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) 1656 Pine Street

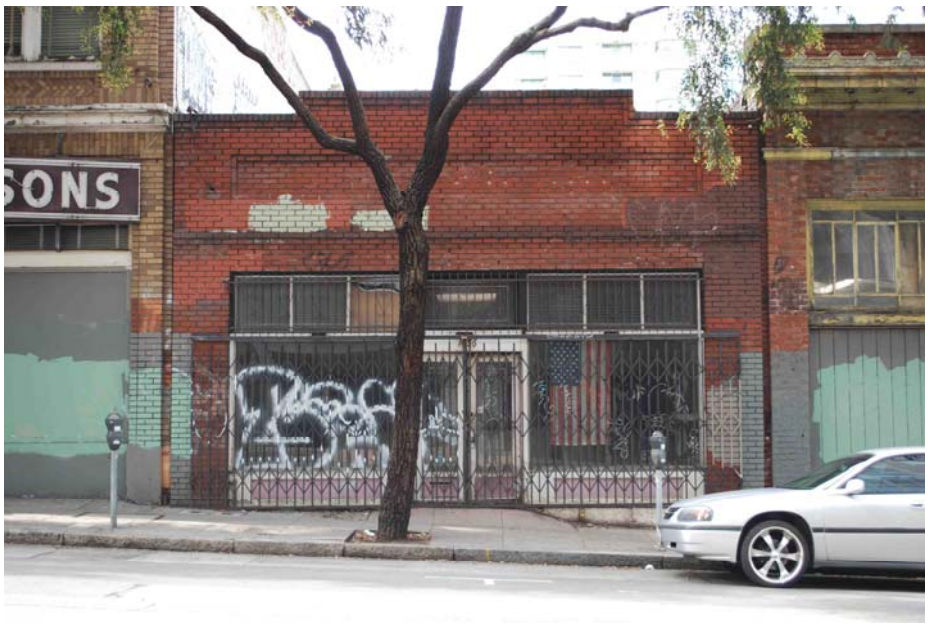
P1. Historic name of building (if any): Borman and Dahneke auto repair, tops, and trimmings shop
P2. Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted
*b. USGS 7.5' Quad _____ Date _____ T ___; R ___; ___¼ of ___¼ of Sec ___; _____B.M.
c. Address 1656 Pine Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 647, lot 9

*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 expressed in red brick and in composition forms a single bay or pavilion. The top of the building features a low stepped parapet crowned with a course of slightly projecting header bricks. Below, in the frieze area, a recessed panel of brick stretches across most of the façade. A simple brick cornice of two courses separates the parapet and frieze area from the storefront zone below.

The storefront opening, like the panel above, also stretches across most of the façade. Within this opening is a central pedestrian entrance with paired wooden doors flanked by storefront windows, each with a paneled wooden base. These windows and entrance are spanned by a transom window. A protective grille covers the windows and entrance.

*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: February 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) 1656 Pine Street

B1. Historic Name: Borman and Dahneke auto repair, tops, and trimmings shop

B2. Common Name: _____

B3. Original Use: auto repair B4. Present Use: vacant

***B5. Architectural Style:** early 20th century industrial

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

Built in 1917. The interior zone (windows and entrance) may have been altered in the 1930s.

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

***B8. Related Features:**

none

B9a. Architect: unknown or none b. Builder: John Flaherty

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

Period of Significance 1917-1927 **Property Type** auto repair shop **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 1917 as an investment for owner Leo Oberdeener, and was occupied from its completion through 1933 by automobile repair shops. The first repair shop in this building was that of Fred Kahn, from 1917-1919. At the end of 1919 he left to become the manager of a new business, the American Motor Repair Company, in a very large and fully-equipped plant at the southeast corner of Post and Gough streets (demolished).

The next occupant of 1656 Pine, in 1920, was the S. F. Fender and Radiator Works, which manufactured radiators, lamps, and hoods, and performed body building, sheet metal work, and welding. This building was a branch of its main location at 1528 Van Ness (demolished).

(See Continuation Sheet, page 4.)

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

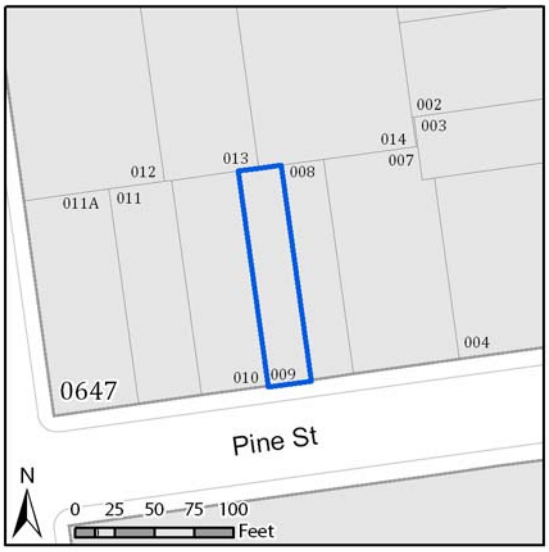
***B12. References:**

Building permit #74751 (February 13, 1917)
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1917-1964
1936 and 1951 Sanborn insurance maps

B13. Remarks:

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

(Sketch map with north arrow required)



(This space reserved for official comments.)

History (continued)

The third and last auto-related business to occupy this building was that of Borman (Charles J.) and Dahneke (H. L.), during 1921-1933. They performed, variously over time, auto tops and trimming work (1921-1924), auto painting (1927), and auto repair (1929-1933).

This building's subsequent use was as a refrigeration company. The Scott-Buttner Refigeration Company (later, Scott Refrigerator) occupied this building from 1936 to at least 1964.

In sum, auto repair shops were here for roughly eight years (1917-1920 and 1929-1933), and related auto specialty services were here for another eight years, for a total of about sixteen years of auto-related use (1917-1933).

History – Context – Auto repair shops

Over forty buildings in the study area that held auto repair shops during the 1910s-1960s stand today. For purposes of comparison between them and 1656 Pine, the most important of them are listed below.

Four of these buildings 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.

To contrast and compare, 1656 Pine held auto repair shops beginning in 1917 for roughly eight years, or perhaps more if one adds its years of use as an auto tops and trimming and painting shop.

Seven buildings in the study area 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.

(Continued next page.)

History – Context (continued)

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 brick façade on this building is intact. The interior zone, with its storefront windows and paired pedestrian doors, is of uncertain date. The entry does not seem to be wide enough for easy entrance by automobiles, and thus the possibility exists that the interior zone was altered in the 1930s for the refrigeration company that occupied this building then. Building permits have not been checked to determine whether such an alteration occurred then.

As far as can be understood at present, this building retains integrity of location and setting, while its integrity of design, materials, workmanship, feeling, and association, as it pertains to the building's auto-related use, are diminished.

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

(Continued next page.)

Evaluation (continued)

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 1917, this is an early example of an automobile repair shop. With eight years of such use in its history, it has fair longevity in this use. It has sixteen years of total auto-related use, counting auto repair, painting, and tops and trimming. Its integrity may be diminished by the apparent remodeling of its interior zone, where a vehicle entrance must once have been. For these reasons, the building does not compare favorably with many other auto repair shops in the study area, and it does not appear to be individually eligible for the California Register of Historical Resources under Criterion 1.

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.

Architecturally, this building is very modest, with minimal detailing, and thus does not appear to be eligible for the California Register under Criterion 3.

Potential historic district

Although this building does not appear to be individually eligible for the California Register, it does appear to be a contributor to a potential California Register historic district, under Criterion 1, 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 all of which have good to high integrity. 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 of this age 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.

This building's integrity is harmed by the apparent remodeling of its interior zone, but enough of the façade remains to help evoke the automobile history of this row. It thus, if by a slender margin, appears to be a contributor to this potential historic district. The Period of Significance for this potential district is 1917-1933, the years that all of these buildings had automobile-related uses at the same time.

Character defining features

The character defining features of this building are its height and width, and its brick façade, including the parapet, panel, and cornice. The interior zone (windows and doors) would not be contributing features if building permits reveal (as seems likely) that it is the result of a 1930s or later remodeling.