta detailing around windows. The main building has a hipped clay tile roof, galvanized iron eaves and brackets and white terra cotta quoins and ornamentation. Two brick-clad ventilation towers with ornamental white terra cotta crowns rise from the ridge of the roof.

—C.K

# HERITAGE SYMPOSIUM 2001

On October 27, Heritage's Symposium 2001 drew an audience eager to learn what the future holds for the Market and Octavia neighborhood once the Central Freeway is removed. Speakers were David Alumbaugh, a senior urban designer for the Planning Department; Elizabeth McKee, an architectural historian with Caltrans; and architect Dan Solomon, consultant to the Market and Octavia planning effort. Joining the speakers to form a panel for additional discussion of the issues and questions from the audience were Gerald Adams, of the Examiner; John Bilovits, of the Planning Department; and Robin Levitt, a leader in the community effort to remove the freeway. Our thanks to the speakers and panelists for their valued participation.

*Symposium 2001 was made possible by the generous contributions of the following individuals and firms. When you patronize any of the businesses listed as sponsors or donors, please thank them for their support of this event*

*The Patricia A. Farquar Memorial Fund for major funding*

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*Additional support provided by the San Francisco Hotel Tax Fund*

## **The following Heritage volunteers assisted at the event**

Colleen Blackler • Kitty Burns • Kate Canfield • Jerry Ecklund • Phyllis Fetters  
Ada Mau • Johanna Street

## **The following graciously provided access to interiors for participants in the walking tour that followed the symposium**

First Baptist Church • Lesbian/Gay/Bisexual/Transgender Community Center  
Spiritual Assembly of the Baha'is • The Parsonage San Francisco • Zen Center

*Peet's Coffee & Tea donated coffee for the event.*

*Sue Weinstein gave of her time and skill to design the tour guide.*

*Richard Brandt shot slides for Ms. McKee's presentation and photos for the guide.*

## **Symposium Committee**

Rebecca Lilienthal Schnier and Howard Wong, Co-Chairs  
Donald Andreini • Bruce Bonacker • William Kostura • Arnold Lerner • Mark Pierce  
Dennis Richards • Barbara Roldan • Sue Honig Weinstein • Sheila Yturri

## BOARD CHANGES AT HERITAGE

In anticipation of our January members' meeting, we are taking this opportunity to introduce four individuals who joined the Heritage board of directors this past year.

**Alice Ross Carey** is principal of Carey & Co., Inc., the historic preservation architecture firm she founded in 1983. Among the firm's many award-winning restoration and rehabilitation projects, those in San Francisco include City Hall and the Opera House. Carey & Co. recently acquired a San Francisco Landmark (#143), the old Engine Company No. 2 fire house, at 460 Bush Street, and has nearly completed its rehabilitation as offices for the firm. A past president of the Landmarks Board, Alice has also served many community and professional organizations.

Although she now describes her occupation as "homemaker," **Alice Coneybeer** was formerly environmental protection specialist with the U.S. Coast Guard. In that capacity she coordinated compliance with Federal, State and local environmental laws. Other organizations she is affiliated with are the Junior League, the Bay Area Discovery Museum and the Town School.

**Dennis Richards** is director of credit for Agilent Technologies, where he is responsible for a global department that extends commercial credit to Agilent's customers. He began working with Heritage as a member of Friends of 1800 Market, which was instrumental in ensuring preservation of the historic Fallon Building, now part of the soon-to-open Lesbian/Gay/Bisexual/Transgender Community Center.

A public interest attorney, **Nancy Shanahan** represents nonprofit corporations who acquire land and water for open space, wildlife and other conservation purposes. Previously, she was responsible for addressing preservation and legal issues in nine western states as counsel to the Western Regional Office of the National Trust. She is active in the Telegraph Hill Dwellers and is president of the Northeast San Francisco Conservancy.

As we welcome this new slate of

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# HERITAGE HONORS VOLUNTEERS AT BAYSIDE RECEPTION

Museum studies have shown that docents are actually more effective than professional teachers at educating the general public, and San Francisco Architectural Heritage confidently relies upon its dedicated group of volunteer docents to do exactly this. In interpreting and showing the Haas-Lilienthal House and its neighborhood, our trained docents and guides bring history alive for more than 6,500 visitors each year from all over the world. They help raise awareness of the importance of preservation issues, as well.

Because docents, guides and other volunteers are so critical to the overall mission of Heritage, it was only fitting that we honor them this year in a similarly grand and historic setting, aboard the magnificent full-rigged sailing ship *Balclutha*. The ship, moored at the Hyde Street Pier, was built in 1886, the same year as the Haas-Lilienthal House.

The appreciation party, on October 11, drew a good turnout of current volunteers, as well as staff and board members. The stately setting, agreeable weather and spectacular sunset combined to provide a lovely backdrop to the evening's gathering. Guests got to explore the ship on deck and below,



Heritage board members graciously served volunteers on the deck of the *Balclutha*, shown below at the Maritime National Historical Park Hyde Street Pier.

*Photos: Liz Edlund*

and take in a number of fascinating displays, including a fully-furnished, high-style Victorian Captain's parlor, decorated by the Captain's wife, who accompanied him on the long voyages so common in the days of sail.

With sea chanteys playing in the background, Heritage board members treated volunteers to appetizers made by Susan Moseley that were as beautiful as they were delicious. The highlight of the evening was the presentation of three Certificates of Honor by San Francisco Supervisor Aaron Peskin.

The certificates, signed by members of the Board of Supervisors, cited the three hardworking groups of Heritage volunteers: Haas-Lilienthal House Docents and Cashiers, Pacific Heights Walks Guides, and the Heritage Hikes Docents, honoring them all for their valuable contribution of time, energy, enthusiasm and knowledge, and for sharing them with visitors not only from the city, but from all over the world. We will proudly display these certificates in the Ballroom of the House,

along with a group photo taken of this memorable evening. Be sure to look for them next time you visit us.

Thanks, congratulations, and kudos to all our volunteers!

For more about the diverse group of people who volunteer at Heritage, watch upcoming issues of the newsletter. To volunteer, please contact the docent coordinator, Natasha Glushkoff, at 415-441-3000 x11; [natasha@sfheritage.org](mailto:natasha@sfheritage.org).



Supervisor Peskin presenting Certificates of Honor to Heritage volunteers

*Photo: Liz Edlund*

## BAY AREA TOURS

ALLIED ARTS GUILD  
Menlo Park, 650-322-2405

CAMRON-STANFORD HOUSE  
Oakland, 510-836-1976

CITY GUIDES WALKS  
San Francisco, 415-557-4266

COHEN-BRAY HOUSE  
Oakland, 510-532-0704

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DUNSMUIR HOUSE & GARDENS  
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510-615-5555

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*All regular Heritage tours are free to  
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*Heritage programs supported in part by  
City of San Francisco Grants for the Arts.*

## JANUARY

JANUARY 8, 7:00 PM  
Special viewing of S.F. Performing Arts  
Library & Museum, 401 Van Ness  
S. F. Historical Society  
415-775-1111; www.sfhhistory.org

JANUARY 8, 8:00 PM  
Slide lecture: *Off the Wall: A New Look  
at Color and Pattern in 18th & 19th  
Century Interiors.* American  
Decorative Arts Forum. 415-249-9234

JANUARY 23, 6:00 - 8:00 PM  
Heritage Members Meeting  
(See back page)

JANUARY 25 - 27  
FEBRUARY 8 - 10  
FEBRUARY 23, 24 & MARCH 1  
CHS History Walkabouts. 415-357-1848  
www.californiahistoricalsociety.org

THROUGH JANUARY 31  
Exhibition: *Facets of Memory: Found  
Photographs and Family Albums*  
Jewish Museum San Francisco  
415-591-8810; www.jmsf.org

THROUGH FEBRUARY 5  
Exhibition: *SFMOMA Experimental  
Design Award.* SFMOMA  
415-357-4000; www.sfmoma.org

THROUGH FEBRUARY 28  
Exhibition: *Dong Kingman In San  
Francisco.* Chinese Historical Society  
415-391-1188; www.chsa.org

## FEBRUARY

FEBRUARY 5, 5:30 - 7:30 PM  
Lecture: *Shades of California: The  
Hidden Beauty of Ordinary Life.*  
CHS. 415-357-1848  
www.californiahistoricalsociety.org

FEBRUARY 12, 8:00 PM  
A Tribute to San Francisco Architectural  
Heritage. S. F. Historical Society.  
415-775-1111 www.sfhhistory.org

FEBRUARY 12, 8:00 PM  
Slide lecture: *Neoclassicism in  
Charleston Before the Revolution.*  
American Decorative Arts Forum.  
415-249-9234

FEBRUARY 23  
2002 CPF Preservation Design Awards  
Getty Center, Los Angeles  
510-763-0972  
www.californiapreservation.org

FEBRUARY 28, 7:00 PM  
Lecture: *Our Houses: Residential  
Architecture in Alameda.*  
Alameda Museum. 510-748-0796

## MARCH

MARCH 2 - MAY 26  
Exhibition: *Perfect Acts of Architecture*  
SFMOMA. 415-357-4000; www.sfmoma.org

MARCH 2 - MAY 26  
Exhibition: *Jack Stauffacher:  
Selections from the Permanent  
Collection of Architecture & Design*  
SFMOMA. 415-357-4000; www.sfmoma.org

MARCH 12, 8:00 PM  
Slide Lecture: Rand Richards on his  
new book *Historic Walks in San  
Francisco.* S. F. Historical Society.  
415-775-1111 www.sfhhistory.org

MARCH 21, 7:30 PM  
Slide lecture: *Beyond Eames: Other  
Designers at Herman Miller.*  
At SFMOMA. Reception & exhibit at  
6:00. American Decorative Arts Forum  
415-249-9234



### **Muni Landmark**

*continued from page 1*

cost of \$7,700 each. The company failed after delivering only 20 cars, and the job passed to the Union Iron Works, in San Francisco, for completion. Number One went into service on Muni's inaugural Geary Street line and remained in continuous operation on various lines until 1951, when it went out of revenue service with the change of the original "F" line on Chestnut Street to trolleybus operation. Today it is the only one of the original order of 43 cars to survive; the others went to the scrap pile.

After retirement from regular operation, old Number One performed yard service for several years. It underwent restoration just in time for the celebration of Muni's 50th anniversary, in 1962, and in the years that followed was available for charter. During the 1980s it operated on Market Street in summer trolley festivals, whose great success prompted community leaders to lobby Muni to restore full time streetcar service to the city's main stem. At the present time, Number One runs on the "F" Market & Wharves line and is a popular choice for charters.

### **Board Changes**

*continued from page 8*

directors and look forward to many years of their association with Heritage, we note, with regret, the departure of three board members this past year: Leroy Looper, Steve Plath and Paul Sedway. Our deepest gratitude to them for their service and their continuing loyal support of Heritage and its work.

## ARCHITECTURAL FRAGMENTS

Congratulations to **Jay Turnbull**, who recently celebrated his 20th year with the preservation architecture firm of Page & Turnbull. Staff architect at Heritage from 1975 until 1979, Jay returned to the organization, in 1996, in the capacity of a board member, in which he continues to serve.

**The Photo-Lab**, in San Francisco, is closing at the end of this year, after 27 years in business. For the past ten years, the lab has processed photographs for the Heritage newsletter. Our gratitude to proprietors **Tak** and **Yuki Kuno** for their good work for us and best wishes for a long and happy retirement.

The San Francisco Museum of Modern Art has announced the appointment of **Joseph Rosa** as its new curator of architecture and design. The appointment coincides with endowment of the curatorship by museum trustee **Helen Hilton Raiser**. Rosa comes to SFMOMA after two years as curator of architecture at the Heinz Architectural Center, Carnegie Museum of Art, in Pittsburgh. Prior to that he held similar positions at the National Building Museum in Washington, D.C., and at the Columbia University Architecture Galleries. Rosa succeeds **Aaron Betsky**, who left SFMOMA in May to become director of the Netherlands Institute of Architecture, in Rotterdam.

Preservation of the historic windmills in Golden Gate Park received a boost in the form of a \$5,218 grant from **San Francisco Beautiful**. One of four Klusmann Grants made in the second quarter of this year, the money goes to the **Campaign to Save the Golden Gate Park Windmills** to produce fundraising materials that will encourage community participation in building an endowment for the restoration and continuing maintenance of the Dutch and the Murphy windmills. The Klusmann Grants Program gives matching funds to nonprofit organizations that beautify San Francisco. For more information, call 415-421-2608.

Among the recipients of this year's Beautification Awards, presented in October by San Francisco Beautiful, was **Tenderloin Neighborhood Development Corporation's Façade Improvement Program**. Working with limited funds through a grant from the City, TNDC has helped business and property owners in the Tenderloin undertake projects to upgrade storefronts and building façades, especially at street level, including neon restoration.

Princeton Architectural Press is publishing *The Campus Guide: University of California, Berkeley*, expected to appear in bookstores by year's end. The book's author and photographer is **Harvey Helfand**, an alumnus of the UC College of Environmental Design. Organized as an architectural tour, the 360-page guide offers more than 200 color photographs and covers over 130 buildings, landscape features and sculpture. Its ten chapters—or "walks"—tell the stories related to each subject's academic, architectural and cultural history.

At its annual convention in October, the **Urban Land Institute** bestowed an award of excellence, in the category of small-scale rehabilitation, upon **Pier One** and **AMB Property Corporation**. The jury described the rehabilitation and transformation of the historic pier bulkhead and shed into offices as a "model preservation/adaptive reuse effort."

Monthly meetings of the **San Francisco History Association**, on the 4th Thursday of every month, include a featured speaker. The Association recently announced its programs for the first half of 2002. These include Allen Pastron speaking on the recently uncovered Gold Rush ship (January 24), Henry Hollander on San Francisco's early Jewish population (February 28), and Judith Robinson speaking on 150 years of the Episcopal Diocese. Be sure to call for location and other program information: 415-750-9986.

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**Haas-Lilienthal House, Double Parlor**

*Photo: Doug Keister*

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

**Heritage Members' Meeting**

San Francisco Architectural Heritage will host a meeting of its members, in the Haas-Lilienthal House Ballroom  
2007 Franklin Street

Wednesday, January 23, 2002  
6:00 - 8:00 pm

Light refreshments will be served.  
In addition to a report to members and a question period, there will be a featured speaker, to be announced.  
Look for your invitation in the mail for more details

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