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) 1565 Bush Street

P1. Historic name of building (if any): Inverness Garage (#1)
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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1565 Bush Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 671, lot 7

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

This two-story reinforced concrete garage building fills its 64'-6" by 120' lot. It is flanked to the east and west by other automobile-related buildings. The façade of the building is covered in stucco that has been very lightly scored to resemble masonry. The composition is symmetrical, and is divided into five bays of unequal width. The center bay, which contains the entrance, is the widest; it is flanked on each side by a narrow bay; and the two outer bays are intermediate in width. Unarticulated pilasters with Corinthian capitals, six in number, can be found between these bays and along the sides of the building.

(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 south
June 2009

*P6. Date Constructed/Age and Source: ■ Historic ☐ Prehistoric ☐ Both
1923; building permit

*P7. Owner and Address:
BROOKS MARIE K REVOC TRUST
1395 VAN NESS AVE
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)

Description (continued):

At the top of the building are (from top to bottom) a parapet, a profiled cornice, a course of egg-and-dart molding, a course of dentils, a frieze with plaster rinceaux, and a course of leafy molding. Decorative shields can be found directly above each pilaster.

The second story is filled mainly by industrial steel sash windows: three in the center bay, one in each bay flanking the center, and two in each of the outer bays. Beneath each of these windows, in the spandrel between the stories, is a panel filled with plaster, Classically-styled ornament. In the center bay of the first story are a vehicle entrance and two pedestrian entrances. These entrances are covered by a shallow concrete awning that is curved at the corners. The vehicle entrance is filled by paired, outward-swinging steel doors with full-length glazing. These doors are either original or very early, and are among the last vehicle-entrance doors pre-dating World War II in the study area. To either side of the vehicle entrance are two wooden doors, with full-length glazing, for pedestrians. In the narrow bays flanking the center, and in the westernmost bay, are original (or very early) windows with profiled steel sash in wooden frames. The first story of the easternmost bay is filled with two industrial steel sash windows over a secondary vehicle entrance. This secondary entrance has a roll-up door.

Detail of entrance. Paired steel doors for vehicle entry are in the center, and are flanked by wooden pedestrian doors with transoms, to either side.

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) 1565 Bush Street

B1. Historic Name: Inverness Garage (#1)
B2. Common Name: Ellis Brooks used cars
B3. Original Use: public garage B4. Present Use: used car sales
***B5. Architectural Style:** Classical Revival
***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: none or unknown b. Builder: Joseph Pasqualetti (American Concrete Co.)
***B10. Significance: Theme** automobile industry **Area** San Francisco
Period of Significance 1923-1940, 1953-1960 **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

This building was built in 1923 by a contracting firm named the American Concrete Company, which was owned by Joseph Pasqualetti. Pasqualetti was also the first owner of this building, and it is clear that he constructed this building for himself as an investment. Pasqualetti was a prolific builder who built for himself as well as for clients. He often performed the design of his buildings in-house, as was the case here. Pasqualetti also built the adjacent building to the west, at 1575-1595 Bush (in 1922-1923, to designs by Meyer and Johnson).

This building, 1565 Bush, was used as a public garage from its completion in 1923 through 1940. The occupants included the A-B Garage (1923-1926); the Inverness Garage, owned by Al Brandhofer (1927-1934); Wigholm's Garage (Carl Wigholm, 1935-1936); and Civic Center Garage (1938-1940).

(See Continuation Sheet, page 4.)

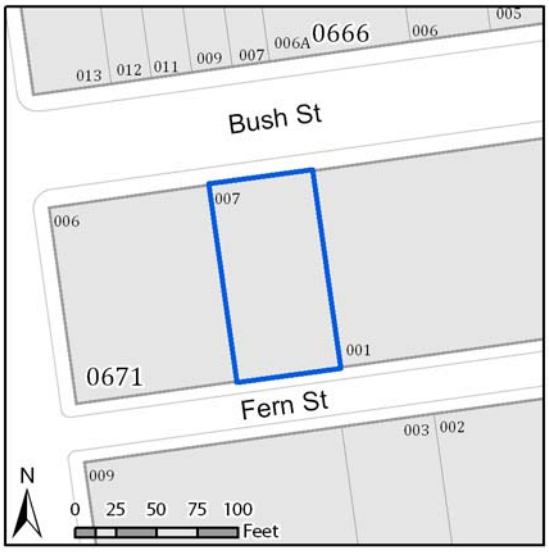
B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**
Building and Engineering News, August 11, 1923
building permit #119315 (August 1923)
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1924-1964
1936 Sanborn insurance map ("garage")
1948 Sanborn insurance map ("stock room and auto parts warehouse"; connected with 1395 Van Ness)
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)

This was the first of two public garages in San Francisco called the "Inverness." The proprietor of this garage during 1927-1934, Al Brandhofer, took the name with him when he moved his garage business to 1267 Bush Street.

Occupants of this building from 1941-1952 are uncertain. For some of those years, at least, the occupant was probably James F. Waters, who owned a De Soto and Plymouth dealership next door to the east, at 1395 Van Ness Avenue. The 1948 Sanborn map shows a connection between Waters' dealership and this building, and identifies this one (1565 Bush) as an auto parts warehouse. Later, during 1953-1960, Waters definitely used 1565 Bush) for auto sales and rentals, as an adjunct to this dealership.

History -- Context

This building is one of only three in the study area that retains its original vehicle entrance doors. The other two buildings in the study area with original vehicle entrance doors are 731-799 Van Ness (built in 1917) and 1946-1960 Van Ness (built in 1920). 1565 Bush is the only one with vehicle doors made of metal; the other two buildings have doors made of wood.

Integrity

Save for the roll-up vehicle entrance in the easternmost bay, the exterior of this building appears to be unaltered. The main vehicle entrance in the center bay has very rare original (or early) doors. 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 1923, this is a moderately early example of a public garage building. With 17 years of such use in its history, it has moderate longevity in this use. All known automobile use of this building through 1964 totals 24 years, for good longevity. For these reasons, and because of the extraordinarily high integrity of this building, including the rare survival of its paired vehicle doors, it appears to be eligible for the California Register of Historical Resources under Criterion 1, at the local level, for its use as a public garage and for auto sales and rental. The Period of Significance under this criterion is 1923-1940 and 1963-1960, the years the building had these uses.

(Continued on next page.)

Evaluation (continued)

The original owner, Joseph Pasqualetti, made no personal use of this building except as an investment. James Waters was an important auto dealer, but he is better represented by the adjacent building at 1395 Van Ness Avenue. None of the earlier garage owners had individual significance in this field. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building is an attractive example of the Classical Revival design as applied to an automobile garage. The integrity is exceptionally high. This building is one of only three in the study area that retains its original vehicle entrance, and is the only one with such doors made of metal. To understand the design of vehicle entrances from this period, one must view this building. The survival of the storefront window sash and all of the second story industrial sash is also unusual. For these reasons, this building appears to be eligible for the California Register at the local level under Criterion 3, for its design. The Period of Significance under this criterion is 1923, the year of construction.

Character defining features

The character defining features of this building are its height and width; the scored stucco finish over the façade; the parapet, cornice, moldings, and frieze ornament; the Corinthian pilasters and the decorative shields above them; the plaster ornament in the spandrel between the stories; industrial steel sash windows in the second and first stories; the profiled steel storefront window sash; the paired steel vehicle entrance doors in the middle bay; the wooden pedestrian doors that flank the vehicle entrance; and the concrete awning that covers these entrances.

Detail of second story, with sign