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) 2020-2034 Van Ness Avenue/1665 Pacific Avenue

P1. Historic name of building (if any): Marine View Garage
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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 2020-2034 Van Ness Avenue/1665 Pacific Avenue City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 595, lot 6

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

This two-story, stucco-clad, Class C, reinforced concrete building fills its ell-shaped lot. The main wing of the building fronts on Van Ness Avenue and measures 85'-8" in width by 123' in depth, while the ell to Pacific Avenue measures 23' in width by 102'-8" in depth. (The two wings wrap around an adjacent building at 2050 Van Ness, at the southeast corner of Pacific). Each wing of the subject building is different in its architectural treatment, and thus there is no indication from the street that they are part of the same structure.

(See Continuation Sheet, page 2.)

*P3b Resource Attributes: HP8 – industrial building; HP6 – two-story commercial building

Reproduced in larger format on page 3.

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

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

*P6. Date Constructed/Age and Source: ■ Historic ☐ Prehistoric ☐ Both
1914; published building notice

*P7. Owner and Address:
ROSENTHAL JUDITH H LIV TR
2015 FOXTAIL CT
SANTA ROSA CA 95403

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

*P9. Date Recorded: March 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):

Stylistically, the main wing at 2020-2034 Van Ness is a blend of Craftsman and Mission Revival styles. In composition, the façade is divided into three bays of equal width. Narrow piers separate and define these bays; each pier is finished with an inset panel topped by a diamond pattern set in a square, and rises to pierce the roofline. A pent roof covered with imitation Spanish tiles and supported by carved wooden brackets stretches across the top of the building, except where interrupted by the façade piers. Plain rectangular panels are set into the stucco surface of the frieze. In each bay of the second story, windows are four-part, with mullions and transoms, and are divided by muntins into smaller lights. The first story is devoted mainly to vehicle entrances. The central bay is filled entirely by a vehicle entrance. The bay at right is half filled by vehicle entrance that leads to a ramp to the second story, and half filled by a window with modern metal sash. The bay at left is devoted almost entirely to a vehicle entrance, the remainder being filled by an original pedestrian entrance with a modern metal and glass door.

The ell at 1665 Pacific Avenue is designed in a restrained Classical Revival style. The composition is divided into two bays, and is topped by a stepped parapet, a simple, profiled cornice, and a blank frieze. The second story contains paired windows with three-over-three wooden sash and wooden mullions. In the first story, the bay at left contains a paired window with wooden frame, sash, and mullion, and the bay at right is devoted to a vehicle entrance.

Detail of pent roof, Van Ness Avenue facade

Top photo: Main façade, 2020-2034 Van Ness Avenue
Bottom photo: Ell at 1665 Pacific Avenue

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3CS

***Resource Name or #** (Assigned by recorder) 2020-2034 Van Ness Avenue/1665 Pacific Avenue

B1. Historic Name: Marine View Garage

B2. Common Name: _____

B3. Original Use: public garage B4. Present Use: auto lube, auto body, and auto radio/alarm shops

***B5. Architectural Style:** blend of Craftsman and Mission Revival (Van Ness façade); Classical Revival (Pacific Ave. façade)

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

Built in 1914. Transoms in first story removed at an unknown date (1950s or later).

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

***B8. Related Features:**

none

B9a. Architect: O. R. Thayer b. Builder: G. Elders

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

Period of Significance 1914-1942, 1951-1964 **Property Type** public garage **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 architect

This building was built in 1914 as an investment for owner B. Davidow, to designs by architect O. R. Thayer. The building was designed in stages, first for a smaller (60') lot on Van Ness in 1913; then for the present sized lot, with one of the wings being of one story; and finally, after construction had commenced, as a two-story building throughout. The intended use of the building, according to a published building notice, was as a garage and auto sales room.

O. R. Thayer was a relatively minor architect who worked in San Francisco from 1907 to 1942. His most notable known buildings were designed in partnership with John C. Hladik, as Hladik and Thayer, during 1909-1913. They included the elaborate Haynes auto showroom at 601 Turk Street (1913; altered), plus Lower Nob Hill and Tenderloin hotels at 620 Post (1910), 534 Hyde (1912), and 585 Geary (1912). 2020-2034 Van Ness/1675 Pacific may be one of the larger buildings that Thayer designed solo.

B11. Additional Resource Attributes: (List attributes and codes) HP 36 -- Japanese

***B12. References:**

Building and Industrial News, Nov. 5, 1913 (13:1), Nov. 26, 1913 (13:1), January 14, 1914 (27:1) and February 11, 1914 (28:1)

Crocker-Langley and Polk's city directory, PT&T reverse directory, and PT&T yellow pages listings for occupants of this building, 1915-1964

1918 Sanborn insurance map (autos; garage in ell at 1665 Pacific)

1929 Sanborn insurance map (garage)

1948 Sanborn insurance map (Lyon Van lines Terminal)

B13. Remarks:

***B14. Evaluator:** William Kostura

Date of Evaluation: February 2010

(This space reserved for official comments.)

(Sketch map with north arrow required)

History – Occupants

This building was used for automobile and truck related purposes from the time of its completion in 1914 to 1942, and again from 1951 to 1964 (the end year of the period being studied). During the intervening period (1943-1950) the building was occupied by a storage and moving company.

The initial and most frequent use of this building during its history was as a public garage (for 22 years). It has also been an automobile painting shop (for fifteen years), a used car salesroom (nine-plus years), an auto repair shop (five years), and a showroom for the sale of new trucks (five years). Some of these uses occurred concurrently, as the building was sometimes divided into two parts, numbered 2020 and 2034 Van Ness. On at least one occasion the ell at 1665 Pacific was devoted to a separate business. Usually (through 1964), however, this building has held only one business at a time, with an address of 2020 Van Ness. Occupants have included:

Public garages

1914-1915: Van Ness Garage. In their city directory listing for 1915 this business advertised they offered auto storage (i.e., parking) and auto supplies, and had touring cars for hire.

1922-1924: Van Ness Avenue Garage. The proprietor was Sam Schiller, and his business opened in July 1922.

1925-1942: Marine View Garage. The name of this garage was probably changed from “Van Ness Avenue Garage” to “Marine View Garage” in 1925, in order to avoid confusion with a “Van Ness Garage” that had opened nearby, at 2100 Van Ness. The proprietor in 1941-1942 was Elmer A. Tabeau. The words “Marine View Garage” can be seen painted on a window of his garage in a photograph by Dorothea Lange, taken to document the relocation of Japanese residents from San Francisco to internment camps around the state (discussed below).

Truck sales

1916-1921: International-Mack Corporation. This business opened here in January 1916 as a factory branch of the Allentown, Pennsylvania truck manufacturer. The Mack brothers had once been carriage and wagon makers, began to manufacture busses in 1900, and added trucks to their line soon afterward. By 1910 their trucks were known simply as “Mack Trucks.” In 1911 they merged with the Sauer Motor Truck Company, and the firm became known as the International Motor Truck Company, or International-Mack. Trucks were sold under both the Mack and Sauer brand names at 2020 Van Ness until 1918, when the Sauer brand name was dropped. In 1921 this company left 2020 Van Ness to move to the South-of-Market district, which was a more logical location for a truck showroom than upper Van Ness Avenue was. Mack trucks is still in business as a subsidiary of Renault, which itself is a subsidiary of the truck maker Volvo AB of Sweden (which no longer has any connection with the Ford-owned Volvo automobile maker).

Auto painting businesses

1921-1923: Henry Butt and Company

1933: John Peterson

(Continued next page.)

History – Occupants (continued)

1951-1959: William L. Hughson. Hughson sold Ford and other brands of autos in San Francisco from 1903 until his death in 1967. In his later years he advertised himself as being "the world's first Ford dealer," which was quite possibly true. During the 1950s Hughson used 2020-2034 Van Ness for two purposes: auto painting, and used car sales (mentioned below).

1961-1964+: Spray Craft Auto Painting

Auto repair

1924-1925: G. H. Hackett, who shared his space with the public garage in this building.

1927: Joseph Casazzo, who shared his space here with the Marine View Garage.

1940: Jim's Automobile Repair. This was located in the ell at 1665 Pacific.

1960: British Motor Car Distributors body shop.

Delivery and Storage

1943-1950: Lyon Van and Storage

Used cars sales

1916: Pacific Motor Company. This was the used car branch for this business, which sold Cole autos at 500 Golden Gate Avenue. They shared this building with International-Mack.

1951-1959: William L. Hughson, who shared his used car salesroom with his own auto painting shop.

Auto upholstery

1961-1964: Auto Beauty Shop. They shared this building with Spray Craft Auto Painting.

Summary

The automobile and truck-related uses of this building were:

public garage (22 years),
automobile painting shop (fifteen years),
used car salesroom (nine-plus years),
showroom for the sale of new trucks (five years),
auto repair shop (five years), and
auto upholstery (four years).

Some of these businesses were here concurrently. The total automobile and truck-related use of this building (through the year 1964) was for 42 years.

History – Japanese internment during World War II

During April 1942 the southern portion of this building was taken over by the Wartime Civil Control Administration for use as an evacuation station. 664 Japanese and Japanese-Americans were sent here for transfer by Greyhound Bus to assembly centers and thence to internment camps for the duration of the war. This event was documented by Dorothea Lange, who took 24 photographs of Japanese as they arrived here, plus one elevation photograph of the building. These photos are part of the "War Relocation Authority Photographs of Japanese American Evacuation and Resettlement Collection" (Series 4) at the Bancroft Library, and can be viewed at the Online Archive of California website. In all, nearly 70,000 Japanese and Japanese-Americans from California, Oregon, and Washington were sent to internment camps at remote locations in eight western states. One other building in the study area was used for the same purpose as 2020 Van Ness in 1942: 1701 Van Ness, which has since been altered.

History – Context

Public garages in the study area

Of the many auto-related building types in the study area of this report, public garages are considered to be one of the most important, after auto showrooms. Within the study area, nineteen public garage buildings still stand that have at least fair integrity. Eight of them were built and had such use before the 1920s, and qualify as the oldest garages in the study area. For purposes of comparison with 2020-2034 Van Ness, these oldest garages are listed here, in order of construction date, and with the number of years of garage use they had through 1964:

The Alaska Garage, 1349 Larkin Street. Built 1909-1910. Years of public garage use: 14 (beginning in 1913). During most of its years of garage use (1915-1926) it was joined in operation with its next-door neighbor at 1335 Larkin as a single garage. Its integrity is high.

The Pine Garage, 1461 Pine Street. Built 1911. Years of public garage use: 28. Its integrity has been harmed by the sandblasting of its brick façade and the installation of modern metal windows.

Graystone Garage, 1335 Larkin Street. Built 1913-1914. Years of public garage use: 27. Integrity is high.

The Jackson Garage, 1641 Jackson Street. Built 1914. Years of public garage use: 31. Integrity is high.

Clay Street Garage, 1745 Clay Street. Built 1914. Years of public garage use: 33. Its windows have been altered, but otherwise integrity is high.

Marine View Garage, 2020 Van Ness Avenue (the building being evaluated here). Built 1914. Years of public garage use: 22. Its initial use as a garage was brief (1914-1915); its main garage use was during 1922-1942. Integrity is good to high.

Inverness Garage #2, 1267 Bush Street. Built 1917-1918. Years of public garage use: 27. Integrity is high.

Patrick J. Kelly garage, 731-799 Van Ness Avenue. Built 1916-1917. Years of public garage use: 24 (beginning in 1919). Its integrity is high.

History – Context (continued)

From the above list of eight, one (1461 Pine) has at best fair integrity, leaving seven as excellent examples of early public garages. 2020-2034 Van Ness is one of these, although it should be noted that its initial garage use (1914-1915) was brief, and that its long use as a garage began in 1922.

In addition to the public garages listed above, four others from the 1900s and 1910s still stand in the study area but have been heavily altered. At least ten garages from the 1900s and 1910s that once stood in the study area have been demolished.

Outside of the study area, only six other San Francisco public garages from the 1910s are known of. They include 618-634 Stanyan (1911), 1419 Pacific Avenue (1914), 1776 Green (1914), 2405 Bush (1916), 3536 Sacramento (1917), and 651-675 Post (1918). It is probable that a few others may be identified.

It is evident from the above list that 2020-2034 Van Ness is one of the oldest public garage buildings with high integrity in the study area, and almost certainly in all of San Francisco, as well.

Automobile painting shops

Auto painting shops are considered to be a comparatively minor building type among auto-related buildings. Within the study area of this report, only a few buildings were devoted to automobile painting for more than a few years. All of them have high integrity. They include:

731-799 Van Ness. 14 years of auto painting use beginning in 1917.

Marine View Garage, 2020 Van Ness Avenue (the building being evaluated here). 15 years of auto painting use beginning in 1921.

1575-1595 Bush Street. At least twelve years, and possibly many more, of auto painting use beginning in 1923. (Demolition of this building has been approved.)

1349 Larkin Street. 17 years of auto painting use, beginning in 1947 (and counting only to 1964).

Integrity

A comparison of historic photos of the Van Ness Avenue façade of this building, dating from 1942 (by Dorothea Lange) and the 1950s (included below), reveal that transoms have been removed from the northernmost and middle bays in the first story, and that the window in the first story of the southernmost bay was once a vehicle entrance. The piers, the second story windows, and the pent roof remain unaltered, save for the insertion of three small exhaust fans in the second story. The narrow Pacific Avenue façade is virtually unaltered. In sum, this building retains integrity of location, setting, feeling, and association, while integrity of design, materials, and workmanship are only slightly diminished.

Evaluation

Criterion 1

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 1914, this is an early example of a public garage, and with 22 years of such use in its history, it has good longevity in this use. The building is one of the better, though not one of the very best, examples of a public garage in the study area. This building also had 42 years of general auto-related use, for excellent longevity in such use. Less importantly, this was also, briefly, an early showroom devoted to sales of a major truck brand, Mack trucks (1916-1921); it is one of four good examples in the study area of an auto painting shop (for fifteen years, beginning in 1921); and it is a late example of a building associated with the important Ford dealer, William L. Hughson (during 1951-1959). Finally, the building retains good-to-high integrity, to a degree unusual for an auto-related building of this early date. For these cumulative reasons, this building's automobile and truck-related history is impressive, and it thus appears to be eligible for the California Register of Historical Resources under Criterion 1, at the local level, for its auto-related use. The Period of Significance under this criterion is 1914-1964, the years the building had this use (through 1964).

This building's use as an evacuation station for Japanese-Americans during World War II should be evaluated in the overall context of World War II-era bus stations, assembly centers, and internment camps for Japanese throughout the western United States. It is doubtful that any of the internment camps still exist, but other places, in addition to 2020-2034 Van Ness, might. The fact that 2020-2034 Van Ness was used as an evacuation station for Japanese for a very brief period, perhaps only a matter of days, should also be taken into consideration. Given the lack of a survey of buildings with a related history, and the need for a contextual history for such buildings, a formal evaluation of 2020-2032 Van Ness under this historical event is not being attempted here.

Criterion 2

Only one of the business proprietors in this building was individually important in his field. That was William L. Hughson, who is better represented by other buildings in the study area (namely, two of his auto showrooms, and his office headquarters and repair shop). Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

(Continued next page.)

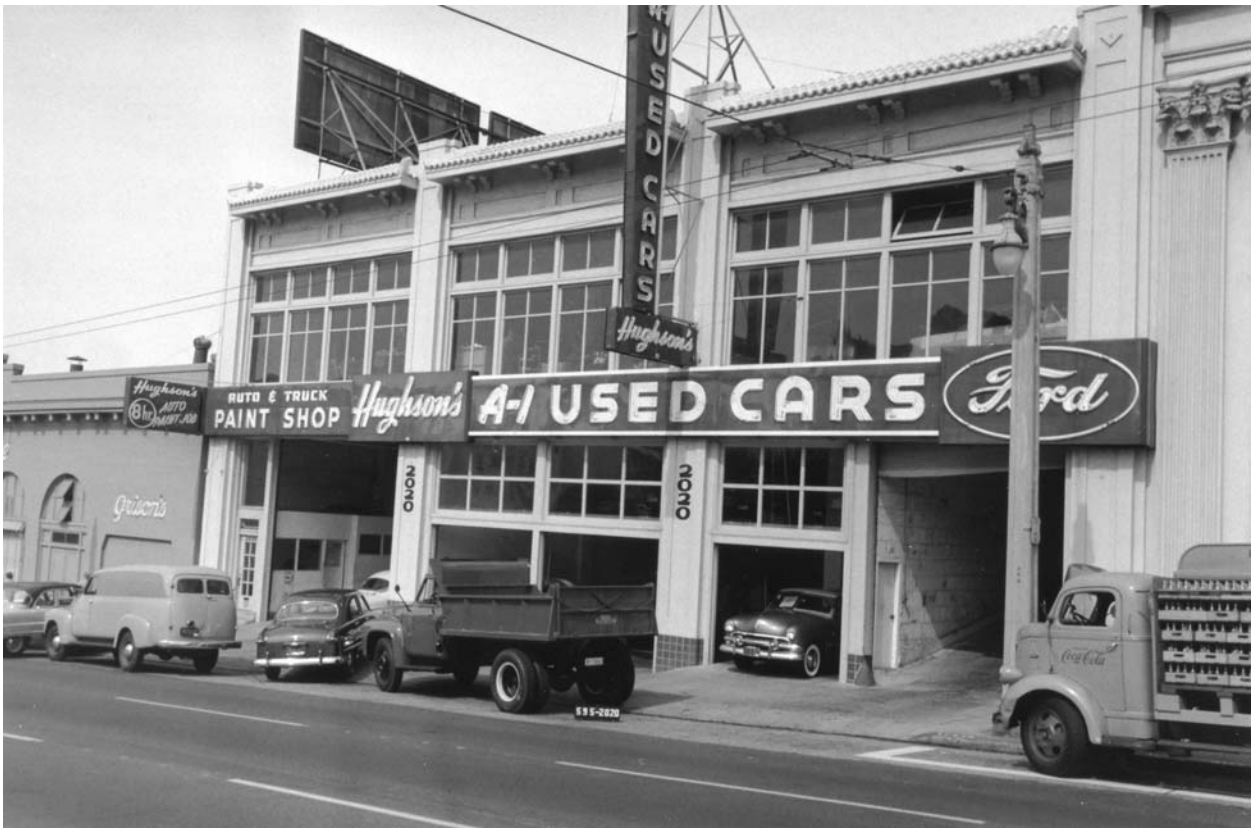
Evaluation (continued)

Criterion 3

Architecturally, the Van Ness Avenue façade of this building has some notable features, namely the pent roof at the top of the building, the band of windows across the second floor, and the symmetrical composition. The Pacific Avenue façade, though intact, is comparatively minor. If the transoms still existed in the first story of the Van Ness façade, this building would probably be eligible for the California Register under Criterion 3; but as it is, it appears to fall slightly short of eligibility under this criterion.

Character defining features

The character defining features of this building include: for both wings, the height and width of the structure, and the stucco surface; for the Van Ness Avenue façade: the paneled piers topped by diamond patterns, the pent roof covered with Spanish tiles and supported by carved wooden brackets, the paneled frieze, the second story windows with their wooden mullions, transoms and muntins, the framing of the pedestrian entrance (but not the modern metal door), and the outlines of the vehicles entrances; and for the Pacific Avenue façade: the stepped parapet, profiled cornice, blank frieze, the windows with their wooden sash, mullions, and muntins, and the outline of the vehicle entrance.



2020-2034 Van Ness during the 1950s. San Francisco Public Library, Assessor's Negatives.