

**ERRATA to the
ARCO Gas Station Project
Initial Study/Mitigated Negative Declaration**

FILE NO. CP14-056

LOCATION OF PROPERTY Southeast corner of S. White Road and Mt. Vista Drive, at 3010 Mt. Vista Drive

APPLICANT Villa Developers and Investment, LLC

ADDRESS 2850 Steven Creeks Boulevard, San Jose, CA 95128

BACKGROUND

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the ARCO Gas Station Project (Project) was published for public review on March 30, 2016 and ended on April 19, 2016. Since the public review of the IS/MND, there are minor text changes that has been made to the IS/MND. The following errata to the IS/MND is made to correct and clarify the changes.

PURPOSE OF ERRATA

The California Environmental Quality Act (CEQA) Guidelines, Section 15073.5, requires that a lead agency recirculate a negative declaration “when the document must be substantially revised.” A “substantial revision” includes: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions, and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures and revisions must be required.

Changes to the negative declaration include, but not limited to, situations in which “new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.” As noted below, revisions would not change the extent of the project analyzed in the ARCO Gas Station Project IS/MND. In accordance with Section 15073.5 of the CEQA Guidelines, these changes to the IS/MND would not require recirculation of the MND.

TEXT REVISIONS

Below outlines clarifications to the IS/MND, since the conclusion of the public circulation period. Additions are illustrated with underline and removals are illustrated with ~~strikethrough~~.

Attached is a State of California Department of Parks and Recreation DPR 523 Form for the existing structures at 3110 Mt. Vista Dr., San Jose CA.

Page 22 – Cultural Resources: Impacts Evaluation

- a. Would the project cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?

No Impact. As the project site is currently occupied by a gas station that is approximately 55 years old, a State of California Department of Parks and Recreation DPR 523 Form was completed (see Attachment). This evaluation concluded that the existing gas station (former Texaco Automobile Service Station) neither qualifies for listing in the California Register of Historic Resources nor is eligible for San Jose City Landmark nomination. None of the structures on the site are historical resources as defined in §15064.5.

- b., d. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5? Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Other than the existing gas station, no other structures exist. None of the structures on the site would cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5. Any future development will be in accordance with the General Plan designation and will comply with Policy ER-10.2 and ER-10.3, as discussed in a. above and outlined in the standard permit conditions below including a possible evaluation of the potential historical significance of structures proposed to be demolished.

Page 42 -43 – Noise: Impacts Evaluation

- a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The project includes renovation of an existing gas station which has been in existence for the last 55 years. In particular, the project includes the replacement of the existing convenience store, demolition of the auto repair shop, and construction of a new fuel island canopy. Additionally, site modifications will occur to the existing gas station and auto repair shop. Current operational noise is generated by the existing convenience store and auto repair shop. The proposed project will demolish both the convenience store and auto repair shop, and construct a larger convenience store in its place. Per calculations by the Department of Public Works, the project is estimated to generate approximately 11 additional peak hour trips. The auto repair shop is a higher noise generating use, so even with the larger convenience store and additional trips, the project is likely to result in a similar noise level.

The proposed project is consistent with the current, baseline conditions and will not result in significant change to the ambient noise level. The project will not generate significant new permanent noise and thus would not affect the operational noise is on-site. As this project will not change the use on-site, it is unlikely that it will exceed the applicable noise standards.

- c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The project will not result in a substantial increase in ambient noise levels. The site is an existing gas station and this project includes the

replacement of the existing convenience store, demolition of the auto repair shop, and construction of a new fuel island canopy. See discussion a. above. All of these changes proposed by the project will not generate any new operational noise and thus would not affect the permanent, ambient noise level currently at the site.


CONCLUSION

This change is a minor correction that does not present new information or change the analysis or findings of the IS/MND. The proposed change identified above would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The new information is not significant and recirculation is not required. In conformance with Section 15074 of the CEQA Guidelines, the MND, technical appendices and reports, together with the Errata and the information contained in this document are intended to serve as documents that will inform the decision-makers and the public of environmental effects of this project.

Rosalynn Hughey, Interim Director
Planning, Building and Code Enforcement

Date: _____

6/14/17


Deputy

Attachment:

*State of California Department of Parks and Recreation DPR 523 Form for 3110 Mt. Vista Dr.,
San Jose CA*

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 18 ***Resource Name or #:** (Assigned by recorder) 3110 Mt Vista Dr., San Jose CA

P1. Other Identifier: _____

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County** Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **of** _____ **of Sec** _____; **B.M.**

c. Address 3110 Mt Vista Dr. **City** San Jose **Zip** 95127

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 605077 mE/ 41,34454 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

647-12-084 alternate 647-12-045

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

The property is located on S. White Road, a major north/south, multi-land road and Mt. Vista Dr. that is a residential street in the Mt. Pleasant area of East San Jose. On the south is commercial development, and to the north and east is single family residential.

The configuration of the property is a vacant half on the east and a gasoline service station on the west fronting onto White Road. The structure is a rectangular form, three bay service garage 27'X 68" or 1,863 sq.ft. The construction is reinforced concrete block. Overhanging eaves extend around the structure with a plain fascia. The roof is flat covered (continued page 3)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP 6 Gas Station

***P4. Resources Present:** ☒ Building
☐ Structure ☐ Object ☐ Site ☐ District ☐
Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Front Façade 2017

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1962-63 Assessor's Records

***P7. Owner and Address:**

Powan & Krishna Garg

105 Hickory Ct.

Danville CA 94506

***P8. Recorded by:** (Name, affiliation, and address) Bonnie Bamberg

Urban Programmers
10710 Ridgeview Ave San Jose

***P9. Date Recorded:** 6/9/2017

***P10. Survey Type:** (Describe)
Project Specific

***P11. Report Citation:** (Cite survey

report and other sources, or enter "none.")

None

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 3010 Mt. Vista Dr., San Jose CA *NRHP Status Code 6Z
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B1. Historic Name: TEXACO Automobile Service Station
B2. Common Name: Villa Gas Station & Star Smog Inspection
B3. Original Use: Automobile Service Station B4. Present Use: Gas Station and Garage
*B5. Architectural Style: Modern
*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in 1962-63, Remodeled and canopy removed c.1995

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
*B8. Related Features: None

B9a. Architect: Texaco Inc. b. Builder: unknown
*B10. Significance: Theme Commerce/architecture Area San Jose

Period of Significance 1962-1980 Property Type Garage Applicable Criteria NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building is not significant to the history of architectural heritage of San Jose because is it not associated with significant events or persons additionally, the building has been altered, and has lost the signature canopy of the Texaco Corporation. It has lost architectural integrity. The property is not eligible for listing in the California Register of Historic Resources or as a San Jose Landmark.

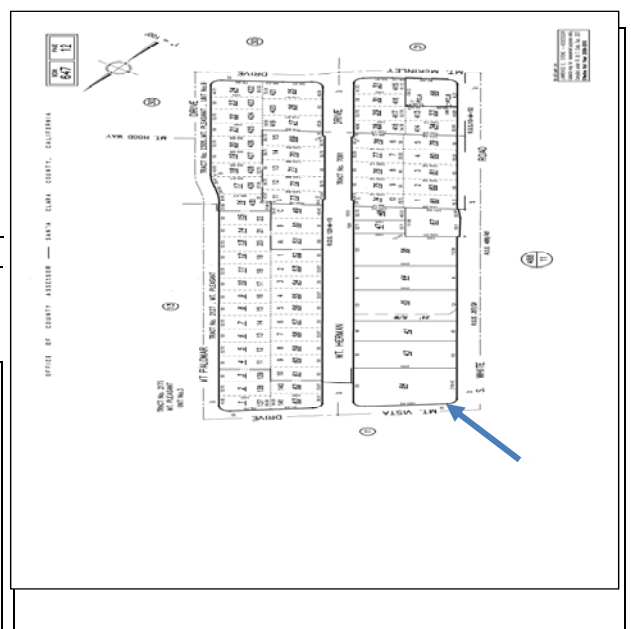
The property was part of the Rancho Pala during the period California was under the authority of Mexico. After statehood and the movement of immigrants into the east hills the land was agricultural, fruit orchards until developed with single family homes in the late 1950s. In 1961, Texaco Inc. purchased the 2 southeast corner parcels at S. White Rd. and Mt. Vista Drive, to construct a gasoline service station. The station was completed early in 1963 (the parcels have been combined). (Continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes) HP 6 Gasoline Station
*B12. References: County Assessor's Records, Texaco History www.texaco.com/about.html
www.texacobaltic.eu/en/texaco_history. Others cited in the footnotes.

B13. Remarks:

*B14. Evaluator: Bonnie Bamberg
*Date of Evaluation: 6/10/2017

(This space reserved for official comments.)



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P3a: Description continued

composition roofing material. The garage openings have roll up doors with glass panels. The corner space has been modified into is a small office with the original full height plate glass replaced by solid wall and small steel frame windows and a solid door on the front facade. Panels of painted "Stucco Stone" are adhered to the wall on the front, between the office and garage openings, and on the north side of the building framing the former office windows. Inside the garage are two lubrication bays with lift racks. Industrial frame windows are high on the rear wall of the garage bays.

Toward White Road are four gasoline pump islands, each with a contemporary pumping station and a tall overhead light. The surface around the pumps and in front of the garage is deteriorated concrete. Behind the structure, the graded and gravel surface of the site has patches of concrete that may be capped fuel tanks or monitoring wells.

The building is without the large canopy that was customary for service stations constructed in the 1950s -1960s. Originally, a large canopy extended from the face of the office structure toward White Road covering the gasoline pump islands and extended to cover all the pumps and service equipment (air and water). The canopy extended on the north giving protection in front of the plate glass of the office and restrooms, and on the south it extended in front of the garage bays.¹ The original design for the building was patterned off the corporate architecture for Texaco that began in the 1930s and became typical for most stations, a rectangle building with garage bays on one side and an office with windows on the other end. After WWII, the windows became full walls of plate glass. While the design of the building was typical, the overhanging eaves and large canopy (removed) appear to have been site-specific additions.

¹ Santa Clara County Assessor's confidential property records show the 1963 assessment was based upon the new building, canopy and features of the service station.

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P5b Photographs:



Photograph 1 3110 Mt. Vista Dr. San Jose

View: Front façade facing S. White Road (1414 S. White Road) showing the broad overhanging eave, three bay garage and office (on left)

Date: June 8, 2017

Camera facing: East

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Photograph 2 3110 Mt. Vista Dr. San Jose
View: North and front façade facing S. White Road (1414 S. White Road)
showing the broad overhanging eave, and solid walls of the office
(right) and painted stucco-stone panels.
Date: June 8, 2017
Camera facing: Southeast

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Photograph 3 3110 Mt. Vista Dr. San Jose

View: Ease (rear) façade showing industrial windows into the garage bays and the environmental extraction equipment enclosed in a chain link area.

Date: June 8, 2017

Camera facing: Southwest

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Photograph 4 3110 Mt. Vista Dr. San Jose
View: South end façade showing blanked in wall broad overhanging eaves.
Date: June 8, 2017
Camera facing: north

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Photograph 5 3110 Mt. Vista Dr. San Jose
View: east vacant lot behind the gas station building.
Date: June 8, 2017
Camera facing: Southeast

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Photograph 6
3110 Mt. Vista
Dr. San Jose
View: Corner of
S. White Rd and
Mt. Vista Dr.
Sign and
landscape corner
of the station.
Date: June 8, 2017
Camera facing:
north

Historic Images of service stations and canopies:



Historic image c.
1970s
View: Texaco Service
Station with similar
plan building and
front canopy

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Historic image c.
1955-60
View: Texaco
Service Station
with similar plan
building
(reversed) and
earlier canopy
design

Texaco Station
c. 1990.

View: Modern
Texaco Corporate
canopy design



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B10 Significance continued:

Post WWII Californians continued their pre-war desire for personal automobiles. By 1960, many families had two cars and new homes were constructed with a front-facing double-car garage to display the prized automobiles. To fuel the ever-growing number of automobiles gasoline service stations sprang up on all commercial streets, often one on each corner of an intersection. The desire for an automobile was matched by the desire for convenient fuel and "service stations" moved from the highway into town and then to newly developing neighborhoods. The Texaco station at S. White Road and Mt. Vista Drive developed as the area around it changed from orchards to subdivisions of single-family homes, bringing forth the need for gasoline and service in close proximity. Of the categories of service station types, the Texaco Station was a "neighborhood" station. Although owned by Texaco Inc., these stations were managed by someone who hired from the local area. An attendant served all customers, often a young man from the neighborhood, who pumped the gasoline into the car, washed the windows, checked the oil and pressure in the tires. The attendants were in addition to the trained mechanics who repaired the mechanics of the automobiles. When not serving customers, the Texaco attendant in a white shirt would sweep the station and preform general clean up. It was important that the station be attractive because it was part of the residential neighborhood. Flowers and grass were usually part of the landscaping in keeping with the residential neighborhood around the stations.²

In May 1964, the station sold to Statewide Service Inc., a subsidiary of Texaco Inc., continuing to do business as a Texaco station well into the 1980s. Exxon Corporation leased the station and in 1988, the purchased the property. Exxon operated the station until sold in 1995 to Pawan and Krishna Garg, the current owners. Since 1995, the station has been independent. Currently Villa Gas is the name on the signs.

The canopy appears to have been removed after the station was sold in 1995. Other changes include reconfiguring the pump islands to small size and removing the office plate glass window walls that replacing them with solid walls and a small metal frame window and solid door.

²Urban Programmers, "Historical and Architectural Evaluation of Mobile Service Station, Broadway Ave, Millbrae", 2014.

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The Texaco Service station was one of several in the immediate Mt. Pleasant area. The 1964 City Directory lists the several on S. White Road including; Cliff's Hancock Station 605 and Engle's Signal Station at 595, and Smitty's Texaco, 95 S, white Road. The earlier commercial streets had many stations Flying A at Alum Rock and White Rd, and many more on Alum Rock Ave. West of White Rd. There were many on Story Road, as well as several on McKee Ave. As the orchards developed into residential subdivisions, south of Mt Vista, more service stations were constructed as shown in the 1969 City Directory.³

The Texaco Oil Company began in Beaumont Texas in 1901. Two years later, a young refinery worker in created the well-known logo a star with a T in the center. It has remained with a star and red and white colors since the early design. The company grew adding service stations and production, interrupted by two world wars it entered the Post WWII era with an international growth plan that included Middle East countries as well as expansion around the Gulf of Texas. The 15 years 1960-1975 saw the largest growth in the company's history.



However, by the mid-1970s, the corporation's fortunes abruptly changed. Texaco's tremendous growth came to a sudden halt in the 1970s, in large measure the result of the Arab-Israeli War, the OPEC embargo, and the nationalization of company oil assets in many overseas nations. This cut Texaco's profit margins and endangered its sources of crude oil. Furthermore, federal price controls and mandatory allocation regulations restricted Texaco's ability to raise prices or withdraw from unprofitable markets. Its net income dropped from \$1.6 billion in 1974 to \$830.6 million a year later and remained at that level for the rest of the decade. In the 1980s, the United States was recovering from recession and Texaco installed a new Chairman. Under the direction of John K. McKinley, Texaco undertook a major restructuring plan that included reducing its less profitable retail outlets from 35,500 in 1974 to 27,000 in 1980. The sale of less profitable, often



³R.L. Polk & Company, Polk's San Jose City Directory 1965 & 1969 Classified listing for Gasoline Stations

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the neighborhood type, stations continued into the 1980s.⁴ The subject property sold in 1988.

Regulatory Framework: California (CEQA)

The California Register of Historical Resources is "an authoritative listing and guide to be used by state and local agencies, private groups and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (Public Resources Code Section 5024.1[a]). The criteria for eligibility to the California Register are based on National Register criteria (Public Resources Code Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for or listed in the National Register.

To be eligible for the California Register as a historical resource, the resource must be found significant at the local or state level within its historical context, within a defined period of time and be considered within a historical theme. It must be significant under one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

⁴ History of the Texaco Corporation. www.texaco.com/about.html

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For a resource to be eligible for the California Register, it must also retain enough integrity to be recognizable as a historical resource and to convey its significance. The seven aspects of integrity are those used by the National Register: location, design, setting, materials, workmanship, feeling, and association.

A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.

Period of Significance and theme: The period of significance is 1963-1988. This is within the San Jose historical context era of Industrialization and Suburbanization 1946-1991. The architecture of the era includes residential subdivisions; Ranch, split level and Mediterranean styles with attached double car garages. Commercial buildings were designed with clean lines and little decoration. The growth industry of the era was electronics, research and development. (Laffey, Gloria Ann, 1990). The subject property at 3110 Mt. Vista Dr is considered within the themes of commerce and commercial architecture.

Evaluation of Significance:

California Register of Historic Resources Criteria

1. The former Texaco Service Station is not associated with events that have made a significant contribution to history. The history shows it was developed as a neighborhood gasoline service station, one of several in the immediate area. While the increase in automobile ownership and the growth in the number of service stations is part of a broader pattern after that occurred after WWII, the subject property is not individually a significant representative of the era.
2. The subject property, a gasoline service station is not associated with the lives of people important in local history. The Texaco Oil Company, like other oil companies owned several service stations in San Jose.
3. The former Texaco Service Station design is without distinction. Most stations were designed in a similar pattern of a rectangular building with an office at one-end and garage bays on the other. When

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the building was constructed, it had large plate glass window walls for the office and a very large canopy that extended across the front of the building and over the gasoline pump islands. These distinctive characteristics have been removed. The method and materials of construction use reinforced concrete block, a common construction method for small commercial buildings. In the current condition, the design lacks individual distinction, or identification as a Texaco neighborhood station.

4. The previous uses of agriculture and commercial construction, including underground tanks have disturbed the native soils. It is unlikely that archeological materials of importance will be found. If archeological materials are found, City and state law must be followed.

Integrity: Generally, when a resource is historically significant, the integrity of the resource must be considered. In some cases, the integrity is also a factor in determining importance. The staff of the National Register of Historic Places established the aspects of "Integrity". These seven aspects have become widely accepted as the standard. They are included in the California Register of Historic Resources and inferred in the San Jose Historic Landmark Ordinance. Integrity is the ability of a property to convey the reason for its significance.

The National Register of Historic Places requires that a property will always possess several, and usually most, of the aspects to be eligible for listing. The California Register of Historic Resources requires some of the aspects must be present. The following defines the seven aspects and how they combine to produce integrity. The aspects are location, design, setting, materials, workmanship, feeling and association.

The building on the property at 3110 Mt. Vista Drive has lost integrity due to the alterations to the office and removal of the original canopy. The aspect of association is not met because the owners/users do not contribute in a significant way to the history of San Jose. Similarly, there is no event associated with the property that is significant in the history of Santa Clara County or San Jose.

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Finding: The building does not qualify for listing in the California Register of Historic Resources.

San Jose Municipal Code: Chapter 13.48 - HISTORIC PRESERVATION

(italics are copied from the code)

As used in this chapter, the following terms shall have the following meanings unless otherwise indicated from the context:

A. Historical, Architectural, Cultural, Aesthetic or Engineering Interest or Value of an Historical Nature. The term "historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature" shall mean a quality that derives from, is based upon, or related to any of the following factors:

1. Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;

2. Identification as, or association with, a distinctive, significant or important work or vestige:

a. Of an architectural style, design or method of construction;

b. Of a master architect, builder, artist or craftsman;

c. Of high artistic merit;

d. The totality of which comprises a distinctive, significant or important work or vestige whose component parts may lack the same attributes;

e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked; or

f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

3. The factor of age alone does not necessarily confer a special historical, architectural, cultural, aesthetic or engineering significance, value or interest upon a structure

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or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

B. Historic District. "Historic district" shall mean a geographically definable area of urban or rural character, possessing a significant concentration or continuity of site, building, structures or objects unified by past events or aesthetically by plan or physical development.

C. Landmark. The term "landmark" shall mean any of the following which have a special historical, architectural, cultural, aesthetic or engineering interest or value of an historical nature:

- 1. An individual structure or portion thereof;*
- 2. An integrated group of structures on a single lot;*
- 3. A site, or portion thereof; or*
- 4. Any combination thereof.*

D. Preservation. The term "preservation" shall mean the protection, conservation, enhancement, perpetuation, rehabilitation, restoration, repair, reconstruction or other action taken to repair, conserve or prevent the deterioration or destruction or removal of a landmark or property in a historic district.

E. Site. The term "site" shall mean any place or area or any portion thereof, including anything, element or fixed object thereon, whether man-made or natural.

Considering the definitions provided in 13.46.1 & 13.48.2 (relevant to the building at 3110 Mt. Vista Dr.)

Findings: 1.a. The former Texaco Station's , is not associated with events or people of historical significance.
2.a. The building is not a distinctive, significant or important work or vestige. The building was a version of corporate design with the distinction found in the open glass office and large canopy that is no longer present. Other former stations in the area reflect the same basic style. The building does not meet the criteria for a historic

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resource as defined in the San Jose Historic
Preservation Section of the Municipal Code.

The San Jose Evaluation and Tally rated the property 21.7 points,
which is below the rating necessary for a Candidate City Landmark and
within the rating for non-significant.

Finding: The former Texaco Automobile Service Station at 3110 Mt.Vista
Drive is not eligible for San Jose Landmark nomination.

HISTORIC EVALUATION SHEET

HISTORIC RESOURCE NAME: Texaco Automobile Service Station

HISTORIC RESOURCE ADDRESS: 3110 Mt.Vista Drive

A. VISUAL QUALIFICATIONS

1	EXTERIOR : The altered building is surrounded by deteriorating asphalt	E	VG	G	FP
2	STYLE Modern-corporate gasoline & service station	E	VG	G	FP
3	DESIGNER Texaco Inc. (tertiary importance)	E	VG	G	FP
4	CONSTRUCTION - Reinforced concrete block	E	VG	G	FP
5	SUPPORTIVE ELEMENTS gasoline pumps (contemporary)	E	VG	G	FP

B. HISTORY/ASSOCIATION

6	PERSON/ORGANIZATION Texaco Inc. (Tertiary importance)	E	VG	G	FP
7	EVENT none of individual significance	E	VG	G	FP
8	PATTERNS: Automobile ownership growth	E	VG	G	FP
9	AGE: 1963	E	VG	G	FP

C. ENVIRONMENTAL/CONTEXT

10	CONTINUITY : Not located in an area of importance	E	VG	G	FP
11	SETTING: The lack of landscaping and maintenance diminishes the setting	E	VG	G	FP
12	FAMILIARITY:	E	VG	G	FP

D. INTEGRITY

13	CONDITION	E	VG	G	FP
14	EXTERIOR ALTERATIONS	E	VG	G	FP
15	STRUCTURAL REMOVALS	E	VG	G	FP
16	SITE	E	VG	G	FP

E. REVERSIBILITY

17	EXTERIOR	E	VG	G	FP
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18	NATIONAL OR CALIFORNIA REGISTER	E	VG	G	FP
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REVIEWED BY: Bonnie Bamberg

DATE: 6/10/2017

EVALUATION TALLY SHEET (PART 1)

HISTORIC RESOURCE ADDRESS: 3110 Mt.Vista Drive

A <u>VISUAL QUALITY/DESIGN</u>		E	VG	G	FP	
1	EXTERIOR	16	12	6	0	0
2	STYLE	10	8	4	0	4
3	DESIGNER	6	4	2	0	2
4	CONSTRUCTION	10	8	4	0	4
5	SUPPORTIVE ELEMENTS	8	6	3	0	0
Subtotal:						10
B. <u>HISTORY/ASSOCIATION</u>						
6	PERSON/ORGANIZATION	20	15	7	0	7
7	EVENT	20	15	7	0	0
8	PATTERNS	12	9	5	0	5
9	AGE	8	6	3	0	0
Subtotal:						12
C. <u>ENVIRONMENTAL/ CONTEXT</u>						
10	CONTINUITY	8	6	3	0	0
11	SETTING	6	4	2	0	0
12	FAMILIARITY	10	8	4	0	4
SUBTOTAL:						4
A & C SUBTOTAL:						14
B SUBTOTAL:						12
PRELIMINARY TOTAL:						26
(sum of A. B. & C.)						

EVALUATION TALLY SHEET (PART II)

HISTORIC RESOURCE ADDRESS: 3110 Mt.Vista Drive

D.	<u>INTEGRITY</u>	E	VG	G	FP			
	13 CONDITION		0.03	0.05	0.10		26 X 0.05 =	1.3
		SUBTOTAL A,B&C						
	14 EXTERIOR ALTERATIONS		0.05	0.10	0.20		14 X 0.1 =	1.4
		SUBTOTAL A&C						
			0.03	0.05	0.10		12 X 0.05 =	0.6
		FROM B						
	15 STRUCTURAL REMOVALS		0.20	0.30	0.40		14 X 0.2 =	2.8
		SUBTOTAL: A & C						
			0.10	0.20	0.40		12 X 0.1 =	1.2
		FROM B						
	16 SITE		0.10	0.20	0.40		12 X 0 =	0
		FROM B						
		INTEGRITY DEDUCTIONS SUBTOTAL						7.3
		ADJUSTED SUBTOTAL:					26 - 7.3	18.7
		(Preliminary Total minus Integrity Deductions)						
E	<u>REVERSIBILITY</u>							
		VALUE						
		E	VG	G	FP			
	17 EXTERIOR	3	3	2	2			3
		Total:				3		
F.	<u>ADDITIONAL CONSIDERATIONS</u>							
	<u>BONUS POINTS</u>							
		VALUE						
		E	VG	G	FP			
	22 NATIONAL OR CALIFORNIA REGISTER	20	15	10	0		0	
		BONUS POINTS SUBTOTAL:						0
		ADJUSTED TOTAL:						21.7