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) 1159-1161 Post Street

P1. Historic name of building (if any): Martin C. Sturiza auto body 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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1159-1161 Post Street City San Francisco Zip 94109

d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 694, lot 12

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

This two story, brick masonry building fills the width of its 27'-6" wide lot and runs through the block to Cedar Street. The end piers, parapet, and storefront bulkhead are faced in brick that has recently been painted but was originally buff-colored. The inner zone of the end piers and parapet are slightly indented to form subtle panels. At the base of the parapet is a layered cornice with (from top to bottom) an anthemion course, a plain corona, and courses of darts and scrolls. This cornice overhangs a tripartite window with non-original metal sash set in profiled wooden frame. The three window parts are separated by wooden mullions in the form of pilasters and united by a common sill. The spandrel between the first and second stories has a single panel nearly the width of the building. The first story (aside from the end piers and bulkhead) is generally altered with new a new storefront window and entrance area.

***P3b Resource Attributes:** HP6 – two-story commercial building; 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
October 2009

***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
1918; building permit

***P7. Owner and Address:**
YAMADA SHOGO & HIROKO
630 11TH AVE
SAN FRANCISCO CA 94118

***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)

Detail of cornice

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 1159-1161 Post Street

B1. Historic Name: Martin C. Sturiza auto body shop

B2. Common Name: _____

B3. Original Use: auto supply store B4. Present Use: vacant

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

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

Built in 1918. Second story window sash replaced at an unknown date. Storefront recently altered.

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

***B8. Related Features:**

none

B9a. Architect: George de Colmesnil b. Builder: Cameron and Disston

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

Period of Significance n/a **Property Type** auto parts store, auto body 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 – Construction and occupants

This building was built in 1918 for owner Walter H. Sullivan as an investment, to designs by architect George de Colmesnil. The first known occupant, from 1920-1925, was Millard and Co., auto supplies. Occupants for 1926-1930 are unknown. The subsequent occupant, from 1931-1944, was Martin C. Sturiza, who performed auto body building, trimming, metal work, and repair of seat covers, tops, and trunks. His business was known as Grove Auto Reconstruction in 1933, and as Standard Auto Top and Body Shop during 1938-1944. After 1944 that business moved to 1230 Van Ness Avenue (demolished). In sum, this building had six years of use as an auto supplies store, and fourteen years of use as an auto body building, trimming and tops shop, for a total of 20 years of auto-related use, during 1920-1944.

Subsequent businesses at 1159-1161 Post were not auto-related. They included a pest control company (1946-1953) and a floor covering business (1953).

The storefront has been recently remodeled (mid-2009).

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

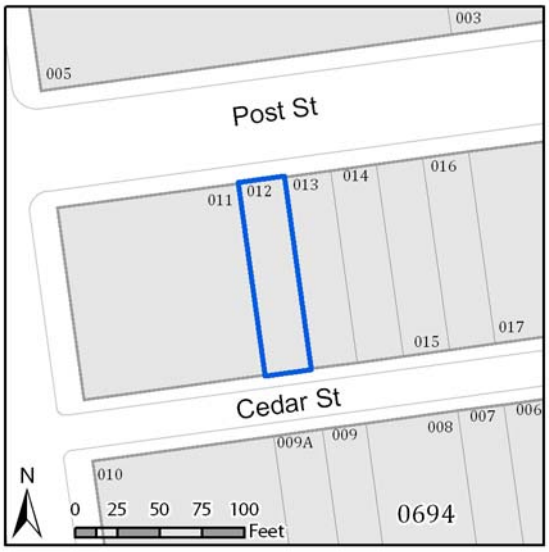
***B12. References:**

Building permit #82349 (June 27, 1918), filed under "1159 Post"
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1920-1964
1929 Sanborn insurance map ("auto service")

B13. Remarks:

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

(Sketch map with north arrow required)



(This space reserved for official comments.)

History -- Context

Auto supplies stores in the study area

Other auto supplies stores in the study area have included:

1430-1480 Van Ness Avenue. Built in 1912. Years of auto supply use: 18. Integrity is fair.

1522-1524 Bush Street. Built in 1920. Years of auto supply use: 12. Integrity is good to high.

1033-1037 Polk Street. Built in 1920. Years of auto supply use: 13. Integrity is high.

730 Polk Street (Chanslor and Lyon). Built in 1922. Years of auto supply use: 42 years. Integrity is high.

All of these are larger buildings and had substantially greater longevity of this use compared to 1159-1161 Post Street. Three of these buildings – 1522-1524 Bush, 1033-1037 Polk, and 730 Polk – have better integrity than 1159-1161 Post does.

Auto body building and auto tops and trimming shops

Other auto body building or auto tops and trimming shops in the study area include:

1600 Van Ness Avenue. Built 1913. Larkins and Company, an auto body building shop, occupied part of this building during 1913-1919. Integrity of this building is only fair.

1656 Pine Street. Built 1917. An auto tops and trimming shop was here from 1921 to at least 1929. This building is threatened with demolition.

1575-1595 Bush Street. Built 1922-1923. This multi-use building was occupied by auto tops and trimming businesses (among others) during at least 1924-1933 and 1946-1955. This building is also threatened with demolition.

42 Twelfth Street. Built 1919. After an earlier use as an auto repair shop, this building was home to Hal Metzel, the Auto Tailor, an auto upholstery business, from 1938 to the present. This building has much better integrity than does another building, 1133 Post, which also held an upholstery business for a similar period.

If 1656 Pine and 1575-1595 Bush are demolished, as threatened, then 1159-1161 Post will be one of the very few extant buildings in the study area where auto tops and trimming businesses existed. Its integrity is better than that of 1600 Van Ness, but less good than that of 42 Twelfth Street.

Integrity

The second story window sash has been replaced with new sash within the original frames, mullions, and sills. The first story has been remodeled within the original spandrel, end piers and bulkhead. In sum, the building retains integrity of location, design, setting, and association, and has diminished integrity of materials, workmanship, and feeling.

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*.

This building was completed in 1918. The earliest known occupant, an auto supplies store, was here from 1920-1925, at a moderately early date and for brief longevity. The next known occupant, an auto body shop, was here for 14 years beginning in 1931, at a moderately late date and for moderate longevity. The total auto-related use of this building was 20 years, for good longevity. Because the vehicle entrance has been filled in, this building is no longer able to convey its early auto-related history.

Overall, this history is not very compelling. Given the diminished integrity of this building, its small size relative to other buildings in the study area that had similar uses, and the relatively brief or late dates this building had these uses, it does not appear to be eligible for the California Register of Historical Resources under Criterion 1.

The proprietors of the businesses in this building do not appear to have been prominent in their fields, and thus this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building is modest, with somewhat diminished integrity, and thus this building does appear to be eligible for the California Register under Criterion 3.