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 _____

 *Resource Name or #: (Assigned by recorder) 1465 Pine Street

P1. Historic name of building (if any): Lester F. Bray 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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1465 Pine Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 668, lot 12

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

This one-story brick masonry shop building fills its lot, which measures 25' in width along Pine Street and has a depth of 120' (to Frank Norris St.). The front of the building is clad in buff-colored brick. It has been painted to a height of seven feet but is unpainted above that level. In composition, the façade is divided into two bays, with the slightly wider bay at left devoted to a vehicle entrance and the other bay, at right, devoted to a window. At the top of the building, the parapet is capped by two courses of header bricks. A few feet below, a shallow Romanesque cornice stretches across the building. It consists of two courses of brick headers and a course of supporting brick arches.

In each opening, a transom window can be found set in a wooden frame. Wood muntins divide the glazing in a pattern of large and small rectangular lights. In the bay at right, a window with replacement metal sash fills the opening below the transom and above a low brick bulkhead. This window, and the loss of the vehicle entrance door, are the only known alterations to the façade.

*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
1917; building permit

*P7. Owner and Address:
PINE/POLK LLC
1608 IRVING STREET
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)

Detail of the parapet and cornice

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) 1465 Pine Street

B1. Historic Name: Lester F. Bray auto repair shop

B2. Common Name: _____

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

***B5. Architectural Style:** Romanesque Revival

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

Built in 1917. The wooden window sash in the west bay was replaced with modern metal sash after 1976.

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

***B8. Related Features:**

none

B9a. Architects: Rousseau and Rousseau b. Builder: unknown

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

Period of Significance 1917-1964 **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 – Construction and architects

This auto repair shop was built in 1917 as an investment for John Albert Nougue, who was for many years the co-proprietor of the Model French Laundry, located next door at 1467 Pine, and who lived above the laundry at 1469 Pine. A relative, almost certainly his son, Alfred Nougue, remained the owner of this building (#1465) into the 1960s.

The building was designed by the architectural firm of Rousseau and Rousseau. At this time the firm consisted of Arthur F. Rousseau and his father, Charles M. Rousseau. The firm was founded with Charles' arrival in San Francisco in 1890 and persisted under various partnerships of the father and his three sons, and then of two of the brothers. During the 1910s Rousseau and Rousseau was most prominent as designers of apartment buildings, residence hotels, and flats in the Lower Nob Hill, Tenderloin, Pacific Heights, and Western Addition neighborhoods.

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

***B12. References:**

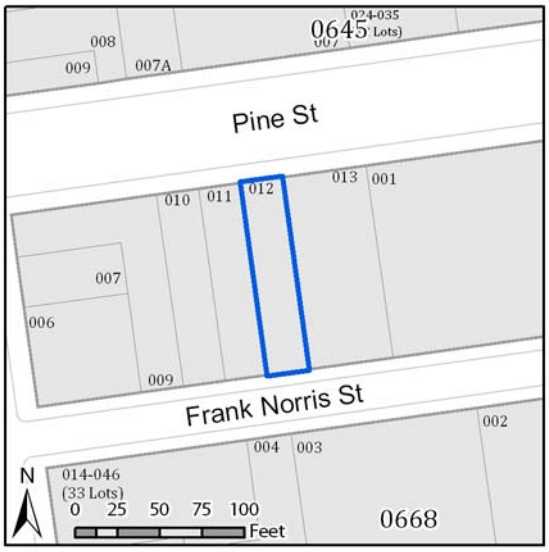
Building permit #76058 (April 10, 1917) (filed under "1461 Pine"
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1918-1964
1929 Sanborn insurance maps (one-story brick "machine shop")

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 used as an automobile repair shop from its completion through the early 1950s, and was then used as a public garage. It later returned to its original use as an auto repair shop. The occupants of the building through 1964 (the end year of the period being studied) are listed below:

1917-1928: Lester F. Bray, auto repair
1929: Parker Brothers, auto repair
1930-1934: Bill Mahoney, auto repair
1935-1937: Horace L. Green, auto repair (in partnership as Degen and Green in 1935, and as Green and McNaughton in 1937)
1938-1940+: Marks and Wells, auto repair
1941-1945: unknown occupants
1945-1964+: H. B. Williams, auto repair from 1946-1951, and proprietor of the Williams Garage during 1953-1964
1964+: Phil Trupiano Automotive Service; shared this building with the Williams Garage

In sum, this building was occupied by auto repair shops for at least 31 years, and by a public garage for twelve years, through 1964. The total known auto-related use of this building was for at least 43 years.

History – Context – Auto repair shops in the study area

The following discussion will compare 1465 Pine with the other buildings in the study area that have held auto repair shops. The comparison will be made in terms of buildings' earliest date of auto repair use, longevity of auto repair use, their, and occasionally size or capacity.

Over 40 buildings in the study area were occupied by auto repair shops for at least seven years (through 1964). This category includes shops that did general auto repair and body rebuilding. It does not include specialty service shops such as electrical, batteries, brakes, tires, auto tops and trimming, fender, and radiator shops, as those are considered separate categories.

Of these forty-plus buildings, six have poor integrity, and many held auto repair shops for relatively brief periods of time. The best examples are as follows:

Four buildings held auto repair shops beginning in the 1910s, for periods of over 20 years (through the year 1964), and have at least good integrity. They qualify as the oldest good examples of auto repair shops in the study area:

155 Grove Street. Auto repair use beginning in 1915, for 23 years. Integrity is good.

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

1465 Pine Street (the subject building). Auto repair use beginning in 1917, for at least 30 years.

1644 Pine Street. Auto repair use beginning in 1917, for 45 years. Integrity is high.

(Continued next page.)

History – Context – Auto repair shops in the study area (continued)

Seven buildings held auto repair shops beginning in the 1920s, had over 30 years of such use, 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. Auto repair use beginning in 1920, for 38 years. The brick façade is exceptional.

650, 843, and 845 Polk Street. Auto repair use beginning in 1920, for 40, 44, and 38 years, respectively. These are modest 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. 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 are important in other ways. Some of them were multi-use buildings that held garages or specialty service shops in addition to auto repair shops. In terms of age, longevity of auto repair use, and integrity, however, the eleven buildings listed above are among the best examples of auto repair shops in the study area.

Integrity

This building has lost its original vehicle entrance doors and window sash, but retains its original transom windows. It retains integrity of location, design, setting, feeling, and association, while integrity of materials and workmanship are slightly 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 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 31 years of such use in its history, it has excellent longevity in this use. Its integrity is also good. Although this is a small building with modest capacity, it is important for its great age and its longevity. For these reasons, the

(Continued next page.)

Evaluation (continued)

building appears to be eligible for the California Register of Historical Resources under Criterion 1, at the local level, for its use as an auto repair shop. The Period of Significance under this criterion is 1917-1951 and 1964, the years the building had this use. This building is also eligible under Criterion 1 for its overall use as an auto repair shop and a public garage, with a Period of Significance of 1917-1964.

None of the proprietors of shops in this building had individual importance in their field. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building is appealing but modest, with minimalist Romanesque imagery in the cornice and transoms divided by muntins into a pattern of small rectangular lights. On balance, it does not seem quite distinguished enough to be eligible for the California Register under Criterion 3.

Character defining features

The character defining features of this building are its height and width, the buff-colored brick façade, the parapet capped by two courses of header bricks, the Romanesque cornice, the two transom windows (one in each bay) with wooden muntins that divide the glazing into small rectangular lights, the brick bulkhead, and the size and shape of the entrance and window openings.

Photo of 1465 Pine Street, 1976. From the Department of City Planning 1976 survey of historic buildings. Note the original (or early) window in the bay at right, below the transom; it has since been replaced by metal sash. In the bay at left is a glimpse of the original wooden vehicle entrance door, which has now probably been replaced.