

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7 *Resource Name or #: (Assigned by recorder) 1641 Jackson Street

P1. Historic name of building (if any): Jackson 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 Location: *a. County San Francisco Not for Publication Unrestricted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 1641 Jackson Street City San Francisco Zip 94109
d. UTM: Zone _____; _____ mE/ _____ mN *e. Assessor's parcel #: Block 598, lot 12

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

This is a one-story-plus-basement public garage that fills its 95' wide by 127'-9" deep lot. The structure of the building, according to a published building notice, is Class A, with a "complete steel frame," steel roof trusses, and brick walls. The building, said the notice, would be faced in "cement plaster in imitation of cut stone," and this description is accurate, for the façade is coated with stucco that is scored to resemble masonry. All window frames, sash, mullions, and muntins are wooden, including those in the great central arch and the side wings. The building has two levels. A vehicle entrance at far left opens to a ramp leading to the basement level, and another entrance (between it and the arched window) opens onto the main floor. A former vehicle entrance (to the right of the arch) is now a pedestrian entrance with modern metal framing.

(See Continuation Sheet, page 2.)

*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 south
June 2009
*P6. Date Constructed/Age and Source: Historic
 Prehistoric Both
1914; published building notices
*P7. Owner and Address:
HORN BROTHERS LLC
18 AVON RD
BRONXVILLE NY 10708
*P8. Recorded by: (Name, affiliation, and address)
William Kostura
P. O. Box 60211
Palo Alto, CA 94306
*P9. Date Recorded: _____
December 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)

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Resource Identifier: 1641 Jackson Street
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Description (continued):

The building is symmetrical in composition. At center is a monumental arched window reminiscent of the Romanesque style. This arch rises well above the level of the flanking roofline. The central elements of the window sash consists of vertical mullions and thinner horizontal muntins. Wrapping around this assembly in an arch are concentric bands of mullions. Within the middle band are small lights divided by muntins. A vast housing or casing wraps around this arched window. It consists of several concentric layers, including (from the inside out): a molded course, a paneled band, another (slightly thicker) molded course, another band that is blank save for its scored surface, and a thick drip molding that “holds” all of the layers within it. This latter course terminates in Romanesque knobs.

Flanking this arch, in the same wall plane, are lower, flat-roofed bays. Each of these bays contains vehicle entrances that are rectangular save at the upper corners, which are curved. Capping each opening is a lintel with signage. The sign over the right (western) opening is original and reads “Jackson Garage” in raised letters. Above each lintel is a band of five small, rectangular windows. Several feet above each band of windows is a row of panels, above which is a blocky cornice.

The composition terminates at each end in a small, slightly recessed wing. The one to the right contains two levels of rectangular windows, while the one at left contains a band of windows over the vehicle entrance leading to the basement. A projecting, slanted roof caps each of these wings.

The entire composition rests upon a low bulkhead punctuated by vehicle entrances and small windows.



Perspective view, looking southwest

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 3CS

*Resource Name or # (Assigned by recorder) 1641 Jackson Street

B1. Historic Name: Jackson Garage

B2. Common Name: _____

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

*B5. Architectural Style: Romanesque Revival

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

Built in 1914.

*B7. Moved? No Yes Unknown

Date: _____ Original Location: _____

*B8. Related Features:

none

B9a. Architect: O'Brien Brothers b. Builder: Robert Dewar and Son

*B10. Significance: Theme automobile industry Area San Francisco

Period of Significance 1914-1964 Property Type public garage Applicable Criteria 1, 3

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

History: Introduction

This building was built in 1914 as an investment for the Thomas B. Bishop Company to designs by O'Brien Brothers, architects. Its primary use through 1945 was as a public garage, and it was named the Jackson Garage for most of that time. From 1946 through the present its primary use has been as an auto repair shop.

The O'Brien Brothers, architects

O'Brien Brothers consisted of Walter J., Albert L. and Arthur T. O'Brien, and practiced in San Francisco from 1907 through 1935. In 1925, after the deaths of his brothers, Walter J. O'Brien began working with Wilbur D. Peugh; the firm ultimately became known as "O'Brien Brothers and Wilbur D. Peugh."

(See Continuation Sheet, page 4.)

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

***B12. References:**

Building and Industrial News, June 24, 1914, 15:2, and July 22, 1914, 25:3

Crocker-Langley and Polk's city directory, PT&T reverse directory, and PT&T yellow pages listings for occupants of this building, 1915-1964

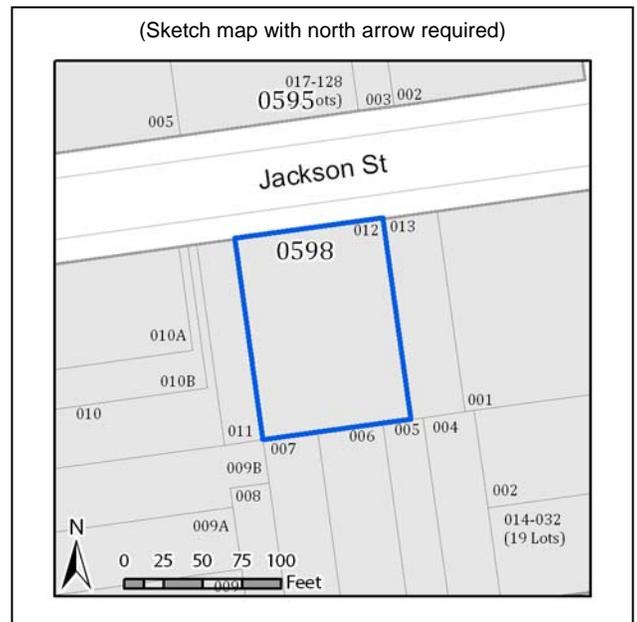
1929 Sanborn insurance map ("Jackson Garage," steel frame, steel roof truss, brick, capacity = 125 cars)

B13. Remarks:

*B14. Evaluator: William Kostura

Date of Evaluation: December 2009

(This space reserved for official comments.)



CONTINUATION SHEET

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The O'Brien Brothers, architects (continued)

O'Brien Brothers had a diversified practice concentrating on industrial and commercial buildings, but also including many apartment buildings and residences. Auto related buildings were only a small percentage of their output, but it might be accurate to say that they made a specialty of designing this building type. O'Brien Brothers, in fact, probably designed more buildings for the automobile industry than did any other San Francisco architectural firm. Outside of the study area, their outstanding building of this type is the Palace Garage, at 111-127 Stevenson Street (1921). Other fine garage buildings by them include 1419 Pacific Avenue (1913-1914), 525 Jones Street (1922), and 640 O'Farrell Street (1924). Their Pickwick Hotel at 5th and Mission (1925) included a bus depot.

Within the study area, O'Brien Brothers designed two auto showrooms, at 1601 Van Ness (1912-1913; demolished) and 1600-1630 Van Ness (1913; partially altered), plus several public garages. The best of the garages are the Jackson Garage at 1641 Jackson (1914), 1660 Pacific (1921), the Grand Central Garage at 66 Page (1924), and the Kern Garage at 1700 Pine (1925).

These buildings were designed in prevailing styles such as Classical Revival and Tudor Revival that were adapted to automotive needs. Wide expanses of industrial steel sash windows allowed generous amounts of light for automotive work and gave these buildings a functional or industrial feeling that was enlivened by the historical ornament.

Several of O'Brien Brothers' auto-related buildings have been demolished or heavily altered. These include 401-425 Fourth Street (1912), 1360 Eddy Street (1921), 626-628 Golden Gate Avenue (1925-1926), and 140 Hayes Street (1928). Other works of theirs may exist that have not come to light.

To recapitulate, approximately ten of O'Brien Brothers' buildings for the automobile industry are known to still stand. Eight have high integrity, one lost its original window sash and doors but is otherwise fairly intact, and one has been altered more severely.

History – Occupants

This building was named the Jackson Garage from 1914 through at least 1937 and perhaps to 1944. Raised letters reading "Jackson Garage" survived over two of the vehicle entrances into the 1980s, and one of these signs (over the westernmost entrance) still exists.

This building served as a public garage for 29 of its first 31 years of existence, through 1945. The capacity of this garage was 125 cars according to the 1929 Sanborn map, making it one of the largest garages in the study area. After 1945 this building was almost always used as an auto repair shop, although for two years it reverted to garage use. The proprietors, names, and uses were:

1914-1937: Jackson Garage. Proprietors (or manager) under this name included Martin Reichlin (manager, 1914-1916), Albert Slotemaker (1918-1930), Louis A. Bacciocco (1932-1933), George Capellitti (1934), and J. W. Hess and Lee Moore (1935-1936).

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History – occupants (continued)

1938-1940: William A. Werner, proprietor. City directories described his business here as a garage in 1938 and 1940 and an auto repair shop in 1939. The PT&T telephone directory of 1940 called this both Werner’s Garage and the Jackson Garage.

1942-1945: Marine View Garage. Proprietors included Elmer A. Tabeau (1943-1944), and M. L. Pinson and F. A. Davis (1945)

1946-1948: De Paolo Auto Service (1946) and De Paolo used car sales (1948)

1953: Berl Berry’s Ford repair shop. This shop was in support of Berl Berry’s Ford dealership at 1601 Van Ness Avenue.

1954-1957: British Motor Co. repair department

1958-1959: Cecil Whitebone Garage

1960-1980s: Hanni and Co., auto repair. Until his retirement in the late 1970s the proprietor was Ernest A. Hanni, son of Ernest Hanni, one of San Francisco’s early auto repair shop owners (since 1906). This firm performed auto repairs and reconstruction, body and fender work, auto painting, wheel aligning, brake service, lube jobs, etc.

In sum, this building has had 31 years of public garage use fourteen years of auto repair use, for a total of 45 years of these uses combined (through 1964).

History -- Context

Twelve buildings in the study area, including 1641 Jackson Street, have held a public garage for longer than twenty years (counting only to 1964, the period of time considered in this study). They include:

1361 Bush (38 years), 1700-1710 Pine (33 years), 1745 Clay (33 years), 1641 Jackson (31 years), 1267 Bush (28 years), 1461 Pine (28 years), 1725 Sacramento (25+ years), 731-799 Van Ness (24 years), 550 Turk (23+ years), 730 Ellis (23 years), 2020-2034 Van Ness (22 years), and 1335 Larkin (21 years).

Among all of these buildings, seven stand out as having the best integrity: 1700-1710 Pine, 1641 Jackson, 1725 Sacramento, 731-799 Van Ness, 550 Turk, 2020-2034 Van Ness, and 1335 Larkin. The building with the greatest longevity as a garage, 1361 Bush, has the poorest integrity. If one uses longevity and integrity as standards, then 1641 Jackson Street could be considered one of the two best public garages in the study area. This building also had one of the largest capacities (at 125 cars) of any garage in the study area.

Integrity

No alterations have occurred to the exterior of this building save for replacement of vehicle entrance doors and the removal of one set of “Jackson Garage” lettering. This building retains integrity of location, design, materials, workmanship, setting, feeling, and association.

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 1914, this is one of the earliest examples of a public garage in the study area. With 31 years of such use in its history, it has excellent longevity in this use. The building has very high integrity, and with a capacity of 125 cars, it was one of the largest public garages in the study area. For these reasons, this building can be considered one of the two best two examples of a public garage in the study area. Thus, this 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 for this use is 1914-1945.

The building also has significance under Criterion 1 for the early date and great longevity of its general automobile-related use, as a garage and auto repair shop. It had these uses for 45 years, during 1914 to 1964 (the end of the study period). The Period of Significance under these uses is 1914-1964.

None of the individual business proprietors here stand out as being important in their field. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building is one of the best examples of a public garage in San Francisco, and is also one of the finest works by the O'Brien Brothers, an important firm that specialized in industrial design and auto-related buildings. The monumental arched window is remarkable, and outside of churches may be unmatched in San Francisco as a window of this shape and size. The use of mullions and muntins in this window is very effective. Aside from this window, the general composition and detailing are also excellent. This building thus appears to be eligible for the California Register under Criterion 3, for its design. The Period of Significance under this criterion is 1914, the year of construction.

Character defining features

The character defining features of this building are its height and width, the scored stucco surface, the wooden mullions and muntins of the monumental arched window, the wooden mullions in the windows of the far western wing, the small wooden windows over the entrances, the ornamental details including all moldings, the cornice, the slanted leading edge of the roofs of the east and west wings, and the small windows in the bulkhead.



Photo from the department of City Planning's Van Ness Avenue Plan, 1980s