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

PRIMARY RECORD

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

 *Resource Name or #: (Assigned by recorder) 1644 Pine Street

P1. Historic name of building (if any): Michelin Tire Co./Pete Boatman auto repair 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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1644 Pine Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 647, lot 7

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

This one-story building occupies a 67'-6" by 137'-6" lot. The building itself is somewhat over fifty feet in width, and the balance of the lot is devoted to a driveway along the east side of the building. According to a published building notice the building is reinforced concrete in construction and clad in stucco. The front of the building is devoted almost entirely to window display and vehicle entry, and thus gives little evidence of this construction type.

At the top of the façade are, from the top, a low parapet, a profiled cornice supported by block modillions, courses of egg-and-dart and dentil moldings, a blank frieze, and a secondary cornice, also profiled. This latter cornice is supported by three pilasters that define a two-bay composition. These pilasters have profiled capitals and paneled shafts. The bay at right (to the east) has a transom

(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
1912-1913; 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):

of seven painted lights over a large vehicle entrance. The bay at left has a transom of twelve clear lights over a storefront display, pedestrian entrance, and vehicle entrance. The vehicle entrance has a roll-up door. The mullions or framing that hold the storefront windows appear to be original, or early. A low bulkhead at the base of the storefront is clad in stucco.

The treatment described above – classical cornices, frieze, and pilasters framing a transom and storefront window – is replicated in the adjacent bay around the corner on the east-facing façade.

This building is the easternmost 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** 3CB

***Resource Name or #** (Assigned by recorder) 1644 Pine Street

B1. Historic Name: Michelin Tire Co./Boatman auto repair shop

B2. Common Name: _____

B3. Original Use: automobile tires shop B4. Present Use: auto rental

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

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

Built in 1912-1913. The transom in the eastern bay seems to have an altered pattern of muntins and lights.

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

***B8. Related Features:**

none

B9a. Architect: Albert J. Bain b. Builder: Mutual Construction Co.

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

Period of Significance 1912-1964 **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

This building was built in 1912-1913 as an investment for owners Charles A. Stanton and William D. O'Donnell, each of whom dealt in real estate. The designer of the building was Albert J. Bain, a very obscure San Francisco architect.

History -- Occupants

This building was occupied continuously from 1913 through 1964 as shops for automobile-related businesses. They included a tire shop, auto repair shops, an automobile springs shop, a body repair and auto metal working shop, and a radiator shop. At times two businesses occupied this building simultaneously, and at other times one business occupied the entire building.

(See Continuation Sheet, page 3.)

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

***B12. References:**

Building permit #46476 (Dec. 17, 1912)

Building and Industrial News, Dec. 10, 1912, 8:1, and Dec. 17, 1912, 18:3)

Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1914-1964

1915, 1936 and 1948 Sanborn insurance maps (1634-1644 Pine)

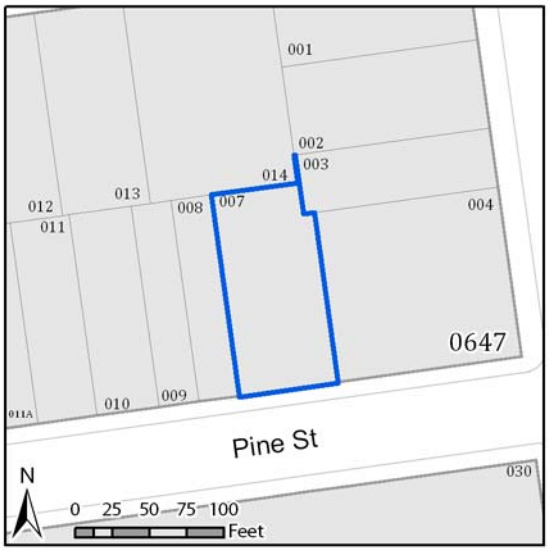
B13. Remarks:

***B14. Evaluator:** William Kostura

Date of Evaluation: January 2010

(This space reserved for official comments.)

(Sketch map with north arrow required)



History – Occupants (continued)

Michelin Tire Company

The first occupant, from 1913 through 1919, was the Michelin Tire Company. This is not certain, but it appears this business was a factory branch rather than a local dealer that purchased and sold Michelin tires. Whichever it was, it is clear from a building notice in *Building and Industrial News* (December 10, 1912, p. 8, col. 1) that this tire firm had arranged to lease the building from the owners before the construction began.

This building was not the only place in San Francisco one could buy Michelin tires during these years. In 1915 and 1916 another tire shop, that of George P. Wells at 543 Van Ness, also sold Michelin tires, as did another shop in the Mission district. It may be that these shops competed with the one at 1644 Pine, or that 1644 Pine was a factory branch that supplied these other shops.

Auto repair shops

A portion of this building was devoted to auto repair in 1918. A display ad in the San Francisco *Chronicle* (May 19, 1918) reveals that the Phillips Distributing Company, seller of the Daniels brand of autos on post Street, had their "service station" in this building then. It seems that this shop was in the eastern half of the building (then numbered 1634 Pine), while Michelin had the western half (#1644).

During 1919-1936 this building was occupied by the Boatman auto repair shop, owned variously by Pete Boatman (most years) and Thomas F. Boatman (1919-1920, 1932). In 1920-1922 the Boatmans shared this building with another shop, the Westinghouse Air Spring Company, an auto springs firm, and in 1923-1924 with J. Bruce Gibson's auto supplies store.

The auto repair shop of Jack Ranis occupied this building from 1938 through at least 1964. His city directory listings state that he performed auto metal work, body repair, radiator and fender repair, and acetylene welding. He shared the building during at least 1946-1953 with Dabney Radiator.

To recapitulate, this building was occupied by a tire shop for six years in the 1910s; and by auto repair shops for 46 years, beginning in 1918; for a total of 51 years of automobile-related uses (through 1964, the end year of the period being studied for this report).

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:

(Continued next page.)

History -- Context (continued)

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 (the building being evaluated here). This one-story building was occupied by Michelin Tire Company for six years, during 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.

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. 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 two 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 use as tire shops.

History – Context (continued)

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 (the building being evaluated here). Auto repair use beginning in 1918, for 46 years.

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-related 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.

(Continued next page.)

History – Context (continued)

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). It is difficult to rank these in overall importance.

Integrity

The two vehicle entrances in this building have non-original doors, as is almost universally the case in the study area. The transom in the more eastern of the two bays may have replacement muntins that do not match the spacing of the original muntins. Otherwise, the exterior of this building had undergone no known alterations. In sum, 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*.

Criterion 1

Completed in 1913, this is an early example of an automobile tire shop. With six years of such use in its history, it has brief longevity in this use. This is also an early example of an auto repair shop, with excellent longevity of such use (1918-1964). Although it is difficult to say that this building has significance solely for its use as a tire shop (due to its brief longevity of this use), it is one of the best examples of an auto repair shop in the study area, due to the early date of this use, its longevity in this use, and its high integrity. Only four buildings in the study area had an earlier use as an auto repair shop, and none of those had such use for nearly as long as this one did.

(Continued next page.)

History – Evaluation (continued)

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 overall auto-related uses as a tire shop and auto repair shop. The Period of Significance under this criterion is 1913-1964, the years the building had this use.

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.

Criterion 3

Architecturally, this building is attractive due to the fine detailing of its cornices and pilasters, and the generally pleasing proportions. It perhaps falls slightly below the level of distinction that is needed to find it 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. 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 1644 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 1644 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, its stucco surface, the profiled cornices and modillions, the courses of egg-and-dart and dentils, the blank frieze, the transom windows and transom bars, the paneled pilasters, and the glazed storefront.