

[Ordinance to Designate the Laguna Honda Station, also known as the Forest Hill Station, At 390 Laguna Honda Boulevard As a Landmark Under Planning Code Article 10.]

Ordinance Designating the Laguna Honda Station, At 390 Laguna Honda Boulevard, As Landmark No. 231 Pursuant To Article 10, Sections 1004 And 1004.4 Of The Planning Code.

Note: Additions are single-underline italics Times New Roman;
deletions are ~~strikethrough italics Times New Roman~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

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

Section 1. Findings:

The Board of Supervisors hereby finds that Laguna Honda Station, also known as the Forest Hill Station, At 390 Laguna Honda Boulevard, Lot 50 in Assessor's Block 2864, has a special character and special historical, architectural and aesthetic interest and value, and that its designation as a Landmark will further the purposes of, and conform to the standards set forth in Article 10 of the City Planning Code.

(a) Designation: Pursuant to Section 1004 of the Planning Code, Laguna Honda Station, At 390 Laguna Honda Boulevard, is hereby designated as Landmark No. 231. This designation has been fully approved by Resolution No. 553 of the Landmarks Preservation Advisory Board and Resolution No. 16399 of the Planning Commission, which Resolutions are on file with the Clerk of the Board of Supervisors under File No. 030142 and which Resolutions are incorporated herein and made part hereof as though fully set forth.

(b) Priority Policy Findings.

Pursuant to Section 101.1 of the Planning Code, the Board of Supervisors makes the following findings:

SUPERVISORS ELSBERND, PESKIN, MAXWELL
BOARD OF SUPERVISORS

1 (1) The designation is in conformity with the Priority Policies of Planning Code
2 Section 101.1 and with the General Plan as set forth in the letter dated November 18, 2002
3 from the Director of Planning. Such letter is on file with the Clerk of the Board in File No.
4 030142.

5 (2) The Board of Supervisors finds that this ordinance is in conformity with the
6 Priority Policies of Section 101.1 of the Planning Code and with the General Plan, and hereby
7 adopts the findings set forth in the letter dated November 18, 2002 from the Director of
8 Planning and incorporates such findings by reference as if fully set forth herein.

9 (c) Required Data:

10 (1) The description, location and boundary of the Landmark site is Lot 50 in
11 Assessor's Block 2864.

12 (2) The characteristics of the Landmark which justify its designation are described
13 and shown in the Landmark Designation Report adopted by the Landmarks Preservation
14 Advisory Board on January 23, 2002 and other supporting materials contained in Planning
15 Department Docket No. 1999.457L. In brief the characteristics of the landmark which justify
16 its designation are as follows:

17 (a) Association with the early 20th century expansion of San Francisco's Municipal
18 Railway and early 20th century residential development in San Francisco.

19 (b) Embodies distinctive characteristics of the Mission and Neoclassical Revival
20 styles.

21 (c) Represents the work of a local engineering expert, City Engineer Michael M.
22 O'Shaugnessey.

23 (3) That the particular exterior features that should be preserved, or replaced in-kind
24 as determined necessary, are those generally shown in the photographs and described in the
25 Landmark Designation Report, both which can be found in the case docket No. 1999.457L

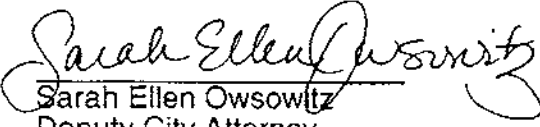
1 which is incorporated in this designation ordinance as though fully set forth. In brief, the
2 description of the particular features that should be preserved are as follows:

3 (a) 1917 Surface Station: Exterior of building, and urns but not including structures
4 built after 1917.

5 (b) 1917 Surface Station: Interior of Concourse but only including the scale of the
6 interior space and not including particular features and finishes. The interior should only be
7 reviewed under Article 10 of the Planning Code where it is proposed that the scale will be
8 altered through the addition of permanent partitions, i.e. the addition of a mezzanine in the
9 concourse. The addition or removal of temporary fixtures such as faregates and ticket booths
10 will not permanently alter or negatively impact the historically open character of the
11 concourse, and so will not need to be reviewed under Article 10 of the Planning Code.

12 Section 2. The property shall be subject to the controls and procedures pursuant to
13 this Board of Supervisor's Ordinance and Planning Code Article 10.

14
15 APPROVED AS TO FORM:
16 DENNIS J. HERRERA, City Attorney

17 By: 
18 Sarah Ellen Owsowitz
19 Deputy City Attorney
20
21
22
23
24
25

SUPERVISOR HALL
BOARD OF SUPERVISORS



City and County of San Francisco

Tails

Ordinance

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 030142

Date Passed: March 4, 2004

Ordinance Designating the Laguna Honda Station, At 390 Laguna Honda Boulevard, as Landmark No. 231 Pursuant to Article 10, Sections 1004 And 1004.4 of the Planning Code.

August 17, 2004 Board of Supervisors — PASSED ON FIRST READING

Ayes: 9 - Alioto-Pier, Ammiano, Daly, Dufty, Elsbernd, Gonzalez, McGoldrick, Peskin, Sandoval

Absent: 2 - Ma, Maxwell

September 14, 2004 Board of Supervisors — FINALLY PASSED

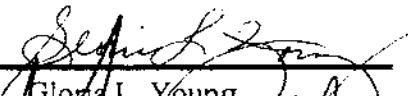
Ayes: 11 - Alioto-Pier, Ammiano, Daly, Dufty, Elsbernd, Gonzalez, Ma, Maxwell, McGoldrick, Peskin, Sandoval

File No. 030142

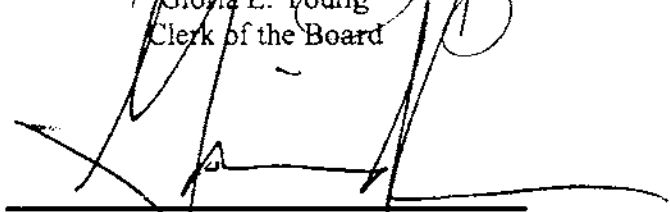
I hereby certify that the foregoing Ordinance
was FINALLY PASSED on September 14,
2004 by the Board of Supervisors of the City
and County of San Francisco.

SEP 23 2004

Date Approved



Gloria L. Young
Clerk of the Board



Mayor Gavin Newsom

SAN FRANCISCO
PLANNING COMMISSION
MOTION NO. 16399

ADOPTING FINDINGS RELATED TO THE APPROVAL OF LANDMARK DESIGNATION OF LAGUNA HONDA MUNI STATION AS LANDMARK NO. 231.

WHEREAS, The Landmarks Preservation Advisory Board (Landmarks Board), at its regular meeting of January 23, 2002, reviewed a draft Laguna Honda Muni Station Landmark Designation Report prepared by Planning Department staff Mary Hashemi and Jeffrey Tully. The Landmarks Board considered the report to be a final Laguna Honda Muni Station Landmark Designation Report; and

1. That at its regular meeting of January 23, 2002, the Landmarks Board reviewed a draft Laguna Honda Muni Station Landmark Designation Report (Landmark Designation Report) and found that the Landmark Designation Report describes the location and boundaries of the landmark site, describes the characteristics of the landmark that justify its designation, and describes the particular features that should be preserved and therefore meets the requirements of Planning Code Section 1004(b) and 1004(c)(1), that Landmark Designation Report is fully incorporated by reference into this resolution; and
2. That at its regular meeting of January 23, 2002, the Landmarks Board reviewed and endorsed the location and boundaries of the Laguna Honda Muni Station landmark site as:

The proposed Landmark site is contiguous with the footprint of the 1917 Laguna Honda Muni Station, and does not include the 1985 addition to the building or any other aspect of Block 2864, Lot 50; and

3. That at its regular meeting of January 23, 2002, the Landmarks Board reviewed the characteristics of the landmark, which justify its designation under the applicable National Register Criteria:

Criterion A: Structures that are associated with the events that have made a significant contribution to the broad patterns of our history – *Associated with the early 20th century expansion of San Francisco's Municipal railway and early 20th century residential development in San Francisco.*

Criterion C: Structures that embody distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant

and distinguishable entity whose components may lack individual distinction -- *Embodies distinctive characteristics of the Mission and Neoclassical Revival styles. Represents the work of City Engineer Michael M. O'Shaughnessy.*

4. That at its regular meeting of January 23, 2002, the Landmarks Board reviewed and endorsed the following particular features of the landmark that should be preserved:

Exterior of 1917 Surface Station -- Exterior of the 1917 surface station and the 1917 decorative urns that stand in front of the station's main entrance. This description of particular features to be preserved does not include any structures or elements built after 1917.

Interior of 1917 Surface Station -- The open character of the 1917 concourse, which is defined by the dimensions of the space and not by particular features or finishes. The interior of the 1917 concourse, not including the elevator tower, is approximately 44' feet-wide by 66' feet-long with 23' foot-high ceilings. This description of particular features to be preserved does not include any below grade structures or elements.

The interior of the concourse should only be reviewed under Article 10 of the Planning Code where it is proposed that the concourse will be altered through the addition of permanent partitions, such as the addition of a mezzanine in the concourse. The addition or removal of temporary fixtures such as fare gates and ticket booths will not permanently alter or negatively impact the historically open character of the concourse, and so will not need to be reviewed under Article 10 of the Planning Code; and

5. That at its regular meeting of January 23, 2002, the Landmarks Board reviewed documents, correspondence and oral testimony on matters relevant to the proposed landmark designation, at a duly noticed public hearing held on January 23, 2002; and
6. That at the same January 23, 2002 hearing, the Landmarks Board initiated landmark designation of the Laguna Honda Muni Station; and
7. That at the same January 23, 2002 hearing, the Landmarks Board recommended that the Planning Commission approve the landmark designation of Laguna Honda Muni Station as Landmark No. 231, pursuant to Article 10 of the Planning Code; and
8. That at the same January 23, 2002 hearing, the Landmarks Board directed its Recording Secretary to transmit Landmarks Board Resolution No. 553, the Laguna Honda Muni Station Landmark Designation Report and other pertinent materials in the case file 1999.457L to the Planning Commission; and
9. That the Planning Commission reviewed the case file and considered the findings and recommendation of the Landmarks Board set forth in the Landmarks Board Resolution No. 553, and held a duly noticed public hearing on the matter on May 2, 2002.

THEREFORE BE IT RESOLVED, That the Planning Commission does hereby concur with the findings and recommendation of the Landmarks Board and **APPROVES** the landmark designation of Laguna Honda Muni Station, as Landmark No. 231; and

BE IT FURTHER RESOLVED, That the special character and special historical, architectural and aesthetic interest and value of the landmark is set forth in the adopted Laguna Honda Muni Station Landmark Designation Report, Landmarks Board Resolution No. 553 and other materials on file in the Planning Department Docket No. 1999.457L, which is incorporated herein and made a part of thereof as though fully set forth; and

BE IT FURTHER RESOLVED, That the Planning Commission hereby directs its Secretary to transmit the adopted Laguna Honda Muni Station Landmark Designation Report, the photographs and other pertinent materials in the Case File No. 1999.457L, and a copy of this Resolution of Approval to the Board of Supervisors for appropriate action.

I hereby certify that the foregoing Resolution was adopted by the Planning Commission on May 2, 2002.

Linda D. Avery
Commission Secretary

AYES: Commissioners Baltimore, Chinchilla, Fay, Lim

NOES: None

ABSENT: Joe, Salinas, Theoharis

ADOPTED: May 2, 2002

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LANDMARKS BOARD VOTE:
APPROVED:
PROPOSED LANDMARK NO: 231

HISTORIC NAME: Laguna Honda Station
POPULAR NAME: Forest Hill Station

ADDRESS: 390 Laguna Honda Boulevard
BLOCK/LOT: 2864/50

OWNER: City and County of San Francisco
San Francisco Municipal Railway
401 Van Ness Avenue, Suite 334
San Francisco, CA 94102

ORIGINAL USE: Railway Station
CURRENT USE: Railway Station
ZONING: Public Use

*Final
draft
3-26-07*

NATIONAL REGISTER CRITERIA:

- (A) x Association with events that have made a significant contribution to the broad patterns of our history.
- (B) _____ Association with the lives of persons significant in our past.
- (C) x Embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- (D) _____ Has yielded, or may be likely to yield information important in history or prehistory.

- **Period of Significance:** 1917
- **Integrity:** The 1917 structure maintains integrity of location, design, setting, materials, workmanship, feeling and association. Alterations have been made to the building, most substantially in 1985 (see Description section for more detail). However, these alterations do not obscure or negatively impact the scale, plan and style of the 1917 station.

ARTICLE 10 REQUIREMENTS - SECTION 1004(b):

- **Boundaries of the Landmark Site:**

Encompassing all of and limited to Lot 50 in Assessor's Block 2864.
Exhibit C, Assessor's Map 1061.

► **Characteristics of the Landmark which justify its designation:**

National Register Criteria A and C

(A) Associated with the early 20th century expansion of San Francisco's Municipal Railway and early 20th century residential development in San Francisco

(C) Embodies distinctive characteristics of the Mission and Neoclassical Revival styles

(C) Represents the work of a local engineering expert, City Engineer Michael M. O'Shaughnessy

► **Description of the particular features that should be preserved:**

1. Exterior of 1917 Surface Station—The exterior of the 1917 surface station, and the 1917 urns that stand outside the surface station should be preserved. This description of particular features to be preserved does not include any structures built after 1917.

2. Interior of 1917 Surface Station—The open character of the 1917 concourse should be preserved. The open character of the concourse is defined by the dimensions of the space and not by the particular features or finishes. The interior of the 1917 concourse, not including the elevator tower, is approximately 44 feet wide x 66 feet long with 23 feet high ceilings. This description of particular features to be preserved does not include any below grade structures.

The concourse interior should only be reviewed under Article 10 of the Planning Code where it is proposed that the concourse will be altered through the addition of permanent partitions, i.e. the addition of a mezzanine in the concourse. The addition or removal of temporary fixtures such as faregates and ticket booths will not permanently alter or negatively impact the historically open character of the concourse, and so will not need to be reviewed under Article 10 of the Planning Code.

DESCRIPTION:

The San Francisco Municipal Railway's (MUNI) Laguna Honda Station consists of a 1917 surface structure that connects to the Twin Peaks Tunnel platform 65 feet underground via a system of elevators and stairways, and a 1985 addition that expanded the 1917 concourse space and the system of passenger elevators. The surface station opened in 1917 along with the Twin Peaks Tunnel, and continues to serve the public today.

1917 Surface Structure / 1985 Addition

*Directions (north, south, east, west) are based on a reference point that lies due northwest. See Assessor's map for clarification (Exhibit C).

The 1917 rectangular concourse rises 32 feet 8 inches above the first floor, includes two one-story bathrooms at the southern end and 36 feet 5 1/2 inches high elevator tower at the northern end. The interior of the 1917 concourse, not including the elevator tower, is approximately 44 feet wide x 66 feet long with 23 feet high ceilings. The circa 1985 addition includes a concourse annex with two passenger elevators that provide additional elevator access from the ground floor to the passenger platform. This addition connects to the 1917 structure at the southern facade through the original side entrance. Other alterations to the 1917 structure during the time the addition was constructed include the following: Eastern Facade--relocation of two urns from the front facade to the edge of the sidewalk that runs along Laguna Honda Boulevard, new steps, new handrails, and addition of a low "seating" wall; Southern Facade--removal of two urns and bases that stood on either side of the 1917 southern entrance, and removal of steps, doors and sidelights; Western Facade--addition of louvers to windows on tower, new glass in arched windows at concourse, and new hollow metal window frame for bathroom window; Interior--new turnstiles, ticket booth, lighting, signs, railings, color scheme, replacement of glass in transoms above elevators with mirrored glass, and repairs to marble and plaster finishes. It appears that other alterations have occurred to the interior ceiling and flooring over time.

The entire complex fronts Laguna Honda Boulevard, at the corner of Laguna Honda and Dewey Boulevards, and is bounded to the west by the Forest Hill Neighborhood. It stands on the eastern edge of the park-like lot. The Laguna Honda Hospital, built circa 1924, stands across the boulevard from the station.

The 1917 building is constructed of concrete with a cement plaster finish. Ornamental detail including the cornice, beltcourse, water table, vases and pedestals are cast cement secured in place when finished, with an applied plaster surface. The low-pitched hipped roof is constructed of red tile. The circa 1985 addition is also constructed of concrete and plaster, and has a hipped red tile roof.

An arcade provides the main entrance/exit point for the 1917 structure. At this main entrance, three concrete steps rise from grade to three wood and plate glass doors, with carved wood and copper ornamentation, that are separated and framed by three arches. The arches, articulated by raised trim and capped with keystones, rise to an ornamented entablature. The entablature includes an architrave of bound reed molding, a simple frieze adorned only with the chiseled name of the station and tunnel, and a projecting cornice decorated with stacked moldings of first dentil then the egg-and-dart variety. At the southern facade, the fanlight of the original doorway remains visible above the 1985 hallway that connects the main concourse to the annex space. A row of three arched windows run the length of the western facade. Each window along this facade has 18 panes of glass and a raised trim that surrounds the window and culminates at the top in a keystone. Small, rectangular pivoting windows puncture the walls of the two one-story rooms; one window for each room at each of the southern, eastern and western facades. The northern facade of the whole building is dominated by the 1917 elevator tower. Small, coupled rectangular windows alternate with panels below the cornice and above the beltcourse on the east facade. Small, coupled rectangular windows now covered with louvers alternate with panels below the cornice and above the beltcourse on the west facade. Three sets of three rectangular windows alternate with panels on the northern facade. Two urns on pedestals stand to either side of the eastern entrance.

Architects of the circa 1985 addition utilized the same low-pitched, hipped, red tile roof, cement plaster finish, arched window openings and ornamental detailing of the 1917 structure. The circa 1985 lobby addition has two windows on the east facade, one window on the south face and an enclosed hallway connection to the 1917 structure on the north facade. The arched windows are not topped with a keystone. The circa 1985 elevator tower addition does not have any window openings or false windows, has metal louver openings, and has a beltcourse similar to the 1917 structure.

The whole structure is well-maintained. There is no peeling paint, crumbling masonry, or graffiti apparent on the building. The lawn, trees and bushes are trimmed and landscaped

1917 Sub-Surface Station / 1985 Alterations

The 1917 sub-surface system of stairs and elevators included one stairway and three elevators that led from the concourse to both the inbound (downtown) and outbound platforms. The three elevators, however, only adjoined the outbound platform. An overpass allowed passengers to cross from the elevators over the tracks to the inbound platform. The single staircase branched to provide access to either platform. MUNI altered the passageways that led from the surface station to the tunnel platform in 1985

to address safety and accessibility concerns. These alterations included the addition of two elevators for the inbound platform and the elimination of the crossover. MUNI has also altered the tunnel platforms and the tracks themselves over time to meet efficiency and safety standards. No specific information regarding these changes is provided here.

STATEMENT OF SIGNIFICANCE:

In 1977, the Keeper of the National Register of Historic Places determined that the Laguna Honda Station and associated subsurface stairwell, elevators, and station platform (known also as the Forest Hill Station) were eligible for listing in the National Register under criteria A and C. Criteria A (associated with events that have made a significant contribution to the broad patterns of our history): "The employment of a system of elevators and staircase as a vertical lift facility for accommodating passenger access represents an important technological advancement in the development of a subsurface transit system in the West" (NPS, 1977). Criteria C (embodies the distinctive characteristics of a type, period, or method of construction): "The station is a fine example of a building which combines Mission and Neoclassical Revival styles of architecture" (NPS, 1977).

Further research has indicated that the surface station meets National Register criteria A and C for additional reasons. Criteria A: The surface station is associated with the expansion of the San Francisco Municipal Railway system and its impact on early 20th century development in San Francisco. Criteria C (represents the work of a master): The station is associated with City Engineer Michael M. O'Shaughnessy.

Criteria A: A Technological Advancement

An article appearing on July 15, 1917 in the San Francisco Examiner called the Laguna Honda Station "one of the engineering feats of the Twin Peaks tunnel" (Examiner, 1917). By 1917 newspaper accounts, city engineers considered the station remarkable for its subsurface system of elevators and stairs that connected the main tunnel level to the surface building located 65 feet above (O'Shaughnessy, 1929). The Laguna Honda Station was one of two stations in San Francisco in 1917 in which this subsurface system was employed. The second station, Eureka Valley, is no longer in service.

In 1977, the Keeper of the National Register called the use of stairs and elevators as a vertical lift facility for accommodating passenger access "an important technological advancement in the development of a subsurface transit system in the West" (NPS, 1977). More research, would be needed to clarify the significance of the subsurface system of stairs and elevators as a technological advancement in the development of a

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subsurface transit system in the West. The National Register of Historic Places did not have any research on file that supported the 1977 Determination of Eligibility Notification.

A modified version of the original subsurface system of stairways and elevators is in use today. Alterations of this system occurred circa 1985. These alterations included the addition of elevators and the closure of a subsurface pedestrian bridge that reached from platform to platform over the tracks. These alterations should be considered in determining the eligibility of the station as a technological innovation under criteria A.

Criteria A: Early 20th Century Residential Development in San Francisco via the Twin Peaks Tunnel

The Laguna Honda Station, completed in 1917 and opened to the public along with the Twin Peaks Tunnel in 1918, stands today as a reminder of the early 20th century expansion of San Francisco's Municipal Railway and development of the land west of Twin Peaks. The San Francisco Municipal Railway is the oldest municipally owned transit system in the United States. It began service in 1912, and over the next five years opened new lines throughout the city. The Twin Peaks Tunnel and its stations, notably the Laguna Honda Station, were constructed during this five year period.

The Twin Peaks Tunnel was vital to the development of residential tracts in the western part of San Francisco. These residential tracts included Westwood Park, Forest Hill and St. Francis Wood. Though developers bought this land in 1911, planned "residence parks" and marketed individual lots for sale, little development occurred until after the tunnel was complete. Inadequate transportation, a long and expensive commute from the downtown district of San Francisco--where most people worked--to the area west of Twin Peaks, dissuaded many home buyers. Also more viable housing options existed nearby in Oakland and Berkeley. Commuting to these areas was shorter and cheaper than traveling to the area west of Twin Peaks. Property in the residence parks west of Twin Peaks sold more quickly and neighborhoods began to develop upon completion of the tunnel and stations.

The Laguna Honda Station provided, as it does today, access to the Forest Hill neighborhood. The station's surface building and surrounding parkland reflect the elegant residential Forest Hill neighborhood planned by developers in 1912. The original developers advertised Forest Hill as "a residence park of beauty and grandeur never before attempted in the west". It is reasonable to assume that the developers of the Forest Hill neighborhood had influence over the regal design of the station as they donated the land for the station to the City.

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It should also be noted that the Twin Peaks Tunnel is the longest street car tunnel in the world, and, as such, has been determined eligible for separate listing by the Keeper of the National Register of Historic Places.

Criteria C: Embodies Distinctive Characteristics of the Mission and Neoclassical Revival Styles

"The station [the 1917 structure] is a fine example of a building which combines Mission and Neoclassical Revival styles of architecture" (NPS, 1977). The red clay tile roof is characteristic of the Mission Revival style, which was popular in San Francisco from 1900 to 1915. The remainder of the structure is characteristic of the Classical Revival movement that flourished in San Francisco and throughout the United States from the late 19th century to the early 20th century. Specifically, the body of the 1917 concourse and tower were constructed in the Neoclassical Revival style.

Classically inspired elements of the building include: balanced, symmetrical facades--as evident in the three equally spaced and sized arches on the northern facade that are also mirrored in three arched windows of a similar scale at the southern facade; a monumental facade--as evident in the two-story tall arches; a smooth, monochromatic stone facade; semi-circular arches over window and door openings; transomed windows; a hipped roof; and ornamentation--such as the keystone, acanthus leaves, egg and dart molding, and dentil molding. The Neoclassical Revival style is evident in the restrained ornamentation. Specifically, there are broad expanses of plain wall surfaces, the roof has a low pitch and its lines are unbroken by sculptural ornamentation, and elements such as the entablature are very simply articulated.

The restrained architecture of the station can be better understood if compared to the elaborately ornamented architecture of a local Beaux Arts building, the Palace of Fine Arts--constructed in 1915 for the Panama Pacific Exposition. The Neoclassical Revival and Beaux Arts styles were both popular during the late 19th and early 20th centuries. The Neoclassical Revival style, however, contrasted sharply with the Beaux Arts style as buildings of this style were generally much simpler in effect than Beaux Arts architecture.

Criteria C: Work of a Master

Michael Maurice O' Shaughnessy, City Engineer from 1912 to 1943, oversaw the construction of Laguna Honda Station. He is most significant in the history of San Francisco for his role in building the Municipal Railway, of which Laguna Honda Station is a part, and the Hetch Hetchy Water and Power Project. Anthony Perles more eloquently explains O'Shaughnessy's contributions to San Francisco in his book *The*

People's Railway. The history of the Municipal Railway of San Francisco: "He was responsible for all the myriad public works done throughout the City in a prosperous, dynamic era, but his fame is based principally on his vigorous leadership in attacking the City's water and street railway problems. His was the greatest impetus behind the conception, planning and building of the Hetch Hetchy Water and Power Project, the bold and often controversial plan for the city to tap the headwaters of the Tuolumne River in the Hetch Hetchy Valley in northern Yosemite National Park, to bring to San Francisco this water and the electrical energy generated by its fall,". Additionally, he and Mayor James Rolph "were responsible for the rapid and extensive growth of the Municipal Railway. O'Shaughnessy himself played the role of chief planner and strategist for the Railway, proposing extensions,...and supervising the design and construction of major new facilities--track, car barns, streetcars, tunnels" (Perles, 1981).

REFERENCES:

January 1987. "Cut and recover", *Architectural Record*. Volume 175.

Kelley, Tim. 2000. *The Creation of the San Francisco Municipal Railway, 1900-1920*. Context statement for City Landmark Designation of Muni Car #1.

Newell Murdoch Realty Company. Circa 1912. Forest Hill Advertisement. California Historical Society Library, Files. San Francisco.

National Park Service. July 24, 1977. "Determination of Eligibility Notification". National Register of Historic Places, Office of Archeology and Historic Preservation.

O'Shaughnessy, Michael M. December 1929. "Results Justify Assessment Method of Transit Financing", *Electric Railway Journal*. Vol. 73, No. 22.

Perles, Anthony. 1981. *The People's Railway: The history of the Municipal Railway of San Francisco*. Glendale: Interurban Press.

Scott, Mel. 1985. *The San Francisco Bay Area: A Metropolis in Perspective*. Berkeley and Los Angeles: University of California Press.

Plans, 1913-1917, Laguna Honda Station, City and County of San Francisco, Department of Public Works, Bureau of Engineering, M.M. O'Shaughnessy, City Engineer.

Plans, 1981-1985, Forest Hill Station, City and County of San Francisco, Public Utilities Commission, San Francisco Municipal Railway.

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LANDMARKS BOARD VOTE:
APPROVED:
PROPOSED LANDMARK NO: 231

RATINGS: National Register of Historic Places, 2S1 Determined eligible for separate listing by the Keeper (Made 10-28-1977 by the Keeper of the National Register)

PREPARED BY: Mary Koonts Hashemi
ADDRESS: Planning Department
City and County of San Francisco
1660 Mission Street
San Francisco, CA 94103-2414

ATTACHMENTS: ☒ DPR 523 A, B and L Forms (Exhibit A)
☐ Context Statement
☒ Photographs (Exhibit B)
☒ Maps (Exhibit C)
☐ Other

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LANDMARKS BOARD VOTE:
APPROVED:
PROPOSED LANDMARK NO: 231

**EXHIBIT A
DPR FORMS**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 2S1

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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P1. Resource name(s) or number: Laguna Honda Station / Forest Hill Station

*P2. Location: *a. County San Francisco

*c. Address 390 Laguna Honda Boulevard

City San Francisco

Zip 94116-1410

*e. Assessor's Parcel Number 2864/50

*P3a. Description:

The San Francisco Municipal Railway's (MUNI) Laguna Honda Station consists of a 1917 surface structure that connects to the Twin Peaks Tunnel platform 65 feet underground via a system of elevators and stairways, and a 1985 addition that expanded the 1917 concourse space and the system of passenger elevators. The surface station opened in 1917 along with the Twin Peaks Tunnel, and continues to serve the public today.

1917 Surface Structure / 1985 Addition

*Directions (north, south, east, west) are based on a reference point that lies due northwest. See Assessor's map for clarification (Exhibit C).

The 1917 rectangular concourse rises 32 feet 8 inches above the first floor, includes two one-story rooms bathrooms at the southern end and 36 feet 5 1/2 inches high elevator tower at the northern end. The interior of the 1917 concourse, not including the elevator tower, is approximately 44 feet wide x 66 feet long with 23 feet high ceilings. The circa 1985 addition includes a concourse annex with two passenger elevators that provide additional elevator access from the ground floor to the passenger platform. This addition connects to the 1917 structure at the southern facade through the original side entrance. Other alterations to the 1917 structure during the time the addition was constructed include the following: *Eastern Facade*--relocation of two urns from the front facade to the edge of the sidewalk that runs along Laguna Honda Boulevard, new steps, new handrails, and addition of a low "seating" wall; *Southern Facade*--removal of two urns and bases that stood on either side of the 1917 southern entrance, and removal of steps, doors and sidelights; *Western Facade*--addition of louvers to windows on tower, new glass in arched windows at concourse, and new hollow metal window frame for bathroom window; *Interior*--new turnstiles, ticket booth, lighting, signs, railings, color scheme, replacement of glass in transoms above elevators with mirrored glass, and repairs to marble and plaster finishes. It appears that other alterations have occurred to the interior ceiling and flooring over time. (See continuation sheet.)

*P3b. Resource Attributes: HP-9, HP-17

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photo



P5b. Photo date: 1999; View from front of Laguna Honda Hospital at 375 Laguna Honda Boulevard

*P6. Date Constructed/Sources: Historic Original Structure, 1917 Addition, 1985

*P7. Owner and Address: City and County of San Francisco
San Francisco Municipal Railway
401 Van Ness Avenue, Suite 334
San Francisco, CA 94102

*P8. Recorded by: Mary Koonts
Planning Department, City and County of San Francisco, 1660 Mission Street, San Francisco, CA 94103-2414

*P9. Date Recorded: August 17, 2000

*P10. Survey Type: Part of SF Landmarks Preservation Advisory Board's 1999 Work Program

*P11. Report Citation: *Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or # Laguna Honda Station

B1. Historic name: Laguna Honda Station

B2. Common name: Forest Hill Station

B3. Original Use: Railway Station B4. Present use: Railway Station

*B5. Architectural Style: Mission and Neoclassical Revival Styles

*B6. Construction History: Alterations detailed in description on Primary Record

*B7. Moved? XNo ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: No other important features

B9a. Architect: Michael M. O'Shaughnessy, City and County Of San Francisco b. Builder: Same as Architect

*B10. Significance: Theme Public Transportation Buildings Area San Francisco, CA

Period of Significance 1917 Property Type Railway Station Applicable Criteria A, C

In 1977, the Keeper of the National Register of Historic Places determined that the Laguna Honda Station and associated subsurface stairwell, elevators, and station platform (known also as the Forest Hill Station) were eligible for listing in the National Register under criteria A and C. Criteria A (associated with events that have made a significant contribution to the broad patterns of our history): "The employment of a system of elevators and staircase as a vertical lift facility for accommodating passenger access represents an important technological advancement in the development of a subsurface transit system in the West" (NPS, 1977). Criteria C (embodies the distinctive characteristics of a type, period, or method of construction): "The station is a fine example of a building which combines Mission and Neoclassical Revival styles of architecture" (NPS, 1977). (See continuation sheet.)

B11. Additional Resource Attributes: HP-9 (Public Utility Building); HP-17 (Railroad Depot)

***B12. References:**

- January 1987. "Cut and recover". *Architectural Record*. Volume 175.
- Kelley, Tim. 2000. *The Creation of the San Francisco Municipal Railway, 1900-1920*. Context statement for City Landmark Designation of Muni Car #1.
- Newell Murdoch Realty Company. Circa 1912. Forest Hill Advertisement. California Historical Society Library, Files. San Francisco.
- National Park Service. July 24, 1977. "Determination of Eligibility Notification". National Register of Historic Places, Office of Archeology and Historic Preservation.
- O'Shaughnessy, Michael M. December 1929. "Results Justify Assessment Method of Transit Financing", *Electric Railway Journal*. Vol. 73, No. 22.
- Perles, Anthony. 1981. *The People's Railway: The history of the Municipal Railway of San Francisco*. Glendale: Interurban Press.
- Scott, Mel. 1985. *The San Francisco Bay Area: A Metropolis in Perspective*. Berkeley and Los Angeles: University of California Press.
- Plans, 1913-1917, Laguna Honda Station, City and County of San Francisco, Department of Public Works, Bureau of Engineering, M.M. O'Shaughnessy, City Engineer.
- Plans, 1981-1985, Forest Hill Station, City and County of San Francisco, Public Utilities Commission, San Francisco Municipal Railway.

B13. Remarks:

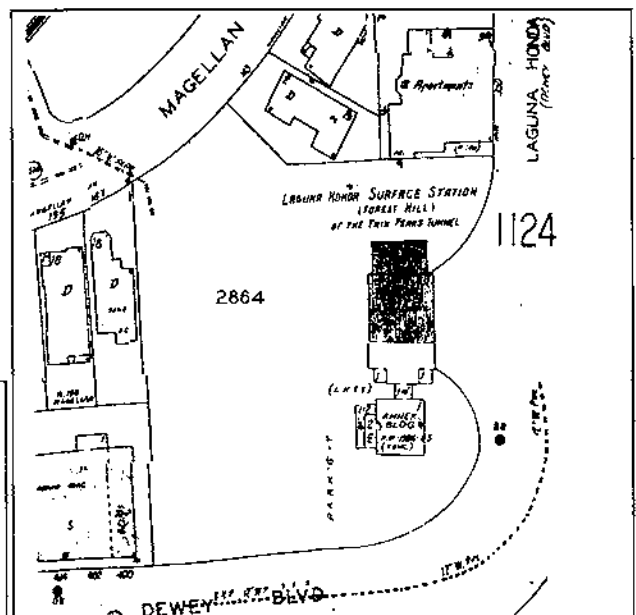
Letters written by CA SHPO and Keeper of the National Register in 1977 in support of Laguna Honda Station as eligible for National Register.

Zoning: P (Public) District

*B14. Evaluator: Keeper of the National Register

*Date of Evaluation: October 1977

(This space reserved for official comments.)



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Resource Name or #* (Assigned by recorder) Laguna Honda Station / Forest Hill Station

Recorded by: Mary Koonts, San Francisco Planning Department Date: September 14, 2000 XContinuation Update

[Primary Record: P3a. Description, cont.]

Further research has indicated that the surface station meets National Register criteria A and C for additional reasons. Criteria A: The surface station is associated with the expansion of the San Francisco Municipal Railway system and its impact on early 20th century development in San Francisco. Criteria C (represents the work of a master): The station is associated with City Engineer Michael M. O'Shaunnessy.

The entire complex fronts Laguna Honda Boulevard, at the corner of Laguna Honda and Dewey Boulevards, and is bounded to the west by the Forest Hill Neighborhood. It stands on the eastern edge of the park-like lot. The Laguna Honda Hospital, built circa 1924, stands across the boulevard from the station.

The 1917 building is constructed of concrete with a cement plaster finish. Ornamental detail including the cornice, beltcourse, water table, vases and pedestals are cast cement secured in place when finished, with an applied plaster surface. The low-pitched hipped roof is constructed of red tile. The circa 1985 addition is also constructed of concrete and plaster, and has a hipped red tile roof.

An arcade provides the main entrance/exit point for the 1917 structure. At this main entrance, three concrete steps rise from grade to three wood and plate glass doors, with carved wood and copper ornamentation, that are separated and framed by three arches. The arches, articulated by raised trim and capped with keystones, rise to an ornamented entablature. The entablature includes an architrave of bound reed molding, a simple frieze adorned only with the chiseled name of the station and tunnel, and a projecting cornice decorated with stacked moldings of first dentil then the egg-and-dart variety. At the southern facade, the fanlight of the original doorway remains visible above the 1985 hallway that connects the main concourse to the annex space. A row of three arched windows runs the length of the western facade. Each window along this facade has 18 panes of glass and a raised trim that surrounds the window and culminates at the top in a keystone. Small, rectangular pivoting windows puncture the walls of the two one-story rooms; one window for each room at each of the southern, eastern and western facades. The northern facade of the whole building is dominated by the 1917 elevator tower. Small, coupled rectangular windows alternate with panels below the cornice and above the beltcourse on the east facade. Small, coupled rectangular windows now covered with louvers alternate with panels below the cornice and above the beltcourse on the west facade. Three sets of three rectangular windows alternate with panels on the northern facade. Two urns on pedestals stand to either side of the eastern entrance.

Architects of the circa 1985 addition utilized the same low-pitched, hipped, red tile roof, cement plaster finish, arched window openings and ornamental detailing of the 1917 structure. The circa 1985 lobby addition has two windows on the east facade, one window on the south face and an enclosed hallway connection to the 1917 structure on the north facade. The arched windows are not topped with a keystone. The circa 1985 elevator tower addition does not have any window openings or false windows, has metal louver openings, and has a beltcourse similar to the 1917 structure.

The whole structure is well maintained. There is no peeling paint, crumbling masonry, or graffiti apparent on the building. The lawn, trees and bushes are trimmed and landscaped.

1917 Sub-Surface Station / 1985 Alterations

The 1917 sub-surface system of stairs and elevators included one stairway and three elevators that led from the concourse to both the inbound (downtown) and outbound platforms. The three elevators, however, only adjoined the outbound platform. An overpass allowed passengers to cross from the elevators over the tracks to the inbound platform. The single staircase branched to provide access to either platform. MUNI altered the passageways that led from the surface station to the tunnel platform in 1985 to address safety and accessibility concerns. These alterations included the addition of two elevators for the inbound platform and the elimination of the crossover. MUNI has also altered the tunnel platforms and the tracks themselves over time to meet efficiency and safety standards. No specific information regarding these changes is provided here.

[Building, Structure, and Object Record: B10. Significance, cont.]

Criteria A: A Technological Advancement

An article appearing on July 15, 1917 in the San Francisco Examiner called the Laguna Honda Station "one of the engineering feats of the Twin Peaks tunnel" (Examiner, 1917). By 1917 newspaper accounts, city engineers considered the station remarkable

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for its subsurface system of elevators and stairs that connected the main tunnel level to the surface building located 65 feet above (O'Shaughnessy, 1929). The Laguna Honda Station was one of two stations in San Francisco in 1917 in which this subsurface system was employed. The second station, Eureka Valley, is no longer in service.

In 1977, the Keeper of the National Register called the use of stairs and elevators as a vertical lift facility for accommodating passenger access "an important technological advancement in the development of a subsurface transit system in the West" (NPS, 1977). More research would be needed to clarify the significance of the subsurface system of stairs and elevators as a technological advancement in the development of a subsurface transit system in the West. The National Register of Historic Places did not have any research on file that supported the 1977 Determination of Eligibility Notification.

A modified version of the original subsurface system of stairways and elevators is in use today. Alterations of this system occurred circa 1985. These alterations included the addition of elevators and the closure of a subsurface pedestrian bridge that reached from platform to platform over the tracks. These alterations should be considered in determining the eligibility of the station as a technological innovation under criteria A.

Criteria A: Early 20th Century Residential Development in San Francisco via the Twin Peaks Tunnel

The Laguna Honda Station, completed in 1917 and opened to the public along with the Twin Peaks Tunnel in 1918, stands today as a reminder of the early 20th century expansion of San Francisco's Municipal Railway and development of the land west of Twin Peaks. The San Francisco Municipal Railway is the oldest municipally owned transit system in the United States. It began service in 1912, and over the next five years opened new lines throughout the city. The Twin Peaks Tunnel and its stations, notably the Laguna Honda Station, were constructed during this five year period.

The Twin Peaks Tunnel was vital to the development of residential tracts in the western part of San Francisco. These residential tracts included Westwood Park, Forest Hill and St. Francis Wood. Though developers bought this land in 1911, planned "residence parks" and marketed individual lots for sale, little development occurred until after the tunnel was complete. Inadequate transportation, a long and expensive commute from the downtown district of San Francisco--where most people worked--to the area west of Twin Peaks, dissuaded many home buyers. Also more viable housing options existed nearby in Oakland and Berkeley. Commuting to these areas was shorter and cheaper than traveling to the area west of Twin Peaks. Property in the residence parks west of Twin Peaks sold more quickly and neighborhoods began to develop upon completion of the tunnel and stations.

The Laguna Honda Station provided, as it does today, access to the Forest Hill neighborhood. The station's surface building and surrounding parkland reflect the elegant residential Forest Hill neighborhood planned by developers in 1912. The original developers advertised Forest Hill as "a residence park of beauty and grandeur never before attempted in the west". It is reasonable to assume that the developers of the Forest Hill neighborhood had influence over the regal design of the station as they donated the land for the station to the City.

It should also be noted that the Twin Peaks Tunnel is the longest street car tunnel in the world, and, as such, has been determined eligible for separate listing by the Keeper of the National Register of Historic Places.

Criteria C: Embodies Distinctive Characteristics of the Mission and Neoclassical Revival Styles

"The station [the 1917 structure] is a fine example of a building which combines Mission and Neoclassical Revival styles of architecture" (NPS, 1977). The red clay tile roof is characteristic of the Mission Revival style, which was popular in San Francisco from 1900 to 1915. The remainder of the structure is characteristic of the Classical Revival movement that flourished in San Francisco and throughout the United States from the late 19th century to the early 20th century. Specifically, the body of the 1917 concourse and tower were constructed in the Neoclassical Revival style.

Classically inspired elements of the building include: balanced, symmetrical facades--as evident in the three equally spaced and sized arches on the northern facade that are also mirrored in three arched windows of a similar scale at the southern facade; a monumental facade--as evident in the two-story tall arches; a smooth, monochromatic stone facade; semi-circular arches over window and door openings; transomed windows; a hipped roof; and ornamentation--such as the keystone, acanthus leaves, egg and dart molding, and dentil molding. The Neoclassical Revival style is evident in the restrained ornamentation. Specifically, there are broad expanses of plain wall surfaces, the roof has a low pitch and its lines are unbroken by sculptural ornamentation, and elements such as the entablature are very simply articulated.

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The restrained architecture of the station can be better understood if compared to the elaborately ornamented architecture of a local Beaux Arts building, the Palace of Fine Arts--constructed in 1915 for the Panama Pacific Exposition. The Neoclassical

Revival and Beaux Arts styles were both popular during the late 19th and early 20th centuries. The Neoclassical Revival style, however, contrasted sharply with the Beaux Arts style as buildings of this style were generally much simpler in effect than Beaux Arts architecture.

Criteria C: Work of a Master

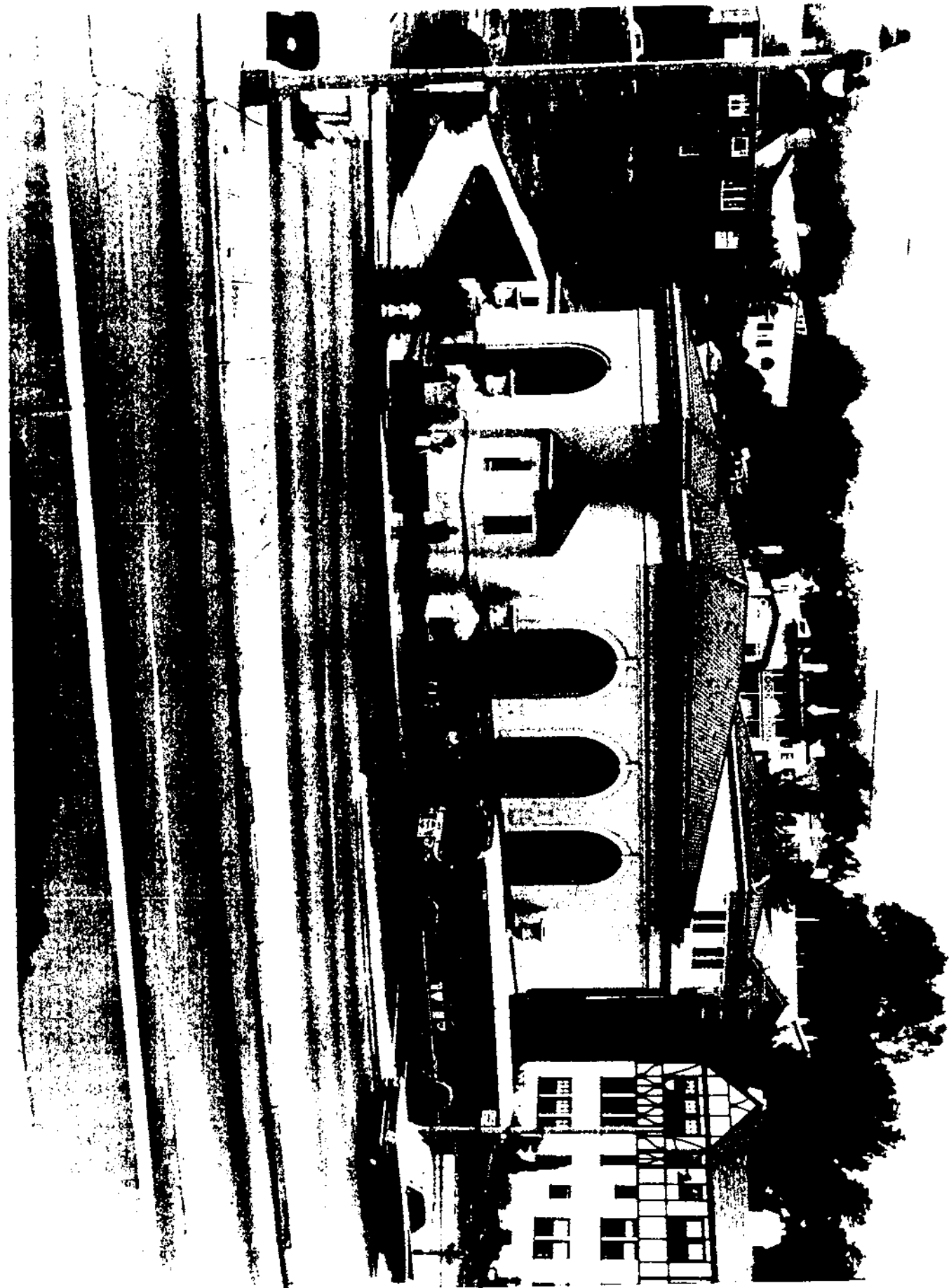
Michael Maurice O' Shaughnessy, City Engineer from 1912 to 1943, oversaw the construction of Laguna Honda Station. He is most significant in the history of San Francisco for his role in building the Municipal Railway, of which Laguna Honda Station is a part, and the Hetch Hetchy Water and Power Project. Anthony Perles more eloquently explains O'Shaughnessy's contributions to San Francisco in his book *The People's Railway*. The history of the Municipal Railway of San Francisco: "He was responsible for all the myriad public works done throughout the City in a prosperous, dynamic era, but his fame is based principally on his vigorous leadership in attacking the City's water and street railway problems. His was the greatest impetus behind the conception, planning and building of the Hetch Hetchy Water and Power Project, the bold and often controversial plan for the city to tap the headwaters of the Tuolumne River in the Hetch Hetchy Valley in northern Yosemite National Park, to bring to San Francisco this water and the electrical energy generated by its fall,". Additionally, he and Mayor James Rolph "were responsible for the rapid and extensive growth of the Municipal Railway. O'Shaughnessy himself played the role of chief planner and strategist for the Railway, proposing extensions,...and supervising the design and construction of major new facilities--track, car barns, streetcars, tunnels" (Perles, 1981).

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LANDMARKS BOARD VOTE:
APPROVED:
PROPOSED LANDMARK NO: 231

**EXHIBIT B
PHOTOGRAPHS**

S.F. PUBLIC UTILITIES COMMISSION
PHOTO M-1346-1, 7-28-72



S.F. PUBLIC UTILITIES COMMISSION
PHOTO M-1695, 12-31-73



S.F. PUBLIC UTILITIES COMMISSION
PHOTO M-1346-2, 7.28.72

