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Since 1971, a nonprofit member-supported organization dedicated to the preservation and adaptive reuse of architecturally and historically significant buildings in San Francisco.

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EXECUTIVE DIRECTOR COLUMN

HERITAGE CELEBRATES SAN FRANCISCO’S PORT

It’s a promising time for the port of San Francisco and the city’s historic waterfront. On New Year’s Eve, San Francisco was picked to host the 34th America’s Cup competition in 2013. The bid is sure to kick the waterfront’s longstanding transformation into overdrive, injecting $1.2 billion into the local economy over the next three years. As if the America’s Cup announcement weren’t enough, in January six teams submitted development proposals for a portion of Pier 70, whose significance as one of the city’s earliest shipyards is matched only by its long list of rehabilitation and infrastructure needs.

With so much focus on the port’s future, it is with great serendipity that Heritage announces the release of its new book, Port City: The History and Transformation of the Port of San Francisco, 1848-2010, authored by Michael Corbett. Now more than ever, the changes heralded by recent announcements highlight the need to understand and protect what makes our historic waterfront unique.

The genesis of Port City dates back to the late 1990s, when Heritage joined Port of San Francisco, Bay Conservation and Development Commission staff, and a committee of waterfront stakeholders to explore the possibility of a National Register nomination. Prepared by architectural historian Michael Corbett and funded by the Port, the 500-page nomination qualified a three mile stretch of the northeast waterfront for historic district designation in 2006. We are pleased to be able to feature Corbett as a guest columnist in this issue of Heritage News, which returns to printed format for the first time since 2009.

Most would agree that reuniting the city with its waterfront through the demolition of the Embarcadero Freeway and rehabilitation of the Ferry Building is one of San Francisco’s greatest successes in a generation. To realize similar successes in the future will require resourcefulness and creativity to address the port’s daunting backlog of capital improvement needs. The Port of San Francisco has demonstrated foresight in identifying new sources of revenue, leveraging rehabilitation tax credits, and championing adaptive reuse of its facilities. The America’s Cup is only the latest example, with race organizers receiving development rights to a large swath of Port property in exchange for investing up to $80 million to ready some of its historic piers for the regatta. Significant questions remain, including how to pass rigorous state environmental review, and the scrutiny of diverse stakeholders, within such a compressed timeframe.

By advocating for protection of the port’s historic resources and lending expertise to identify sensitive solutions, the preservation community will continue to be an essential partner in the revitalization of the waterfront. As a newly appointed member of the Central Waterfront Advisory Group, a citizen committee that provides the Port with valuable input on a wide range of planning and land use issues, I look forward to continuing Heritage’s traditional role as a champion for the city’s historic waterfront.

By contributing to a much more thorough understanding of the port’s indelible architectural and historical legacy, Port City will enhance Heritage’s ability to foster consensus among stakeholders and build public support for appropriate development on the waterfront. Certainly, the buildings and spaces that comprise the port are at the very root of the city’s identity, and are more than deserving of a prominent role in the city’s ongoing evolution. To purchase or learn more about Port City, visit sfheritage.org/port-city.

Mike Buhler
Executive Director
NEW MEMBERSHIP BENEFITS AND LEVELS

This year, Heritage celebrates its 40th anniversary and the 125th birthday of the Haas-Lilienthal House. To commemorate these landmark events, we are introducing new member benefits and levels, including two specials for 2011—a $40 new member promotion and exclusive benefits to celebrate the house at the $125 level.

Through a strong advocacy presence, first-rate programming, robust communications, and the $40 new member promotion—we aim to increase Heritage’s membership, relevance, and accessibility in 2011. We hope you will be our advocates in the community and encourage your family, friends, and colleagues to join Heritage.

We kept our existing members in mind in restructuring Heritage’s membership program, which is why we have retained the most popular levels. Current members—and new members after 2011—will renew at the usual $60 individual rate. With our online payment process, membership sign-up and renewal is quick and easy at sfheritage.org/join.

All membership levels receive:

- Discounts on special events
- 20 percent discount at Heritage bookstore, including on Port City
- Heritage E-News and Events emails
- Heritage News, quarterly print newsletter
- Free regular walking tours and Haas-Lilienthal House tours
- Free admission to Holiday Open House

$40 – 40TH ANNIVERSARY NEW MEMBER SPECIAL!

$75 – FOG CITY FAMILY
For couples or families of up to five people, join at this level and receive the benefits listed above for the entire household.

$125 – HAAS-LILIENTHAL HOUSE BIRTHDAY SPECIAL!
Celebrating the house’s 125th birthday!
- Free admission for 2 to lectures, tours and select special events at the HLH
- Private tour of the HLH for 10 people

$500 – THE GOLDEN CITY ALLY
- One copy of Port City by Michael Corbett
- Free admission for 2 to lecture series
- Sponsorship listing in Heritage News

$1,000 – PARIS OF THE WEST PILLAR
- One Soirée ticket (or $300 towards table purchase)
- One copy of Port City by Michael Corbett
- Lunch with Executive Director Mike Buhler
- Free admission for 2 to lecture series
- Sponsorship listing in Heritage News

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$30 – HERITAGE YP
Heritage Young Preservationists is for people under 40. Members receive YP emails and Heritage News electronically.

PIF CHALLENGE MET/COLUMBIA FOUNDATION GRANT

Heritage ended 2010 with a bang, with five board members stepping up with increased contributions and pledges to fully match our $120,000 Partners In the Field challenge grant from the National Trust for Historic Preservation. Thanks to Alicia Esterkamp Allbin, San Francisco Waterfront Partners, LLC; Neil Sekhri, Gibson, Dunn & Crutcher LLP; Zander Sivyer, Holmes Culley; Chris VerPlanck, Knapp and VerPlanck Preservation Architects; and David Wessel, Architectural Resources Group, Inc. for enabling Heritage to reach this milestone, capping a year of tremendous transition and growth.

The momentum continues with a recent $50,000 grant from the Columbia Foundation to conduct a capital campaign feasibility study and to develop a sustainability plan for the Haas-Lilienthal House (see page 8). The proposed “40/125” campaign commemorates the 40th anniversary of Heritage and the 125th birthday of the house by creating a stable financial base for operations and implementing key life safety, fire, accessibility and LEED upgrades for the house. For more information on the “40/125” campaign, please contact Mike Buhler at 415-441-3000 x15 or mbuhler@sfheritage.org.

On behalf of the entire Heritage family, we are deeply saddened by the passing of John Schmiedel on February 4 at the age of 72. John and his wife Charlotte have been Heritage members for over 35 years, with a particular dedication to the Haas-Lilienthal House. They have donated their time and talent to decorate the house for the holidays longer than anyone here can remember.

In addition to their vaunted status as “volunteers extraordinaire,” John and Charlotte have been longtime financial supporters who have generously underwritten many special Heritage events, contributed items to the silent auction at Soirée, and were among the earliest donors to the Partners In the Field program last year.

John loved the Haas-Lilienthal House and at holiday time he was always very specific about the garlands that went down the main stairs—the depth of the swag had to be just right. After decorating their own Victorian for the holidays, John and Charlotte would come by and transform the house into a magical holiday wonderland, often working well into the evening after they had put in full days at work.

Both were inducted to the Lilienthal Society Class of 2006 in recognition of their stalwart volunteer efforts.

Heritage’s deepest condolences go out to Charlotte and all of John’s family and friends. We will miss him greatly.
Heritage joined the National Trust for Historic Preservation, California Preservation Foundation, The Cultural Landscape Foundation, the Northern California chapter of DOCOMOMO-US and the Northern California chapter of Historic American Landscape Survey in signing a joint comment letter to the Planning Commission protesting the destructive impact of the proposed Parkmerced Project. The proposed development would result in the near total destruction of an eligible historic district spanning over 192 acres, including demolition of 170 contributing resources and the entirety of Thomas Church’s designed landscape. The letter was submitted in anticipation of the Commission’s February 10 hearing to certify the Environmental Impact Report (EIR) and development agreement for the project.

The six organizations urged the Planning Commission to adopt an alternative that maximizes preservation of the Parkmerced Historic District and retains its eligibility for the National Register of Historic Places. The letter challenges the consistency of the proposed project with the City’s Planning Priority stating that “landmarks and historic buildings be preserved,” while noting the inadequacy of the proposed mitigation measures to meaningfully compensate for the loss of the Parkmerced Historic District.

The EIR for the project includes an alternative—Alternative C, Retention of the Historic District Central Core Alternative—that would preserve enough of the historic district to retain its eligibility for the California and National Registers while allowing for new development and densification on other parts of the project site. Although the EIR acknowledges that Alternative C is “environmentally superior,” no information is provided in the EIR to justify its rejection as a viable alternative to the proposed project.

The EIR also failed to consider a hybrid preservation alternative proposed by Heritage in its July 2010 comments on the Draft EIR that would have allowed for greater density than Alternative C.

Additionally, while the organizations voiced opposition to any demolition that would eliminate the historic district, in the event the project is approved, the letter notes that mitigation measures must be much stronger than those set forth in the EIR. The proposed mitigation measures, consisting of photo documentation, donation of archival materials and permanent public interpretation, do not meaningfully compensate for the loss of historic resources. The letter proposes additional, substantive mitigation measures that include: funding for a historic resource survey of historic landscape resources in San Francisco, including development of survey methods and tools; funding to complete a comprehensive, professional cultural resource survey of the southwest quadrant of the city; and/or funding to complete a context study and survey of Modern and post-World War II historic and architectural resources in the city of San Francisco. Funds could be administered through the established San Francisco Historic Preservation Fund to advance these purposes.

To read the joint letter and Heritage’s July 2010 letter, visit sfheritage.org/advocacy.

Update: On February 10, the Planning Commission voted 4-3 to certify the EIR and approve the proposed project.
After numerous requests from the public, the Historic Preservation Commission initiated a study in January identifying significant historic features of Golden Gate Park to inform its possible designation as a historic district. Designed by William Hammond Hill and John McLaren in the 1870s, the 1,017-acre park boasts an incredible array of historic buildings, sculptures and monuments, and landscape features from the original plan that could be protected. Golden Gate Park was listed in the National Register of Historic Places in 2004, and is clearly eligible for local designation. If it becomes a city landmark, the Historic Preservation Commission will be able to review major changes to historic features and consider their impact on the integrity of the park as a whole, such as recent proposals to replace grass at the Beach Chalet soccer fields with synthetic turf and install 60-foot light poles, or to construct a 40,000 square foot water treatment plant within the park. Conversely, the landmark designation report will also help identify non-significant areas of the park that are most appropriate for new development and elements that would not require Historic Preservation Commission review.

Despite speculation among opponents that designation will freeze the park in time, there are numerous examples of major urban parks in other cities that have received local landmark status without hampering their ability to evolve to meet new needs. In 2009, the Los Angeles City Council declared all of Griffith Park—which is four times the size of Golden Gate Park—a city historic-cultural monument. Central Park in New York City, also larger than Golden Gate Park, has been a city scenic landmark since 1974. In late January, Supervisor Scott Wiener called for a special hearing to learn more about the impacts of the landmarking Golden Gate Park on management costs and operations. Heritage has requested a meeting with Supervisor Wiener to discuss his concerns, and we have been working with neighborhood groups, City staff, and members of the Historic Preservation Commission to build support for the nomination and identify models to ensure efficient review of park projects. We will keep you updated on this issue.

**Planning Department Makes Historic Surveys Interactive**

The San Francisco Planning Department has recently released the results of two massive survey efforts—South of Market (SoMa) and South Mission. In addition to making the findings public, the department has created a custom Google Maps application to navigate the survey area and find survey parcels, making the results interactive and user-friendly. Property owners within the survey areas can simply click on their parcel to read an individualized description of their property, learn if it has been found to be historically significant and, if so, why.

Started in 2007, the South Mission survey resulted in documentation and assessment of 3,787 individual properties. Thirteen eligible historic districts, 992 individual historic resources, and 179 potential individual historic resources (that require more research) were identified. Also commenced in 2007, the SoMa survey spans roughly Market to Townsend streets, between 1st and 13th streets, including 2,142 individual properties. In SoMa, four new eligible historic districts were identified, with one existing district showing potential for expansion; 151 properties were found to be individually eligible, with an additional 267 properties identified as potentially significant. Both surveys were completed with funding from the San Francisco Historic Preservation Fund, with assistance from Page & Turnbull, Inc. The SoMa survey was adopted by the Historic Preservation Commission in November, with the SoMa survey slated for adoption in February or March of this year.

A typical Planning Department survey includes the development of a Historic Context Statement, documentation and evaluation of individual buildings, and identification of eligible historic districts and individually significant properties. This level of documentation and evaluation helps inform members of the public and property owners alike, providing greater certainty to the development community, avoiding costly disputes over the significance of any given property, and aiding future planning efforts by making the environmental review process more transparent.

Traditionally, survey results were found in case reports compiled by the Planning Department, and in the survey forms themselves. The innovative Google Maps interface now allows users to click on a building or boundary of an identified eligible historic district, and pull up a balloon with varying amounts of information. Users can find details ranging from a brief caption to a PDF on the property with details like ownership, condition, and the history of the building along with its characteristics and photographs. For more information, visit sf-planning.org.
The title, *Port City*, refers to the well-known origins of San Francisco as a port and to the equally well-known long-time importance of the port in the city's economy. But it is also intended to draw attention to another aspect of the city's history—the relationship of the port to the development and life of the city. As obvious as it might seem to make this connection, it was not something that I fully grasped until I undertook the research that resulted in this book.

As I got into the research I kept thinking the same thing—that the importance of the port to the history of the city was vastly under-recognized, certainly by me. What I knew was that the port played a key role in the Gold Rush; that there are many colorful stories about the 19th-century China trade, clipper ships that set speed records, and shanghaied sailors; that Harry Bridges and the longshoremen won a great victory for labor in 1934; and that the port almost died in the 1970s when most of its business moved to Oakland with container shipping. What I didn't know was how directly and extensively the development of the port affected the ways the city developed, or where specific types of industries and businesses and housing were located, and the actual physical shape and size of the city.

What was lacking in the written history of the port of San Francisco was not due to a shortage of good books on the subject. Indeed, as I got into it, I was surprised how many good books there were, written from a variety of perspectives by authors of diverse backgrounds. These laid the groundwork for my understanding.

Among my favorites are John Haskell Kemble's *San Francisco Bay: Pictorial History* (1957), out of print but still in used book stores. His photo captions are condensed essays on San Francisco ships and shipping, with the city itself a background story. Kemble was a history professor at Pomona College who studied under renowned U.C. Berkeley historian Herbert Eugene Bolton, for whom he wrote about the Pacific Mail Steamship Company and the Panama route to San Francisco. Stuck in the dry land east of Los Angeles, Kemble never lost his interest in the maritime history of San Francisco. A bachelor, he put his considerable energy into amassing a huge collection of materials related to ships and shipping in California, now housed at the Huntington Library and still incompletely catalogued after a dozen years of work. He died at sea at the age of 78 on the last of many cruises he took during his lifetime.

Albert Shumate’s books on 19th-century San Francisco are models of thoroughness and accuracy, presenting the port as an integrated part of the story of his subjects, notably Rincon Hill and South Park. Shumate was a dermatologist and self-taught historian who collected rare California history books and became president of the California Historical Society.

Nancy Olmsted’s *Vanished Waters: A History of Mission Bay* (1986) and *The Ferry Building* (1998) summarize a lifetime of her research and that of her late husband Roger. These are among the few books that emphasize connections between the history of the port and the physical development of the city.

Within the small world of obsessive students of port history, Gerald Dow’s 1973 M.A. thesis at San Francisco State, *Bay Fill in San Francisco: A History of Change* is revered. Although it tells one of the key stories of the history of the port, it was never published and its illustrations are plagued by 1973 photo-reproduction technology. After this debut Dow worked for the railroads and became a
master mariner, an ideal combination of academic training and work experience for a port historian.

In Gold Rush Port: The Maritime Archeology of San Francisco’s Waterfront (2009), James Delgado, a prominent maritime archeologist who was at the Golden Gate National Recreation Area for many years, has synthesized the data of numerous archeological studies, relating the port to larger San Francisco stories. He is now working on a follow-up book on the period between the Gold Rush and 1906. These books are based on Delgado’s own work and that of many others, most of it generated by environmental review requirements.

Among the complex periods in the port’s history, perhaps the most difficult for me was the last 50 years until I read Jasper Rubin’s manuscript, soon to be published, A Negotiated Landscape: The Transformation of San Francisco’s Waterfront Since 1950. Rubin, a geography professor at San Francisco State, makes sense of a period of great change marked by long periods when nothing happened.

None of these fine books addressed basic questions about the physical history of the city: For the waterfront that we see today, why does it look the way it does? And how is the physical stuff of the port related to the physical stuff of the city?

Although dry and neglected, my principle sources were neither secret nor obscure. They were the public reports of the agency that controlled the port from 1863 to 1969, the Board of State Harbor Commissioners, readily available in libraries. These recorded the key steps in the development of the port—the design and construction of the seawall and the bulkhead wharf, the creation of the familiar edge of the city along the bay, the creation of valuable new land for the Embarcadero and the seawall lots, the projection of piers into the water, and the construction of the Belt Railroad and its links to commercial railroads all of whose lines, spurs and other facilities reached into the city.

From an understanding of the development of the port, it was then possible to see how the port was related to the development of the city—to the creation of industrial districts, to neighborhoods for workers in industry and the port, to offices for managers of businesses at the port, etc.

The result, presented in Port City, is the first look at the whole history of the port, from its beginnings to the present, that also tries to see a spectrum of elements of the port’s history and to connect the port to the larger city.

Port City is $52 for Heritage members and $65 for non-members. Purchase the book at sfheritage.org/port-city or at one of the following retailers: Book Passage; Pier 1, the Port of San Francisco; The Green Arcade; and William Stout Architectural Books.

The port’s seawall lots were mostly given over to the rail yards of the Belt Railroad and leased to private railroads. Seawall Lot 7, leased to the Western Pacific Railroad, is shown here across the Embarcadero from Piers 31 and 29 in 1931.

**Soirée 2011 at Pier 35**

Historic Pier 35 will serve as an evocative backdrop for Heritage’s annual black-tie fundraiser, Soirée. This year’s event will celebrate San Francisco’s maritime past and the release of Heritage’s new book, Port City. Soirée 2011 will also commemorate two major milestones—Heritage’s 40th anniversary and the 125th birthday of the Haas-Lilienthal House.

Completed in 1916, Pier 35 was the first monumental bulkhead building constructed along the Embarcadero. An imposing Classic Revival presence, the pier has long served as the gateway to San Francisco for cruise passengers from all over the world. Steamships operated by the Panama Pacific and Grace Lines, among others, embarked from here to exotic ports-of-call throughout Latin America and the Caribbean. Located at the foot of Telegraph Hill, Pier 35 extends over 1,000 feet into the bay and provides a unique setting with unobstructed views of Coit Tower, Treasure Island and the Bay Bridge. Its Embarcadero edifice was fully restored by the Port of San Francisco in 2008.

On Saturday, April 9, Pier 35’s cavernous timber pier shed, with rolling steel doors extending down each side and exposed rafters above, will be dramatically transformed and illuminated for a memorable evening of fine dining, dancing, casino gaming—something like a cruise, but without ever leaving port.

As we enter this celebratory year, we hope you’ll join us to toast the city’s historic waterfront. To purchase tickets or sponsor a table, please contact Barbara Roldan at 415-441-3000 x14 or broldan@sfheritage.org.
In the fall of 2010, as first-semester MBA students in Sustainable Management at the Presidio Graduate School, our team explored how Heritage could improve its revenue, membership, and visibility by embracing sustainability. Our initial idea was to have the organization pursue LEED certification for the Haas-Lilienthal House. As the project progressed, however, we concluded that integrating sustainability throughout the organization's mission, tours, and educational programs would be an even more beneficial strategy. While LEED certification would be an enormous undertaking, we believe that it could create significant lasting revenue streams from rentals, visitors, and education programs. Ironically, we were several weeks into our project when we learned that Heritage was already investigating certification under LEED Existing Buildings Operations & Maintenance.

The Bay Area offers a receptive social and political climate for successful historic retrofit projects. In 2010, 80 percent of San Franciscans voted to uphold AB 32, California’s state law curbing greenhouse gases, in comparison to 60 percent of all Californians. The Northern California Chapter of the U.S. Green Building Council is one of the largest in the nation. Despite the economic downturn, Oakland-based green certification firm Build it Green netted $2.1 million in revenue in 2009.

However, there is a general lack of education about green preservation, especially when compared with the prevalence of green new construction techniques. Improving the energy efficiency of San Francisco’s historic and often leaky and drafty building stock poses unique challenges that are largely unaddressed within the green building community. We propose that Heritage address this educational void by embedding information about any future green retrofits within its tour program. Each visitor would leave the house understanding how they could implement similar greening measures in their own home or business.

Heritage can capitalize on the knowledge it gains through LEED certification to become a resource for green preservation within the Bay Area. Developing educational opportunities around preservation and sustainability would enable the organization to enhance both its relevance and revenues. Heritage could sponsor green historic walking tours with its Heritage YP group, host speakers on historic retrofit projects, and partner with local sustainability organizations like the Pacific Energy Center or SF Environment.

Just as the California Academy of Science’s living roof has become its strongest brand asset, LEED certification for the Haas-Lilienthal House would create and strengthen Heritage’s brand as a green building organization. Many sustainability advocates are young professionals, and a LEED house museum would broaden Heritage’s appeal to a younger and more diverse audience. We encourage Heritage to capitalize on the experience gained through LEED certification to position itself as a leader and resource for green preservationists throughout San Francisco.

Katie Grote is a LEED AP, YP member, and a 2012 MBA candidate in Sustainable Management at Presidio Graduate School. She previously worked under Heritage board member Benjamin Ladomirak at Teevan Restoration. Her teammates and collaborators on this project were fellow MBA candidates Jonathan Gibson, Jenny Huang, Cyndie Hoffman, and Aaron Israel.
SPRING DOCENT TRAINING

Heritage relies on a group of dedicated volunteers to work as Haas-Lilienthal House docents, Walking Tour guides, and Heritage Hikes guides, and to assist with various office projects and Heritage events. We are currently in need of volunteers to lead house tours on Wednesdays, Saturdays, and Sundays; to lead walking tours on Saturdays and Sundays; and to lead tours for our third grade educational program on Tuesdays and Wednesdays. Becoming a volunteer is a great way to meet new people, whether they are fellow docents or visitors from all over the world.

Training includes seven meetings on various Tuesday evenings and Saturday mornings from March 15 through April, 2011. Sessions include lectures by local San Francisco historians and architecture experts as well as techniques on tour preparation and communication skills. Participants will also learn about the Haas-Lilienthal family and the culture and decorative arts of the city’s Victorian era. By the end of the series, new volunteers will know the Haas-Lilienthal House inside and out, feel confident leading visitors through the house, and be able to conduct engaging and inspiring tours.

Trainees are asked to pay an $80 registration fee, which covers the cost of the training manual and required books. Volunteers who complete the training receive Heritage individual member benefits (see page 3).

To receive more information, please contact Volunteer Coordinator Dorothy Boylan at dboylan@sfheritage.org or 415-441-3000 x24.

2010 TOUR NUMBERS

- 4,421 House tour visitors
- 160 Walking tour participants
- 535 Special tour participants
- 1,219 Children’s tours

In addition, 383 visitors toured the house free through the San Francisco Public Library Family Adventure Pass program.

Volunteer Profile: JoAnn Stewart

By JoAnn Stewart

I am an old San Franciscan. My grandparents experienced the 1906 earthquake, as did my father—three days-old and still in St. Luke’s Hospital. He and his mother were evacuated by garbage cart to the old race track, now Urbano Drive. My grandfather walked from downtown to find them.

I have been volunteering at the Haas-Lilienthal House since 1999 when, having just retired from the San Francisco Unified School District, I heard about docent training at a meeting of the Victorian Alliance. Among the interesting people whom I have met on tours was an elderly lady who entered with the other tourists and paid for her entrance, making clear that she was entitled to the senior rate. After the tour, another docent identified her as Elizabeth Lilienthal Gerstley. I have to think that her interest was in what our major duty as docents still is: To tell the story of the family and their house with reasonable accuracy, informed imagination and good will.

The children’s tours are a bit different from the regular tours. We try to help the children imagine what it might have been like to be a third grade San Franciscan in 1886. They know that they would not have had cars or airplanes, but they almost always gasp in disbelief when they hear that they would not have had a cell phone or a computer.

While I love the house, what has kept me there has been the fun of hearing the children’s “ah, ooh, and sweet” responses to discovering the past and the pleasure of working with the cooperative and devoted volunteers that the house seems to attract.
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**Heritage Tours**

**Haas-Lilienthal House Tours**

- **Wednesdays**, Noon - 3 p.m.
- **Saturdays**, Noon - 3 p.m.
- **Sundays**, 11 a.m. - 4 p.m.

**Walking Tours**

- **Pacific Heights**, Sundays, 12:30 p.m.
- **A Walk Along Broadway**, Second Saturday monthly, 1:30 p.m.
- **Beyond Union Street: A Walk Through Cow Hollow**, Third Saturday monthly, 1:30 p.m.
- **Walk the Fire Line: Van Ness Avenue**, Fourth Saturday monthly, 1:30 p.m.

Heritage tours are free to members and $8 for the general public.

For group tours, call 415-441-3000 x24. For tour and event information, call 415-441-3004.

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

**Save the Date**

**“Port City” Launch Event**

*Tuesday, March 22, 6 p.m.*, Free

*California Historical Society*

*Port City*’s official launch party featuring a panel discussion moderated by Jasper Rubin, including Michael Corbett, Mike Buhler, Chris VerPlanck, and Jim Delgado. A reception and signing will follow.

**AIA San Francisco “Port City” Lecture**

*Thursday, March 31, 6 p.m.*, Free

*AIA/SF Offices*

Reception and presentation with Mike Buhler and Michael Corbett on the history and transformation of the port as part of AIA San Francisco’s lecture series.

**Soirée 2011**

*Saturday, April 9, 6 p.m.*

*Pier 35*

Join Heritage for our annual fundraiser celebrating *Port City*. There will be dinner, cocktails, dancing, casino gaming, and a silent auction. See sidebar on page 7.

For more information on these events and more, visit sfheritage.org/events.

**SPUR Lunchtime Forum**

*Wednesday, May 11, 12:30 p.m.*, Free

*SPUR Urban Center*

Presentation with Mike Buhler and Michael Corbett.

**Nonprofit Organization**

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