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) 1033-1037 Polk Street

P1. Historic name of building (if any): Frank M. Cobbledick and Consolidated Sales Co. auto parts stores
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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1033-1037 Polk Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 694, lot 3

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

This two-story-plus-mezzanine reinforced concrete commercial building fills the width of its 40-foot by 55-foot lot at the northwest corner of Polk and Cedar streets. The surface of the building is clad in stucco, and ornamentation is Classical Revival in style. At the top of the building are a low parapet, a profiled cornice, a course of dentils, and a frieze filled with shields and swags within a paneled border. Flanking this panel, at the edges of the building, are larger shields placed over the building's rusticated end piers. Another stretch of swags can be found in the paneled spandrel between the mezzanine and second story. The bulkhead across the bottom of the building is clad in black tiles that may be early but probably are not original.

Windows in the second story are divided by muntins into smaller lights (across the top) and larger lights (across the bottom). The sash for the smaller lights are original, while sash for the larger lights may be non-original. Windows in the mezzanine and first story have wooden frames and muntins and appear to be original. The mezzanine windows are divided by an elaborate grid of muntins into many lights. Windows in the first story are divided into transoms and larger areas below. Finally, windows in the Cedar Street elevation have non-original steel frames.

*P3b Resource Attributes: HP6 – two-story commercial building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of Photo: (View, date, accession #)
View looking west
June 2009

*P6. Date Constructed/Age and Source: ■ Historic ☐ Prehistoric ☐ Both
1920; building permit

*P7. Owner and Address:
CASE & ABST FMLY REVOC INTE
1033 POLK ST
SAN FRANCISCO CA 94109

*P8. Recorded by: (Name, affiliation, and address)
William Kostura
P. O. Box 60211
Palo Alto, CA 94306

*P9. Date Recorded: October 2009

*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)

The photo from page one is printed here in larger format for greater ease of reading.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) 1033-1037 Polk Street

B1. Historic Name: Frank M. Cobbledick and Consolidated Sales Co. auto parts stores

B2. Common Name: _____

B3. Original Use: auto parts stores B4. Present Use: offices

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

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

Built in 1920. Some window sash altered at an unknown date.

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

***B8. Related Features:**

none

B9a. Architect: Arthur S. Bugbee b. Builder: unknown

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

Period of Significance 1920-1933 **Property Type** auto parts store **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 the architect, Arthur S. Bugbee

This building was built in 1920 as an investment for owner O'Brien and Kiernan Realty Co. The architect was Arthur S. Bugbee, the last in a line of four Bugbee architects. His grandfather and uncle were Samuel C. and Charles S. Bugbee, who as S. C. Bugbee and Son were prominent through the 1860s and 1870s as designers of institutional buildings and fine residences, including four of the Nob Hill mansions. His older brother, Maxwell G. Bugbee, designed many Shingle style and other rustic houses in San Francisco, Alameda, and Marin County during 1889-1910s. Arthur S. Bugbee apprenticed with architects Albert Sutton, E. J. Vogel, Welsh and Carey, and his brother Maxwell before practicing on his own during 1910-1927. His solo works include principally small and medium-sized commercial and industrial buildings. He is best known for numerous fine residences in the East Bay that he designed with Will Schirmer, as the Shirmer-Bugbee Company, during 1915-1926, concurrently with his solo practice in San Francisco. Within the study area of this report he also designed a fine public garage, at 1725 Sacramento Street, in 1923.

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

***B12. References:**

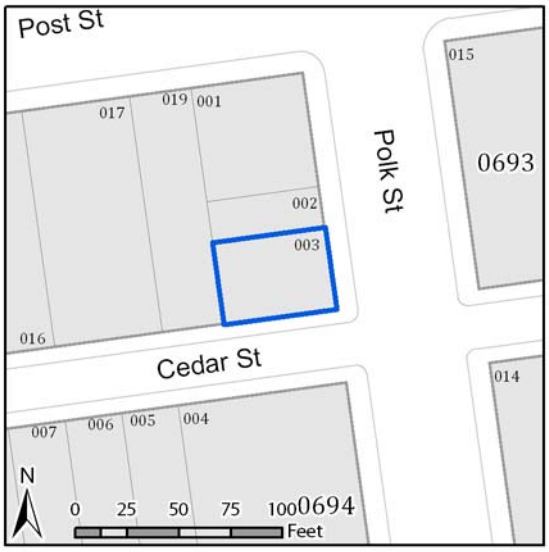
Building permit # 92676 (May 1, 1920; filed under 1031 Polk)
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1921-1964
1929 Sanborn insurance map ("stores", "auto" in rear)

B13. Remarks:

***B14. Evaluator:** William Kostura
Date of Evaluation: October 2009

(This space reserved for official comments.)

(Sketch map with north arrow required)



History (continued)

Occupants of the building

This building was built with two storefronts, and both of them were occupied by auto parts stores during the early years of this building. The storefront to the south, now #1033 (originally #1031), was occupied by Frank M. Cobbledick during 1920-1933. Cobbledick dealt in automotive and industrial ball bearings, at various times representing the Bantam Ball Bearing Company, Federal Bearing Company, and SRB Bearing Agency. He was one of four ball bearing dealers in San Francisco in 1921, and apparently (it appears from classified listings in city directories) was one of the two main dealers. His business was generally listed in directories under Auto Accessories, so it is possible he sold other items besides ball bearings.

The storefront to the north, now #1037 (originally #1035), was occupied by Consolidated Sales Company, dealers in general auto parts, during 1920-1931. This was one of very many auto parts dealers in San Francisco during these years.

The 1929 Sanborn insurance map shows this building as having two storefronts at the front of the building and a separate area in the rear marked "autos." It may be that one of the stores – perhaps more likely Cobbledick's ball bearings store – offered the service of installing the parts they sold to customers.

In sum, this building held auto supplies stores of two different types – ball bearings, and general auto supplies – for eleven years, during 1920-1931, with the former continuing to 1933 (thirteen years).

The best example of an auto parts store in the study area, by far, is 730 Polk Street, which held a very important store of this type, Chanslor and Lyon, from 1922-1966. By contrast, other auto parts businesses in San Francisco were smaller and had much briefer longevity in a given location. The next three surviving buildings in importance for their history as auto parts stores are: 1430-1480 Van Ness Avenue, which held four different auto parts dealers in its various storefronts during 1912-1930; 1522-1524 Bush, which held a wholesale auto parts house during 1916-1928; and this building. Of these four, the integrity of 1430-1480 Van Ness has suffered the most over the years, while the other three buildings retain high integrity. 1033-1037 Polk, then, ranks as the second or third best example of this building type in the study area.

After 1933 this building, 1033-1037 Polk, was occupied by mostly non-automotive uses. The Chauffeurs Association of California occupied #1037 briefly in ca. 1938. Other uses include a vending machine company (1938), a fluorescent lighting company (1940), an outboard motors company (1946-1964), and a dental products office (1946-1964).

Integrity

The only apparent alterations include possibly new window sash in the second story, new window sash in the Cedar Street elevation, and black tiles on the bulkhead at the bottom of the building. 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*.

Completed in 1920, this is a moderately early example of an automobile parts and supplies store. With thirteen years of such use in its history, it has moderate longevity in this use. When compared to other buildings in the study area that housed auto supplies stores, this building ranks as one of the three most important, although far behind one of them, 730 Polk, in importance. For these reasons, and because of the building's high integrity, this building appears to be eligible for the California Register of Historical Resources under Criterion 1, at the local level, for its use as an automobile parts and supplies store. The Period of Significance under this criterion is 1920-1933, the years the building had this use.

Little information regarding Frank Cobbledick or the owners of by Consolidated Sales Company is available beyond the outline given in city directories. None is known to have been individually significant in his field. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building is conventional in its design, yet also richly detailed, with a pleasing composition. The use of muntins in the mezzanine windows is particularly effective in adding texture and patterning to the façade. For these reasons this building appear to be eligible for the California Register under Criterion 3, for its Classical Revival design. The Period of Significance under this criterion is 1920, the year the building was built.

Character defining features

The character defining features of this building are its height and width; the stucco surface of the façade; the parapet, cornice, course of dentils, and the frieze with its plaster ornament; the rusticated end piers; the spandrel with ornament between the two stories; and all wooden muntins and window frames. The metal window sash and the black tiles over the bulkhead are not contributing features.