.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) 1133 Post Street

P1. Historic name of building (if any): H. O. Harrison used autos salesroom
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 Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted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 1133 Post Street City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 694, lot 17

*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 52'-6" wide lot and runs through the block to Cedar Street. The composition is generally symmetrical, and is divided into three bays of equal width. The façade is clad in pressed red brick that is patterned in places to form panels, namely in the piers and in the spandrel area between the two stories. At the top of the building is a parapet that is gabled in the center and flat at the sides. A course of unknown material runs along the top of this parapet, and it relates visually to a profiled belt course along the base of the parapet. The frieze area between the two courses is blank. Tripartite windows in the second story possess non-original metal sash set within the original wooden mullions, frames, and sills. In the first story, the window to the right of the entrance has its original metal frame, but non-original steel bars divides it into large lights. The window to the left of the entrance is non-original. The centrally-placed entrance consists of paired wooden doors and sidelights with paneled bases, and is classical in style, with some fine carving; all of which is non-original.

*P3b Resource Attributes: HP6 – two-story commercial 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
1917; building permit

*P7. Owner and Address:
GAYNER ENGINEERS
1133 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)

Detail of center bay

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 1133 Post Street

B1. Historic Name: H. O. Harrison used autos salesroom

B2. Common Name: _____

B3. Original Use: auto sales B4. Present Use: offices

***B5. Architectural Style:** none

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

Built in 1917. Window sash and entrance altered at an unknown date.

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

***B8. Related Features:**

none

B9a. Architect: H. R. Schulze b. Builder: Allen and Co.

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

Period of Significance n/a **Property Type** used car salesroom **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 1917 for the prominent real estate developer Allen and Co. to designs by Howard R. Schulze. Schulze was an in-house architect or draftsman who designed some houses in Sea Cliff for Allen and Co. and also designed one other building in this study area, at 1849 Van Ness. He is not known to have worked outside of his employment by Allen and Co. or L. D. Allen, Inc.

The original occupant of this building was H. O. Harrison. Harrison began selling Peerless and Evertt autos in San Francisco in 1909 and quickly became a prominent auto dealer. In 1911 he built a very large auto showroom at 1200 Van Ness (that building is extant but heavily altered), and this remained his main showroom until his retirement in ca. 1931. In 1917 he sold Hudson and Dodge Brothers autos at 1200 Van Ness, sold Peerless autos on Golden Gate Avenue, had branch salesrooms in the Mission district and Oakland, and opened a used car salesroom in the building being evaluated here, at 1133 Post (then #1123). *(See Continuation Sheet, page 4.)*

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

***B12. References:**

Building permit #74750 (Feb. 14, 1917)
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1917-1964
1919 Sanborn insurance map (1123-1133 Post, "auto sales room")
1929 Sanborn insurance map (1123-1133 Post, "auto storage")
"Harrison Co. Is Growing Rapidly." S. F. Chronicle, Aug. 12, 1917, p. A-4.
Sales Ledgers, Recorder's Office, 1917-1938.

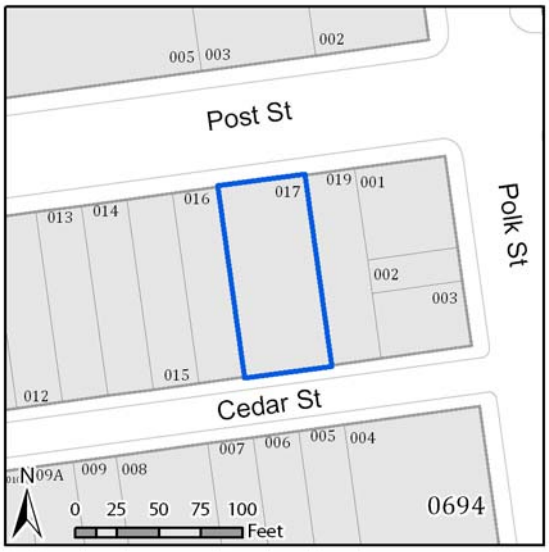
B13. Remarks:

***B14. Evaluator:** William Kostura

Date of Evaluation: October 2009

(This space reserved for official comments.)

(Sketch map with north arrow required)



History (continued)

A Sanborn insurance map dated ca. 1919 states that this building was used as an auto showroom then, and the 1927 city directory lists H. O. Harrison used car salesroom in this building as well as at 1145 Van Ness. Documentary evidence for the intervening years is lacking, but it seems likely that 1133 Post served as a used car salesroom for H. O. Harrison from 1917-1927.

Harrison did not sell used cars from this building in 1928 or 1929. A Sanborn map from the latter year states that the building was used as auto storage then; possibly the tenant was Harrison. Use of the building from 1930-1937 is unknown. A title search for this period yields the names of owners but sheds no light on the use of the building.

The next known occupant of 1133 Post, from 1938 to at least 1964, was Scovel and Sons. They sold auto supplies during 1938-1939, worked as auto trimmers from 1940-1947, and worked in upholstery materials from 1948-1964. It is not known whether they specialized in automobile upholstery during the latter years.

To summarize the use and occupants from the time of construction to 1964:

1917-1927: used car sales, H. O. Harrison
1928-1929: auto storage
1930-1937: unknown use and occupants
1938-1939: auto supplies, Scovel and Sons
1940-1947: auto trimming, Scovel and Sons
1948-1964: upholstery material, Scovel and Sons

An article on H. O. Harrison in the San Francisco *Chronicle* for August 12, 1917 shows a grainy photograph of 1133 Post Street. From the photo one can see that windows in the second story were divided by muntins into many lights, probably in 12-over-16 double-hung sash; and that the first story entrance and both of the storefront windows possessed transom bars with two rows of lights (divided by muntins) above each bar.

Integrity

The second story windows retain their original dimensions, mullions, and sills, but the sash of many lights have been removed. Similar alterations have been made to the first story windows and entrance. The wall surface, including the parapet with its belt courses, remains intact. In sum, this building retains integrity of location, design, setting, and association, while integrity of materials, workmanship, and feeling have been diminished.

Evaluation

This is one of more than 115 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 1917, this is an early example of a used automobile showroom. Each of the known auto uses of this building (used auto sales, auto supplies, and auto trimming) were here for ten years or less, with brief longevity for each. Total known auto-related use is about 20 years, for good longevity. This would increase to excellent longevity if it could be shown that Scovel and Sons engaged in automobile upholstery during 1948-1964. The usage of this building for used auto sales during 1917-1927 is only partially documented, and is of lesser importance than that of an auto showroom for new cars. The integrity is diminished due to the alteration of the windows and entrance. On balance, the building does not appear to be eligible for the California Register of Historical Resources under Criterion 1.

This is the last known auto-related building in San Francisco that is associated with H. O. Harrison except for 1200 Van Ness, and that building has been thoroughly altered. Nevertheless, this building's association with Harrison is fairly minor. The subsequent occupants, Scovel and Sons, do not appear to have been important in their field. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Architecturally, this building has some pleasing design features, but the window alterations lessen its distinction. On balance, this building does not appear to be eligible for the California Register under Criterion 3.