

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 \_\_\_\_\_

Page 1 of 5 \*Resource Name or #: (Assigned by recorder) 1725 Sacramento Street

P1. Historic name of building (if any): Marius Bosc garage/Matt's Super Service  
 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 Location: \*a: County San Francisco  Not for Publication  Unrestricted  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 1725 Sacramento Street City San Francisco Zip 94109  
 d. UTM: Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN \*e. Assessor's parcel #: Block 643, lot 1A

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

This two-story reinforced concrete garage fills its lot, which measures 63'-6" in width by 127'-9" in depth. The surface of the façade is covered in a coat of stucco. The second story of the building is divided into six bays that are divided by narrow piers with slightly slanted sides. The end piers are slightly wider than the inner piers, giving a feeling of strength to the composition. Windows in this story are rectangular and are filled with industrial steel sash. The parapet area above the windows is divided into recessed panels that have been decorated with painted designs. The first story is divided into two bays, each of which is largely filled by a broad vehicle entrance. These entrances have segmental arched tops composed of several layers of moldings. A single unarticulated pier separates these two entrances. All of these features appear to be original except for the painted decorations in the panels of the parapet.

\*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  
1923; building permit

\*P7. Owner and Address:  
OLD FIRST GARAGE CORP  
1751 SACRAMENTO 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: \_\_\_\_\_  
December 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)

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Photograph of 1725 Sacramento sometime during the 1950s. Assessor's photo, from the San Francisco History Center, Main Library.

**BUILDING, STRUCTURE, AND OBJECT RECORD**

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\*Resource Name or # (Assigned by recorder) 1725 Sacramento Street

B1. Historic Name: Marius Bosc garage/Matt's Super Service

B2. Common Name: \_\_\_\_\_

B3. Original Use: public garage B4. Present Use: public garage

\*B5. Architectural Style: generally medieval in feeling

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

Built in 1923.

\*B7. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

none

B9a. Architect: Arthur S. Bugbee b. Builder: F. L. Hansen

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

Period of Significance 1923-1964 Property Type public garage 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 architect**

This garage was built in 1923 for The Lurie Company, a prominent real estate development and investment firm owned by Louis Lurie, as an investment. 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 Schirmer-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 auto parts store, at 1033-1037 Polk Street, in 1920.

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

**\*B12. References:**

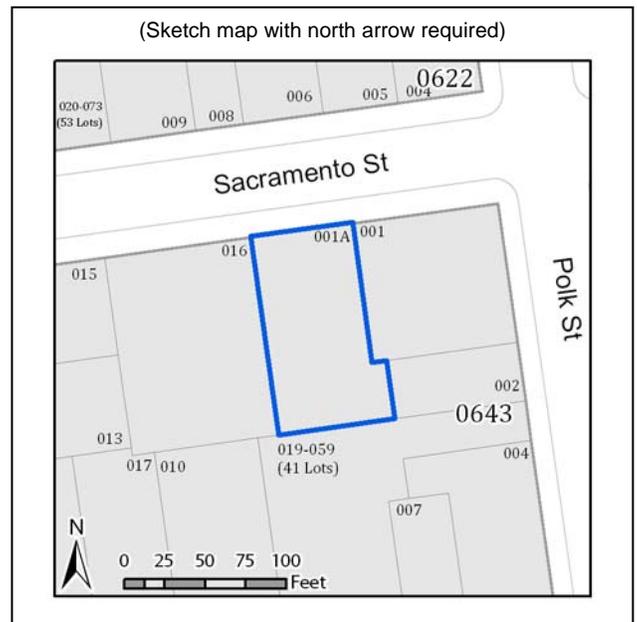
- Building permit #112524 (Jan. 16, 1923)
- Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1924-1964
- 1929 Sanborn insurance map ("fireproof garage")
- 1948 Sanborn insurance map ("garage; auto repair 2<sup>nd</sup> sty")

B13. Remarks:

\*B14. Evaluator: William Kostura

Date of Evaluation: December 2009

(This space reserved for official comments.)



### History -- Occupants

This building was built as a public garage. It has had use as a garage and/or an auto repair shop throughout its history. Occupants have included:

1923-1933: Marius Bosc. Bosc used this building as an public garage.

1935-1942: Roger Auto Repair Co., aka Roger Super Service. The proprietors were Roger Giraud and Victor Vergez at first, and then Roger Giraud, solo. They performed auto repair service here.

1945-1963: Matt's Super Service. The proprietorship of this business consisted of Joseph Maloney and Amadeo Castiglio at first; and by 1955 they brought in a third partner, Louis De Martini. During their eighteen years here they seem to have usually offered the public dual services of a public garage and auto repair. City directories listed their business as a garage through 1955, as a garage and auto repair shop in 1957, and as an auto repair shop afterward. The 1948 Sanborn insurance map states that this building was used as a garage on the first floor and as an auto repair shop above. A 1950s photograph of this building date shows two signs, stating Matt's Super Service offered auto repair and parking garage services (see page 2).

1964: Honour Garage Auto Repair. The name of this business indicates its dual purpose.

To recapitulate, this building held a garage for at least twenty-five and probably over thirty years, and it held an auto repair shop for at least fifteen and probably over twenty years (through 1964, the last year being studied). Those uses overlapped for some of its history. In all, this building held one or both of these business types for at least 38 years (through 1964). Today, this building functions both as a public garage and as parking for Old First Presbyterian Church, next door to the west.

### History -- Context

Many buildings in the study area of this report floated back and forth between uses as a garage and as an auto repair shop. Typically, these buildings began as public parking garages that providing parking and performed light repairs and other servicing. Later, demand for public parking fell as homeowners in the neighborhood built garages into their houses, and public garages were sometimes divided into multiple uses, with garages on one floor and heavier auto repairs done on the other. Often a building would house two different proprietors, one offering parking and the other performing repairs. In the case of 1725 Sacramento, Matt's Super Service offered both services, segregating them onto different levels.

Five buildings in the study area have held a garage, or a garage plus auto repair shop, for longer than 1725 Sacramento did. They are 1267 Bush (44 years), 1745 Clay (43 years), 1641 Jackson (43 years), 1461 Pine (42+ years), and 730 Ellis (41 years). Three others have held such uses for fewer years than 1725 Sacramento did, but still for over thirty years: 1700-1710 Pine, 1335 Larkin, and 1349 Larkin. Among all of these buildings, four stand out as having the best integrity: 1641 Jackson, 1725 Sacramento, 1700-1710 Pine, and 1335 Larkin. If one uses longevity and integrity as standards, then 1725 Sacramento could be considered one of the three best garage/auto repair shops in the study area.

**CONTINUATION SHEET**

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**Integrity**

No notable alterations have been made to this building. It 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 1933, this is a moderately early example of a public garage. With at least 25 and probably over 30 years of such use in its history (through 1964), it has good to excellent longevity in this use. With 38 years of use as a garage and/or an auto repair shop (through 1964), it has excellent longevity in these uses. Its integrity is also very high. Thus, the building appears to be eligible for the California Register of Historical Resources under Criterion 1, at the local level, as one of the best examples of a public garage and auto repair shop in the study area. The Period of Significance under this criterion is 1923-1964, i.e. from the time of construction through 1964.

Insufficient information is available on the various proprietors that occupied this building, other than the years they were present, to be able to make a case for their importance. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building does not reference any specific style, but the large, segmental arched vehicle entrances and the buttress-like piers in the second story evoke a generally medieval feeling. The moldings in the arches and the divided lights of the windows provide welcome texture, and at the same time the feeling of the composition is both bold and functional. In terms of façade design this is one of the best garages in the study area. It appears to be eligible for the California Register under Criterion 3, for its design. The Period of Significance under this criterion is 1923, the date of construction.

**Character defining features**

The character defining features of this building are its height and width, the stucco surface, the recessed panels in the parapet, the piers in both stories, the industrial window sash in the second story, and the arched openings, with their moldings, in the first story.