State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) 1055 Post Street

P1. Historic name of building (if any): Henry E. Calif tire 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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1055 Post Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 693, lot 21

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

This one-story, reinforced concrete building fills its 25' wide by 120' deep lot, which runs through the block to Cedar Street. The surface of the building is clad in a coat of stucco. The composition of the building is crowned by a gabled parapet, with corbelling, that is stepped and flattened at the top. The corbelling turns at its ends to extend downward along the end piers of the building for a few feet; and below these ends are pendant decorations in plaster. These pendants are the sole classical ornament on the façade. A paneled frieze at the base of the parapet is blank save for painted signage. Below the parapet area the façade is divided into two bays. To the right is a vehicle entrance with a roll-up metal door. At left is a storefront window with a transom. The transom is divided by muntins into rectangular lights of different sizes. The storefront window has steel frames or sash that may be original.

*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
1919-1920; building permit

*P7. Owner and Address:
FUKUDA TATSUZO & MIEKO
1055 POST 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)

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 1055 Post Street

B1. Historic Name: Henry E. Calif tire shop

B2. Common Name: _____

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

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

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1919-1920.

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

***B8. Related Features:**
none

B9a. Architect: C. O. Clausen b. Builder: J. G. Kincannon

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

Period of Significance n/a **Property Type** tires shop **Applicable Criteria** n/a

(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 1919-1920 for owner Mrs. F. L. Perego (or Perigo), apparently as an investment. The original building permit states that the building was to be used as an auto repair shop, but the use of the building for its first six years remains unknown. A search through city directory classifieds under all automobile uses, for machinists, and for the Peregos during 1921, 1923, and 1924 failed to turn up any businesses at this address.

The first known occupant of this building was Henry E. Calif, who owned a tire shop here under the name California H. E. Tires for most years from 1927 to 1935. The exception was in 1929, when he sold auto supplies here. Calif had previously sold tires at 1942 Van Ness (in 1918) and at 1042 Polk (1921-1926) before moving his shop to this building.

(See Continuation Sheet, page 3.)

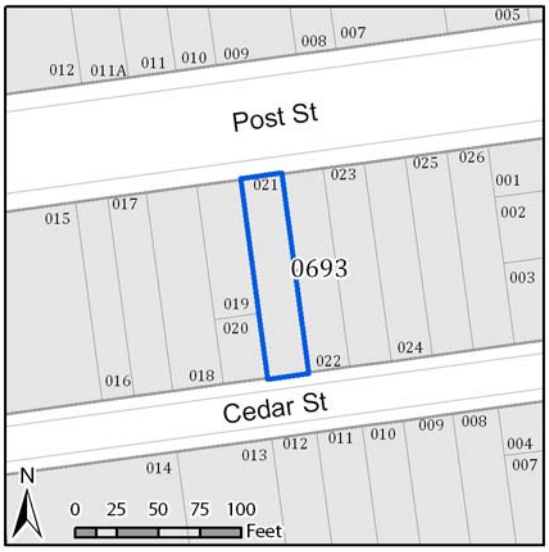
B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**
Building permit #89598 (November 10, 1919)
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1927-1964
1929 Sanborn insurance map ("tires and auto repair")

B13. Remarks:

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

(Sketch map with north arrow required)



(This space reserved for official comments.)

History (continued)

Occupants of this building from 1936 to 1950 are once again unknown. Street directories that list businesses by address show no occupants for this address during 1938, 1940, and 1946.

Auto repair businesses came to this building in 1951. From that year to at least 1958 the occupant was Wheel Service and Equipment, and in 1964 the occupant was Gerard's Automatic Transmission Service.

Although an extensive search for occupants of this building has been made for the years 1921-1926 and 1936-1950, the search was not exhaustive, and it is possible that some occupants during these years might still be found. Thus far, the known occupants include a tire shop, for eight years, and auto repair, for about fourteen years; for a total of 22 years of known auto-related uses through 1964.

Integrity

Save for the vehicle entrance door, all elements of the façade of this building appear to be original. The 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.*

The earliest known use of this building was as a tire shop, from 1927-1935. This is a moderately early date with brief longevity for this use. The use of this building as an auto repair shop from 1951-1964 is a late date, with moderate longevity for this use. Overall, the known use of this building is very incomplete, and the occupant for the first six years is unknown. For these reasons this building does not appear to be eligible for the California Register of Historical Resources under Criterion 1.

Henry E. Calif had a fairly long career selling tires in San Francisco, but he was one of many tire dealers and had a small shop compared to others. Furthermore, his business occupied this building briefly. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Regarding design, this building has plusses and minuses. The parapet with its layered corbelling is unusual, and frames the top of the building effectively; and the building seems to have unusually high integrity. On the downside, the building is modest, with restrained detailing. Overall, the building does not appear to be eligible for the California Register under Criterion 3.