

File Copy

FILE NO. 90-72-9

ORDINANCE NO. 39-13

DESIGNATING THE CASEBOLT HOUSE AS A LANDMARK PURSUANT TO ARTICLE 10 OF THE CITY PLANNING CODE.

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

Section 1. The Board of Supervisors hereby finds that the Casebolt House located at 2727 Pierce Street, being Lot 5 in Assessor's Block 560, has a special character and special historical, architectural and aesthetic interest and value, and that its designation as a Landmark will be in furtherance of and in conformance with the purposes of Article 10 of the City Planning Code and the standards set forth therein.

(a) Designation. Pursuant to Section 1004 of the City Planning Code, Chapter II, Part II of the San Francisco Municipal Code, the Casebolt House is hereby designated as a Landmark, this designation having been duly approved by Resolution No. 6919 of the City Planning Commission, which Resolution is on file with the Clerk of the Board of Supervisors under File No.

(b) Required Data. The location and boundaries of the landmark site, the characteristics of the landmark which justify its designation, and the particular features that should be preserved, described and included in the said Resolution, are hereby incorporated herein and made a part hereof as though fully set forth.

Passed for Second Reading
Board of Supervisors, San Francisco
JAN 22 1973

Ayes: Supervisors Barbagelata, Boas, Feinstein, Francisco, Gonzales, Kopp, Mendelsohn, Molinari, Pelosi, Tamaras, von Beroldingen.

~~Noes: Supervisors~~

Absent: Supervisor von BEROLDINGEN

Robert J. Dolan
Clerk

90-72-9
File No

FEB 1 1973
Approved

Read Second Time and Finally Passed
Board of Supervisors, San Francisco
JAN 29 1973

Ayes: Supervisors Barbagelata, Boas, Feinstein, Francisco, Kopp, Mendelsohn, Molinari, Pelosi, Tamaras, von Beroldingen.

~~Noes: Supervisors~~

Absent: Supervisors BOAS GONZALES MOLINARI

I hereby certify that the foregoing ordinance was finally passed by the Board of Supervisors of the City and County of San Francisco.

Robert J. Dolan
Clerk
Joseph R. Alioto
Mayor

CITY PLANNING COMMISSION

RESOLUTION NO. 6919

WHEREAS, A proposal to designate the Casebolt House at 2727 Pierce Street as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on September 20, 1972, and said Advisory Board, after due consideration, has recommended approval of this proposal; and

WHEREAS, The City Planning Commission, after due notice given, held a public hearing on November 9, 1972 to consider the proposed designation and the report of said Advisory Board; and

WHEREAS, The Commission believes that the proposed Landmark has a special character and special historical, architectural and aesthetic interest and value; and that the proposed designation would be in furtherance of and in conformance with the purposes and standards of the said Article 10;

NOW THEREFORE BE IT RESOLVED, First, That the proposal to designate the Casebolt House at 2727 Pierce Street as a Landmark pursuant to Article 10 of the City Planning Code is hereby APPROVED, The location and boundaries of the landmark site being as follows:

BEGINNING at a point on the westerly line of Pierce Street, distant thereon 100 feet northerly from the northerly line of Vallejo Street; running thence at a right angle westerly 200 feet; thence at a right angle northerly 75 feet; thence at a right angle easterly 200 feet; thence at a right angle southerly 75 feet to the point of beginning; being Lot 5 in Assessor's Block 560.

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Landmark justifying its designation are as follows:

Henry Casebolt was a Virginia blacksmith who settled in San Francisco with his family in 1851 to later become a wealthy pioneer carriage and car builder, an inventor and transit operator. In 1855 he was commissioned to build a horsecar line on Sutter Street between Sansome and Larkin Streets. The venture entailed high financial risks but within a year was operating successfully and destined to become the important Sutter Street line. Subsequent franchises extended his operations to Presidio Avenue, the Ferries, Market and Polk Streets, and Broadway.

Casebolt's other accomplishments include the invention and construction of the "balloon" and "bobtail" cars, and the lever-operated grip. His success brought him national fame and he received contracts for the building of cable lines in Chicago, Kansas City, Philadelphia, Cleveland, and St. Louis.

The house is a masterpiece of the Italianate Style. The most prominent feature of the house is a centrally located porch, flanked on each side by two stairways.

Capped wooden urns stand at the base and at the top of the staircases. The stairs and entrance porch are bordered by spooled balustrades.

Third, That the said Landmark should be preserved generally in all of its particular exterior features as existing on the date hereof and as described and depicted in the photographs, case report and other material on file in the Department of City Planning in Docket No. LM72.6; the summary description being as follows:

Corinthian columns support the foremost section of the porch, ceiling and cornice, and two Corinthian pilasters frame either side of the front door. The columns and pilasters give rise to the entablature of the porch, which is surmounted by a balcony. A flower box rests above the railing of the balcony, and the total impression is that of tiered ornamentation.

The roof cornice contains ornately carved consoles, dentil moldings, and frieze. In the center of the cornice, a pediment with an open base rises above the roof line.

The fenestration is regular. Between the porch and the two front corners of the house are a pair of double-hung windows with simple pediments. Directly above the entrance porch are a pair of double hung windows, similar to those found in the front door. These windows have small square panes and arches, which are contained within a larger arch. The remaining second floor windows are also double-hung and surmounted with elaborate pediments. Two false windows, one on each floor, are located on the northeast side of the house.

AND BE IT FURTHER RESOLVED, That the Commission hereby directs its Secretary to transmit the proposal for designation, with a copy of this Resolution, to the Board of Supervisors for appropriate action.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its regular meeting of November 9, 1972.

John E. Pio
Secretary

AYES: Commissioners Farrell, Fleishhacker, Mellon, Newman, Porter, Ritchie

NOES: None

ABSENT: Commissioner Rueda

PASSED: November 9, 1972

OWNER: Francesca Young

LOCATION AND BOUNDARY OF SITE: 2727 Pierce Street, west side of Pierce Street between Vallejo and Green Streets. The lot has 75 feet of frontage on Pierce Street, being Lot 5 in Assessor's Block 560.

NATURE AND HISTORY: Henry Casebolt was a wealthy pioneer carriage and car builder, inventor, and transit operator in the mid- and late Nineteenth Century. According to tradition, the house was built in 1865; however, Casebolt is not shown as living in this location until 1879. Casebolt built this impressive three-story wooden frame residence on a hill not far from his carriage factory in Cow Hollow. Also located on the property was a barn, an artesian spring, a windmill and lake, with an artificial island.

Originally from Virginia, Casebolt came to San Francisco, via the Horn, with his wife and their eleven children. He opened a blacksmith and horseshoeing shop, which soon expanded into a wagon and carriage factory. In 1865, he was commissioned to build a horse line on Sutter Street from Sausome to Larkin Street, as part of a project to develop the inaccessible and sparsely populated sandhills of Sutter Street. The contract price was approximately \$165,000.

The operation entailed high financial risks; Mr. Casebolt had to invest his money, take control of the company, and manage the property. Within a year, the horse car line was operating successfully and destined to become the important Sutter Street Line. A series of franchises granted over a period of twenty years extended the operation on Sutter Street to Presidio Avenue, the Ferries, Market and Polk Streets, and Broadway. Casebolt's success brought him national fame, and he received contracts in the building of cable lines in Chicago, Kansas City, Philadelphia, Cleveland, and St. Louis.

Casebolt's other accomplishments include the invention and construction of the "balloon car," the bobtail car, and the lever operated grip. The "balloon car" was an excellent substitute for a turntable and saved the driver the effort of hitching and unhitching the horses. The bobtail car, designed for women passengers, was an elegant and luxurious car with velvet carpets and sofas. The lever-operated grip is substantially the same as that used on today's cable cars.

After casebolt's death in 1893 the house was sold to the family's close friends, the Gruenhagens. Theodore G. Gruenhagen was owner and manager of the old (1864) and well-known candy and ice cream store, Gruenhagen's, at 20 Kearny Street.

ARCHITECTURAL DESCRIPTION: The house is a masterpiece of the Italianate Style. The most prominent feature of the house is a centrally located porch, flanked on each side by two stairways. Capped wooden urns stand at the base and at the top of the staircases. The stairs and entrance porch are bordered by spooled balustrades.

ARCHITECTURAL
DESCRIPTION:
(continued)

Corinthian columns support the foremost section of the porch ceiling and cornice, and two corinthian pilasters frame either side of the front door. The columns and pilasters give rise to the entablature of the porch, which is surmounted by a balcony. A flower box rests above the railing of the balcony, and the total impression is that of tiered ornamentation.

The roof cornice contains ornately carved consoles, dentil moldings, and frieze. In the center of the cornice, a pediment with an open base rises above the roof line.

The fenestration is regular. Between the porch and the two front windows of the house are a pair of double hung windows with large pediments. Directly above the entrance porch are another double hung windows, similar to those found in the front door. These windows have small square panes and arches, which are contained within a larger arch. The remaining second floor windows are also double hung and surmounted with elaborate pediments. Two false windows, one on each floor, are located on the northeast side of the house.

SURROUNDING LAND
USE AND ZONING:

The zoning of this house and surroundings is R-1. To the east the zoning is R-3, and to the west R-1-D.