

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS, 5D3

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 364 Hayes Street

- P1. Historic name of building (if any):** Proben and Greeneischen garage
P2. Location: *a: County San Francisco Not for Publication Unrestricted
*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.
c. Address 364 Hayes Street City San Francisco Zip 94102
d. UTM: Zone _____; _____ mE/ _____ mN *e. Assessor's parcel #: Block 809, lot 11

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a two-story brick masonry building that fills its 50' by 120' lot, which extends through the block to Ivy Street. The façade is divided into three bays, with a middle bay of slightly greater width than the outer bays. The composition is topped by a modest wooden cornice with four supporting modillions. The three second story windows are casements, with windows of five-parts flanking a central window of six parts. In each of these parts four upper lights are placed over a large single light. In the first story one finds (from left to right): 1) a large fixed storefront window, with an apparently original wooden transom of many lights, and replacement metal framing below the transom; 2) a wooden storefront entrance that must have once been a vehicle entrance; and 3) in the far right, or easternmost bay, a wooden storefront window and transom that appears to be entirely original, plus a non-original metal door to the second story. The brick front has been sand-blasted.

***P3b Resource Attributes:** HP8 – industrial building



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

P5b. Description of Photo:
(View, date, accession #)
View looking north
June 2009

***P6. Date Constructed/Age and Source:** Historic
 Prehistoric Both
1920; city directory listings

***P7. Owner and Address:**
BUCKLEY DANIEL KIERAN
543 HUGO ST
SAN FRANCISCO CA 94122

***P8. Recorded by:** (Name, affiliation, and address)
William Kostura
P. O. Box 60211
Palo Alto, CA 94306

***P9. Date Recorded:** September 2009

***P10. Survey Type:** (Describe)
intensive

P11. Report Citation*: (Cite survey report.) William Kostura. Van Ness Auto Row Support Structures. San Francisco Department of City Planning, 2010.

***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 (List)



Detail of the far left (westernmost) bay. In the second story the frame, mullions, and muntins are wooden, and appear to be original. In the first story, transom muntins appear to be wooden, while the elements below are metal.

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 3CS, 5D3

*Resource Name or # (Assigned by recorder) 364 Hayes Street

B1. Historic Name: Proben and Greeneischen garage

B2. Common Name: _____

B3. Original Use: public garage B4. Present Use: auto repair

*B5. Architectural Style: nominally Classical Revival (due to cornice modillions)

*B6. Construction History: (Construction date, alterations, and date of alterations)

Built in 1920. Brick façade sandblasted at an unknown date.

*B7. Moved? No Yes Unknown

Date: _____ Original Location: _____

*B8. Related Features:

none

B9a. Architect: unknown

b. Builder: Richard Rountree

*B10. Significance: Theme automobile industry Area San Francisco

Period of Significance 1920-1959 Property Type public garage Applicable Criteria 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

History

This building was built in 1920 by building contractor Richard Rountree for himself, as an investment. Its primary use, from its completion through the 1950s, was as a public garage. The first occupants were Proben (Archie) and Greeneischen (Edward), who ran a garage here together through 1924. Afterward, Greeneischen continued the business alone through 1931. Subsequent garage proprietors here included G. B. Marks (1935-1937), Charles J. Oster (1939-1940), Marcel Palen (1944-1951 and 1961-1962), and the Hayes Street Garage (1953-1960). The latter two businesses offered an auto repair service as well as running a garage. In sum, garages occupied this building for about 30 years. After 1962 the building was used for non-automobile-related purposes. In sum, this building was used as a garage and auto repair shop for at least 34 years.

B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**

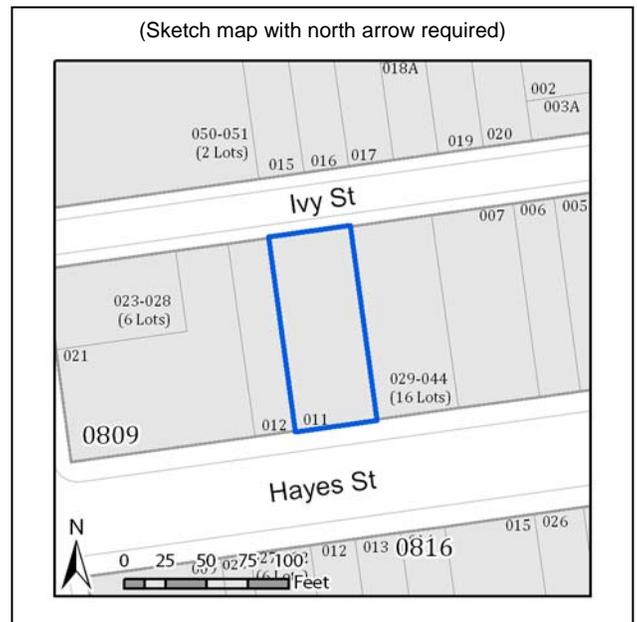
Daily Pacific Builder, April 16, 1920 (via UMB Survey)
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1921-1964
Note: No original permit to build could be found.

B13. Remarks:

*B14. Evaluator: William Kostura

Date of Evaluation: September 2009

(This space reserved for official comments.)



CONTINUATION SHEET

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Recorded by William Kostura

Resource Identifier: 364 Hayes Street
*Date September 2009 Continuation Update

Integrity

The principle alteration to the façade has been the sandblasting of the brick. One of the storefront windows appears to be entirely intact, while the other has an intact transom and replacement metal framing within the original opening. In sum, this building retains integrity of location, design, setting, feeling, and association. Integrity of materials and workmanship have been lessened through sandblasting.

Evaluation

This is one of more than 100 buildings along the Van Ness Avenue corridor that have a history as automobile support structures, and that are being evaluated for possible historic significance according to the criteria of the California Register of Historical Resources. With a few exceptions, these buildings were auto showrooms, public garages, auto repair shops, auto parts and supplies stores, and auto painting shops. The time period that is being studied is from the initial years of the automobile industry in San Francisco through 1964. Among the factors that have been considered when evaluating a building are its date of construction, its longevity of auto-related use, the importance of its occupants in local auto industry history, integrity, and architectural quality. These factors, and how they apply to evaluations of buildings, are discussed in a cover report, *Van Ness Auto Row Support Structures, 1908-1964*.

Completed in 1920, this is a moderately early example of a public garage. With over 30 years of such use in its history, it has excellent longevity in this use. The sum of garage and auto repair uses is at least 34 years. The integrity of the building is fairly good overall, in spite of its sandblasted surface. For these reasons, the building appears to be eligible for the California Register of Historical Resources under Criterion 1, at the local level, for its use as a public garage. The Period of Significance under this criterion is 1920-1959.

None of the individual proprietors were especially prominent as garage owners, and accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building lacks distinction, especially when its sandblasted surface is considered, and thus this building does not appear to be eligible for the California Register under Criterion 3.

This building was also evaluated in 2007 and was found to be a contributor to a Hayes Valley Commercial District, under Criterion A of the National Register criteria. It is one of 60 contributors to the 96-building district and as such has received a status code of 5D3. See the District Record for this district by Page and Turnbull.

Character defining features

The character defining features of this building are its height and width, the brick façade, the cornice with modillions, and all wooden elements of the windows and their transoms. The relatively open central storefront opening also helps to evoke its original uses as a vehicle entrance.