

1 [Landmark Designation of Municipal Railway Car Number 1.]

2

3 **Ordinance designating the Municipal Railway Car Number 1 as Landmark No. 230**  
4 **pursuant to Article 10 of the Planning Code.**

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

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

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

Section 1. The Board of Supervisors hereby finds that the Municipal Railway Car Number 1, an electric streetcar that operates on Municipal Railway tracks throughout the city and is stored at the Geneva Car Barn on Geneva Avenue and San Jose Boulevard when not in use, 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 identifying and documenting important historic resources in the City.

(a) Designation: The Municipal Railway Car Number 1 owned and operated by San Francisco Municipal Railway, is hereby designated as Landmark No. 230. This designation has been fully approved by Resolution No. 546 of the Landmarks Preservation Advisory Board and Resolution No. 16293 of the Planning Commission, which Resolutions are on file with the Clerk of the Board of Supervisors Under File No. \_\_\_\_\_ 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:

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 January 10, 2002,  
3 from the Director of Planning. Such letter is on file with the Clerk of the Board in File No.  
4 \_\_\_\_\_.

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 January 10, 2002, from the Director of Planning  
8 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 the property  
11 contiguous with the footprint of the Municipal Railway Car Number 1, and does not include the  
12 rails or any location or site on which this streetcar sits or travels.

13 (2) The characteristics of the Landmark which justify its designation are described  
14 and shown in the Landmark Designation Report adopted by the Landmarks Preservation  
15 Advisory Board on October 17, 2001 and other supporting materials contained in Planning  
16 Department Docket No. 2001.0073L. In brief, the characteristics of the landmark which justify  
17 its designation are as follows:

18 (a) Association with the founding of the San Francisco Municipal Railway, oldest public  
19 transit system in the country. Muni Car #1 was the first car designed for the new transit  
20 system.

21 (b) Association with the important transit consultant and designer, Bion J. Arnold.

22 (c) Incorporation of innovative design features, including: drop platforms and sloping  
23 entrance deck; large end platforms for increased loading speed; reduced voltage controls for  
24 motorman safety; and "pay upon entering" system.

1 (3) That the particular exterior features that should be preserved, or replaced in-kind  
2 as determined necessary, are those generally shown in the photographs and described in the  
3 Landmark Designation Report, both which can be found in the case docket 2001.0073L which  
4 is incorporated in this designation ordinance as though fully set forth. In brief, the description  
5 of the particular features that should be preserved are as follows:

- 6 (a) Open entrance platforms characteristic of California style cars.
- 7 (b) Continuous band of single sash windows.
- 8 (c) The historic color scheme of gray with red trim.

9  
10  
11 APPROVED AS TO FORM:  
DENNIS J. HERRERA

12 BY \_\_\_\_\_  
13 Sarah Ellen Owsowitz  
14 Deputy City Attorney

RECOMMENDED:  
PLANNING COMMISSION

BY \_\_\_\_\_  
Gerald G. Green  
Director of Planning