

Historical Resource Inventory and Evaluation Report

South Main Mixed Use Project
Redwood City

October 2019

Prepared for:

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Summary of Findings

Greystar GP II, LLC (Applicant) proposes a mixed-use redevelopment at the periphery of the City's Downtown in Redwood City, California (project location) (see **Figure 1**). The project site is bounded by El Camino Real, Maple Street, Elm Street, Main Street, Caltrain right-of-way, Chestnut Street, Shasta Street, and Cedar Street; and is composed of five contiguous blocks totaling 8.30 acres (Parcels A through E) and one separate block of approximately 0.15 acre (Parcel F) (see **Figure 2**).

The California Environmental Quality Act (CEQA) requires the City of Redwood City (City), as the project's lead agency, to determine the significance of impacts the project may have on historical resources. AECOM is preparing the environmental document for the project's CEQA compliance, including the CEQA analysis as it pertains to historical resources. This report provides information and analysis regarding potential historical resources impacts. This study was conducted in accordance with Section 15064.5(a)-(b) of the CEQA Guidelines, using the criteria outlined in Section 5924.1 of the California Public Resources Code (PRC).

AECOM inventoried and evaluated the historic-age buildings, structures, and objects in the CEQA Study Area for the project. The CEQA Study Area includes ten historic-age (over 45 years) parcels in the project site that comprise the survey population in this report. The parcels were assigned Map Reference numbers for the purposes of this report, and are depicted in **Figure 3**.

Historical contexts were prepared to address pertinent themes of light-industrial, commercial, recreational, and multiple-family residential development related to the recorded properties. The historic themes are discussed in Section 3; descriptions, photographs, and property histories of are provided in Section 4; and the findings and conclusions regarding eligibility and integrity are in Section 5. Refer to Section 6 for AECOM staff professional qualifications, and Section 7 for a listing of reference materials that were consulted.

This report does the following things:

- confirms that the project site contains one property that is a non-designated potentially historic building, but is considered a historic property by the City of Redwood City for the purposes of this analysis;
- confirms the previous evaluation conclusion that one property is not a historical resource;
- recommends two historic-age signs in the project site meet City of Redwood City criteria as historical signage;
- and the eight remaining historic-age properties in the CEQA Study Area do not appear to meet the criteria for listing in the California Register of Historical Resources (CRHR) or City of Redwood City Historic Designation criteria, and are not historical resources for the purposes of CEQA.

See Table 1 for a summary of the CEQA Study Area historic-age resources and historical resource status as a result of this study.

Table 1. CEQA Study Area Historic Age Properties and Historical Resource Status

Map Reference #	Address	Resource Type	Historic Status	Year(s) Built
1	1555 El Camino Real	Commercial – Car Dealership	6Z	1953
2	1601 El Camino Real	Commercial – Car Dealership	6Z	Pre-1948; 1950-1956
3	111 Cedar Street	Light Industrial – Former PT&T warehouse	6Z	Circa 1941-1948
4	113 Beech Street	Light Industrial – Auto detailer in warehouse	6Z	Pre-1941
5	101 Lathrop Street	Light Industrial – Corrugated metal warehouse	6Z	1930-1941
6	150 Elm Street	Commercial	6Z	1956-1965
7	1306 Main Street	Multi-family apartment building	6Z	1962
8	1303 Main Street	Recreational – Roller Rink	6Z (Found ineligible for NRHP, CRHR, or Local designation through survey evaluation)	1953
		Sign – Recreation	5S3 (Appears to be individually eligible for local listing or designation through survey evaluation)	1953
9	1385 Main Street	Commercial – Car wash	6Z	1965-1968
		Sign – Commercial Car wash	5S3 (Appears to be individually eligible for local listing or designation through survey evaluation)	1965-1968
10	1401 Main Street	Light Industrial – Corrugated metal shed	3S (Individual property that appears eligible for National Register)	1935 & 1969

Figure 1 **Project Location**

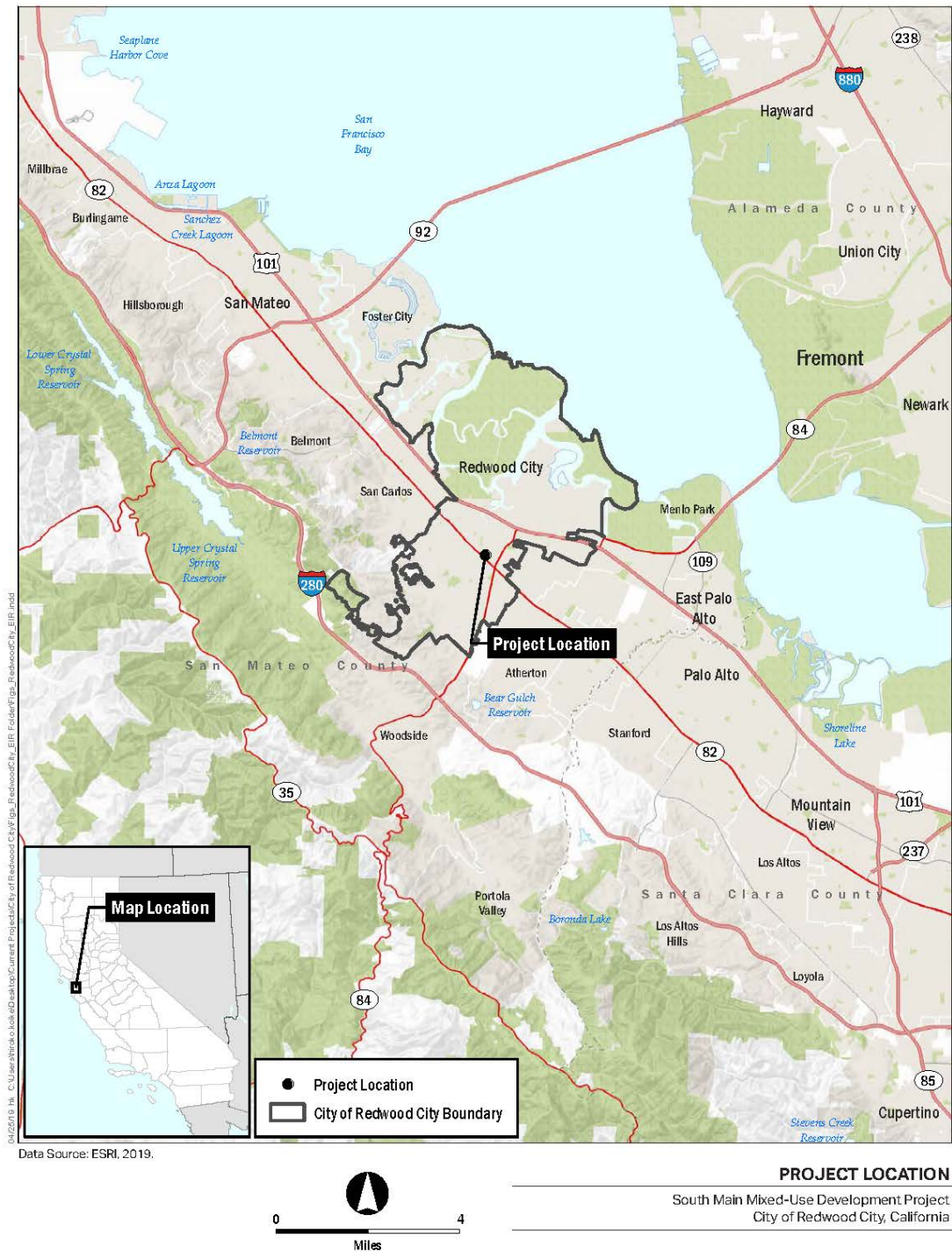
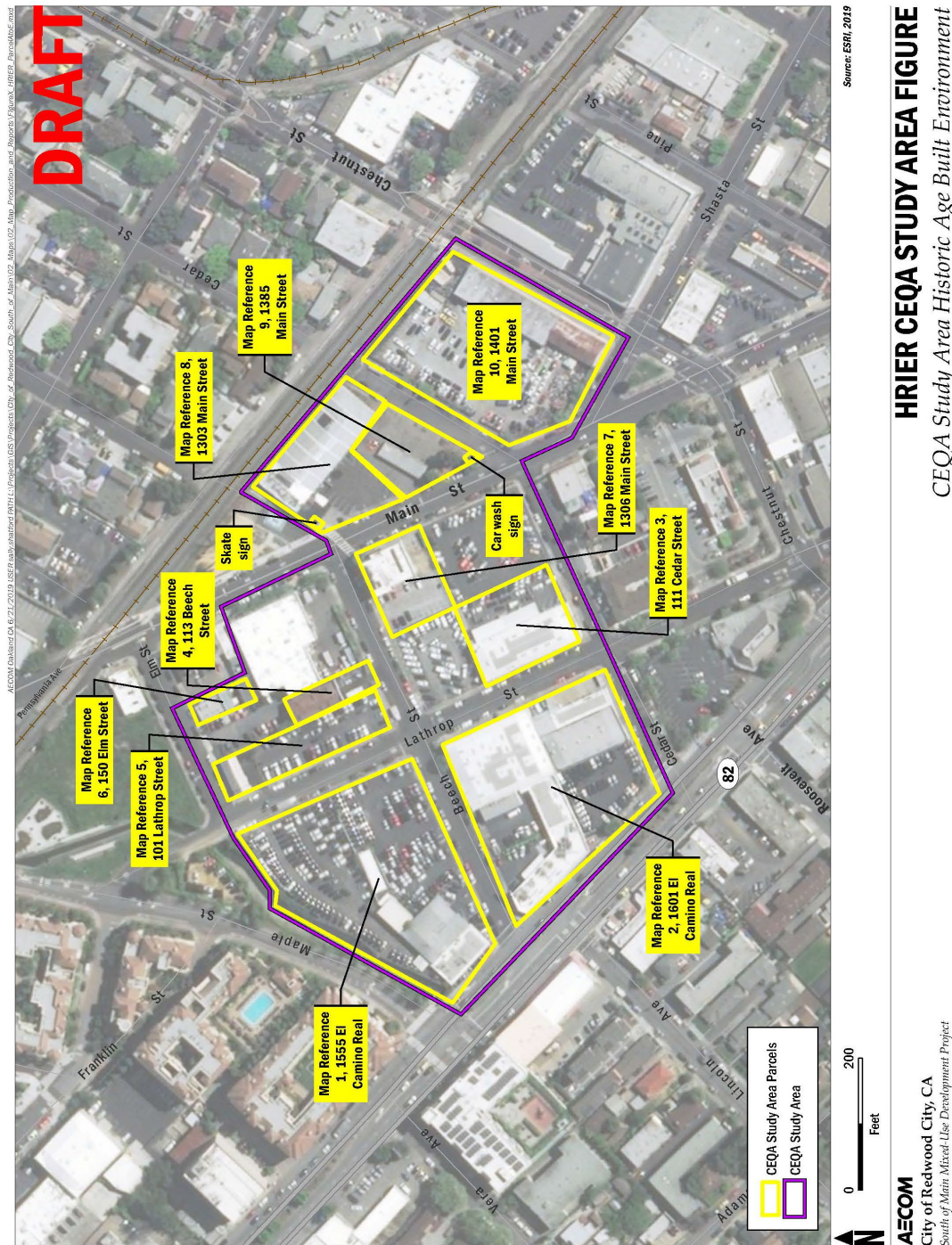


Figure 3 CEQA Study Area



1. Project Description¹

The project would demolish all existing buildings on the six project parcels A through F (see **Figure 2**). The existing uses on the project site are primarily auto sales and repair, and warehouse space, including one multi-tenant residential building owned by the City of Redwood City, and a former indoor roller rink. The existing street network would be largely maintained. Shasta Street between Main Street and Chestnut Street would be closed to create additional green space. Additionally, Beech Street would be reconfigured to align with Lincoln Street to the west, while a portion of Cedar Street east of Main Street would become a private street. As part of the public open space element of the project, the existing Perry's Feed Shed, located at Shasta and Chestnut Streets on Parcel E (see **Figure 3**, Map Reference 10), would be demolished; and a replicate structure would be rebuilt on the original site for public commercial use.

The proposed project would include one building each on Parcels A and F, developed with primarily residential uses; and five additional buildings on Parcels B through E, where the primary use would be commercial office. The proposed project would develop 291 multi-family residential units, including 252 units on Parcel A, and 39 units on Parcel F. The project would also include approximately 550,000 square feet of office uses, an 8,500-square-foot childcare facility (not including 5,800 square feet of dedicated outdoor space), and 28,000 square feet of retail uses, including 19,000 square feet of ground-floor space on Parcel B designed to accommodate retail-entertainment uses. The approximately 40,000 square feet of public open space proposed throughout the site would include a public creek walk, and a privately-owned park at Shasta Street and Chestnut Street.

2. Background Research, Fieldwork, and Methodology

Background Research

Once the CEQA Study Area for built environment was established (as illustrated in **Figure 3**), AECOM cultural resources staff examined standard sources of information that list and identify known and potential historical resources to determine whether any buildings, structures, objects, districts, or sites had been previously recorded or evaluated in or near the project site. AECOM reviewed the National Register of Historic Places (NRHP), CRHR, California Historical Landmarks, and California Points of Historical Interest databases.² AECOM also consulted the Redwood City Historical Resources Inventory, which is continuously updated, and the Redwood City Historical Landmark list.

The sole previously recorded property in the project CEQA Study Area is the J.B. Perry Fuel and Feed Yard Warehouse property at 1401 Main Street (Perry's Feed Shed; Map Reference 10) that was recorded in January 1990 by Basin Research Associates. The property was evaluated, and the 1935-constructed corrugated metal shed was determined eligible for listing in the NRHP at the local level, under Criterion A, for its association with the nineteenth- and early-twentieth-century fuel and feed yard economy; and under Criterion C as a "good example of a fast-disappearing industrial building type: the functional, corrugated-metal warehouse." The property

¹ This project description has been adapted from the *Draft Initial Study South Main Mixed-Use Project* prepared for the City of Redwood City by AECOM in May 2019.

² National Park Service, National Register Information System GIS Map, available at <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466> (accessed December 2018); Office of Historic Preservation, California Historical Landmarks (Sacramento, CA: California State Parks, 1996); and Office of Historic Preservation, California Points of Historical Interest (Sacramento, CA: California State Parks, May 1992).

at 1401 Main Street is categorized as a non-designated potentially historic resource in the City Historic Resources Inventory. The City of Redwood City, as the lead agency for the South Main Mixed-Use Development Project (project), assumes that the shed building at 1401 Main Street is a historical resource for the purposes of CEQA.

AECOM cultural resources staff conducted a records search at the Northwest Information Center at Sonoma State University on January 9, 2019 (File No. 18-1254). The sole previously recorded built-environment resource in the CEQA Study Area on file was 1303 Main Street (Map Reference 8) (P-41-002490). The property was recorded in 2011 by consultants PBS&J for the *Historic Architectural Survey Report for the San Francisco to San Jose High-Speed Train Project-Level EIR/EIS* for the Federal Rail Association. The property was not recommended as eligible for listing in the CRHR. See Appendix A for previous Department of Parks and Recreation series forms.

Research regarding historical context development, as well as building-specific research, was conducted at the Karl A. Vollmayer Local History Room at the Redwood City Downtown Library on December 12, 2018. Additional research was conducted using online resources, including historic newspapers, historic aerial photographs and maps, census data, and City of Redwood City databases with built environment information.

Fieldwork and Methodology

AECOM staff conducted fieldwork for the project on December 12, 2018. AECOM inventoried and evaluated historic-age (45 years and older) properties in the project site to assess whether the properties should be considered historical resources for the purposes of CEQA; that is, whether it is listed in, determined eligible for, or appears to meet the criteria for listing in the CRHR, NRHP, or the Redwood City Historical Resources Inventory.

3. Historical Overview³

3.1 Introduction

This historical overview provides context for the evaluation of the historic-age built environment resources identified during survey and research. The historical context herein is focused on the location of the project in Redwood City and San Mateo County; the types of resources; and the time they were constructed. Additionally, property-specific histories are included.

3.2 Early Redwood City

Redwood City is on the southern San Francisco Peninsula on the shore of San Francisco Bay in San Mateo County. The built environment—the buildings, structures, and objects—that once existed in and around Redwood City reflect a long history of human activity and occupation.

Mexico gained independence from Spain in 1821, but continued its system of granting large tracts of land in California, such as the grant to the Arguello family, who received Rancho de las Pulgas in 1835. This grant of 69,120 acres extended from San Mateo Creek on the north to San Francisquito Creek on the south, including the project vicinity. The tidal marshes remained in possession of the United States government, and later the State of California, until reclaimed by private interests in the latter half of the nineteenth century. The Arguello family shipped their products—largely hides, tallow, and redwood logs—via rafts that disembarked from “El Embarcadero,” near what is now the intersection of Broadway and Main Street in downtown Redwood City. The waterway was what Anglo European settlers would later call “Redwood Creek.”

The discovery of gold in California in 1848, and the subsequent influx of gold seekers, precipitated the end of the rancho era; the creation of the State of California; and many other changes to Rancho Las Pulgas and the Embarcadero. Thousands of Americans and immigrants from around the world streamed into the San Francisco Bay Area, most on their way to the interior gold fields, but some pursuing other endeavors. Enterprising shingle-makers R. O. Tripp and Matthias Parkhurst saw that the Embarcadero at Redwood Creek was a good shipping point for sending their products to San Francisco, and they were soon joined by other entrepreneurs. By 1851, the Redwood Embarcadero was a busy place for shipping shingles, firewood, and fence posts to San Francisco. During this time, the project site remained undeveloped.

Most gold rush immigrants either soon gave up the search and left the state, or settled elsewhere in California to pursue a living through other means. The Arguellos had to defend their ownership of Rancho de las Pulgas in court against claims of squatters; and through this court battle, the family’s representative, Simon M. Mezes, eventually acquired a substantial portion of the property, which included the land that would become Redwood City. Mezes had the land surveyed for a townsite. Most of the new Mezesville streets formed a regular grid of blocks with El Camino Real as their western boundary, but the southeastern portion of the plan conformed with the streets that had already developed on the eastern and western side of the Embarcadero, at the head of Redwood Creek Slough. San Mateo County was created from a division of San Francisco County in 1857, and Redwood City became the new seat of San Mateo’s government, although the City did not incorporate for another decade.

The town grew slowly in population and amenities, with commerce still centered near the wharf throughout the 1860s. The San Francisco and San Jose Railroad was completed through

³ Adapted from *Architectural History and Land Use of the Kaiser Permanente Redwood City Medical Center Study Area* (JRP 2010), provided as Appendix A of URS’ (2010) *Cultural Resources Impact Assessment: Kaiser Permanente Redwood City Medical Center*.

Redwood City in 1863; and within the next year, offered passenger and freight service between San Francisco and San Jose. The Southern Pacific Railroad (SPRR) acquired the line in 1870 (this line now serves Caltrain). The arrival of rail service, coupled with continual silting of the creek, started a slow decline in maritime shipping activity from the Embarcadero, although most local products were transported by water through the late nineteenth century.

Early Redwood City was relatively self-sustaining, with lumber and shipping businesses sharing the waterfront with tanneries and general merchandise warehouses, as well as retailers who served residents employed in local government, service professions, ranching, and farming. The blocks along Main Street and Broadway continued to serve as the business center of town. By the 1870s and 1880s, a significant concentration of businesses grew along both streets, including several hotels, saloons, and stables, as well as tin shops, butchers, barbers, breweries, a flour mill, and a drug store. This concentration of businesses was three to four blocks north, outside of the project site, and is the location of some remaining nineteenth-century commercial buildings.

3.3 Pre-World War II Industries and Development

The project site is just south of the historic business center of Redwood City, parallel to the railroad and El Camino Real (formerly County Road), adjacent to Redwood Creek Slough, and bisected by Main Street. This setting served as a catalyst for heavy- and light-industrial uses, including tanneries, lumber yards, utility company warehouses, and feed and fuel yards, but was also interspersed with single-family residences for the people who worked at these local businesses.⁴

3.3.1 Tanneries

Tanneries were an early and important industry for the growing city. Plentiful tan oaks in the nearby hills provided the essential tannic acid to tan leather; hides were secured from local cattle ranchers and butchers who supplied beef to San Francisco; Redwood Creek provided an abundant water supply; and shipping capabilities from the wharf at the Embarcadero primed the industry for success. The first tannery was Krieg Tannery, established in 1864, and was located on the southern side of Redwood Creek, west of Lathrop Street, north of Beech Street, and east of El Camino Real (see **Plate 1**). The site is the current location of Hopkins Acura, at 1555 El Camino Real, which is included in the project site (Map Reference 1). The tannery was purchased by Henry Beeger in 1878. Beeger made a series of improvements on the site between 1891 and 1907, including the construction of his residence immediately across Redwood Creek that was accessed by a small footbridge. The company remained in operation until 1947, and the entire property was leveled in 1949.⁵

⁴ Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, February 1891), Sheet 8; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, July 1897), Sheet 8; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, April 1907), Sheet 8; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, June 1919), Sheet 14; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, May 1950), Sheets 12-15, 24-27.

⁵ Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, February 1891), Sheet 8; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, July 1897), Sheet 8; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, April 1907), Sheet 8; Redwood City Centennial Committee, *Redwood City Historical Trail* (Redwood City, CA: Redwood City Centennial Committee, Inc., 1967), Historical Site No. 11 [n.p.]; Nicholas A. Veronico, et al, *Redwood City: Then & Now Series* (San Francisco, CA: Arcadia Publishing, 2010), 14.

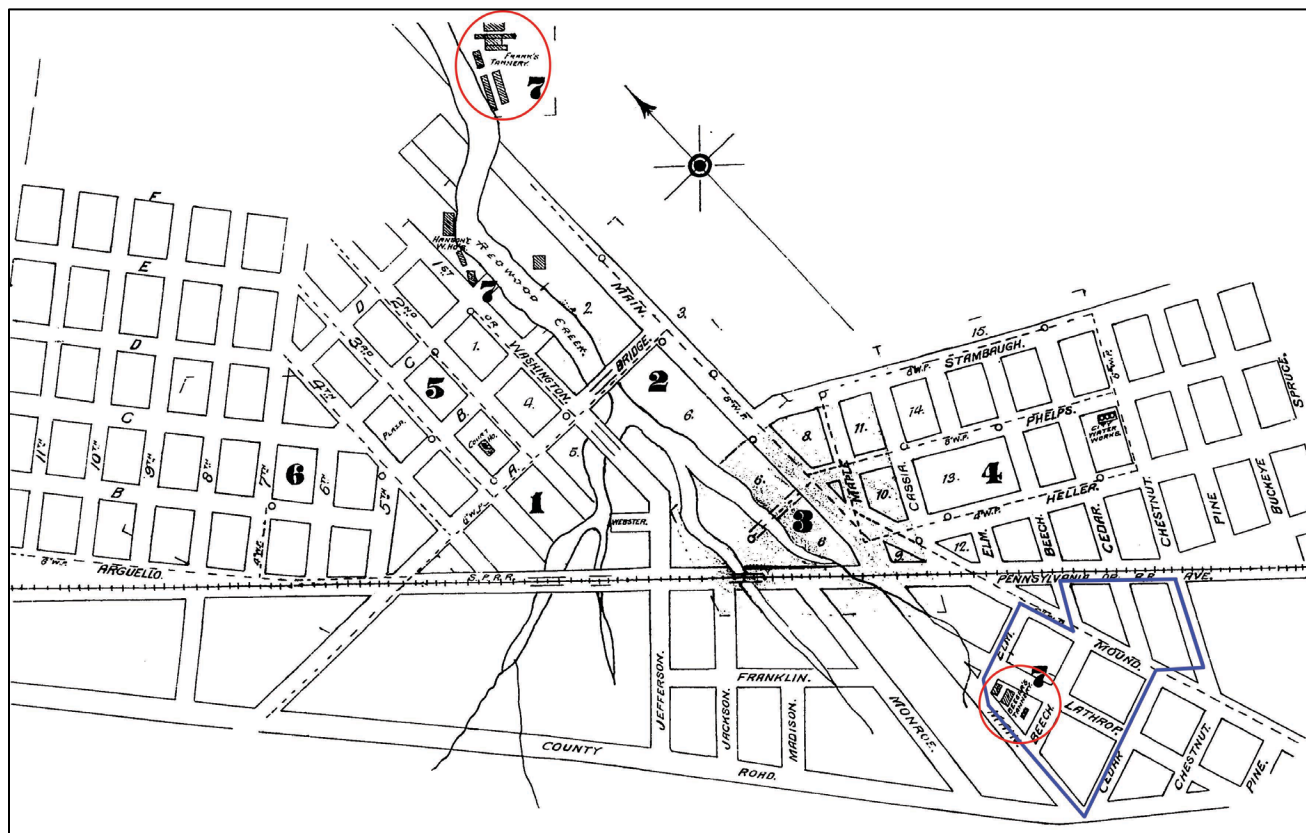


Plate 1: 1888 Sanborn Fire Insurance Map with Beeger's Tannery in red circle at bottom, Frank's Tannery in red circle at top, and project site shown by blue box at lower right corner. Note: El Camino Real is "County Road."

Another contemporary tannery, S. H. Frank Tannery, was located along the eastern bank of the creek, north of what is now Veterans Boulevard, and approximately 0.75 mile north of the project site (see **Plate 1**). Established as the Wentworth Tannery in 1872, S.H. Frank purchased the property in 1874, and turned the company into one of the city's largest employers for 85 years. Both Frank and Beeger tanneries secured military contracts during World War II, but both closed in the post-World War II period, with Frank's Tannery outlasting Beeger's by 12 years, finally closing in 1959, as demand for leather products declined in favor of synthetic materials. Most of the buildings were damaged in a fire in 1968, and the rest of the site was razed in 1970.⁶

A later and smaller addition to the tannery industry in Redwood City was the California Oak Leather Company. It was outside—but adjacent to—the project site south of Cedar Street, east of El Camino Real, west of Lathrop Street, and north of Chestnut Street. This tannery was built between 1897 and 1907, but the entire block burned in 1908, and was not rebuilt. The former tannery block is now composed of a surface parking lot and a retail store.⁷

⁶ Redwood City Centennial Committee, *Redwood City Historical Trail*, Site No. 1 [n.p.] & Site No. 11 [n.p.]; City of Redwood City, *Redwood City Strategic General Plan, Historic Resources Element, Chapter 13* (Redwood City, CA: Redwood City, 1987), 13-B-17; *San Mateo Times*, "Over \$200,000,000 in War Contracts in County," August 15, 1945, page 2.

⁷ Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, July 1897), Sheet 8; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, April 1907), Sheet 8; City of Redwood City, *Redwood City Downtown Precise Plan, Draft EIR* (Redwood City, CA: Redwood City, 2010), 7-4.

3.3.2 Light-Industrial Development

Historically, a number of lumber yards were located in and around the project area. The Gray-Thorning Lumber Company was at the corner of El Camino Real and Redwood Avenue, four blocks southeast from the project site (demolished circa 1950-1956). Redwood City Planing Mill was built on the former site of the John Horstman Co. Soda Works, just east of the eastern boundary of the project site along the railroad tracks. The Sudden Lumber Company, which was in the project site on the northern end of the block at the southeastern corner of El Camino Real and Beech Street, was in operation at the site at some point between 1919 and 1931. All of the lumber-related buildings were demolished between 1950 and 1956, and the entire block was eventually transformed into a car dealership, now Towne Ford, at 1601 El Camino Real (Map Reference 2).⁸

Feed and fuel yards were also a common business operated in this part of the city. Perry's Feed & Fuel, located in the project site at 1401 Main Street (Map Reference 10), began as a lumber yard property by 1891, and operated until near the end of the nineteenth century. In 1908, new a grain building was constructed on the property by new property owner Joseph B. Perry. The business remained in operation and in the same family until 1989, but after a series of demolitions, fires, and improvements, the oldest building associated with the business is a corrugated metal shed constructed in 1935. Another feed and fuel yard was located just northwest from the northern boundary of the project site, bound by Maple, Lathrop, Main, and Elm Streets and the rail line. The business was established in the early twentieth century, but had a much shorter life-span than Perry's Feed & Fuel, and most of the buildings were demolished between 1963 and 1968. A small office was constructed on the property in the late 1960s, but has since been demolished.⁹

Pacific Telephone & Telegraph Company constructed a maintenance warehouse facility on the northeastern corner of Cedar and Lathrop Streets in the project site between 1941 and 1948. The parcel originally contained a residence, and the remainder of the block was also occupied by modest single-family residences, but at the time of the maintenance warehouse's construction, more light-industrial and commercial properties were encroaching on residential parcels in the vicinity.¹⁰

Other light-industrial development in the project site consisted of the construction of a corrugated metal warehouse at 113 Beech Street (Map Reference 4), which was used as a welding shop from at least 1927 through the early 1950s. Today, it is used for auto detailing.¹¹

⁸ Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, June 1919), Sheet 14, 15, 26; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, May 1950), Sheet 14, 15; *San Mateo Times*, advertisement, August 1, 1931, page 7; HistoricAerials.com, El Camino Real, Redwood City, CA, Historical Imagery, 1950, 1956.

⁹ Architectural Resources Group, Inc., *1401 Main Street, Redwood City, Historic Resource Evaluation*, Prepared for Greystar (August 2018), 6-7, 20; Aerial Data Systems, Redwood City 8042, 1963, available at the Karl A. Vollmayer Local History Room, Redwood City Public Library, Redwood City, Box SC-035 OS Photographs, Aerials, Box 5; HistoricAerials.com, Main Street, Redwood City, CA, Historical Imagery, 1960, 1968.

¹⁰ UCSB Library, Flight ID C-6660, Frame No. 314, 1941; HistoricAerials.com, El Camino Real, CA, Historical Imagery, 1948; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, June 1919), Sheet 14, Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, May 1950), Sheet 14.

¹¹ R.L. Polk & Co., *Polk's Redwood City Directory 1927-1928* (San Francisco, CA: R.L. Polk & Co., Publishers, 1927); R.L. Polk & Co., *Polk's Redwood City Directory 1941-1942* (San Francisco, CA: R.L. Polk & Co., Publishers, 1941); Redwood City Clerk, July 17, 1950, Book 23, page 67; R.L. Polk & Co., *Polk's Redwood City City Directory 1946* (San Francisco, CA: R.L. Polk & Co., Publishers, 1946); US Census, 1930, California, San Mateo County, Redwood City, Third Township, Enumeration District No. 41-49, Supervisor's District 10, Sheet 5A; R.L. Polk & Co., *Polk's Redwood City City Directory 1948* (San Francisco, CA: R.L. Polk & Co., Publishers, 1948); R.L. Polk & Co., *Polk's Redwood City City Directory 1950* (San Francisco, CA: R.L. Polk & Co., Publishers, 1950).

3.4 Post-World War II Industries and Development

Commercial encroachment on residential parcels took place in the lead-up to the mid-twentieth century, including at 150 Elm Street (Map Reference 6). A new building for Davey Electric Company in 1955 replaced a modest single-family residence that was built between 1907 and 1919. When the new commercial building was completed, the western half of the block consisted of light-industrial and commercial uses; and the eastern half remained as residences fronting Main Street. Between 1969 and 1974, all of these residences were demolished, and replaced with the current building stock, which consists of a row of four small storefronts and a large warehouse.¹²

3.4.1 Auto-Related Commercial Development

Today's El Camino Real has little resemblance to the footpath forged by Father Junipero Serra, beginning in 1769 between San Diego and San Francisco, which was a 600-mile-long route that linked the 21 missions built by the Spanish. Portions of the trail were improved over time for wagons, and later, stagecoaches; but major collective improvements to the route did not take place until the spread of the automobile at the turn of the twentieth century. The State Highways Act passed in 1909, and authorized creation and improvements of a state-wide highway system. El Camino Real was integrated starting in 1912, and was completed in the mid-1920s. Completion of the roadway turned the historic route into a commercial corridor, especially through the Peninsula, where it closely parallels the former Southern Pacific Rail Road tracks.¹³

The El Camino Real corridor along the Peninsula transformed into an unofficial "auto row" in the years leading up to World War II, and increased even more in the post-war boom years, which also coincided with increased residential development. The two car dealerships in the project site were part of this post-war boom. The Acura dealership at 1555 El Camino Real (Map Reference 1) was built in 1953 on the former location of the Beeger Tannery; and Towne Ford at 1601 El Camino Real (Map Reference 2) was established at this location in the early 1950s on the former site of a lumber company. Other auto-related business were located along El Camino Real and nearby streets, including gas stations, auto repair shops, parking garages, and car washes, such as Main Street Car wash at 1385 Main Street (Map Reference 9). After Highway 101 was completed in the 1960s, approximately 1 mile north of the project site, El Camino Real transitioned to a secondary-travel corridor, and many of the auxiliary auto-related businesses have since closed. In Redwood City near the project site, a number of these businesses have been razed for surface parking lots. Others, like the parcels adjacent to the Acura dealership at 1555 El Camino Real (Map Reference 1) near the intersection with Maple Street, were cleared, and replaced with apartment buildings with retail at the ground level in the early 2000s.¹⁴

3.4.2 Residential and Recreational Development

Between 1940 and 1960, the population of Redwood City nearly quadrupled from 12,450 to 46,300. To cope with the increased population, empty lots outside the central core of the city

¹² Redwood City Clerk, September 26, 1955, Book 25, page 448; Aerial Data Systems, Redwood City 129x, 1969, available at the Karl A. Vollmayer Local History Room, Redwood City Public Library, Redwood City, Box SC-035 OS Photographs, Aerials, Box 5; Aerial Data Systems, Redwood City 914x, 1974, available at the Karl A. Vollmayer Local History Room, Redwood City Public Library, Redwood City, Box SC-035 OS Photographs, Aerials, Box 5.

¹³ California Department of Transportation (Caltrans), *A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California* (Sacramento, CA: Caltrans, 2016), 54, 68, 74-75, 77; City of San Mateo, *El Camino Real Master Plan, Settings and Opportunities, Chapter 2: History*, September 2001, available at <https://www.cityofsanmateo.org/1308/El-Camino-Real-Master-Plan> (accessed December 2018); Daniel P. Faigin, "California Highways, Trails and Roads: El Camino Real," available at <https://www.cahighways.org/elcamino.html> (accessed December 2018).

¹⁴ Grand Boulevard Initiative, "History of El Camino," available at <https://grandboulevard.net/about/history-of-el-camino> (accessed December 2018); Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, May 1950), Sheet 12-15, 24-26, 34.

were infilled with residential and commercial buildings. Additionally, developers expanded outside of the central core, building closer to the shoreline, northeast of the project site (see **Plate 2**). Although a majority of the project site was originally developed as scattered single-family residences; by the post-war years, most of the parcels were used for light-industrial or commercial. The only residential property in the project site is the three-story apartment building at 1306 Main Street (Map Reference 7), constructed in 1962. The apartment building replaced a single-family residence that was built between 1897 and 1907.¹⁵

An increased and denser population necessitated the construction of conveniences such as grocery stores, as well as recreational facilities, such as the roller rink at 1303 Main Street (Map Reference 8). The Redwood Roller Rink was constructed in 1953 on parcels that previously contained two single-family residences. The roller rink was constructed for owners Joseph “Joe” Nazzaro and Meredith “Red” Shattuck, who both previously worked at other roller rinks as skating instructors. The second owners, who took over the business in 1969, operated the rink until its closure in 2017.¹⁶

¹⁵ City of Redwood City, *Redwood City Strategic General Plan, Historic Resources Element, Chapter 13* (Redwood City, CA: Redwood City, 1987), 13-A-6; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, July 1897), Sheet 8; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, April 1907), Sheet 8.

¹⁶ *San Mateo Times*, advertisement, October 20, 1953, page 10; Coast Directory Co., *Burlingame, Hillsborough, San Mateo, and Millbrae City Directory 1952* (San Mateo, CA: Coast Directory Co., 1952); *The Spectrum*, “Goodbye ‘Old Lady,’” (September 2017: 14-16).



Plate 2: 1941 and 1961 aerals with project site boundary. Note the dense infill, including light-industrial and commercial development between the SPRR tracks and El Camino Real (Source: UCSB Library 1941, 1965).

4. Description of Resources

The CEQA Study Area for the project encompasses a six-block area in Redwood City between El Camino Real and the Caltrain tracks. The study population area includes light-industrial, commercial, multiple-family residential, and recreational buildings, listed in the table below. The project vicinity, project site, and CEQA Study Area map are shown in **Figure 1**, **Figure 2**, and **Figure 3**. AECOM inventoried and evaluated the historic-age buildings, structures, and objects in the CEQA Study Area for the project. The CEQA Study Area includes 10 historic-age (over 45 years) parcels in the project site, which compose the survey population in this report; and are listed in Table 2 and described in further detail below. As discussed in Section 3, this area of Redwood City changed dramatically in the latter half of the twentieth century in the post-war period, altering the built environment and character of the project site.

Table 2. Project Site Study Population

Map Reference #	Address	APN(s)	Resource Type	Year(s) Built
1	1555 El Camino Real	53182020; 53182040	Commercial – Car Dealership	1953
2	1601 El Camino Real	53185040; 53158050; 53185060; 53185070	Commercial – Car Dealership	Pre-1948; 1950-1956
3	111 Cedar Street	53184020; 53184030; 53184040; 53184050	Light Industrial – Former PT&T warehouse	Circa 1941-1948
4	113 Beech Street	53181070	Light Industrial – Auto detailer in warehouse	Pre-1941
5	101 Lathrop Street	53181080	Light Industrial – Corrugated metal warehouse	1930-1941
6	150 Elm Street	53181100	Commercial	1956-1965
7	1306 Main Street	53184010	Multi-family apartment building	1962
8	1303 Main Street	53183010	Recreational – Roller Rink “Skate” sign	1953
9	1385 Main Street	53183020	Commercial – Car wash Googie-style sign	1965-1968
10	1401 Main Street	53186010	Light Industrial – Corrugated metal shed & concrete block warehouse	1935 & 1969

1555 El Camino Real (Map Reference 1)

Property Description

This property is the current location of the Hopkins Acura car dealership, located on the northeastern corner of El Camino Real and Beech Street (**Photograph 1**). The main building, which fronts El Camino Real, consists of a flat-roof showroom and office section that abuts a concrete block, barrel-roof garage to the east. The showroom and office section is rectangular in plan, and is lined with aluminum-frame, full-height windows and doors on the southern, western, and northern sides. The flat roof has closed, curved eaves with curved brackets. Although doors are on the three exposed elevations, the primary entry is on the southern side, and is protected by a standard boxed awning.



Photograph 1: 1555 El Camino Real (Map Reference 1), showroom and office section in foreground and garage in background; camera facing north, December 12, 2018 (AECOM).

The barrel-roof garage is square in plan, and the roof is covered with rolled composition sheets. Full-height garage doors are centrally located on the southern and northern sides. The southern door is protected by a standard boxed awning, and flanked by multi-light industrial sash windows, but one set has been boarded over. The northern door is flanked by one multi-light industrial sash window and shed roof awning. The eastern side of the building is lined with three of the same windows, as well as a raised-seam, flat-roof building addition that was added to the property between 1980 and 1987 (**Photograph 2**).¹⁷ The only wall openings in the addition are three full-height overhead doors on the northern side.

¹⁷ HistoricAerials.com, 1555 El Camino Real, CA, Historical Imagery, 1980, 1987.



Photograph 2: 1555 El Camino Real (Map Reference 1) garage at left, addition at center, and detached sales office at right; camera facing northwest, December 12, 2018 (AECOM).

A detached sales building that was added to the site between 1980 and 1987 is sited east of the addition (**Photograph 2**)¹⁸ This building is rectangular in plan, has a flat roof, and is sheathed in vertical grooved plywood siding. Full-height, aluminum-frame windows line the southern side, and wrap around to the western and eastern sides. Access into the building is gained via a wood-frame ramp along the southern side that leads to an integrated door in the southern side windows.

Property History

This property, which consists of the entire block, was the former location of the Beeger Tanning Company, originally established in 1874 as Krieg Tannery. Henry Beeger purchased the property in 1878, and it remained in operation until 1947. All of the tannery buildings were demolished in 1949. The car dealership was constructed on the cleared land in 1953, and is listed in the following year's city directory as "R.C. McCulloch Auto Dealers." By 1955, the dealership was replaced with two other car dealerships: Bouskos Bros. Autos, and Peninsula Packard Inc., Autos. The Bouskos Bros. also ran a used car dealership next door at 1601 El Camino Real. The following year, both of the Bouskos Bros. locations were replaced by Towne Motor Co. Autos. At this time, 1555 El Camino Real was used as the dealership, and 1601 El Camino Real was used as a warehouse. By the early 1960s, the parcels were reorganized, and 1555 El Camino Real was used by Towne Motor Co. for their used car lot, and 1601 Camino Real was a new and used car lot. It appears that Towne Motor Co. used the buildings on this parcel into the 1986, when the current owner, Benjamin Kopf III (who also owns Towne Ford), established Hopkins Acura.¹⁹

¹⁸ HistoricAerials.com, 1555 El Camino Real, CA, Historical Imagery, 1980, 1987.

¹⁹ Redwood City Centennial Committee, *Redwood City Historical Trail* (Redwood City, CA: Redwood City Centennial Committee, Inc., 1967), Historical Site No. 11 [n.p.]; Nicholas A. Veronico, et al, *Redwood City: Then & Now Series* (San Francisco, CA: Arcadia Publishing, 2010), 14; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, June 1919), Sheet 14; R.L. Polk & Co., *Polk's Redwood City City Directory 1954* (San Francisco, CA: R.L. Polk & Co., Publishers, 1954); R.L. Polk & Co., *Polk's Redwood City Directory 1955* (San Francisco, CA: R.L. Polk & Co., Publishers, 1955); R.L. Polk & Co., *Polk's Redwood City Directory 1956-57* (San Francisco, CA: R.L. Polk & Co., Publishers, 1956); R.L. Polk & Co., *Polk's Redwood City Directory 1962* (Monterey Park, CA: R.L. Polk & Co., Publishers, 1962); R.L. Polk & Co., *Polk's Redwood City Directory 1965* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1965); Redwood City Recorder, Property Search [online], available at <https://permits.redwoodcity.org/etrakit3/Search/parcel.aspx> (accessed December 2018); Better Business Bureau, "Hopkins Acura, Redwood City, CA," available at <https://www.bbb.org/us/ca/redwood->

1601 El Camino Real (Map Reference 2)

Property Description

This property is the location of the Towne Ford car dealership, on the southeastern corner of El Camino Real and Beech Street (**Photograph 3**). The showroom and office section fronts El Camino Real, and has an irregular L-shaped plan and a flat roof. Aluminum-frame, full-height windows line the western side, and wrap around the southern and northern sides. Primary entry into the showroom is through a recessed portion of the western side that is flanked by a large tiled wall. South of the showroom is a small sales lot, and east of the sales room is a parking area for employees and the Service & Parts garage.



Photograph 3: 1601 El Camino Real (Map Reference 2) showroom and office section in foreground, Service & Parts garage and office in background; camera facing east, December 12, 2018 (AECOM).

The large, balloon-roof Service & Parts garage is at the northeastern corner of the block (**Photograph 3**). The garage is connected to the showroom and office section by an open garage bay. A raised office addition with parking below is affixed to the western side of the Service & Parts garage. The garage is constructed with concrete tilt-up panels separated by raised cast-concrete columns. Customer entry is on the northern side, and is protected by a cantilevered roof. The service entry is on the eastern side, with two metal overhead doors, a personnel door, and three sets of multi-light industrial sash windows (**Photograph 4**).



Photograph 4: 1601 El Camino Real (Map Reference 2) Service & Parts garage; camera facing southwest, December 12, 2018 (AECOM).

A square-plan, flat-roof, two-bay garage addition is situated between the southern side of the Service & Parts garage and the northern side of the pre-1948 garage (**Photograph 5**). The pre-

city/profile/new-car-dealers/hopkins-aurora-1116-63170 (accessed December 2018); *Santa Cruz Sentinel*, advertisement, November 25, 1988, page 51.

1948 garage has a rectangular footprint, a flat roof, five overhead garage doors on the eastern side, and two multi-light metal frame windows on the southern side, with most of the lights lacking glazing. A barrel-roof garage abuts the western wall of the pre-1948 garage. The only wall openings are the centrally located overhead garage door that is flanked by two multi-light industrial sash windows (**Photograph 6**).



Photograph 5: 1601 El Camino Real (Map Reference 2) garage on left, pre-1948 garage at center, and Service & Parts garage on right; camera facing northwest, December 12, 2018 (AECOM).



Photograph 6: 1601 El Camino Real (Map Reference 2) showroom and office section on left, sales lot at center, western and southern sides of garage on right; camera facing north, December 12, 2018 (AECOM).

Property History

This property, which consists of the entire block, is operated as Towne Ford. The business, originally called Towne Motor Co., was established in 1926, but first appears at this address in the 1956 city directory as the warehouse for the dealership across the street at 1555 El Camino Real. By the early 1960s, the parcels were reorganized, and this parcel was used by Towne Motor Co. as a new and used car lot; and 1555 El Camino Real was used as Towne Motor Co.'s used car lot. During the early 1960s, the company changed its name to Towne Ford Auto Sales. The property owner, Benjamin Kopf III, owns much of the property in the immediate vicinity, including this block; the block to the west that contains 1555 El Camino Real (Hopkins Acura); a private garage/car wash at 101 Lathrop Street; and an auto body shop at 111 Cedar Street.²⁰

²⁰ Better Business Bureau, "Towne Ford Sales, Redwood City, CA," available at <https://www.bbb.org/us/ca/redwood-city/profile/new-car-dealers/towne-ford-sales-1116-63169> (accessed December 2018); R.L. Polk & Co., *Polk's*

The northern end of the block originally housed the Sudden Lumber Company, which was in operation at the site at some point between 1919 and 1931; however, all of the buildings were demolished between 1950 and 1956. The oldest building on the parcel is the rectangular concrete repair garage at the southeastern corner of the block. This building is shown on a 1948 aerial photograph, and is identified as an auto repair building on the 1950 Sanborn Fire Insurance Map. It was most likely associated with the auto sales and service business across the way on Cedar Street that was demolished between 1963 and 1968. The two barrel-roof buildings, the building that abuts the western wall of the pre-1948 building, and the large building at the northeastern corner were constructed between 1950 and 1956; the showroom along El Camino Real was constructed between 1956 and 1958. The most recent building additions are the two office sections in the courtyard that faces Beech Street, and a small garage on Lathrop Street between the barrel-roof building and the pre-1948 building, which took place between 1987 and 1991.²¹

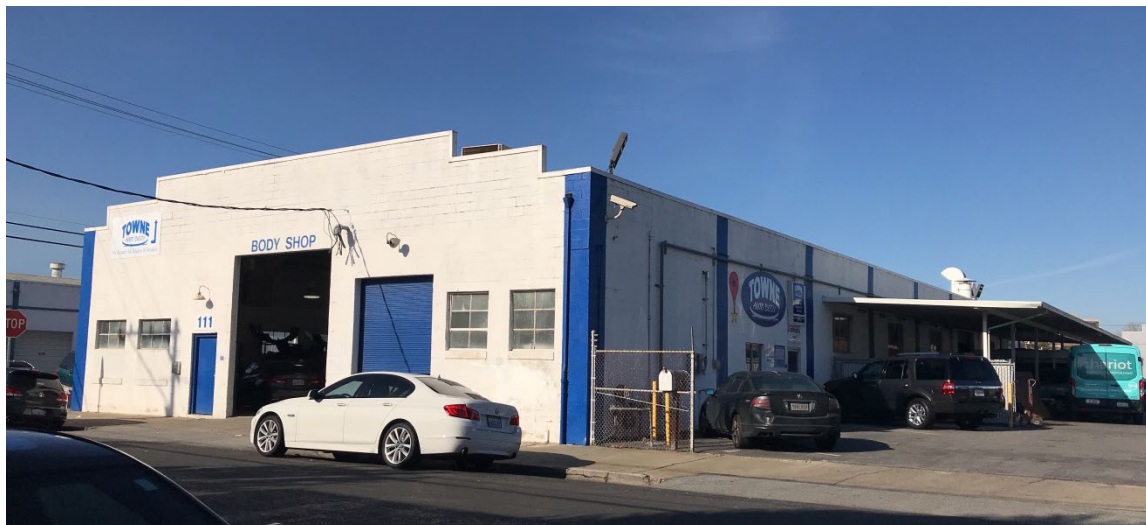
111 Cedar Street (Map Reference 3)

Property Description

This property is at the northeastern corner of the intersection of Cedar and Lathrop Streets. This auto body repair garage has a rectangular plan, a barrel roof with a stepped parapet on the southern-facing façade, and is constructed of concrete blocks (**Photograph 7**). A tall overhead garage door is centrally located on the southern side, and is flanked by a small, raised overhead door, and a metal personnel door. Four pairs of multi-light industrial sash windows with concrete sills are also on the southern side, but the bottom half of the windows on the western side have been infilled with stucco. A metal-frame, shed roof shelter lines three-quarters of the length of the eastern side; and protects an overhead door and four multi-light industrial sash windows. An aluminum-frame, glazed door and a two-part aluminum-frame sliding window are at the southern end of the eastern side.

Redwood City Directory 1956-57 (San Francisco, CA: R.L. Polk & Co., Publishers, 1956); R.L. Polk & Co., *Polk's Redwood City Directory 1962* (Monterey Park, CA: R.L. Polk & Co., Publishers, 1962); R.L. Polk & Co., *Polk's Redwood City Directory 1964* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1964); Redwood City Recorder, Property Search [online], available at <https://permits.redwoodcity.org/etrakit3/Search/parcel.aspx> (accessed December 2018).

²¹ Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, May 1950), Sheet 14; *San Mateo Times*, advertisement, August 1, 1931, page 7; Aerial Data Systems, Redwood City 8042, 1963, available at the Karl A. Vollmayer Local History Room, Redwood City Public Library, Redwood City, Box SC-035 OS Photographs, Aerials, Box 5; HistoricAerials.com, 1601 El Camino Real, CA, Historical Imagery, 1948, 1950, 1956, 1958, 1960, 1968, 1987, 1991.



Photograph 7: 111 Cedar Street (Map Reference 3), southern and eastern sides; camera facing northwest, December 12, 2018 (AECOM).

The western side of the garage is lined with multi-light industrial sash windows with concrete sills, and the northern side lacks wall openings (**Photograph 8**).



Photograph 8: 111 Cedar Street (Map Reference 3), northern and western sides; camera facing southeast, December 12, 2018 (AECOM).

Property History

The exact built date for this building is unknown, but it was constructed circa-1941 to -1948 for the Pacific Telephone & Telegraph Company as a maintenance warehouse. At some point between 1965 and 1976, Town Ford Auto Sales, across the street at 1601 El Camino Real, purchased the property, and have been using the building as a body shop.²²

²² UCSB Library, Flight ID C-6660, Frame No. 314, 1941; *San Mateo Times*, "R.C. Property Sold in \$60,000 Deal," June 8, 1948, page 8; HistoricAerials.com, 111 Cedar Street, Redwood City, CA, Historical Imagery, 1948; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, May 1950), Sheet 14; Polk & Co., *Polk's Redwood City City Directory 1950* (San Francisco, CA: R.L. Polk & Co., Publishers, 1950); ; R.L. Polk & Co., *Polk's Redwood City Directory 1965* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1965); ; R.L. Polk & Co., *1976 Redwood City Directory* (El Monte, CA: R.L. Polk & Co., Publishers, 1976).

113 Beech Street (Map Reference 4)

Property Description

This property is near the northeastern corner of the intersection of Beech and Lathrop Streets. The auto-detailing building is rectangular in plan and has a front gable roof with a stepped parapet on the southern-facing façade (**Photograph 9**). The roof is covered with corrugated metal sheets and has six metal-framed glass skylights. The exterior on the western, northern, and eastern sides are sheathed in corrugated metal siding, and the southern side is clad in stucco. An off-center overhead garage door is located on the southern side, with a personnel door and a single-light, metal-frame window. A tall metal-frame wood sliding door is on the western side, as well as two two-light original wood windows.

The northern side contains two windows that have been boarded over, and the eastern side is obscured by the neighboring building (**Photograph 10**).



Photograph 9: 113 Beech Street (Map Reference 4), western and southern sides; camera facing north, December 12, 2018 (AECOM).



Photograph 10: 113 Beech Street (Map Reference 4), northern side; camera facing southeast, December 12, 2018 (AECOM).

Property History

The oldest entry in available city directories for this address is in 1927, and lists welder James S. Heath at this location. Heath was born in Colorado in 1901, and moved to California in the mid-1920s. In the 1930 census, Heath is listed as running a welding shop with employees. Heath is listed at this address through 1941, and he retained ownership of the property until at least 1950. Directory coverage is not available between 1941 and 1945; and by 1946, Martin Transportation Company, operated by Roland F. Martin, was using the building. The bus transportation company served many communities on the peninsula, and this building served as the company's office building. The Martin Transportation Company is listed in the 1948 directory, but it appears the company folded by 1950.²³

Between 1949 and 1957, no buildings on this block were listed in the reverse directory. The address appeared again in 1958 with a "No Return" entry; and the following year was listed as a warehouse for the adjacent Towne Motor Company, which operates a large car dealership at 1601 El Camino Real. Towne Motor Company used this building as a warehouse for at least 2 years; but by 1964, Mausser Electric Company moved into the building. This was Mausser Electric Company's second location, and the business operated out of the building until at least 1968. By 1976, the Patrick Murphy Termite Company was located at this address, and it is currently occupied by an auto detailing business.²⁴

²³ R.L. Polk & Co., *Polk's Redwood City Directory 1927-1928* (San Francisco, CA: R.L. Polk & Co., Publishers, 1927); R.L. Polk & Co., *Polk's Redwood City Directory 1941-1942* (San Francisco, CA: R.L. Polk & Co., Publishers, 1941); Redwood City Clerk, July 17, 1950, Book 23, page 67; R.L. Polk & Co., *Polk's Redwood City City Directory 1946* (San Francisco, CA: R.L. Polk & Co., Publishers, 1946); US Census, 1930, California, San Mateo County, Redwood City, Third Township, Enumeration District No. 41-49, Supervisor's District 10, Sheet 5A; R.L. Polk & Co., *Polk's Redwood City City Directory 1948* (San Francisco, CA: R.L. Polk & Co., Publishers, 1948); R.L. Polk & Co., *Polk's Redwood City City Directory 1950* (San Francisco, CA: R.L. Polk & Co., Publishers, 1950).

²⁴ R.L. Polk & Co., *Polk's Redwood City Directory 1958* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1958); R.L. Polk & Co., *Polk's Redwood City Directory 1959* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1959); R.L. Polk & Co., *Polk's Redwood City Directory 1960-1961* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1960); R.L. Polk & Co., *Polk's Redwood City Directory 1962* (Monterey Park, CA: R.L. Polk & Co., Publishers, 1962); R.L. Polk & Co.,

101 Lathrop Street (Map Reference 5)

Property Description

This property is at the southeastern corner of the intersection of Lathrop and Elm Streets. The garage is rectangular in plan, with a side-gable roof, and the roof and exterior are sheathed with corrugated metal siding (**Photograph 11**). The only wall openings are three overhead garage doors on the southern side.



Photograph 11: 101 Lathrop Street (Map Reference 5), western and southern sides; camera facing north, December 12, 2018 (AECOM).

Property History

The exact built date for this building is unknown, but it was constructed between 1930 and 1941 as a garage for a non-extant residence at 112 Elm Street (now the vacant lot to the east). City directories did not cover the 100-300 blocks of Lathrop Street until 1976, when only 100 Lathrop Street, located across the street, was listed. It appears that at this time, the garage was under private ownership. Since then, the property has been purchased by Benjamin Kopf III, who owns the adjacent Towne Ford and Hopkins Acura dealerships. It is most likely under his ownership that the garage was converted into a car wash, and the remainder of the parcel is used for parking extra inventory from the Ford dealership.²⁵

Polk's Redwood City Directory 1964 (Los Angeles, CA: R.L. Polk & Co., Publishers, 1964); *San Mateo Times*, advertisement, January 12, 1968, page 5, col. 1; *Polk's Redwood City Directory 1976* (El Monte, CA: R.L. Polk & Co., Publishers, 1976).

²⁵ UCSB Library, Flight ID C_1025, Frame No. E-9, 1930; UCSB Library, Flight ID C-6660, Frame No. 314, 1941; Sanborn Fire Insurance Company, *Redwood City, Cal.* (New York, NY: Sanborn Fire Insurance Company, May 1950), Sheet 14;); Redwood City Recorder, Property Search [online], available at <https://permits.redwoodcity.org/etrakit3/Search/parcel.aspx> (accessed December 2018).

150 Elm Street (Map Reference 6)

Property Description

This commercial property is on Elm Street between Lathrop and Main Streets. The parcel contains a highly modified building that fronts Elm Street, a semi-detached concrete-block building at the rear of the lot to the large adjacent warehouse on another parcel, and three modern shed-roof patio shelters (**Photograph 12**).

The highly modified building segment fronting Elm Street is rectangular in plan and clad with stucco. It is topped with a flat roof system, with a raised, flat-roof parapet along a portion of the eastern wall, and wraps around the northwestern corner (**Photograph 13**). This parapet, as well as a small shed roof addition on the eastern side, is covered with corrugated metal sheets. Primary entry into the building is through a recessed aluminum-framed glazed door on the north-facing façade, with a fixed sidelight and transom. The entry is protected by a modern, cantilevered shelter. A modern, four-light, aluminum-framed window is also on the façade.



Photograph 12: 150 Elm Street (Map Reference 6), northern and western sides; camera facing southeast, December 12, 2018 (AECOM).



Photograph 13: 150 Elm Street (Map Reference 6), northern and western sides; camera facing southwest, December 12, 2018 (AECOM).

The concrete-block building at the rear of the lot abuts the northern side of the large warehouse building at 121 Beech Street. Two multi-light, aluminum-framed overhead garage doors line the northern side, and a two-part window is on the western side.

All three shed roof patio shelters have been added to the property since the 1990s. The most recent addition is the low-walled, partially enclosed patio on the western side that on the adjacent vacant lot, which was added in 2016.²⁶

Property History

This building was constructed in 1955 as an electrical contracting shop for Charles A. Davey, called Davey Construction, Inc. Davey ran the business with his sons Charles E., who was also an electrician, and another son named William. Texas native Charles A. Davey was born in 1905, and was living San Francisco in 1935. By the 1940 census, Davey was living in San Mateo with his wife Margaret and two sons, Charles E. and William, and was working as a floorman in a garage. Charles A. and Charles E. both trained to become electricians, and opened this business together with William in 1955. Charles A. served as the president of the company, Charles E. was an estimator, and William appears to have worked as a general employee. The business operated at this location until at least the mid-1970s. During that time, the concrete-block addition at the rear of the lot was constructed. It is unclear when Davey Construction, Inc. vacated the property, but by the early 2000s, a coffee roasting facility occupied the property, which was converted to a restaurant, Main & Elm, in 2015.²⁷

1306 Main Street (Map Reference 7)

Property Description

This multi-family housing property is at the southwestern corner of Main and Beech Streets, and includes a tenant surface parking lot. The three-story concrete-block apartment building is roughly square in plan, topped with a flat roof that lacks any overhang (**Photograph 14**). The only architectural details on the building are on the eastern-facing façade, which include a raised zig-zag pattern on one of the walls, a flat roof overhang, and a full-height concrete-block roof support. The flat roof overhang provides shelter to the metal U-shaped, quarter-landing external staircase that provides access to glazed metal entry doors on each story.

²⁶ Google Earth Pro, 150 Elm Street, Redwood City, CA, Historical Imagery, 1991, 2002, 2015, 2016, 2017.

²⁷ U.S. Census, 1940, California, San Mateo County, Judicial Township No. 2, Hidden Valley, Devonshire Properties, Supervisor's District 8, Enumeration District No. 41-48, Sheet 6B; Redwood City Clerk, September 26, 1955, Book 25, page 448; R.L. Polk & Co., *Polk's Redwood City Directory 1953* (San Francisco, CA: R.L. Polk & Co., Publishers, 1953); *San Mateo Times*, "October Altar Date Set By Local Duo," September 10, 1956, page 8, cols. 7-8; R.L. Polk & Co., *Polk's Redwood City Directory 1964* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1964); Aerial Data Systems, Redwood City 8042, 1963, available at the Karl A. Vollmayer Local History Room, Redwood City Public Library, Redwood City, Box SC-035 OS Photographs, Aerials, Box 5; Aerial Data Systems, Redwood City 129x, 1969, available at the Karl A. Vollmayer Local History Room, Redwood City Public Library, Redwood City, Box SC-035 OS Photographs, Aerials, Box 5; Main & Elm Restaurant, "Our Story," available at <http://mainandelmrestaurant.com/our-story/> (accessed December 2018).



Photograph 14: 1306 Main Street (Map Reference 7), northern and eastern sides; camera facing southwest, December 12, 2018 (AECOM).



Photograph 15: 1306 Main Street (Map Reference 7), western and southern sides; camera facing northeast, December 12, 2018 (AECOM).

The western side of the building is similar to the façade, but lacks a flat roof overhang and roof support, and the second and third stories are accessed by straight metal external staircases (**Photograph 15**). Three-part, vinyl-frame replacement windows are on each story of the northern and southern sides. A metal door that is flanked by sidelights is on the ground floor of the southern side.

Property History

This apartment building was constructed in 1962. It is unclear who the building was constructed for, and it appears that, unlike other apartment buildings, this building has never been associated with a name, and has only been referred to by its address. The building has

23 apartments that have a high turn-over rate. Redwood City purchased the building in 2009 to serve low-income residents, and as permanent housing for homeless individuals. The in-ground swimming pool that was installed at the time of construction on the southern side of the building was drained, filled, and paved over between 2010 and 2012; and all of the windows were replaced in 2012.²⁸

1303 Main Street (Map Reference 8)

Property Description

This roller rink is on the northeastern corner of the intersection of Main and Cedar Streets, next to the Caltrain tracks. The building has an L-shaped plan and consists of three sections: the barrel-roof rink; a single-story, flat-roof entrance and lobby; and a two-story, flat roof office (**Photograph 16**). A metal “Skate” sign is above the entrance and lobby (**Photograph 16**). The barrel-roof section is constructed of reinforced poured concrete and is lined with buttresses along the eastern and western sides. A metal overhead garage door and a metal personnel door are on the southern end, along with two window openings (Photograph 17). One of the openings has been boarded over; and the other, which is a multi-light industrial sash, has been painted over with exterior paint. Similar windows are on the western and eastern sides. The windows on the west have been painted over with exterior paint and the windows on the east side have been painted over from the interior with white paint.

The single-story, flat-roof entrance and lobby section is at the southwestern corner of the building. It is constructed with concrete block, and the flat roof has deep, curved eaves that are clad in stucco. Primary entry is gained through a door in the recessed portion of the façade. This door and all of the windows in the recessed wall area have been boarded over. A pair of metal-panel double doors is on the southern side, with three single-pane windows just below the roof line, and have been boarded over.

The two-story, flat-roof section is on the northern end of the building. The only wall openings on this section are three multi-light industrial sash windows on the second story on the northern side; and five narrow, one-over-one metal-frame windows. A metal sign that reads “Skate” is affixed to the western side of the two-story section. The metal outlines of the letters and all of the neon components have been stripped off.

²⁸ Redwood City Community GIS, 1306 Main Street, available at <http://webgis.redwoodcity.org/community/> (accessed December 2018); *East Bay Times*, “Redwood City Buys Apartment Complex to House Homeless,” July 23, 2009, available at <https://www.eastbaytimes.com/2009/07/23/redwood-city-buys-apartment-complex-to-house-homeless/> (accessed December 2018); Redwood City Community GIS, Redwood City Permit Search, 1306 Main Street, Permit Number B10-0846, Applied Date June 21, 2010, Finale Date May 16, 2012, available at <http://webgis.redwoodcity.org/community/> (accessed December 2018); Redwood City Community GIS, Redwood City Permit Search, 1306 Main Street, Permit Number B12-0514, Applied Date March 2, 2012, Finale Date October 11, 2012, available at <http://webgis.redwoodcity.org/community/> (accessed December 2018).



Photograph 16: 1303 Main Street (Map Reference 8) with “Skate” sign mounted above entrance lobby, western and northern sides; camera facing east, December 12, 2018 (AECOM).



Photograph 17: 1303 Main Street (Map Reference 8), western and southern sides; camera facing north, December 12, 2018 (AECOM).

Property History

This roller rink was built in 1953 for owners Joseph “Joe” Nazzaro and Meredith “Red” Shattuck. Both men previously worked at other roller rinks as skating instructors before partnering to open Redwood Roller Rink in 1953. The partners were both strong advocates and promoters of roller skating. Nazzaro established the annual Golden Skate Classic skating competition in 1965, and both men served as directors in the inaugural year. The competition was held for more than 40 years, and was often televised on ABC’s “Wide World of Sports.” Nazzaro and Shattuck sold the business in 1969 to Jim Pollard, who ran the business with his wife Suzie for 48 years until closing in 2017.²⁹

²⁹ *San Mateo Times*, advertisement, October 20, 1953, page 10; Coast Directory Co., *Burlingame, Hillsborough, San Mateo, and Millbrae City Directory 1952* (San Mateo, CA: Coast Directory Co., 1952); R.L. Polk & Co., *Polk’s Redwood City Directory 1956-57* (San Francisco, CA: R.L. Polk & Co., Publishers, 1956); R.L. Polk & Co., *Polk’s Redwood City Directory 1958* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1958); R.L. Polk & Co., *Polk’s Redwood City Directory 1965* (Los Angeles, CA: R.L. Polk & Co., Publishers, 1965); 1965 Golden Skate Classic Program,

1385 Main Street (Map Reference 9)

Property Description

This four-bay car wash is located at the northeastern corner of the intersection of Main and Cedar Streets on the same block as the roller rink. The metal-framed structure has a flat roof with moderate overhang, and is sheathed in raised-seam metal sheets (**Photograph 18**). A centrally located equipment room is accessed by a metal door on the southern side.



Photograph 18: 1385 Main Street (Map Reference 9), eastern side; camera facing west, December 12, 2018 (AECOM).

A Googie-style sign that appears to date to the original construction of the car wash is at the southern corner of the parcel (**Photograph 19**). The metal-frame sign supports a small marquee plus three circles of different sizes that read “Main Street” “Coin Op.” and “Car Wash.” A double-trunk Canary Island Date Palm is planted next to the sign and obscures some of the sign. A single Canary Island Date Palm is planted just north, and a gum tree is planted just northeast from the double-trunk Canary Island Date Palm.

available at <https://www.collectors.com/sports-item/vintage-rare-1965-california-state-gold-skate-classic-rolle/-3486874712215493751> (accessed January 2019); *Ukiah Daily Journal*, “Ukiah Skating Academy Shines at Golden Skate Classic,” February 26, 2006, page 7; *SF Gate*, “Red’ Shattuck – Believer in Roller Skating,” February 11, 2005, available at <https://www.sfgate.com/bayarea/article/Red-Shattuck-believer-in-roller-skating-2731787.php> (accessed December 2018); *The Spectrum*, “Goodbye ‘Old Lady,’” (September 2017: 14-16).



Photograph 19: Googie-style car wash sign with palms and gum tree at southern end of 1385 Main Street parcel (Map Reference 9); camera facing north, December 12, 2018 (AECOM).

Property History

This car wash was constructed between 1965 and 1968 as the Main Street Car Wash. At its time of completion, the facility was numbered as 1301 Main Street, and it is unclear when the property was renumbered to 1385 Main Street. A John Steffens who resided in Atherton was associated with the business in the 1976 city directory, but no information could be obtained on his role in the business.³⁰ The stand-alone Googie sign appears to date to the same period the car wash was constructed.

³⁰ UCSB Library, Flight ID: CAS-65-130, Fame No. 2-80, May 11, 1965; HistoricAerials.com, 1385 Main Street, Redwood City, CA, historical imagery, 1968; R.L. Polk & Co., *Polk's Redwood City Directory 1976* (El Monte, CA: R.L. Polk & Co., Publishers, 1976).

1401 Main Street “Perry’s Feed Shed” (Map Reference 10)

Property Description

The property at 1401 Main Street contains two buildings along Chestnut Street. The parcel is enclosed by a wood fence along the southern, western, and northern sides; and is accessed through a driveway on the western side (Cedar Street). The circa-1935, side-gabled, rectangular plan, tall single-story, wood-frame corrugated metal-clad shed with gable roof and central gabled roof monitor is at the corner of Chestnut and Shasta Streets. Two tall roll-up door openings are on the western side within the fenced-in area. To the north of the metal shed along Chestnut Street is a circa-1969, rectangular plan, tall single-story, flat-roof concrete-block warehouse on a concrete foundation. Three tall roll-up door openings and a wood personnel door are on the western side.



Photograph 20: 1401 Main Street (Map Reference 10); camera facing east, December 12, 2018 (AECOM)

Property History

J.B. Perry Fuel and Feed Yard Warehouse property at 1401 Main Street was recorded in January 1990 by Basin Research Associates. The property was evaluated, and the 1935-constructed corrugated metal shed was determined eligible for listing in the NRHP at the local level, under Criterion A, for its association with the nineteenth- and early-twentieth-century fuel and feed yard economy; and under Criterion C as a “good example of a fast-disappearing industrial building type: the functional, corrugated-metal warehouse.”

The property at 1401 Main Street is listed in the City Historic Resources Inventory as a non-designated potentially historic resource. The City of Redwood City as the lead agency for the South Main Mixed-Use Development Project (project) assumes that the shed building at 1401 Main Street is a historical resource for the purposes of CEQA.

5. Findings and Conclusions

5.1 Evaluation Criteria

AECOM used the CRHR and City of Redwood City Historic Designation Criteria to evaluate the historic significance of the properties in the study area.

5.1.1 California Register of Historical Resources

The State of California references cultural resources in CEQA—PRC Division 13, Sections 21000-21178; historical resources are specifically treated under Sections 21083.2 and 21084.1, respectively. California PRCs 5020.1 through 5024.6 create the CRHR, and sets forth requirements for protection of historic cultural resources. The criteria for listing properties in the CRHR are in Section 15064.5(a)(2)-(4) of the CEQA Guidelines, which provide the criteria from Section 5024.1 of the California PRC. The CRHR is in the California Code of Regulations Title 14, Chapter 11.5. The CRHR criteria closely parallel those of the NRHP. As defined by Section 15064.5(a)(3)(A-D) of the CEQA Guidelines, a resource shall be considered historically significant if the resource meets the following criteria:

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

Criterion 2: It is associated with the lives of persons important in our past;

Criterion 3: It embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

Criterion 4: It has yielded, or may be likely to yield, information important in prehistory or history.

The CRHR further states that eligible resources must “retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance,” and it lists the same seven aspects of integrity used for evaluating properties under the NRHP criteria (location, design, setting, workmanship, materials, feeling, and association).

5.1.2 Redwood City Historic Designation Criteria

The City Historic Preservation Ordinance (Chapter 40 of the City Municipal Code) is structured to identify historical resources at the early stages of projects, and to resolve conflicts that arise between land uses and the preservation of historical resources. The Historic Preservation Ordinance requires that applications or projects affecting historic resources comply with applicable local, state, and federal laws. Under the Historic Preservation Ordinance, the City also maintains a list of individual historic landmarks, resources, and districts. The list is continually updated as new sites and landmarks are identified.

A property may be listed as a historic landmark or historic site if it meets one or more of the following criteria:

A. It exemplifies or reflects special elements of the City's cultural, aesthetic or architectural history; or

B. It is identified with persons or events significant in local, State or national history; or

C. It embodies distinctive characteristics of a style, type, period or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or

D. It is representative of the notable work of a builder, designer or architect.

Under CEQA Guidelines, Section 15064.5 (a), a “historical resource” includes:

- A resource listed in or eligible for the California Register of Historical Resources;
- A resource listed in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code;
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines historically significant, provided the determination is supported by substantial evidence in light of the whole record;
- A resource so determined by a lead agency as defined in Public Resources Code sections 50203.1(j) or 5024.1.
- Historical resources listed in, or determined eligible for, the NRHP are automatically listed in the CRHR, Section 5024 (d)(1)(2) of the Public Resources Code.

5.1.3 Redwood City Sign Ordinance

Article II of the Redwood City Municipal Code regulates signs, and as defined in this Article, includes those located on private property that is not public right-of-way, and on properties that are owned by public entities other than the City, and over which the City has land use regulatory authority.³¹ The objective of the Article in relation to the current project includes:

F. Historic Preservation: To establish procedures to allow the continued use, maintenance and repair of nonconforming historic signs that preserve locally recognized values of community appearance or that reflect unique characteristics of development.³²

In accordance with Section 3.106, Historical Signs, “Any historical sign that complies with the provisions of this Section shall be exempt from the requirement that the sign be removed or altered to conform to this Article upon approval of a historical sign permit pursuant to Chapter 40 of this Code. A request for approval of a historical sign permit shall be made by filing a sign permit application as set forth in Division 3 of this Article. The Director may seek a recommendation from the City’s Historical Resources Advisory Committee related to the consideration of a historical sign permit. The Director shall approve a historical sign permit upon making the following findings:

A. Age and Significance: The sign was installed at least fifty (50) years prior to the effective date hereof and/or reflects the unique historical characteristics of the development and heritage of Redwood City:

1. The sign is annotated with historic figures, events or places;

³¹ City of Redwood City, Code of Ordinances, Article II – Advertising and Signs, Division 1 – Introduction and Basic Principals, Section 3.51 – Regulatory Scope, available:

https://library.municode.com/ca/redwood_city/codes/code_of_ordinances?nodeId=CH3ADSI_ARTIIADSI. Accessed May 2019.

³² City of Redwood City, Code of Ordinances, Article II – Advertising and Signs, Division 1 – Introduction and Basic Principals, Section 3.58 Objectives, available:

https://library.municode.com/ca/redwood_city/codes/code_of_ordinances?nodeId=CH3ADSI_ARTIIADSI. Accessed May 2019.

2. The sign is significant as reflecting the history of the building or the development of a historic district (a sign may be the only indicator of a buildings historic use);
3. The sign is characteristic of a specific historic period;
4. The sign is an important element that helps define the character of a district;
5. The sign is recognized as a popular local point in the communities.

B. Exemplar: The sign reflects exemplary technology, craftsmanship or design that is indicative of the time period in which the sign was constructed. The sign is recognized by the community as an outstanding example of the signmakers art and provides significant evidence of the history of the product, business, or service advertised.

C. Architectural Harmony: The sign is in architectural harmony with building(s) on the property and/or the sign is integral to the buildings design or physical fabric and removal of the subject sign could harm the historic integrity of the subject property.

D. Safety: The sign is structurally sound and complies with the requirements of this Article or will be brought into conformance with such requirements within a reasonable and specified time.”³³

5.2 Assessment of Historic Integrity

The CRHR states that eligible resources must “retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance” and it lists the same seven aspects of integrity used for evaluating properties under the NRHP criteria (location, design, setting, workmanship, materials, feeling, and association).

5.3 Evaluation

Of the ten historic-age buildings in the CEQA Study Area, one is a City-designated historical resource (Map Reference 10); one was previously recommended as ineligible for the NRHP and CRHR (Map Reference 8);and eight do not appear eligible for listing in the CRHR or Redwood City Historic Inventory, based on the results of the current study Map Reference 1-7, 9). The sign mounted on the former indoor roller rink at 1303 Main Street (“Skate” sign) and the “Main Street Coin-Op Car Wash” Googie-style sign at 1385 Main Street (Car wash sign) meet Redwood City Section 3.106 Historical Signage criteria as individual historical resources, and meet the age requirements and significance criteria as historical signs.

5.3.1 Properties eligible for listing as a result of a previous study I

1401 Main Street (Map Reference 10)

Based on previous recordation, the City of Redwood City, as the lead agency for the South Main Mixed-Use Development Project, maintains that the property is eligible to be a historic resource and therefore it is being evaluated as a historical resource for the purposes of CEQA. The Perry’s Feed Shed at 1401 Main Street retains sufficient historic integrity to convey its historic

³³ City of Redwood City, Code of Ordinances, Article II – Advertising and Signs, Division 7- Illegal, Abandoned and Nonconforming signs, Section 3.106 - Historical Signs available:
https://library.municode.com/ca/redwood_city/codes/code_of_ordinances?nodeId=CH3ADSI_ARTIIADSI. Accessed May 2019.

significance (Appendix A for previous recordation). The character-defining features of Perry's Feed Shed are:

- Corrugated metal siding and roofing;
- Gable roof with monitor with louvered sides;
- Rectangular plan; and
- Ghost signage.

The physical boundary of the historical resource is the footprint of the Perry's Feed Shed building, and the period of significance is its circa-1935 built date.

Table 3. Properties eligible for listing as a result of a previous study

Map Reference #	Address	Resource Type	Historic Status	Year(s) Built
10	1401 Main Street	Light Industrial – Corrugated metal shed	3S (Individual property that appears eligible for National Register)	1935 & 1969

5.3.2 Properties not eligible for listing as a result of a previous study

1303 Main Street (Map Reference 8)

AECOM field-checked the property at 1303 Main Street, and it does not appear to have changed since it was recorded in 2011 (see Appendix A). AECOM agrees with the previous recommendation that 1303 Main Street building does not appear to be associated with significant events or trends in local, state, or national history (CRHR Criterion 1/Redwood City Criterion A), nor are any of the known owners or occupants during historic times identified as making significant contributions to the city, state, or nation that are recognized in history (CRHR Criterion 2/Redwood City Criterion B). The building is not sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4/Redwood City Criterion D. Therefore, the property at 1303 Main Street is not recommended eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

Table 4. Properties not eligible for listing as a result of a previous study

Map Reference #	Address	Resource Type	Historic Status	Year(s) Built
8	1303 Main Street	Recreational – Roller Rink	6Z (Found ineligible for NRHP, CRHR, or Local designation through survey evaluation)	1953

5.3.3 Properties recommended eligible for listing as a result of this study

“Skate” sign at 1303 Main Street (Map Reference 8)

Although the former skating rink building at 1303 Main Street does not meet CRHR or Redwood City criteria as a historical resource; based on the City of Redwood City Sign Ordinance, the “Skate” sign on the former Redwood Rink building meets the City’s signage ordinance requirement of being at least 50 years old. The sign also meets the historical sign Criterion 5 of being recognized as a popular local point in the community, mounted above the lobby entrance into the former Redwood Rink building. The “Skate” sign meets the local sign ordinance criteria as a historic sign, and appears to merit local designation as a historical resource.

“Main Street Coin-Op Car Wash” sign at 1385 Main Street (Map Reference 9)

Although the commercial self-serve car wash building at 1385 Main Street does not meet CRHR or Redwood City criteria as a historical resource, the “Main Street Coin-Op Car Wash” sign is also at least 50 years old, and meets historical sign Criterion 3 as characteristic of a specific historic period (mid-1960s Googie). In addition, the car wash sign is the only historic-age sign in the project vicinity indicative of the Post-World War II era use of this area of Redwood City by automobile-associated businesses. Therefore, it is also an important element that defines the character of this part of Redwood City. It meets the local sign ordinance criteria as a historic sign, and appears to merit local designation as a historical resource.

Table 5. Properties recommended eligible for listing as a result of this study

Map Reference #	Address	Resource Type	Historic Status	Year(s) Built
8	1303 Main Street	Sign – Recreation	5S3 (Appears to be individually eligible for local listing or designation through survey evaluation)	1953
9	1385 Main Street	Sign – Commercial Car wash	5S3 (Appears to be individually eligible for local listing or designation through survey evaluation)	1965-1968

5.3.4 Properties recommended ineligible for listing as a result of this study

1555 El Camino Real (Map Reference 1)

The property at 1555 El Camino Real, currently used as the Hopkins Acura car dealership, does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City’s cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It appears to be one of many car dealerships in Redwood City, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). The 1953-constructed main building is not sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer, or architect; and the addition constructed between 1980 and 1987 is not of historic age. Additionally, the property has not yielded, and is not likely to yield, important

historical information to enable eligibility under CRHR Criterion 4. Therefore, the property at 1555 El Camino Real is not recommended as eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

1601 El Camino Real (Map Reference 2)

The property at 1601 El Camino Real currently used as the Towne Ford car dealership does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City's cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It appears to be one of many car dealerships in Redwood City, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). None of the three buildings on the parcel are sufficiently architecturally distinctive for eligibility CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer, or architect; and the addition constructed between 1980 and 1987 is not of historic age. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4. Therefore, the property at 1601 El Camino Real is not recommended as eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

111 Cedar Street (Map Reference 3)

The property at 111 Cedar Street currently used as an auto body repair garage does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City's cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It appears to be one of many buildings in Redwood City associated with auto repair and sales, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). The circa-1941-1948-constructed building is not sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer or architect. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4. Therefore, the property at 111 Cedar Street is not recommended as eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

113 Beech Street (Map Reference 4)

The property at 113 Beech Street currently used as an auto detailing business does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City's cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It appears to be one of many buildings in Redwood City associated with auto repair and sales, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). The pre-1941-constructed building is not sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer or architect. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4. Therefore, the property at 113 Beech Street is not recommended as

eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

101 Lathrop Street (Map Reference 5)

The property at 101 Lathrop Street currently used as car wash does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City's cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It appears to be one of many buildings in Redwood City associated with auto repair and sales, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). The circa-1930-1941-constructed building is not sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer, or architect. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4. Therefore, the property at 101 Lathrop Street is not recommended as eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

150 Elm Street (Map Reference 6)

The property at 150 Elm Street currently used as a restaurant does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City's cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It appears to be have been one of many light-industrial buildings in Redwood City that served the needs of the growing post-war population, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). The 1955-constructed building is not sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer, or architect, and has also been modified from its original use as an electrical contracting shop to its most recent use as a restaurant. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4/Redwood City Criterion. Therefore, the property at 150 Elm Street is not recommended as eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

1306 Main Street (Map Reference 7)

The apartment building at 1306 Main Street does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City's cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It was one of many multi-family residential developments constructed in Redwood City to serve the needs of the growing post-war population, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). The 1962-constructed building is not sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer, or architect, and has also been modified with replacement vinyl windows. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4/Redwood City Criterion. Therefore, the property at 1306 Main

Street is not recommended as eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

1385 Main Street (Map Reference 9)

The property at 1385 Main Street currently used as commercial car wash does not appear to be associated with significant events or trends in local, state, or national history; nor does it exemplify or reflect special elements of the City's cultural, aesthetic, or architectural history (CRHR Criterion 1/Redwood City Criterion A). It appears to be one of many buildings in Redwood City associated with auto repair and sales, and none of the known owners or occupants associated with the development and use of the property have been identified as making significant contributions to the city, state, or nation (CRHR Criterion 2/Redwood City Criterion B). Neither the circa-1965-1968-constructed building nor the metal-frame sign is sufficiently architecturally distinctive for eligibility under CRHR Criterion 3/Redwood City Criterion C/Redwood City Criterion D as representative of the notable work of a builder, designer, or architect. The property does not embody distinctive characteristics of a style, type, period, or method of construction, or valuable examples of the use of indigenous materials or craftsmanship. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under CRHR Criterion 4. Therefore, the property at 1385 Main Street is not recommended as eligible for listing in the CRHR or Redwood City historic resource inventory, and is not a historical resource for CEQA.

Table 6. Properties recommended ineligible for listing as a result of this study

Map Reference #	Address	Resource Type	Historic Status	Year(s) Built
1	1555 El Camino Real	Commercial – Car Dealership	6Z	1953
2	1601 El Camino Real	Commercial – Car Dealership	6Z	Pre-1948; 1950-1956
3	111 Cedar Street	Light Industrial – Former PT&T warehouse	6Z	Circa 1941-1948
4	113 Beech Street	Light Industrial – Auto detailer in warehouse	6Z	Pre-1941
5	101 Lathrop Street	Light Industrial – Corrugated metal warehouse	6Z	1930-1941
6	150 Elm Street	Commercial	6Z	1956-1965
7	1306 Main Street	Multi-family apartment building	6Z	1962
9	1385 Main Street	Commercial – Car wash	6Z	1965-1968

6. Preparer's Qualifications

Chandra Miller. Ms. Miller has an MA in public history from CSU Sacramento, a BA in history from Humboldt State University, and a Certificate in Historic Preservation and Restoration Technology from the College of the Redwoods. Ms. Miller has more than 10 years of experience contributing to and authoring technical reports through historic research, writing historic contexts, and conducting cultural resource investigations, including survey and evaluation of various historical resources throughout California from linear resources to 1970s modern commercial buildings for NRHP and CRHR eligibility. Her experience includes Section 106 and CEQA compliance process and environmental documents for historical resources. Ms. Miller meets the Secretary of the Interior's Professional Qualifications Standards for work in history and architectural history.

Heather Miller. Ms. Miller has an MA in public history from CSU Sacramento, a BA in history from Humboldt State University, and a Certificate in Historic Preservation and Restoration Technology from the College of the Redwoods, and more than 10 years of experience in architectural history and cultural resource management. Ms. Miller assisted in fieldwork, research, and preparation of this report. Ms. Miller meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history.

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Maps & Aerial Photography

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Periodicals

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SF Gate

The Spectrum

Ukiah Daily Journal

Appendix A Previous Recordation

HISTORIC RESOURCES INVENTORY

Ser.No. _____	
HABS _____	HAER _____
Loc _____	SHL No. _____
NR Status _____	
UTM: A _____	C _____
B _____	D _____

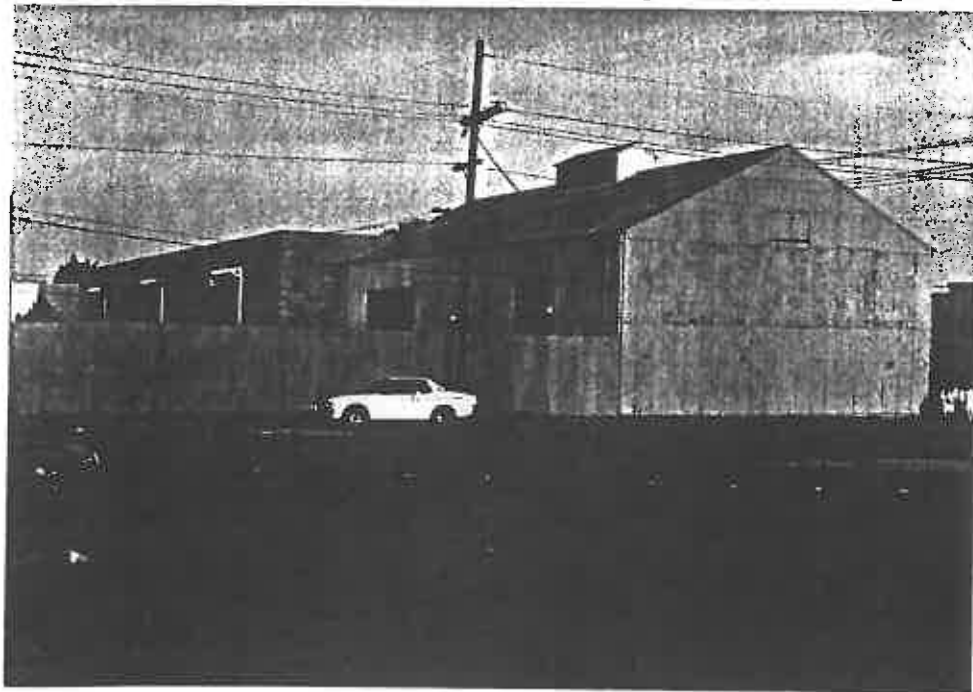
IDENTIFICATION

1. Common Name: Unknown
2. Historic Name: J.B. Perry Fuel and Feed Yard Warehouse
3. Street or rural address: 1401 Main Street
City Redwood City Zip 94603 County San Mateo
4. Parcel number: 053-186-010
5. Present Owner: _____ Address: _____
City _____ Zip _____ Ownership is: Public _____ Private X
6. Present Use: Warehouse Original Use: Warehouse

DESCRIPTION

- 7a. Architectural style: Industrial
- 7b. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This is a wood-frame warehouse with rectangular plan and gable roof. Walls and roof are of corrugated metal. The roof has extremely narrow eaves and is surmounted by a central, gabled monitor with louvered vents along each side. The only openings are two large doorways on the west long side. The building is located at the southeast corner of a large, block-sized parcel bounded by Main and Shasta streets on the south, Cedar Street on the west, Chestnut Street on the east, and railroad tracks on the north. The building fronts on the sidewalk along Shasta and Chestnut streets. A newer (c.1965) warehouse adjoins the building on the north. The remainder of the site, which is surrounded by a high fence, is paved and used for parking.



8. Construction Date:
Estimated 1935 Factual _____
9. Architect Unknown
10. Builder Unknown
11. Approx. property size (in feet)
Frontage _____ Depth _____
or approx. acreage _____
12. Date(s) of enclosed photograph(s)
January 1990

13. Condition: Excellent ___ Good X Fair ___ Deteriorated ___ No longer in existence ___
14. Alterations: None
15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up X
Residential ___ Industrial X Commercial X Other: Railroad tracks
16. Threats to site: None known ___ Private development ___ Zoning ___ Vandalism ___
Public Works project X Other: ___
17. Is the structure: On its original site? X Moved? ___ Unknown? ___
18. Related features: On large, block-size parcel with newer (c. 1965) warehouse adjoining on north

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

As early as 1891, this site was occupied primarily by the lumber yard of S.M. Sander; a hay barn, wagon shed, and corral were located at the block's southwest corner, fronting Main Street. By 1897, the lumber yard was no longer in existence; the other buildings on the block remained in place at least through 1907. By 1919, the site had been cleared for the fuel and feed yard of J.B. Perry, comprised of five new buildings: a corrugated-metal warehouse (for wood, coal, grain, hay and feed) at the southwest corner, fronting Main and Cedar streets; a wood-frame warehouse (for hay and grain) at the northwest corner, served by a railroad spur; a wood-frame warehouse (for hay and coal) on the east side, fronting Chestnut Street; a small, corrugated-metal garage on the south side, fronting Shasta Street; and a larger, wood-frame garage at the southeast corner, fronting Shasta and Chestnut streets (the site of the existing warehouse). By 1950, the yard, now known as J.B. Perry & Son, consisted of four large corrugated-metal warehouses; in addition to the original warehouses at the southwest and northwest corners of the site (the latter having been

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)

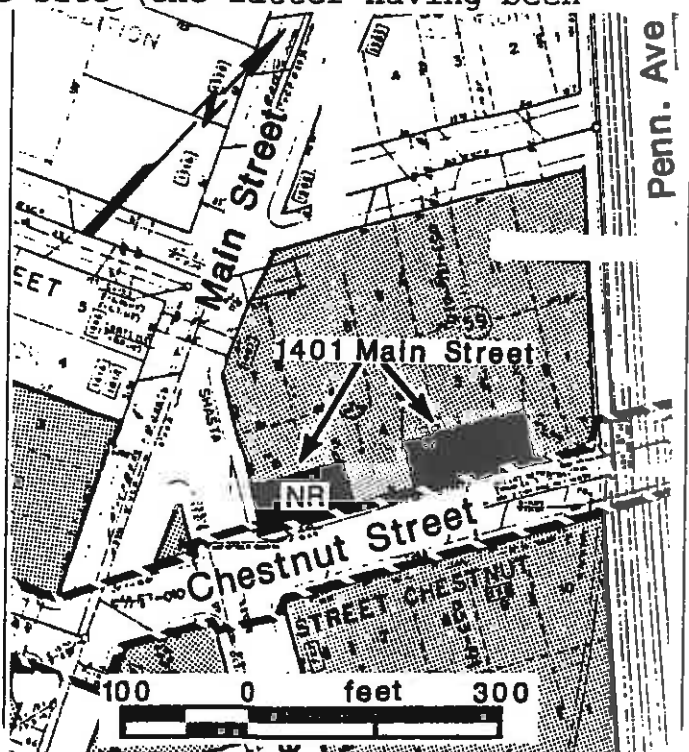
Architecture	<u>2</u>	Arts & Leisure
Economical/Industrial	<u>1</u>	Exploration/Settlement
Government		Military
Religion		Social/Education

21. Sources (List books, documents, surveys, personal interviews and their dates).

Sanborn Map Book: 1891, 1897, 1907,
1919, 1950

22. Date form prepared 1/19/90

By (name) Minor/Jarvis/Banet
Organization Basin Research Associates
Address: 14731 Catalina St.
City San Leandro Zip 94577
Phone: (415) 357-0566



CONTINUATION SHEET

IDENTIFICATION

1. Common Name: Unknown
2. Historic Name: J.B. Perry Fuel and Feed Yard Warehouse
3. Street or rural address: 1401 Main Street
City Redwood City Zip 94063 County San Mateo
4. Parcel number: 053-186-010

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

enlarged and clad in corrugated metal), there were new warehouses on the east side (for grain and coal) and at the southeast corner (for hay and grain). The hay-and-grain warehouse, which appears to date from c. 1935, is the only building from the yard to have survived.

Fuel and feed yards played an important role in the 19th and early 20th century, providing wood and coal for stoves, furnaces and fireplaces, and hay, grain and feed for horses and livestock. Most such yards in the Bay Area disappeared by World War II, when gas and electricity had largely replaced earlier sources of energy, automobiles and trucks had superseded horse-drawn conveyances, and urbanization had consumed most agricultural lands. Historically, then, the warehouse is a rare remnant of an important earlier phase of the region's economy. It is also a good example of a fast-disappearing industrial building type: the functional, corrugated-metal warehouse. Although the site has lost most of its original feeling, the building itself displays a high degree of integrity. The high fence is of recent construction and, therefore it is not a contributing element. The J.B. Perry Warehouse appears to be eligible for the National Register on the local level of significance under criteria A and C.