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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) 1461 Pine Street

P1. Historic name of building (if any): Pine 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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1461 Pine Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 668, lot 13

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

This one-story brick garage fills its lot, which measures 50' in width along Pine Street and has a depth of 120'. Most of the brick façade has been sandblasted. By contrast, the parapet area of clinker brick may not have been sandblasted. In composition, the façade is divided into three bays. The middle bay is devoted to a vehicle entrance, while the two outer bays are mostly filled by large windows. These windows have replacement metal sash. The parapet takes the form of a stepped gable and is capped by two courses of red face brick, one of headers and one of stretchers. Below the parapet are layered, or corbelled, courses of brick whose depth or relief seems to have been lessened by sandblasting. A wooden or plywood board, probably intended for signage, stretches across the entire width of the frieze area, beneath this corbelling and just above the openings. Brick ornament of slight relief tops the piers that define the bays. A low bulkhead forms the base of this composition.

*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
1911; building permit

*P7. Owner and Address:
PINE/POLK LLC
1608 IRVING 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: January 2010

*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)

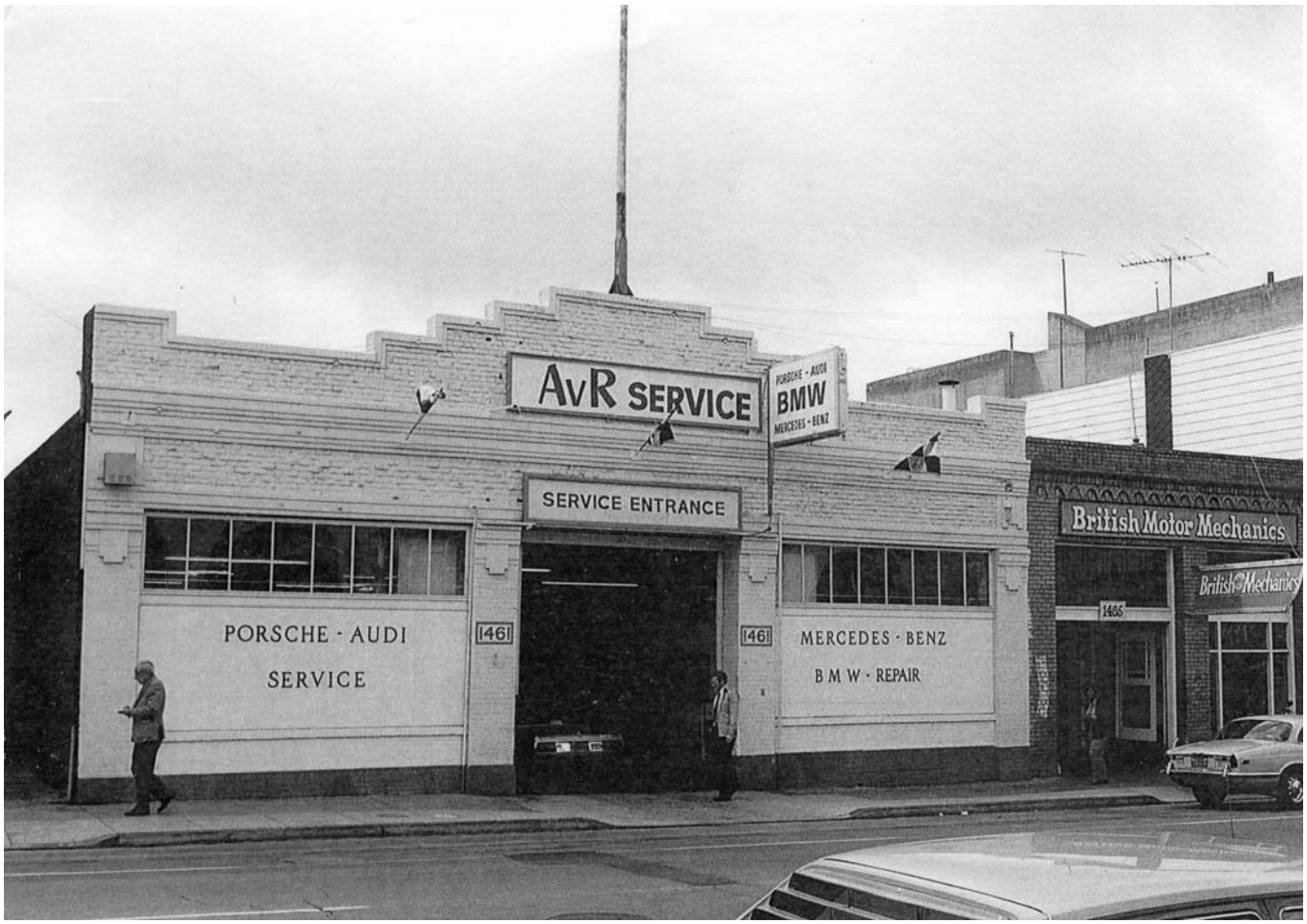


Photo of 1461 Pine Street taken in 1976. From the Department of City Planning's 1976 survey of historic buildings. At this time the building was essentially unaltered. The brick façade had been painted but had not yet been sandblasted. Clearly visible are the courses of layered or corbelled brick at the base of the parapet. These courses are not so easily visible today, perhaps due to sandblasting. Brick ornament in relief caps each of the four piers. That ornament is also still present, but is not as easily visible today as it was in 1976. Each window in this photo possesses a transom bar, with divided lights above. Presently these windows have replacement metal sash. The flagpole shown here has been removed.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 1461 Pine Street

B1. Historic Name: Pine Garage
B2. Common Name: _____
B3. Original Use: public garage B4. Present Use: public garage
***B5. Architectural Style:** slight reference to Mission Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1911. Façade sandblasted and window sash replaced at an unknown date (after 1976).

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**
none

B9a. Architect: unknown or none b. Builder: Louis Heilman
***B10. Significance: Theme** automobile industry **Area** San Francisco
Period of Significance n/a **Property Type** public garage **Applicable Criteria** n/a
(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 1911 as an investment for Mrs. California Newton, whose identity is otherwise unknown. From the time of completion until 1941 (save for one or two years) this building was used as a public garage known as the Pine Garage. For some of these years the building also held an auto repair shop, and that use predominated during the 1940s-1950s. Today the building has returned to its original use of a public garage.

Although this is one of the two oldest garages in the study area of this report, it underwent sandblasting and replacement of window sash after 1976 and has thus suffered a substantial loss of integrity. This issue is mentioned in more detail in the Description on page 1, the photo caption on page 2, and in the Integrity section below.

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

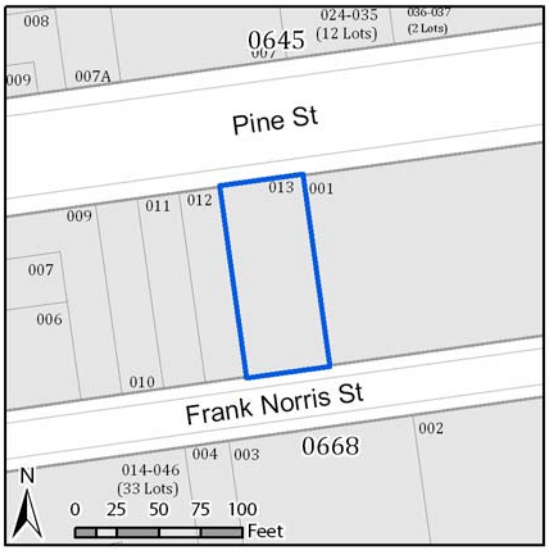
***B12. References:**
Building permit #33556 (January 9, 1911)
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1912-1964
1913 Sanborn insurance map (1461 Pine, one-story brick garage)
1929 insurance map (garage, truss roof, capacity = 35 cars)

B13. Remarks:

***B14. Evaluator:** William Kostura
Date of Evaluation: January 2010

(This space reserved for official comments.)

(Sketch map with north arrow required)



History -- Occupants

The uses and occupants of this building have been identified through the year 1959. For almost every year through 1941 this building was a public garage known as the Pine Garage. It had a modest capacity of 35 cars, according to an early Sanborn insurance map. The turnover in this garage's proprietors was rapid during the 1920s. For some of those years the building also held an auto repair shop.

The predominant use of this building during 1943-1959 was as an auto repair shop. During several of those years the building also held a taxicab garage, and for a few years it also held an auto radio repair service. The list of all known occupants follows:

Pine Garage, a public garage
1911-1919: The proprietors of this garage are unknown for these years.
1920: A. J. Granberg
1921-1922: Theo Wilkens and G. W. Kelly
1923: Earl J. Mock
1924: William P. Manuell and Earl J. Mock
1927: Clifton V. Rather
1928-1930: Clarence W. Bormuth
1931-1941: Louis J. Hajnal

Auto repair
1921: Robert Henderson
1926: H. J. Gardner and Clarence W. Bormuth
1927-1931: George F. Madden
1932: Bill Bath
1943-1948: Charles M. Wells, Wells Auto Repair
1953-1959+: Borman Auto Bed

Taxicab garage
1946-1951+: Luxor Cab Co.

Auto radio repair
1957-1959+: Radio Service Co.

In sum, this building had 29 years of use as a public garage and 21 years of use as an auto repair shop. The total number of years of auto-related use from 1911 to 1959 was at least 43 years. (The years of taxicab and auto radio uses are not counted, as they seem peripheral or minor as auto industry uses.)

History – Context

Public garages in the study area

Within the study area of this report, nineteen public garage buildings still stand that have at least fair integrity. Eight of them were built and had such use before the 1920s and qualify as the oldest garages

(Continued next page.)

History – Context (continued)

in the study area. For purposes of comparison with 1461 Pine, they are listed here, in order of construction date, and with the number of years of garage use it had through 1964:

The Alaska Garage, 1349 Larkin Street. Built 1909-1910. Years of public garage use: 14 (beginning in 1913). During most of its years of garage use it was joined with its next-door neighbor at 1335 Larkin as a single garage. Its integrity is high.

The Pine Garage, 1461 Pine Street. (The building being evaluated here.) Built 1911. Years of public garage use: 28. Its integrity has been harmed by the sandblasting of its brick façade and the installation of modern metal windows.

Graystone Garage, 1335 Larkin Street. Built 1913-1914. Years of public garage use: 27. Integrity is high.

The Jackson Garage, 1641 Jackson Street. Built 1914. Years of public garage use: 31. Integrity is high.

Clay Street Garage, 1745 Clay Street. Built 1914. Years of public garage use: 33. Its windows have been altered, but otherwise integrity is high.

Marine View Garage, 2020 Van Ness Avenue. Built 1914. Years of public garage use: 22. Its initial use as a garage was brief (1914-1915); its main garage use was during 1922-1942. Integrity is high.

Inverness Garage #2, 1267 Bush Street. Built 1917-1918. Years of public garage use: 27. Integrity is high.

Patrick J. Kelly garage, 731-799 Van Ness Avenue. Built 1916-1917. Years of public garage use: 24 (beginning in 1919). Its integrity is high.

Besides these, four other public garages from the 1900s and 1910s still stand in the study area but have been heavily altered. At least ten others from the 1900s and 1910s that once stood in the study area have been demolished.

Outside of the study area, only six other San Francisco public garages from the 1910s, all with good or high integrity, are known of. They include 64 Golden Gate Avenue (1910), 618-634 Stanyan (1911), 1419 Pacific Avenue (1914), 1776 Green (1914), 2405 Bush (1916), and 651-675 Post (1918). It is probable that a few others may be identified.

As can be seen from the above, 1461 Pine is the second oldest garage building in the study area, and is the building that has the earliest use as a public garage. (The oldest garage, 1349 Larkin, was a private garage for its first few years.) Outside of the study area, only two other garage buildings are known that are as old as 1461 Pine.

However, seven other garages of the 1910s in the study area, and at least six other garages of the 1910s elsewhere in San Francisco, have much better integrity than 1461 Pine does.

Integrity

This building retains integrity of location and setting. Due to the sandblasting of most of its brick façade and the replacement of its original window sash, integrity of design and association are diminished, while integrity of materials, workmanship, and feeling are all but lost.

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 1911, this is one of the two earliest examples of a public garage in the study area. With 29 years of such use in its history, it has good longevity in this use. The building has excellent longevity for all of its auto-related uses (43 years). However, its integrity is generally poor. Enough other public garage buildings of the 1910s survive in the study area with high integrity that, on balance, this building does not appear to be eligible for the California Register of Historical Resources under criteria 1, 2, or 3.