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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CD
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) 1650 Pine Street

P1. Historic name of building (if any): Superior Tire and Repair Company shop
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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1650 Pine Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 647, lot 8

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

This one-story, brick masonry building fills its 27' by 137'-6" lot. The façade is faced in red brick, and is divided into two bays of unequal width. A profiled cornice topped by a row of anthemions is located a couple of feet below the parapet and gives the building its Classical Revival style. Below the cornice is a blank frieze, and below the frieze a profiled belt course stretches across the façade.

The narrower bay, at right, is devoted to a vehicle entrance that is closed by paired wooden doors. These doors are plain and are probably not original. The bay at left was once devoted to a storefront window that is now boarded up. Above these two openings are transom windows divided by wooden muntins into rectangular lights; these are held in place by profiled wooden casings and wooden transom bars. The condition of the building is poor; the bulkhead below the storefront window is decayed, revealing wooden 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 north
June 2009

*P6. Date Constructed/Age and Source: ■ Historic ☐ Prehistoric ☐ Both
1917; building permit

*P7. Owner and Address:
PINE & FRANKLIN-CA LLC
P.O.BOX 4900
SCOTTSDALE AZ 85261

*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, 2009.

*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)

Description (continued):

This building is one in a row of five one and two-story buildings at 1644-1670 Pine Street, all of which date to the 1910s and have histories related to the automobile industry. Collectively, these buildings have a frontage on Pine of 204 feet.

Five buildings at 1644-1670 Pine Street, all of which have automobile-related histories.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CD

***Resource Name or #** (Assigned by recorder) 1650 Pine Street

B1. Historic Name: Superior Tire and Repair Company shop

B2. Common Name: _____

B3. Original Use: tires shop B4. Present Use: vacant

***B5. Architectural Style:** Classical Revival

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

Built in 1917. Storefront window and vehicle entrance openings altered at an unknown date.

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** _____ **Original Location:** _____

***B8. Related Features:**

none

B9a. Architects: Heiman and Schwartz b. Builder: O. W. Britt

***B10. Significance: Theme** automobile industry **Area** San Francisco

Period of Significance 1917-1927 **Property Type** tires and auto repair shop **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 – Construction and architects

This building was built in 1917 as an investment for owner L. A. Myers, a somewhat prominent real estate developer of the period. The architects were Samuel Heiman and Mel I. Schwartz, who were working in partnership as Heiman and Schwartz. These architects also designed two other (larger) buildings for L. A. Myers on this same block in the same year, at 1660 and 1670 Pine Street.

After apprenticeships, the two formed a partnership that lasted from 1914-1919. Together they designed small commercial buildings such as these three on Pine Street and Mediterranean-styled houses in Forest Hill and St. Francis Wood. After 1919 they each worked independently, Heiman into the 1940s and Schwartz to 1930. Heiman had the more prominent career, designing many commercial and industrial buildings, some of which were large; institutional buildings; fine residences; apartment buildings; and the Health Department building at 101 Grove Street (1930-1931). Schwartz designed little on his own, but two of his houses are exceptional. They are an English Renaissance house at 2112 Lake (1929) and a more ornate Baroque house at 2151 Sacramento (1921), built for Dr. Albert Abrams. It is one of the finest small houses in the city.

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

***B12. References:**

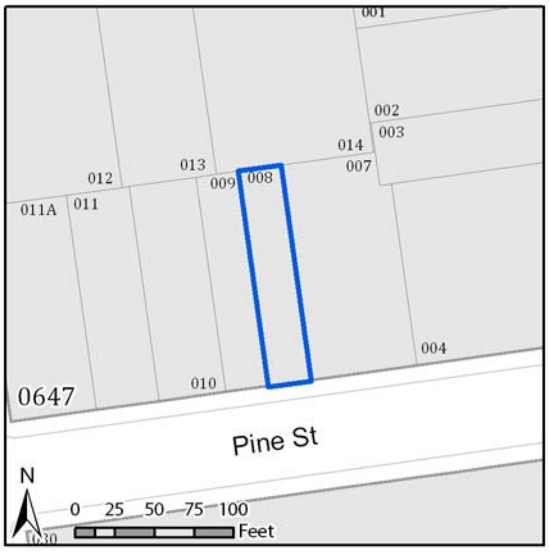
Building permit #76595 (May 21, 1917; filed under "1648 Pine")
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1918-1964
1936 and 1951 Sanborn insurance maps
Display ads for Superior Tire in the *SF Chronicle*, 1919-1922 (found via the ProQuest website, through SFPL's website).

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

This building was occupied from 1917 through 1942 by automobile-related shops, most importantly a tire shop and an auto repair shop. The first was the Superior Tire and Repair Company, which occupied this building for ten years, during 1917-1927. This business sold several brands of tires, including Goodrich and Silvertown (in 1919), Firestone (1920), Interlocking Cord (1920), and Goodyear (1922), and performed vulcanizing here. In 1927 Superior moved two doors west to a larger building at 1660 Pine.

In 1927, most likely after Superior Tire moved out, this building was occupied by Palace Auto Maintenance (aka Pine Auto Laundry), which performed "auto laundry" (car wash), oiling, and greasing service. It may have remained here to 1928.

The last auto-related business in this building was the auto repair shop of Ed Bollinger, who was here for fourteen years, from 1929 to 1942. Combined, these three businesses were here for 25 years.

A search by address of several subsequent directories (in 1946, 1953, 1959, and 1964) failed to turn up an occupant of any business type during these years. The building may have been vacant during these years, or it may have been used as a warehouse for storage by a business at a different location.

History – Context

Tire shops in the study area

For purposes of comparison, the more notable surviving buildings in the study area that held tire shops are listed below. This list excludes buildings that have largely lost integrity and auto showrooms whose dealers also sold tires. Except as noted, all retain good to high integrity.

Seven surviving buildings in the study area held tire stores beginning in the 1910s. They include:

1301-1305 Van Ness Avenue. This was Goodyear Tire and Rubber Company's factory branch for five years, from 1912-1917. Goodyear occupied about three quarters of this large building, which became devoted to auto showroom use after 1917.

1412-1420 Van Ness Avenue. This was Firestone's factory branch for ten years, 1913-1923. Firestone occupied half of this two-story-plus-basement building, the rest of which was occupied by an auto showroom.

1644 Pine Street. This one-story building was occupied by Michelin Tire Company for six years, 1913-1919.

1233-1237 Van Ness Avenue. This two-story building originally had three storefronts, two of which were occupied by tire companies for ten and eight years, respectively, during 1914-1924. One storefront held the Tansey-Crowe Company, a local business that acted as a tires distributor for the Pennsylvania Rubber Company, of Pennsylvania and Wisconsin. The other tire company in this building was a factory branch, that of the Federal Rubber Manufacturing Company, of Milwaukee, Wisconsin.

(Continued next page.)

History -- Context (continued)

1430-1480 Van Ness Avenue. Among this building's three storefronts, tire shops were present for about ten years, from 1915-1924 and in 1927. Integrity is fair.

1650 Pine Street (the building being evaluated here). This small building was occupied for ten years, 1917-1927, by the Superior Tire and Repair Company, which sold tires and performed vulcanizing.

1563-1565 Mission Street. This large building was occupied by Goodyear Tire and Rubber Company for five years, during 1917-1923, perhaps as a warehouse from which to supply local tire shops.

Of the above group, the best example (based on early initial dates, the size of the tire shop, longevity of use, and major brands sold) is 1412-1420 Van Ness. The next best examples should probably be considered to be 1233-1237 Van Ness, 1301-1305 Van Ness, and 1644 Pine.

The best examples of buildings in the study area that held tire shops beginning in the 1920s and 1930s include:

1441 Bush Street. Tire shops performed vulcanizing and retread work in this small building for almost thirty years, from 1922-1951.

1501-1517 Mission Street. A tire shop occupied this building from 1928 through at least 1964. The building was built in two parts, one of brick (#1517, in 1927), and the other in Art Deco style, and faced in stucco (#1501, probably in 1930). Gurley-Lord is known to have sold Goodyear tires in 1940.

500 Turk Street. This building has been occupied by Kahn and Keville from its construction in 1935 to the present. They have always sold Goodyear tires, as well as, at times, batteries, radios, and appliances.

As one can see from the lists above, the earlier buildings, from the 1910s, were occupied by tire dealers for ten years or less, while buildings from the 1920s-1930s had much greater longevity of such use.

Auto repair shops

Over forty extant buildings in the study area held auto repair shops during the 1910s-1960s. Four of these held auto repair beginning in the 1910s, for periods of over 20 years, and have good or high integrity. They qualify as the oldest good examples of auto repair shops in the study area:

155 Grove Street. This is the oldest building in the study area that was built (in 1915) as an auto repair shop. it held auto repair shops for 23 years.

731-799 Van Ness Avenue. Auto repair use beginning in 1917, for 28 years. This was a large multi-use building; it also held a public garage and an auto painting shop.

1465 Pine Street. Auto repair use beginning in 1917, for at least 30 years.

1644 Pine Street. Auto repair use beginning in 1918, for 46 years.

(Continued next page.)

History – Context (continued)

Seven buildings held auto repair shops beginning in the 1920s, had over 30 years of such use (counting through the year 1964), and retain high integrity. These are exceptional examples of this building type, even though they are not as old as those dating to the 1910s. They include:

300 Grove Street. Built in 1920, it held auto repair shops for 38 years. The brick façade is exceptional, and almost all of the wooden windows remain in place.

650, 843, and 845 Polk Street. All built in 1920. These held auto repair shops for 40, 44, and 38 years, respectively. These are small buildings on the scale of 1465 Pine.

824 Ellis Street. Auto repair use beginning in 1920, for 35 years. This was one of the larger and more architecturally distinguished auto repair shops in the study area.

1765 California Street. Auto repair use beginning in 1921, for 43 years, by Hanni and Girerd, a major firm. This was the largest auto repair shop in the study area.

55 Oak Street. Auto repair use beginning in 1929, for 35 years.

Other auto repair shop buildings in the study area that are of interest include:

1415 Van Ness Avenue. Built in 1906 as a clothing store, it became Eugene S. Miner's auto repair shop during 1910-1916. All windows have been altered.

1575-1595 Bush. This building held multiple auto uses, including repair shops, upon its completion in 1923.

550 Turk Street. Built as a garage, this building also held an auto repair shop for 21 years, beginning in 1927.

1540 Bush Street. Built as a battery shop. Eugene S. Miner's auto repair shop was here from 1927-1941.

1522-1524 Bush Street. Built as an auto supplies store, this building held an auto repair shop for 34 years beginning in 1931.

730 Ellis Street. After long use as a garage, this held an auto repair shop for 29 years beginning in 1936.

Buildings in the above lists are of interest for a variety of reasons (early dates of auto repair use, longevity of auto repair use, large capacity of the building, and notable proprietors).

Integrity

The main alteration to the façade of this building is the replacement of the original vehicle entrance doors, which has been a near-universal occurrence among auto buildings within the study area. The storefront window is boarded up within its original frame, and the storefront bulkhead has deteriorated. Ornament and transom windows survive intact. Overall, 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.*

As outlined below, this building does not appear to be individually eligible for the California Register. It does, however, appear to be a contributor to a potential California Register Historic District under Criterion 1.

Criterion 1

Completed in 1917, this is an early example of a tire shop. With ten years of such use in its history, it has moderate longevity in this use. This building was also an auto repair shop for fourteen years (for moderate longevity), from 1929-1942. This is a small building, only 27 feet in width, and its capacity as a tire shop was thus modest compared to some much larger ones.

Other early tire shops in the study area were much larger than this one was, most prominently 1412-1420 Van Ness and 1301-1305 Van Ness, but also including the building next door at 1644 Pine. Tire shops also rank fairly low in the hierarchy of auto-related uses in the study area of this report (beneath auto showrooms, garages, multi-use buildings, and auto repair shops). It seems difficult to say that this building is eligible for the California Register solely for its early use as a tires shop. Regarding its use as an auto repair shop, there are many much better (earlier, larger, and with greater longevity) examples in the study area. This building is clearly not eligible for the California Register solely for its use as an auto repair shop.

This building had 25 years of combined auto-related use (for good longevity) beginning at an early date. Other buildings with these qualities would be eligible for the California Register. Given that this is such a small building, however, whose initial use is fairly low in this study's hierarchy of auto-related uses, it is difficult to say that this building is individually eligible for the California Register for its overall auto-related uses.

Criterion 2

None of the proprietors of businesses in this building is known to have been individually important in his field. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

(Continued next page.)

Evaluation (continued)

Criterion 3

Architecturally, this building is quite modest. Two much better buildings by the same architects can be found a few doors to the west, at 1660 and 1670 Pine. Thus, this building does not appear to be individually eligible for the California Register under Criterion 3.

Potential historic district

This building also appears to be a contributor to a potential California Register historic district, under both Criterion 1 (for their early automobile-related history) and Criterion 3 (for their design), at the local level. This district includes the five adjacent buildings at 1644, 1650, 1656, 1660, and 1670 Pine Street, all of which were built in the 1910s; all of which were originally occupied by automobile-related businesses; and four of which were designed in the Classical Revival style and have good to high integrity.

This district appears to be eligible for the California Register under criteria 1 and 3; and 1650 Pine appears to be a contributor under each of these criteria. Under Criterion 1: Auto-related buildings that date to the 1910s and retain good integrity have become somewhat scarce, and nowhere else in the study area can one find more than two intact auto-related buildings from this decade in a row. This row of five is quite remarkable for their early date and high integrity, and evokes the early history of the automobile industry in San Francisco as no other group of buildings can. The Period of Significance under this criterion is 1917-1933, the years that all of these buildings had automobile-related uses at the same time. Under Criterion 3: Four of these five buildings (including 1650 Pine) possess fine details or ornament in the Classical Revival style, and were clearly designed with care. The Period of Significance under this criterion is 1912-1917, the years they were designed and built. Please see the District Record form for 1644-1670 Pine Street for a fuller discussion of this potential historic district.

Character defining features

The character defining features of this building are its height and width, the red brick walls, the cornice and belt course, the transom windows with their wooden muntins and frames, and the storefront window and vehicle entrance openings. The replacement vehicle doors and the boards that fill the window opening are not contributing elements to this building.