

July 17, 2019

1544 West San Carlos Street & 306 South Buena Vista Avenue
San Jose, California

Historic Resources Assessment - DRAFT

INTRODUCTION

David J. Powers & Associates has requested TreanorHL's assistance in evaluating the property located at 1544 West San Carlos Street and 306 South Buena Vista Avenue (APN 277-18-018) in San Jose. This report is an evaluation of the buildings on the property for their potential eligibility to be individually listed in the California Register of Historical Resources (CRHR) and as local landmarks.

SUMMARY OF FINDINGS

Upon completion of the survey and archival work, 1544 W. San Carlos Street and 306 S. Buena Vista Avenue were not found to possess sufficient historical significance and therefore do not appear to be individually eligible for listing in the CRHR. Additionally, the structures do not appear eligible for listing as a San Jose City Landmark.

METHODOLOGY

TreanorHL conducted a site visit on July 2, 2019 to evaluate the existing conditions, historic features, and architectural significance of the buildings. Additionally, TreanorHL also conducted archival research on the general history of the area, using Sanborn Fire Insurance Maps, San Jose City Directories, aerial photographs, historical photographs and newspaper articles, as well as historical references found at History San Jose, San Jose Public Library California Room, Santa Clara County Assessor's Office, and online repositories.

This report includes:

- Property Description
- Site History
- Historic Context
- Owner/Occupant History
- Regulatory Framework
- Evaluation of Historic Significance
- References
- Appendices

PROPERTY DESCRIPTION

The project site is located on the south side of W. San Carlos Street in the block bound by W. San Carlos Street to the north, S. Buena Vista Avenue to the west, Scott Street to the south and S. Willard Avenue to the east. The subject parcel at the northwest corner of the block is approximately 106-feet by 189-feet. The property is divided in two (1544 W. San Carlos Street and 306 S. Buena Vista Avenue), with two separate businesses operating from the site. A used car dealership occupies the northern portion of the site. The dealership is entirely paved with three structures located at the southern side of the paved area. The largest building in the southeast corner has



been on the site since 1961, while the two smaller shed-like buildings date to 2018. South of the car dealership is a rental car business. Two buildings are associated with car rental business. The structures are single-story and date to the 1930s and 1950s respectively. These structures abut the adjacent car dealership to the north allowing for a generous paved area to the south.

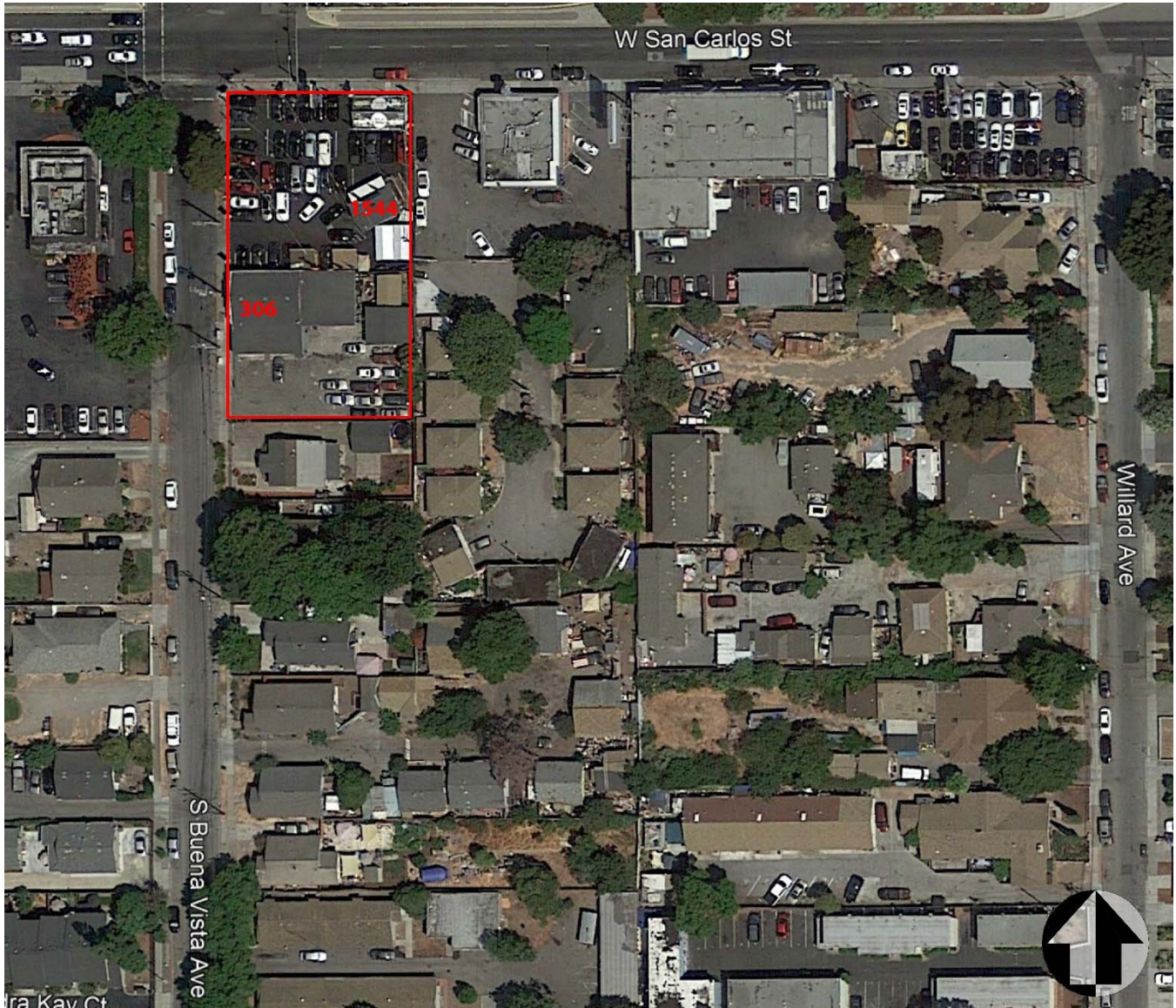


Figure 1. The subject parcel, featuring 1544 W. San Carlos Street and 306 S. Buena Vista Avenue, outlined in red. Google Earth, 2019 retrieved on April 8, 2019.

1544 W. San Carlos Street

Sitting at the rear of the auto dealership site, at the southeast corner, is a one-story, commercial building which is rectangular in plan and is oriented diagonally on the site. The structure has no identifiable style but is residential and shed-like in nature. The wood-frame building has board and batten cladding, with horizontal wood siding at the gable ends and a moderately-pitched, asphalt shingle-clad, gable roof with a wide eave overhang. Windows around the structure vary, but all are vinyl-sash. The larger windows on the gable ends feature a slider on each side of a fixed window. A single slider window is located on the south façade. Two sliding doors provide access to the structure and feature divided lites. On the north side of the structure the two

sliding doors are sheltered by an aluminum awning. The awning fully shields a wood deck which is raised above the pavement roughly 18". A simple wood railing adorns the north side of the deck while a wood ramp with a metal railing provides access to the deck on the east side of the building. Simple wood trim surrounds the window and door openings. A large sign reading "Bay Area Car Sales" is mounted to the roof. Lights of various sizes and types adorn the exterior of the structure. This portion of the property is paved, and this structure serves as the sales office for the car dealership that occupies the site. Another sign reading "Bay Area Car Sales" is mounted on a substantial post near the sidewalk on W. San Carlos Street. Two other buildings are located along the southern side of the dealership – sheds, each with windows and doors featuring shed roofs. These structures are temporary in nature and are recent additions to the site.¹ A temporary canopy is setup in the northeast corner of the paved area along the sidewalk. Alterations to the 1960s building include window and door replacement, deck and ramp replacement, and front awning replacement.



Figure 2. Looking east toward 1544 W. San Carlos Street from S. Buena Vista Avenue.



Figures 3 and 4. View of large, shed-like sales building looking south (left) and view of east façade of sales building (right).

¹ Google Streetview shows two small shed-like structures were added to the site in 2018. www.google.com/maps (accessed July 10, 2019).



Figures 5 and 6. View of west façade of sales building (left) and view southeast of the new shed-like structures on the site (right).

306 S. Buena Vista Avenue

This one-story, Commercial Modern style building is irregular in plan and features subtle Mission Revival influences. The wood-frame structure has stucco cladding along with vertical wood siding on the street facing façade (west). Vertical wood siding, MDF siding, and corrugated metal adorn the south and east façades of the building. The north façade is likely stucco, but is obscured by signage from the neighboring auto dealership. A stucco-clad stepped parapet on the west façade hides the asphalt-clad gable roof. Painted corrugated metal clads the back of the parapet. The stucco portion of the street-facing façade features a section of vertical wood siding framed by simple wood trim, a three-part metal-sash storefront window, and a glazed door sheltered by a canvas awning. A shed roof addition, on the southern side of the structure, has walls clad in vertical wood siding and asphalt shingles on the roof. Simple wood trim surrounds all features. At the sidewalk the west side of the building is lined with low planters.



Figure 7. West façade of 306 S. Buena Vista Avenue.



Figures 8 and 9. Close up of west façade showing planter, windows and vertical siding (left), and north façade covered with signage (right).

The south façade features vertical wood siding on the side shed roof addition while a rear shed roof addition is clad in corrugated metal. Two vinyl slider windows, a glazed aluminum-frame door and a garage door punctuate the side addition. A large garage door and flush door punctuate the rear addition.



Figures 10 and 11. Southern shed roof addition – south façade (left) and rear shed roof addition – south façade (right).

The east façade of the side roof shed addition is clad in MDF and has no openings. The east façade of the rear shed roof addition is clad in corrugated metal and features three multipart aluminum windows. The rear shed roof addition has a wide eave overhang on the south and east side, with exposed rafter tails on the east. Over the years the structure has continually been altered – siding has been replaced, windows changed, doors replaced, and the overall building footprint has been enlarged.



Figures 12 and 13. Southern shed roof addition – east façade (left), and rear shed roof addition – east façade (right).

Behind the main structure is a single-story garage that is clad in corrugated metal. The building features a gable roof covered in asphalt-shingles. Rafter tails are exposed at the west eave. A single opening on the west façade is secured by plywood. Wood trim surrounds the opening. Off the north façade is a gable roof addition which is smaller and shorter than the structure it is constructed off. The addition is clad in similar materials to the larger garage.



Figures 14 and 15. Rear garage structure identified by red arrow (left) and west and south façades of rear garage (right).

SITE HISTORY²

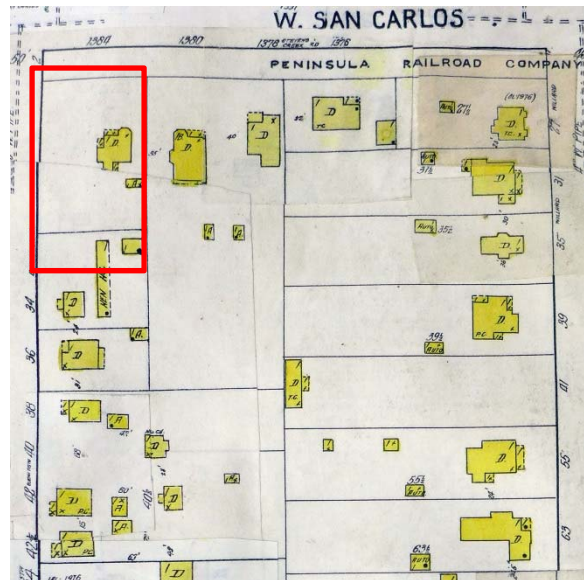
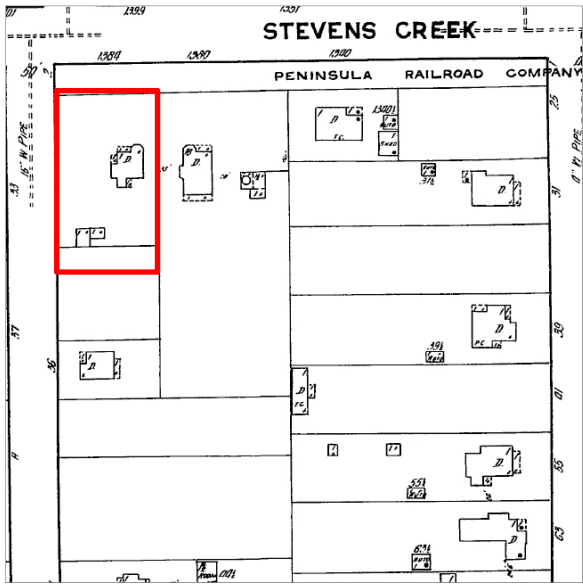
According to Sanborn maps, a one-story wood frame dwelling stood on the subject parcel from at least 1915 to 1950 (numbered 1384 W. San Carlos Street until 1934). The house was demolished by 1955. A one-story repair shop at 306 S. Buena Vista and two one-story outbuildings to the south were constructed ca. 1932. The outbuildings are visible on the 1966 Sanborn map but they are not extant today. The repair shop was expanded towards south with an addition ca. 1958, and towards east with a one-story horizontal addition ca. 1962. A one-story automobile garage was constructed ca. 1958 to the east of the shop; this building was labeled as a scale warehouse in a later Sanborn map. At the same time, a one-story office structure was constructed to the north, and the lot facing W. San Carlos and Buena Vista was marked as “used car sales” on Sanborn maps. Alterations were made to the repair garage at 306 S. Buena Vista Avenue in 1968 (Permit No. 57878).

² Sanborn Maps, 1915-1967.

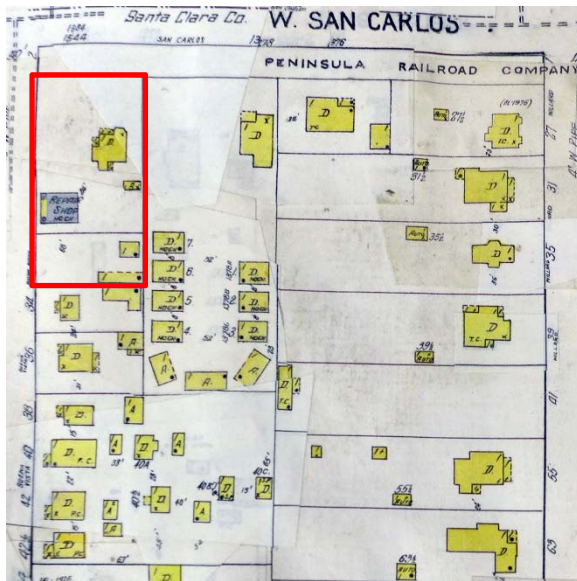
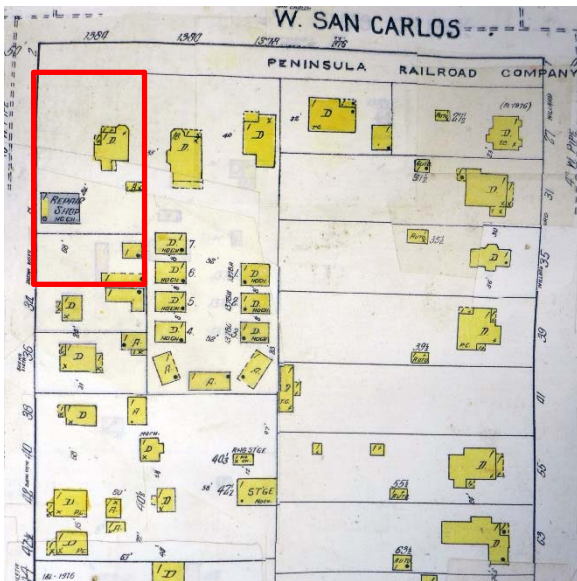
The existing building at 1544 W. San Carlos Street was constructed in 1961 as a one-story auto sales office for Holiday Motors (Permit No. 35766). It appears that the one-story sheds to the south of 1544 W. San Carlos were constructed in 2018.³

- | | |
|----------|---|
| Ca. 1915 | The one-story wood frame dwelling was constructed on the parcel. (1384/1544 W. San Carlos Street) |
| 1930 | A one-story garage was added to the southwest of the house. |
| 1932 | The one-story shop at 306 S. Buena Vista Avenue and two outbuildings towards south were constructed. |
| 1934 | The property remains the same as it did in 1932. |
| 1950 | The property remains the same as it did in 1934. |
| 1955 | The house and the garage at 1544 W. San Carlos Street were demolished. |
| 1958 | 306 S. Buena Vista was expanded to the south. A one-story garage was constructed to the east. A small office structure was constructed to the north of the shop. The lot was marked up as "used car sales." |
| 1961 | The existing building at 1544 W. San Carlos Street was constructed. |
| 1962 | A one-story horizontal addition to 306 S. Buena Vista Avenue. The rest of the site remains the same. |
| 1966 | The property remains the same as it did in 1962. |
| 1968 | Alterations to 306 S. Buena Vista Avenue. |

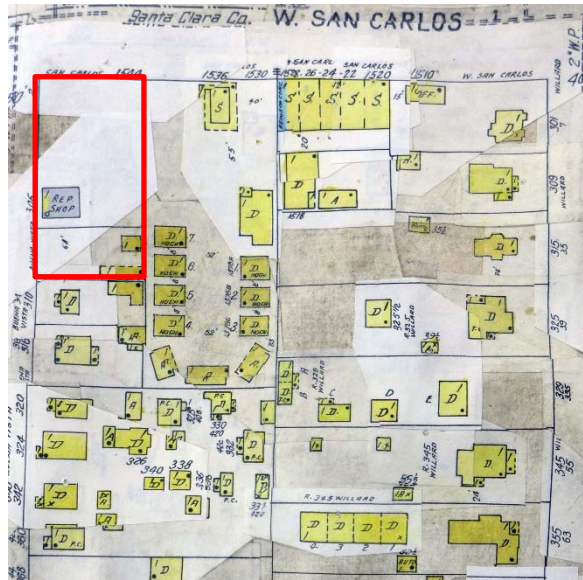
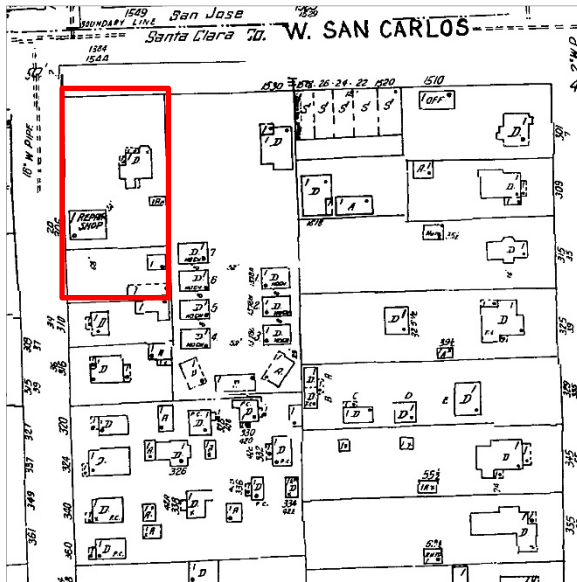
³ Google Earth, March 2018 and May 2018 aerial photographs and Dill Design Group, *Appendix, Draft Historic Report for the Buena Vista Commons Project, San Jose, Santa Clara County, California*, July 2003, page 19.



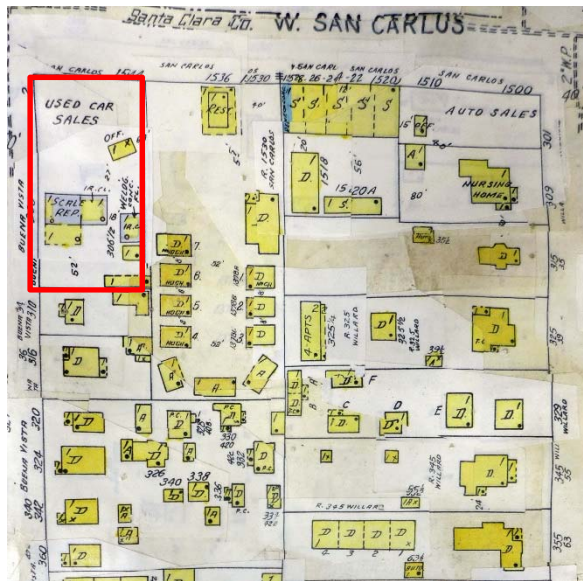
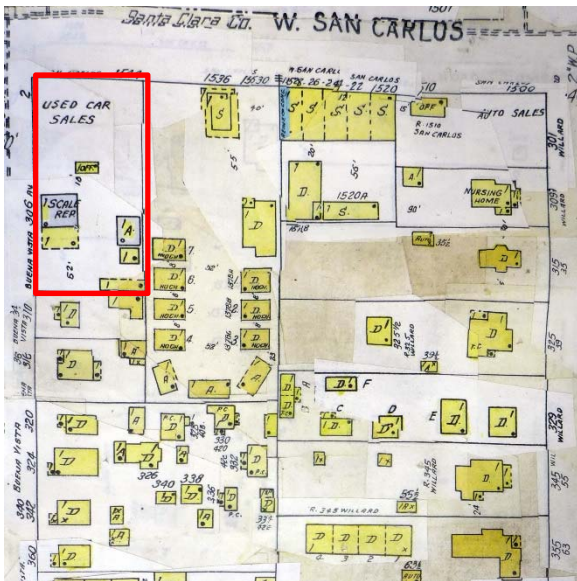
Figures 16 and 17. 1915 Sanborn (left) and 1930 Sanborn (right).



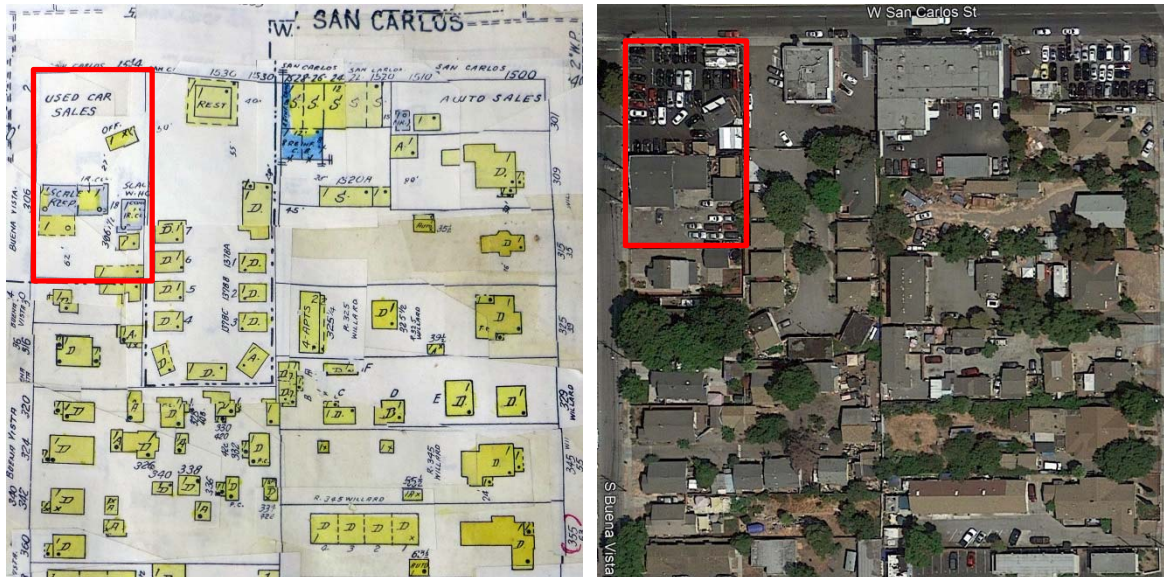
Figures 18 and 19. 1932 Sanborn (left) and 1934 Sanborn (right).



Figures 20 and 21. 1950 Sanborn (left) and 1955 Sanborn (right).



Figures 22 and 23. 1958 Sanborn (left) and 1962 Sanborn (left).



Figures 24 and 25. 1966 Sanborn (left) and present-day site showing little has changed (right).⁴



HISTORIC CONTEXT

Neighborhood Context

In the early nineteenth century the project site was originally part of lands belonging to the Mission Santa Clara. By 1844, after the secularization of the Mission in the previous decade, the Rancho de los Coches was established on approximately 2,219-acres. The portion of the former Rancho de los Coches that the project site occupies was surrounded by large parcels of agricultural land for many decades. The agricultural land had a diverse use from raising stock to growing fruits, vegetables and grains. In 1903 access to surrounding communities was provided by the establishment of the San Jose & Los Gatos Interurban Railroad. This new rail line ran along Stevens Creek Boulevard (formerly Stevens Creek Road and present-day West San Carlos Street) and connected the Burbank neighborhood to downtown San Jose and neighboring Los Gatos. Soon after the establishment of the rail line a new school was constructed – the Luther Burbank School (1906) – to accommodate the growing population in the area. Additional suburban neighborhoods were established along the rail line as there was now an easy and convenient way to get to the downtown commercial core of the city. The typical ride to downtown from one of the newly established subdivisions in the Burbank neighborhood set riders back five cents and took approximately ten minutes. By 1927 a section of Stevens Creek Road was renamed West San Carlos Street. However, by the 1930s the automobile was growing in prominence and the railway ceased to operate. With the growing reliance on the automobile and the development of the suburbs, downtown businesses began to move out of the city center to the suburbs. One main destination of these businesses was West San Carlos Street/Stevens Creek Boulevard, as the street had become a main thoroughfare. Soon the area including the subject property became a commercial center on the west side of the City.⁵

“Two early subdivisions [Maypark Half Acres and Zuyer’s Subdivisions] are located on the south side of West San Carlos Street [...]. While originally developed for residential use, the parcels that front West San Carlos Street are presently contemporary commercial structures, built about mid-twentieth century or later. Both [subdivisions] were originally intended to be large lot subdivisions in a suburban setting. However, the area

⁴ Google Maps, 2019 retrieved on April 8, 2019.

⁵ Dill Design Group, *Draft Historic Report for the San Carlos Affordable Senior Apartment and Townhome Development*, July 21, 2003, 9 and Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 14, and 17-18.

did not develop as intended; almost all of the residential lots that exist today within these subdivisions were the result of lot splits of these half-acre parcels. The lots facing San Carlos were originally intended to be residential, and many were developed early in the century with the fronts of the houses facing what was then Stevens Creek Road. Only a few houses remain along the strip, these houses now converted to commercial use. Others were relocated or demolished to accommodate new commercial development that occurred mainly after World War II.”⁶

The area around the subject property had been subdivided into residential lots from agricultural tracts by the late 1920s and into the 1930s. Between the wars the population grew, as did commuters’ reliance on the automobile. The completion of the Bayshore Highway in the late 1930s connected San Jose to San Francisco and spurred additional suburban development. The highway also reinforced the growing dominance of the automobile as the preferred method of transportation in the region for day to day commuting. By the 1940s with population in the suburbs growing, many public utility services were provided to the Burbank neighborhood. The Burbank Sanitary District was established, and other improvements were made in the neighborhood – streetlights installed, curbs and gutters constructed, and eventually a sewer system.⁷

Today, the Burbank neighborhood is an ethnically and culturally diverse area of the City. It features a mix of commercial and residential areas. The commercial areas line W. San Carlos Street while the residential areas are located off the commercial streets. Older retailers generally dominate the commercial core in the neighborhood. Many temporary businesses and auto related retailers now operate on W. San Carlos Street. The residential areas exhibit a mix of architectural styles – Craftsman, Tudor, Colonial Revival, Spanish Revival, Contemporary and Mid Century Modern.⁸

Context for Roadside Architecture

Dominated by the fruit industry, San Jose was the financial and business center of a vast agricultural area in the 1920s. The orchards and the associated industry and infrastructure in the Santa Clara Valley were the leading sources of employment in San Jose until the early 1950s.⁹ Soon after World War II, the business community launched an active campaign to attract new non-agricultural related industries, i.e. electronic and defense, to the area. Attracted by the increasing job market, the population of the valley experienced phenomenal growth after 1950. Rural roads were widened into freeways, and expressways and boulevards were lined with restaurants and automobile salesrooms.¹⁰ Under the guidance of San Jose City Manager Anthony P. Hamann, also known as “Dutch,” the City grew from 17 square miles to 136 square miles in twenty years. Hamann envisioned “a new metropolis” and annexed as much of the surrounding suburban landscape as possible. Pro-business policies of the time supported commercial and industrial growth.¹¹

Commercial buildings dating before 1945, the period of industrialization and suburbanization, are found on the arterial roads constructed before World War II, primarily along Santa Clara, San Carlos, First, Fourth, and Thirteenth streets. However, individual examples remain scattered on lesser streets, or those streets that lost their traffic volume when construction of the integrated system of arterials, county expressways and freeways

⁶ Draft Historic Report for the San Carlos Affordable Senior Apartment and Townhome Development, 27.

⁷ Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 20 and 44.

⁸ City of San Jose, *Neighborhood Improvement Plan – Burbank/Del Monte, Neighborhood Profile*, <https://sanjoseca.gov/DocumentCenter/View/2750> (accessed April 11, 2019).

⁹ PAST Consultants, LLC, *San Jose Modernism, Historic Context Statement*, June 2000, 12-14.

¹⁰ Archives & Architecture, LLC, *County of Santa Clara, Historic Context Statement*, December 2004 (Revised February 2012), 46-47.

¹¹ Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 23.

occurred in the 1950s and 1960s. Where the arterials and county expressways opened the door for the intense suburbanization of San José after World War II, commercial buildings in Modernist styles abound.¹²

San Jose transformed during the aggressive annexation program in the mid-20th century which brought additional parkways, highway improvements, and street widenings or extensions—which was followed by continued development of roadside architecture.¹³ Examples of buildings designed specifically for the automobile exists in pockets along major thoroughfares throughout the city.¹⁴

The population boom and sprawling suburbs that developed between 1950 and 1970 resulted in an array of commercial buildings constructed along a seemingly infinite number of arterial streets and expressways throughout San José. [...] These buildings were generally designed for the instrument of suburban expansion—the automobile—and include a variety of function types: general commercial buildings, shopping centers, drive-in restaurants, automobile sales and repair facilities, service stations, drive-in banks, and theaters.¹⁵

Specifically, during this period, the blocks along W. San Carlos Street transformed from predominately residential to a main commercial corridor lined with businesses and modern strip malls. The new commercial buildings were often setback from the street with paved parking areas between the street and the structures. Between Highway 880 and Sunol Street the 1950 Sanborn map shows an emerging concentration of auto related businesses along W. San Carlos Street. Almost 40 years later, 26 car dealerships and 17 car service or repair facilities were located in the area.¹⁶

Architectural Styles

The commercial shed at 1544 W. San Carlos Street has no definable architectural style.

306 S. Buena Vista Avenue is designed in the Commercial Modern architectural style with subtle Mission Revival influences. The unadorned front façade, openings with simple wood surrounds, large windows, brick planters on the street side are among the features found in the Commercial Modern style, while the stepped parapet and the stucco-clad street façade reference the Mission Revival style.

The Commercial Modern style in San Jose is primarily found along major roads leading into the downtown area – West San Carlos Street, Alum Rock Avenue and North First Street. The style can be applied to commercial structures which exhibit Modern design principles. Commercial Modern buildings often featured concrete and steel as primary building materials, as well as large expanses of glass. Other characteristics include horizontal massing, flats roofs, expressed structural systems, large commercial signage.¹⁷

The Mission Revival style is suggestive of a simpler version of the earlier Mission architecture. The buildings designed in this style usually exhibit stucco-finished exterior walls, shaped roof parapets, and low-pitched red tile roofs.¹⁸

¹² *San Jose Modernism*, 90-91.

¹³ *San Jose Modernism*, 28-33.

¹⁴ *San Jose Modernism*, 28-33.

¹⁵ *San Jose Modernism*, 42.

¹⁶ Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 24 and 46.

¹⁷ *San Jose Modernism*, 77-78.

¹⁸ "Mission Revival, Mission style," Cyril M. Harris, *American Architecture, An Illustrated Encyclopedia* (New York: W. W. Norton & Company, 198), 216.

OCCUPANT HISTORY¹⁹

The occupancy history of the subject buildings are outlined below. 1544 W. San Carlos currently houses an auto sales business, Bay Area Car Sales. 306 S. Buena Vista Avenue houses a rental car business.

Occupants, 1544 W. San Carlos

Dates	Owner/Occupants
1933-1945	Lee Shirley, scale mechanic L. Shirley's Scale Shop
1947	Vacant
1949-1950	Samuel Bartolone (carpenter), Martin Ficarra (plumber)
1952	Robert E. Maxwell (tool grinder)
1954-1959	George J. Thompson (used cars)
1961-1963	Holiday Motor (used cars)
1963-1966	Pioneer Dodge Inc. (used cars)
1968	Vacant
1969-1975	Premier Motors (used cars)
1976-1979	Malibu Motors (used cars)

Occupants, 306 S. Buena Vista

Dates	Owner/Occupants
1938-1941	Vacant
1947-1950	Shannon Copeland, scales
1952-1961	Shirley's Scale Shop
1959-1968	Toledo Scale Distributors
1969	Vacant
1970-1979	T & T Auto Trim (auto upholstery)

REGULATORY FRAMEWORK

The regulatory background provided below offers an overview of state and local criteria used to assess historic significance.

California Register of Historical Resources Criteria

The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The criteria to be used when establishing the significance of a property for listing on the California Register of Historical Resources (CRHR) are very similar, with emphasis on local and state significance. They are:

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; or

¹⁹ *San Jose City Directory, 1926-1979.*

2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.²⁰

The CRHR requires the establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet National Register of Historic Places (NRHP) integrity standards may be eligible for listing on the CRHR.²¹

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.²²

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process.²³

Integrity

Second, for a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."²⁴ While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."²⁵ To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows:²⁶

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environment of a historic property.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

²⁰ California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6, (Sacramento, 2001), 1.

²¹ *California Register and National Register: A Comparison*.

²² *California Register and National Register: A Comparison*, 2.

²³ All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. California Office of Historic Preservation, *California Register of Historical Resources: The Listing Process*, Technical Assistance Series 5 (Sacramento, n.d.), 1.

²⁴ United States Department of the Interior, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, No. 15 (Washington, D.C., 1997), 3.

²⁵ *How to Apply the National Register Criteria for Evaluation*, 44.

²⁶ *How to Apply the National Register Criteria for Evaluation*, 1.

Association is the direct link between an important historic event or person and a historic property.²⁷

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.

City of San Jose Criteria

According to the City of San Jose's Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code), a resource qualifies as a City Landmark if it has "special historical, architectural, cultural, aesthetic or engineering interest or value of an historical nature" and is one of the following resource types:

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. (Sec. 13.48.020.C)

The ordinance defines the term "historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature" as deriving from, based on, 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 or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

The ordinance also provides a definition of a district: "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." (Sec. 13.48.020.B)

²⁷ *How to Apply the National Register Criteria for Evaluation*, 44-45.

The Historic Landmarks Commission reviews landmark designations and “shall find that said proposed landmark has special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature, and that its designation as a landmark conforms with the goals and policies of the general plan. In making such findings, the Commission may consider the following factors, among other relevant factors, with respect to the proposed landmark:

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
2. Its location as a site of a significant historic event;
3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history;
4. Its exemplification of the cultural, economic, social or historic heritage of the City of San José;
5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;
6. Its embodiment of distinguishing characteristics of an architectural type or specimen;
7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José; and
8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.” (Sec. 13.48.110.H)

California Environmental Quality Act

When a proposed project may adversely affect a historical resource, the California Environmental Quality Act (CEQA) requires a city or county to carefully consider the possible impacts before proceeding (Public Resources Code Sections 21084 and 21084.1). CEQA equates a substantial adverse change in the significance of a historical resource with a significant effect on the environment (Section 21084.1). The Act explicitly prohibits the use of a categorical exemption within the CEQA Guidelines for projects which may cause such a change (Section 21084).

A “substantial adverse change” is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” Further, that the “significance of an historic resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources;” or “demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources...” or demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.”

CEQA effectively requires preparation of a mitigated Negative Declaration or an EIR whenever a project may adversely impact historic resources. Current CEQA law provides that an EIR must be prepared whenever it can be fairly argued, on the basis of substantial evidence in the administrative record, that a project may have a

significant effect on a historic resource (Guidelines Section 15064). A mitigated Negative Declaration may be used where all potentially significant effects can be mitigated to a level of insignificance (Section 21080). For example, a mitigated Negative Declaration may be adopted for a project which meets the Secretary of Interior's Standards for Rehabilitation and local historic preservation regulations, and so will not adversely affect the resource.

For the purposes of CEQA (Guidelines Section 15064.5), the term "historical resources" shall include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et.seq.).
2. A resource included 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, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR (Public Resources Code Section 5024.1, Title 14 CCR, Section 4800.3) as follows:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. 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
 - D. Has yielded, or may be likely to yield, information important in prehistory or history. (Guidelines for the California Environmental Quality Act)

Current Historic Status

Neither 1544 W. San Carlos Street nor 306 S. Buena Vista Avenue has been identified on any City or County historic resources inventory. Further, the site was found to lack significance when evaluated in the 2003 *Draft Historic Report for the Buena Vista Commons Project*.²⁸

²⁸ *Draft Historic Report for the San Carlos Affordable Senior Apartment and Townhome Development, Appendix - Draft Historic Report for the Buena Vista Commons Project, 17.*

Evaluation

California Register of Historical Resources – 1544 W. San Carlos Street

Criterion 1 – Association with significant events

The buildings on the site date from 1961 and 2018. The larger shed-like structure was built to function as a sales shop for an auto dealership and still serves that function. The smaller buildings also support sales operations but are not 50 years old. The older, larger shed-like building on the site is directly related to the commercial development and rise of auto-related businesses along W. San Carlos Street. However, its association with the development is not important in an individually significant way. Therefore, 1544 W. San Carlos Street does not appear eligible for listing in the CRHR under Criterion 1.

Criterion 2 – Persons

No persons of known historical significance appear to have been associated with the 1544 W. San Carlos Street. None of the owners or occupants have been identified as important to the history of San Jose or California. Therefore, the building does not appear eligible for listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction

No architect, designer or builder has been identified for the 1960s structure at 1544 W. San Carlos Street. The shed-like building is of common construction and materials with no notable or special attributes. The building does not represent work of a master or possess high artistic value. Further, the older structure is not exemplary or representative of any architectural style. The building is temporary in nature and can be moved. Therefore, the 1544 W. San Carlos Street does not appear eligible for listing under Criterion 3.

Criterion 4 – Information Potential

Archival research provided no indication that 1544 W. San Carlos Street has the potential to yield information important to the prehistory or history of the local area, California, or the nation. 1544 W. San Carlos Street does not appear eligible for listing in the CRHR under Criterion 4.

Integrity

The older building has not moved, is still associated with an auto dealership, and is related to the commercial area along the street. Therefore, the 1960s shed-like structure retains integrity of location, setting, feeling and association. Because the structure has been altered – new windows, doors, awning, deck and ramp – integrity of design, material and workmanship have somewhat been compromised. The older shed-like structure does retain a majority of its overall integrity.

San Jose City Landmark Evaluation – 1544 W. San Carlos Street

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture.

The oldest building was constructed during the 1960s when this area along W. San Carlos Street was undergoing a transformation from residential to commercial. It was one of many auto-related businesses that was established in the area, but was not influential on the development of the area. The site is associated with the concentration of automobile businesses that were established along this part of W. San Carlos Street during the 1960s, but 1544 W. San Carlos Street does not appear to be important to San Jose's history.

2. *Its location as a site of a significant historic event.*

The site is not linked specifically to any significant historic events.

3. *Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.*

There is no person of significance individually associated with the structures at 1544 W. San Carlos Street.

4. *Its exemplification of the cultural, economic, social or historic heritage of the City of San José.*

While the older building is associated with the commercial redevelopment of the area in the mid-20th century, it is not important on a cultural, economic or social level within the City of San Jose as it was simply following development trends of the time.

5. *Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.*

All three buildings, including the 1960s structure, are temporary in nature. The buildings do not exhibit a particular architectural style that can be associated with a group of people during a particular period in history.

6. *Its embodiment of distinguishing characteristics of an architectural type or specimen.*

The 1960s building, with its vernacular character and shed-like appearance, is not the embodiment of notable architectural elements or of a type.

7. *Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José.*

No architect, designer or builder has been identified for any of the structures at 1544 W. San Carlos Street.

8. *Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.*

The larger shed-like building dating from the 1960s lacks any notable architectural style, and did not make use of architectural innovations, but rather used typical building materials and details of the time.

California Register of Historical Resources – 306 S. Buena Vista Avenue

Criterion 1 – Association with significant events

The commercial structure on the site dates from the 1930s. The area was first developed for residential use in the early 20th century. By the 1950s retailers had begun to move to the suburbs. The construction of 306 S. Buena Vista Avenue happened before commercial uses were beginning to have a strong presence along W. San Carlos Street. During the 1960s, W. San Carlos became a popular destination for auto related businesses. The repair shop at 306 S. Buena Vista Avenue is associated with the auto industry, but not in an influential way. While the building is tied to the commercial development of the area, it was constructed prior to the commercial building boom of the area. Additionally, the structure is not associated with the history of the immediate area and its

development in an individually significant way. Therefore, 306 S. Buena Vista Avenue does not appear eligible for listing in the CRHR under Criterion 1.

Criterion 2 – Persons

No persons of known historical significance appear to have been associated with the 306 S. Buena Vista Avenue. None of the owners or occupants have been identified as important to the history of San Jose or California. Therefore, the building does not appear eligible for listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction

No architect, designer or builder has been identified for the structure at 306 S. Buena Vista Avenue. While the building is of common construction and materials, the structure does not represent work of a master or possess high artistic value. Further, the building is not an exemplary representative of its style – Commercial Modern with subtle Mission Revival influences – and it has been altered over the years. Therefore, the subject site does not appear eligible for listing under Criterion 3.

Criterion 4 – Information Potential

Archival research provided no indication that 306 S. Buena Vista Avenue has the potential to yield information important to the prehistory or history of the local area, California, or the nation. 306 S. Buena Vista Avenue does not appear eligible for listing in the CRHR under Criterion 4.

Integrity

The building at 306 S. Buena Vista Avenue retains integrity of location and setting. Integrity of design, materials, and workmanship have been compromised by alterations that have been done to the structure over the last several decades. While the site operates as a rental car shop the repair aspect of the auto-related business no longer exists, therefore integrity of feeling and association have been slightly diminished.

San Jose City Landmark Evaluation – 306 S. Buena Vista Avenue

1. *Its character, interest or value as part of the local, regional, state or national history, heritage or culture.*

Although the building was constructed in the 1930s and is associated with commercial development of W. San Carlos Street, it was constructed prior to the auto related building boom of the 1950s. However, the business at 306 S. Buena Vista Avenue did expand during the 1950s. Even with the business expanding during the 1950s, 306 S. Buena Vista Avenue does not appear to be an important part of San Jose's history.

2. *Its location as a site of a significant historic event.*

The building is not linked specifically to any significant historic events.

3. *Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.*

There is no person of significance individually associated with the structure at 306 S. Buena Vista Avenue.

4. *Its exemplification of the cultural, economic, social or historic heritage of the City of San José.*

The business did expand when auto related businesses were moving to the area in the 1950s. However, it was not the driving force behind the development of the area and did not influence development patterns. While 306 S. Buena Vista Avenue is associated with the city's commercial development and the auto related businesses along W. San Carlos Street, it is not important on a cultural, economic or social level within the City of San Jose.

5. *Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.*

The building does not exhibit a particular architectural style that can be associated with a group of people during a particular period in history.

6. *Its embodiment of distinguishing characteristics of an architectural type or specimen.*

Within the City of San Jose, the building is an example of a rudimentary Commercial Modern structure that dominate many of the main roads. It has subtle Mission Revival influences with its stucco cladding and shaped parapet. The basic design is characteristic of buildings from the period and highlights contemporary materials. The structure has undergone some modifications that detract from its overall character – window and door replacement and cladding replacement. The building does not embody distinguishing characteristics of an architectural type that would elevate it to appear eligible as a City Landmark.

7. *Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José.*

No architect, designer or builder has been identified for the structure at 306 S. Buena Vista Avenue. The structure was a basic, purpose-built repair shop.

8. *Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.*

The building, while designed in the Commercial Modern style, with a Mission Revival front, did not make use of architectural innovations, but rather used typical building materials and details of the time.

CONCLUSION

After an evaluation of 1544 W. San Carlos Street and 306 S. Buena Vista Avenue in reference to the CRHR criteria, it does not appear that the subject buildings possess sufficient historical significance and therefore does not appear that the buildings at either address are individually eligible for listing in the CRHR. Further, the buildings do not appear to be eligible as a City of San Jose Landmark as neither structure has significance under any one of the eight criteria.

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San Jose Public Library, California Room.

Sanborn Fire Insurance Maps.

Santa Clara County Assessor's Office.

APPENDIX

Building Permits

Sanborn Fire Insurance Maps

1544 W. San Carlos
CITY OF SAN JOSE

BUILDING DEPARTMENT

APPLICATION FOR BUILDING PERMIT

Date 4/4, 19 61 Permit No. 35766

Application is hereby made for a permit to Bldg
a 1 story, Type V BUSINESS Building
at 1544 W. SAN CARLOS

to be occupied only as AUTO SALES OFFICE LESS THAN 400' ²
in accordance with Plans, Specifications and Plot-plan filed herewith.

Estimated Value of Improvements, \$ 2500

It is hereby agreed that the requirements of the San Jose Building and Zoning Ordinances and all other laws applicable to the construction, location, and use of buildings within the City of San Jose, will be complied with.

I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to violate the workmen's compensation laws of California.

Owner HOLIDAY MOTORS Address 1544 W. SAN CARLOS

By William A. Bump Address 3321 STEVENS CR. SAN JOSE

Form 280-1 1544 W. San Carlos
Contractor, Agent

Holiday Motor

RECORD OF INSPECTION

Foundation

Frame

4-20-61 *Atorn*

Stucco

Finish

4-27-61 *Atorn*

NEEDS REDWOOD
SLEEPERS FOR
FINISH

1544 W. San Carlos
CITY OF SAN JOSE

BUILDING DEPARTMENT

APPLICATION FOR BUILDING PERMIT

Date 4/25, 1961 Permit No. 35951

Application is hereby made for a permit to BLD TOILET PARTITION

a. 1 story, Type V BUSINESS Building
at 1544 W. SAN CARLOS

to be occupied only as RVTV SALES OFFICE
in accordance with Plans, Specifications and Plot-plan filed herewith.

Estimated Value of Improvements, \$ 350

It is hereby agreed that the requirements of the San Jose Building and Zoning Ordinances and all other laws applicable to the construction, location, and use of buildings within the City of San Jose, will be complied with.

I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to violate the workmen's compensation laws of California.

Owner Stan G. Verrec Address 1544 W. San Carlos

By R. P. [Signature] Address [Signature]

Form 280-1 ^{Contractor, Agent} 1544 W. San Carlos

Ray P'n

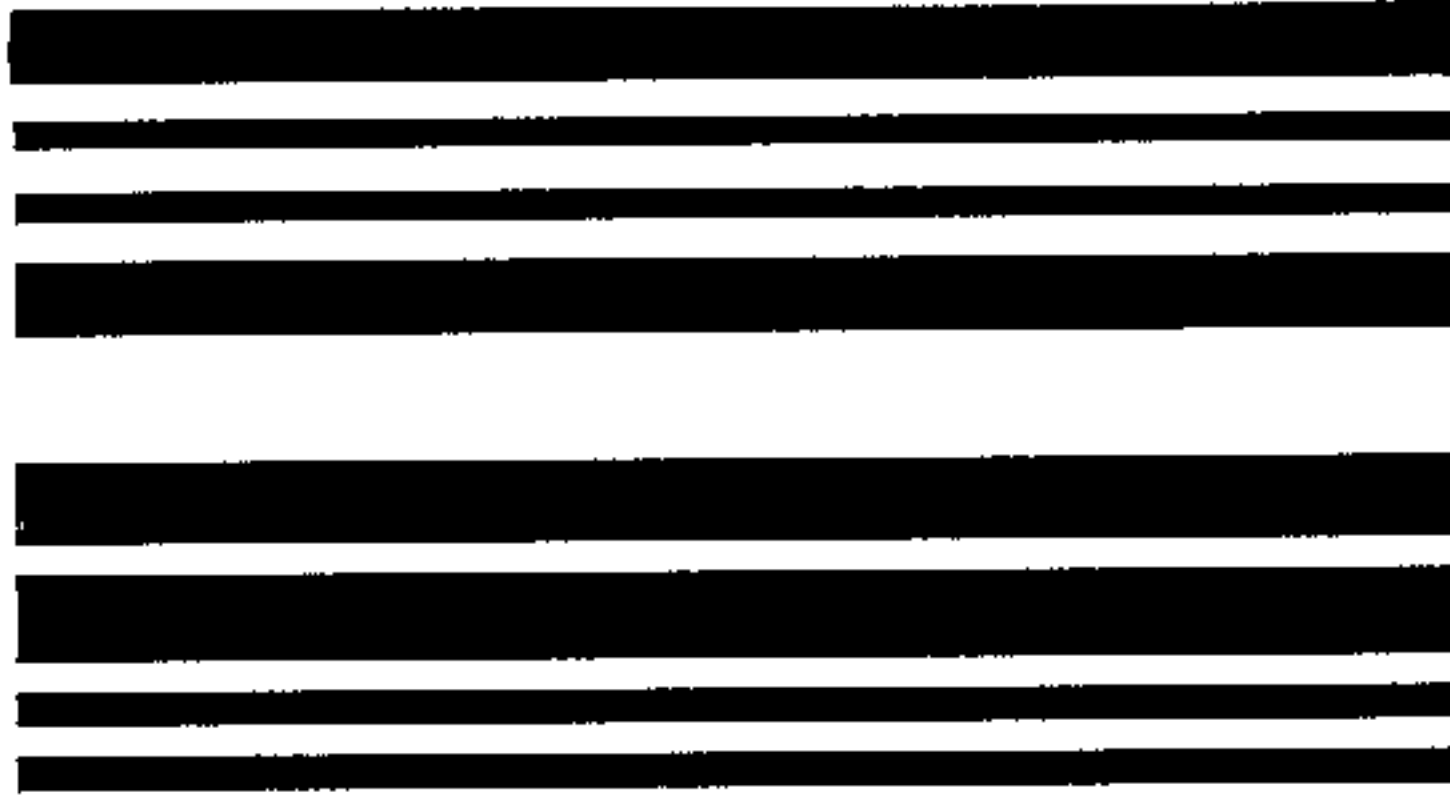
RECORD OF INSPECTION

Foundation

Frame

Stucco

Finish



**City of San Jose - PBCE -
PLANNING Division**

Imaging Index Cover Sheet

Address/Location: 1544 W. SAN CARLOS ST. (MAY ADDRESS)
Permit/Project No.: A000-235
Issuance Date: 3-3-80 Closed By: ITAM

Category	Document Type	Sub Document Type
<input checked="" type="checkbox"/> (DR) Development Review	<input type="checkbox"/> (PR) Projects	<input type="checkbox"/> (ZN) Zoning <input type="checkbox"/> (PE) Permit <input type="checkbox"/> (AP) Application <input type="checkbox"/> (MP) Maps <input type="checkbox"/> (AC) Agency Correspondence <input type="checkbox"/> (GC) General Correspondence <input type="checkbox"/> (PL) Plans
	<input type="checkbox"/> (ER) Environmental Review	<input type="checkbox"/> (EA) Approved Document <input type="checkbox"/> (EI) EIR <input type="checkbox"/> (ES) Supporting Documents <input type="checkbox"/> (ET) Technical Reports <input type="checkbox"/> (AR) Archaeological
	<input checked="" type="checkbox"/> (AD) Adjustments	<input checked="" type="checkbox"/> (DO) Documents <input type="checkbox"/> (PL) Plans



City of San Jose

Department of City Planning and Building

801 North First Street, Room 400
San Jose, CA 95110
(408) 277-4576

PERMIT ADJUSTMENT APPLICATION

TO BE COMPLETED BY DEPARTMENT OF CITY PLANNING STAFF			
FILE NUMBER AD00-03-235		RECEIPT # 150642	
PROPERTY LOCATION/ ADDRESS - 1544 W. San Carlos Street		DATE 3/3/00	
QUAD # 82	ZONING C-2	AMOUNT 215⁰⁰	
PD ZONING FILE #	PERMIT FILE#	BY Tina Tam	
USE FOR PD'S <input type="checkbox"/> RESIDENTIAL <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> INDUSTRIAL			
<input checked="" type="checkbox"/> Over the Counter <input type="checkbox"/> 24 Hrs.		DATE 3/3/00	BY Tina Tam
<input checked="" type="checkbox"/> APPROVED		<input type="checkbox"/> DENIED	
SUBJECT TO CONDITIONS Reduce height of bollards by 8" (max height of 2'-6")			

TO BE COMPLETED BY THE APPLICANT (PLEASE PRINT OR TYPE)	
PROPERTY LOCATION OR ADDRESS	1544 West San Carlos Street
ASSESSOR'S PARCEL NUMBER(S) <i>(Attach Map)</i>	277-18-018
DESCRIPTION OF THE PROPOSED MINOR CHANGE <i>(Approval is limited to description contained herein)</i>	
Edge improvements: Landscaping and Bollards and refacing existing sign	

Please continue to PAGE 2...

PERMIT ADJUSTMENT APPLICATION

In addition to the completed application, the following items are required:


- FILING FEE** (see fee schedule) \$ 215
 - ASSESSOR'S PARCEL MAP** marked with the project location.
 - PHOTOGRAPHS** of existing building or subject area.
 - THREE (3) COPIES** of the development plans that include:
 - a. A **site plan*** drawn to scale showing the location of the proposed changes on the subject property, and
 - b. A **drawing to scale** of the proposed change (elevations, floor plans, construction, details, as appropriate).
- * A **Site Plan** should contain the following basic information:
- Dimensions of subject property, lot lines, and existing and proposed driveways.
 - Streets adjoining the subject property.
 - Existing and proposed buildings and structures, including proposed building removal.
 - Dimensions of existing and proposed setbacks.
 - Existing and proposed off-street parking, loading, and circulation areas.
- A **LETTER** from the Homeowner's Association/Architectural Review Committee commenting specifically on the plans it reviewed. (See Below)

SIGNATURE OF PROPERTY OWNER REQUIRED

Check One:

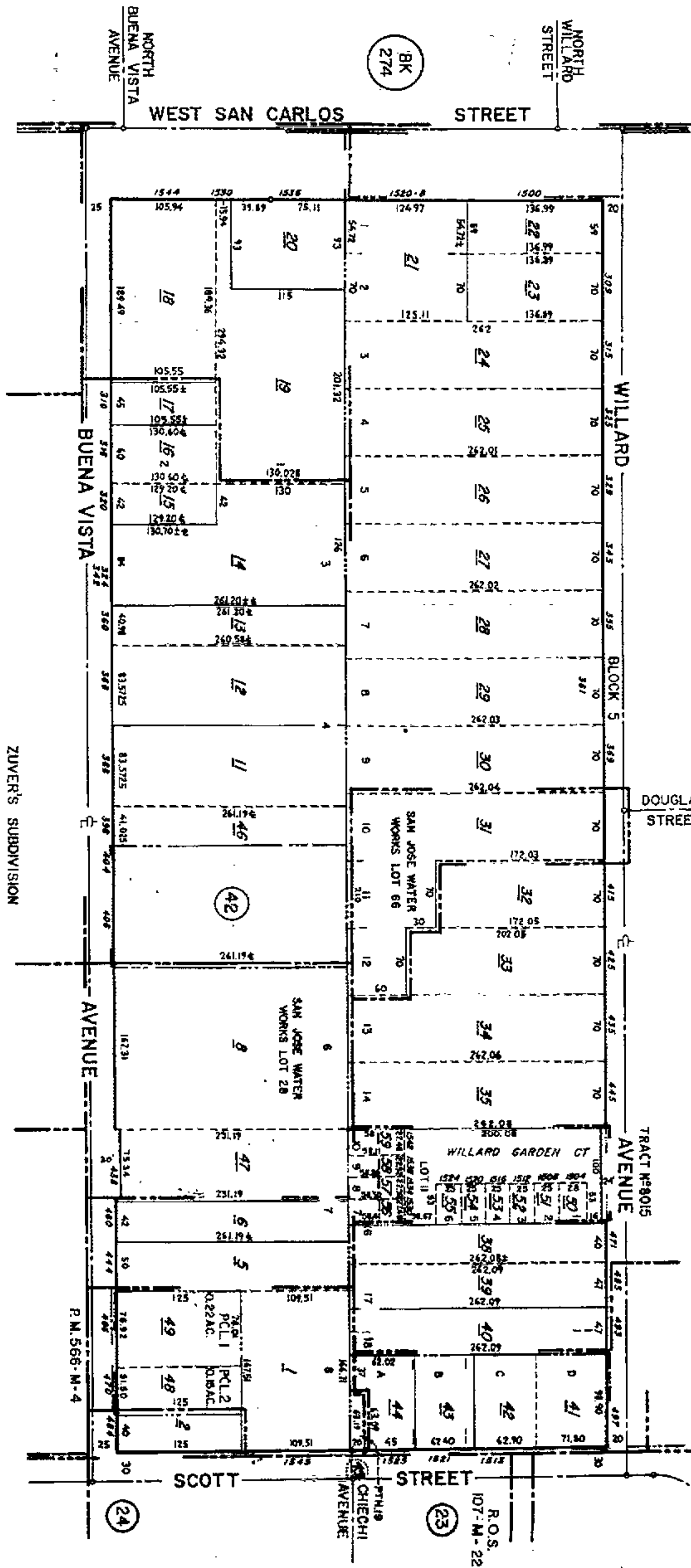
I hereby certify that a Homeowner's Association/Architectural Review Committee does exist and has reviewed this project. *Please include a copy of their letter and comments with the application.*

I hereby certify that a Homeowner's Association does not exist to comment on the requested change to my property.

PRINT NAME OF PROPERTY OWNER Barry Sazesh		DAYTIME TELEPHONE # (408) 286-1955	
ADDRESS 1544 West San Carlos Street	CITY San Jose	STATE CA	ZIP CODE 95128
SIGNATURE OF PROPERTY OWNER X 		DATE	

CONTACT PERSON

PRINT NAME Terrence Grindall		DAYTIME TELEPHONE # (408) 277-8590	
ADDRESS 60 S. Market Suite 470	CITY San Jose	STATE CA	ZIP CODE 95113



BOOK	PAGE
277	18

(17)

(20)

(19)

(24)

(23)



Tract No. _____ Lot No. _____

CITY OF SAN JOSE

BUILDING DEPARTMENT

APPLICATION FOR BUILDING PERMIT

Date July 2, 1968 Permit No. 57878

Application is hereby made for a permit to ALTER (CORRECT ENTS)

a 1 story, Type V IND Building _____ Use Zone R-3

at 306 S BUENA VISTA Occupancy E-4

to be occupied only as REPAIR GARAGE Parking Space 10

in accordance with Plans, Specifications and Plot-plan filed herewith. Fire Sprinkler _____

Estimated Value of Improvements, \$ 400 --

I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to violate the workmen's compensation laws of California.

Owner James Bond Address 306 S Buena Vista

By Mark G... .. Address 306 S Buena Vista

RECORD OF INSPECTION

Foundation _____ Frame _____

Stucco _____ Finish 4. 9. 68

306 S. Buena Vista 5

James Bond COMPLAINT

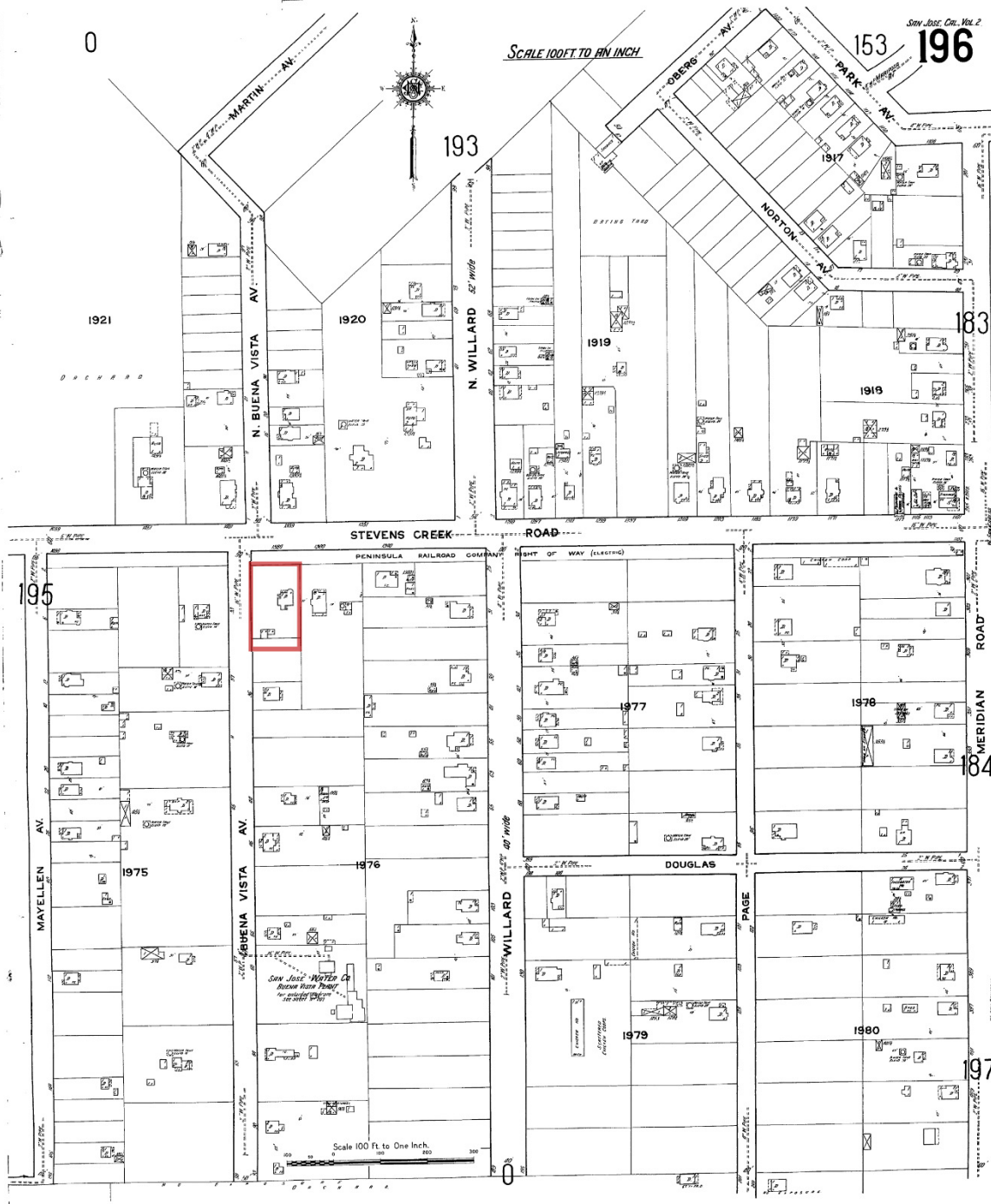
Exemption from requirement for State of California for Contractor's License is hereby claimed by applicant:
as owner statement filed

Applicant attests that his State of California Contractor's License # _____
is in full force and effect and properly authorizes this application.

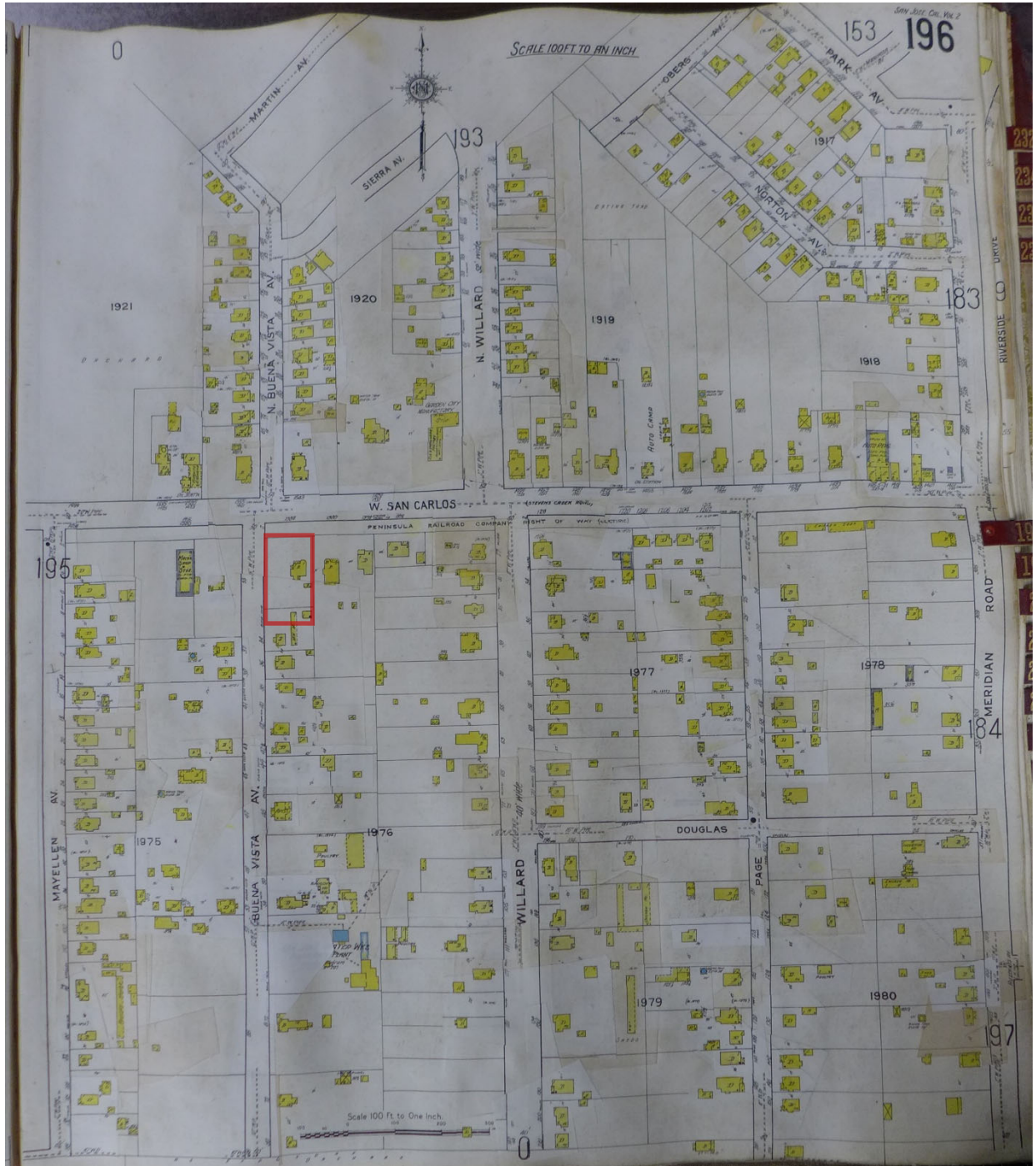
San Jose City Business License # _____

4-8-69 was not completed - Reason: State Business License not
final step. Amos

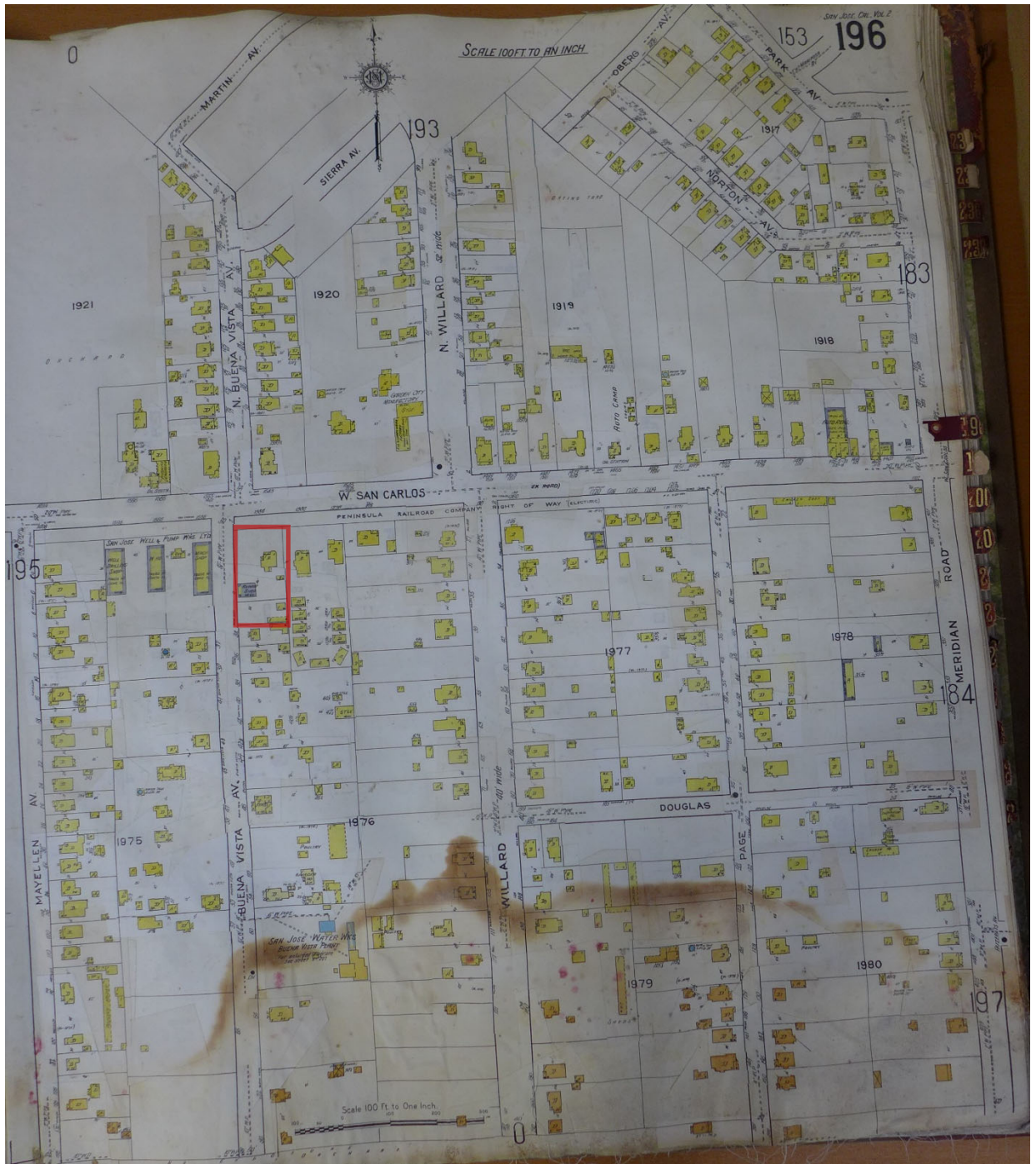
OCT 14 1968



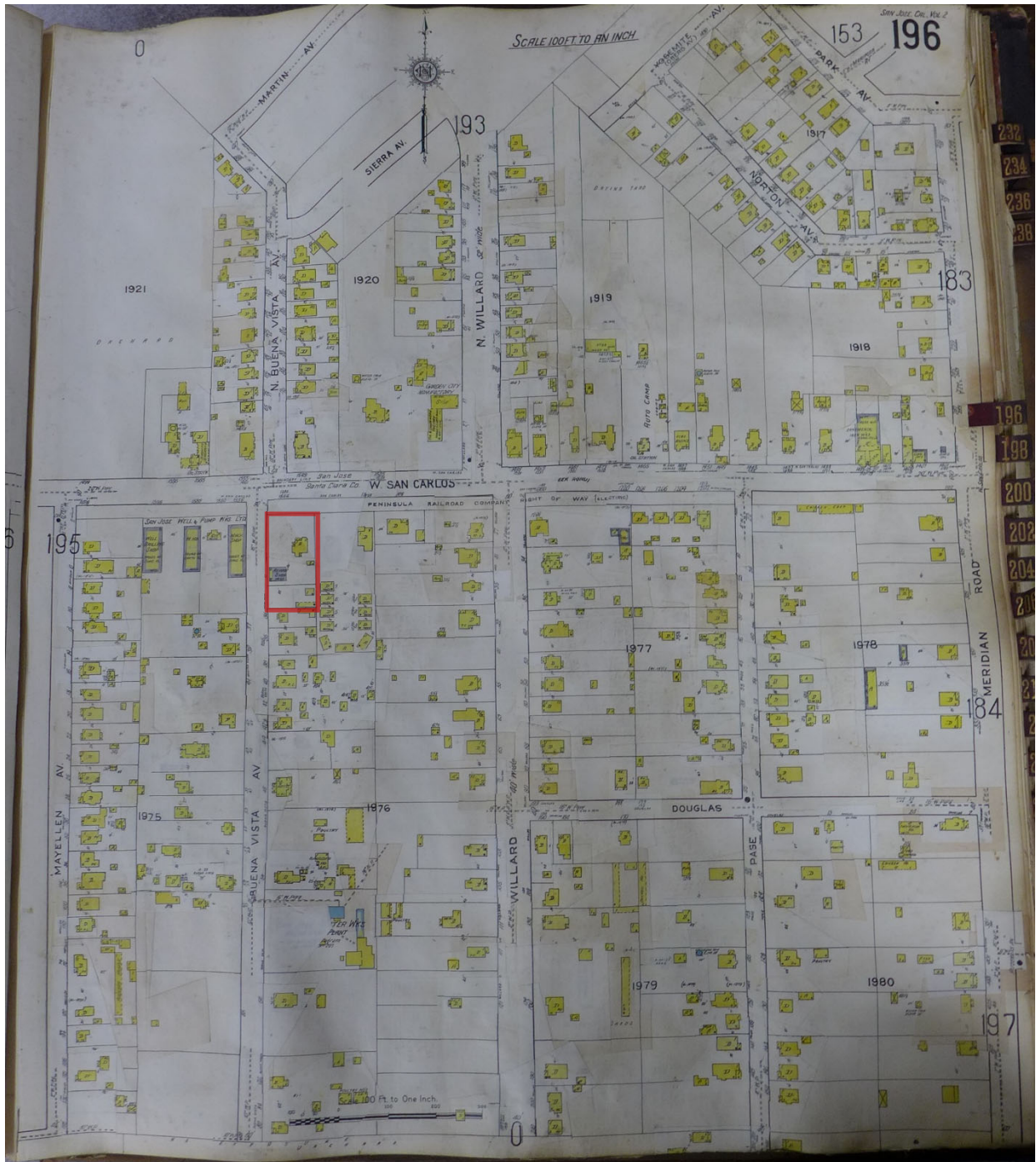
1915 Sanborn Map, Vol. 2 Sheet 196.



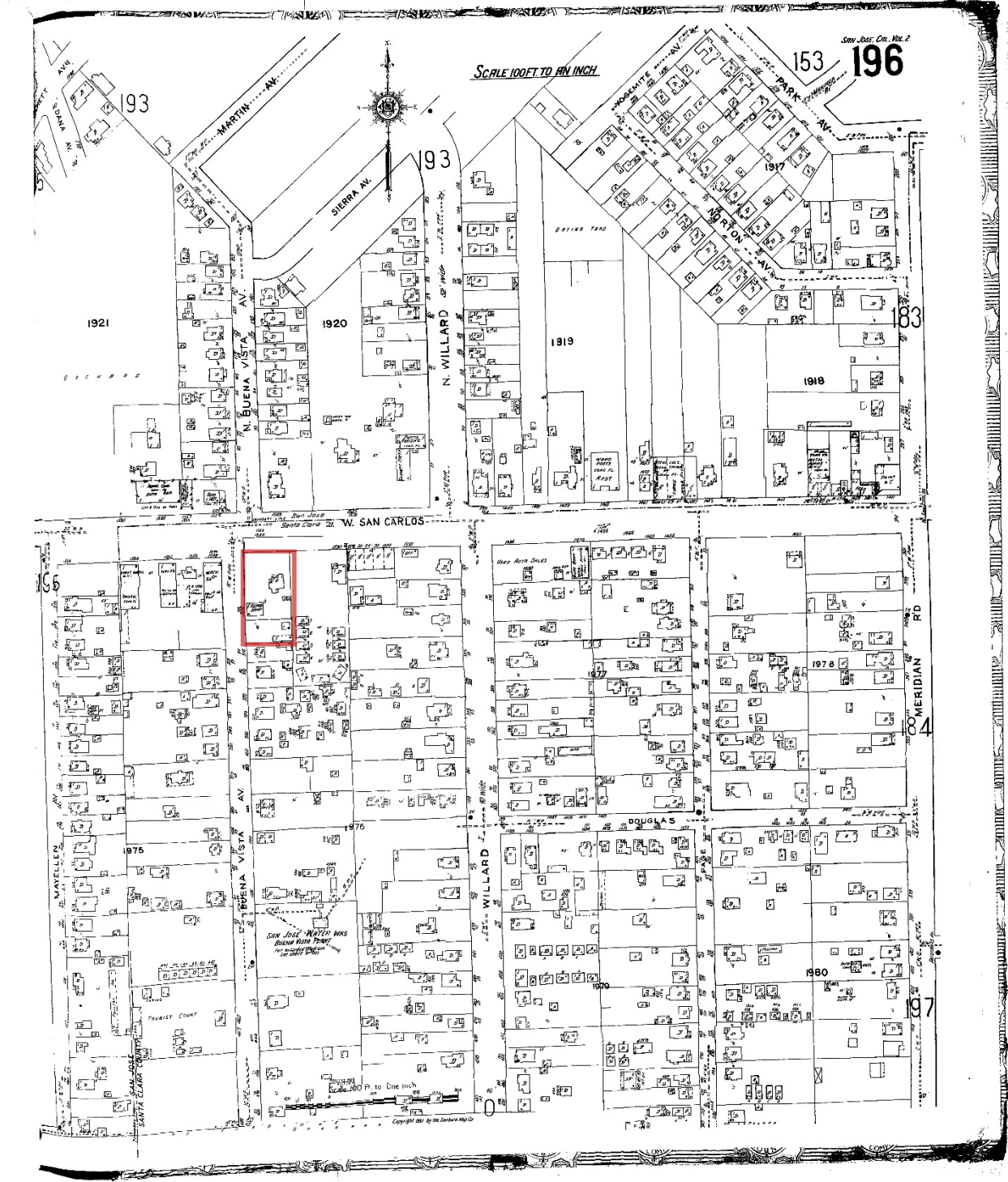
1930 Sanborn Map, Vol. 2 Sheet 196.



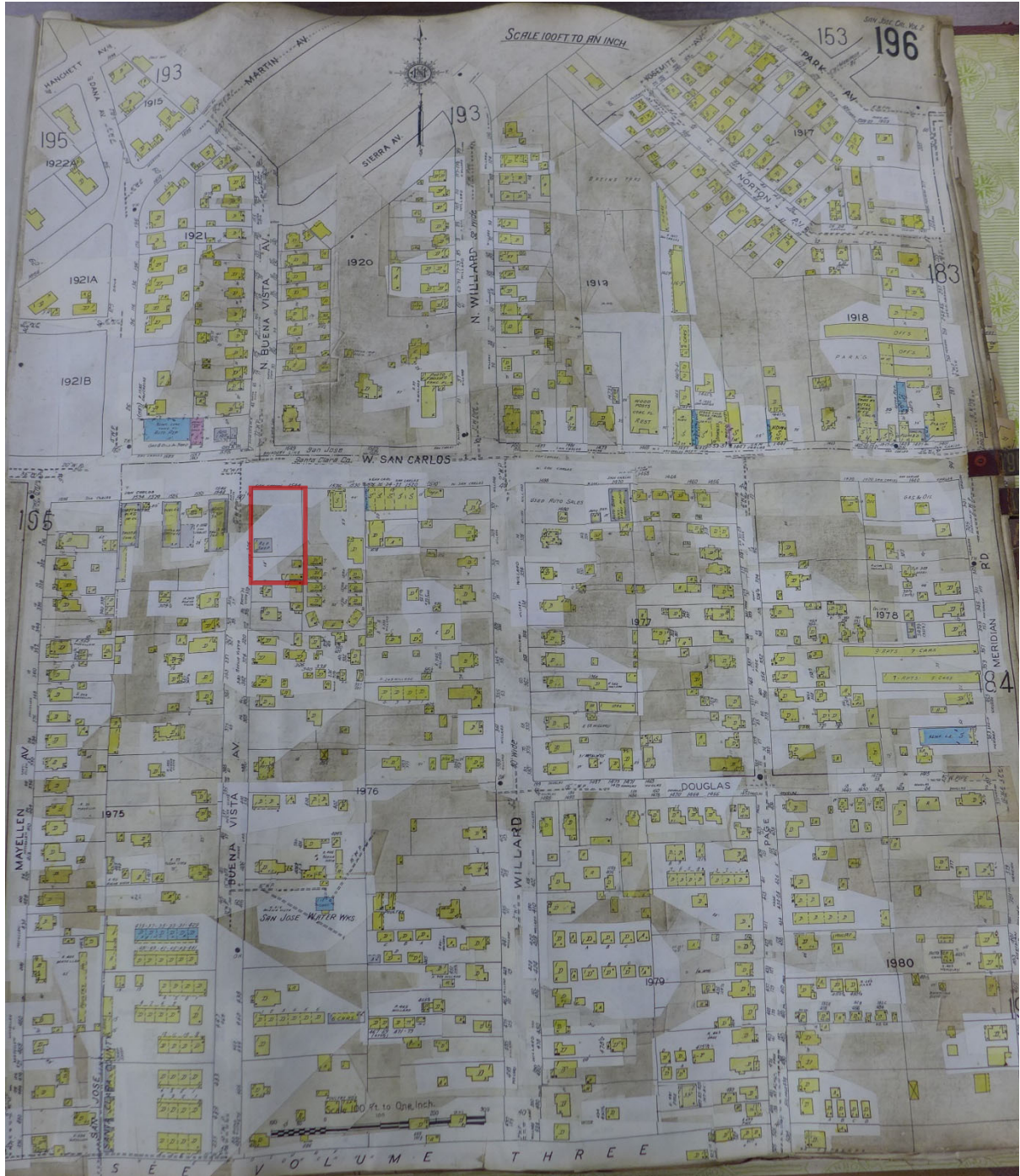
1932 Sanborn Map, Vol. 2 Sheet 196.



1934 Sanborn Map, Vol. 2 Sheet 196.



1950 Sanborn Map, Vol. 2 Sheet 196.



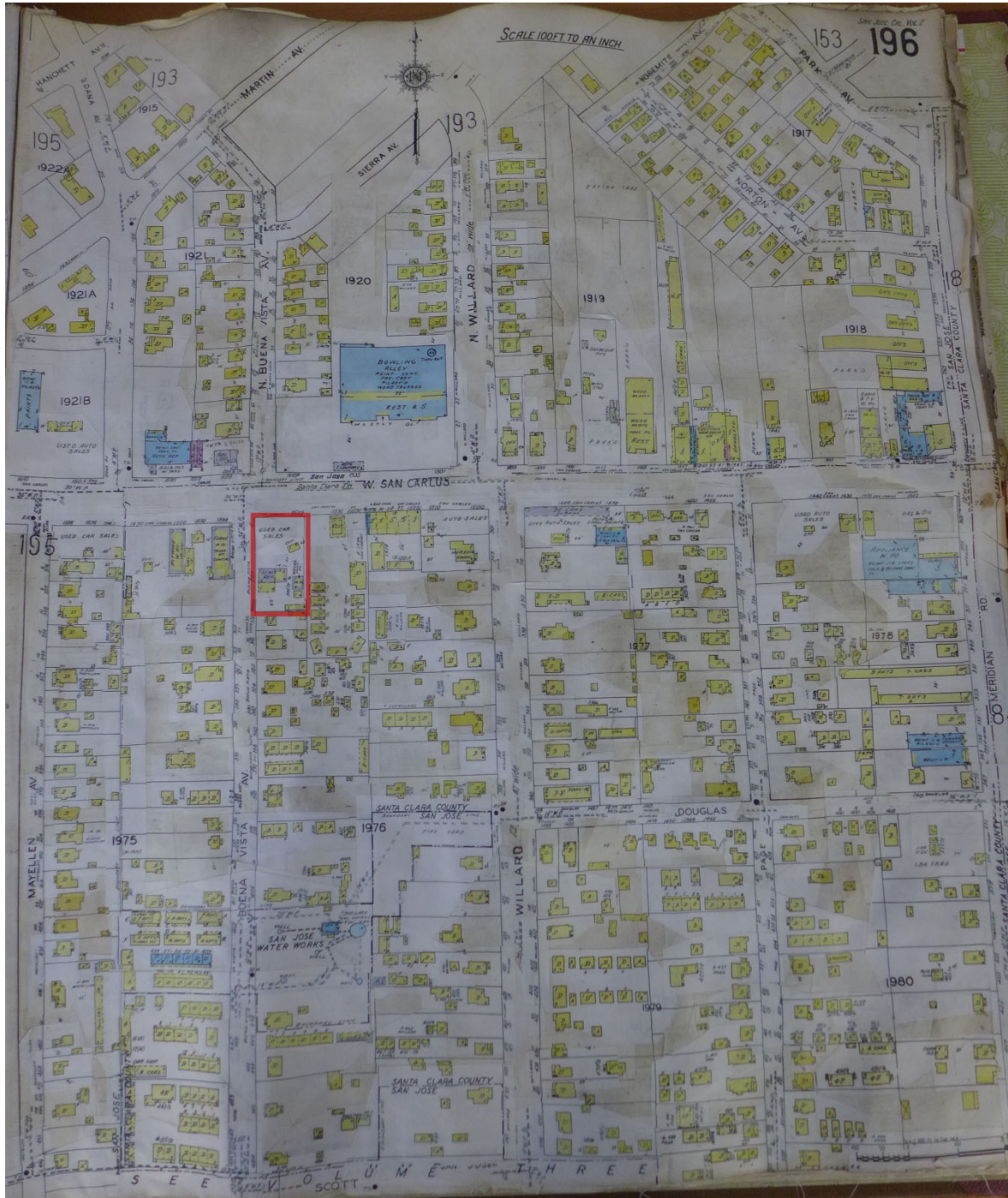
1955 Sanborn Map, Vol. 2 Sheet 196.



1957 Sanborn Map, Vol. 2 Sheet 196.



1958 Sanborn Map, Vol. 2 Sheet 196.



1962 Sanborn Map, Vol. 2 Sheet 196.



1966 Sanborn Map, Vol. 2 Sheet 196.

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 16 *Resource Name or #: (Assigned by recorder) 1544 W. San Carlos Street & 306 S. Buena Vista Avenue
 P1. Other Identifier: APN 277-18-018

*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 1530 West San Carlos Street & 306 S. Buena Vista Avenue City San Jose Zip 95126
- d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

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

The project site is located on the south side of W. San Carlos Street in the block bound by W. San Carlos Street to the north, S. Buena Vista Avenue to the west, Scott Street to the south and S. Willard Avenue to the east. The subject parcel at the northwest corner of the block is approximately 106-feet by 189-feet. The property is divided in two (1544 W. San Carlos Street and 306 S. Buena Vista Avenue), with two separate businesses operating from the site. A used car dealership occupies the northern portion of the site. The dealership is entirely paved with three structures located at the southern side of the paved area. The largest building in the southeast corner has been on the site since 1961, while the two smaller shed-like buildings date to 2018. South of the car dealership is a rental car business. Two buildings are associated with car rental business. The structures are single-story and date to the 1930s and 1950s respectively. These structures abut the adjacent car dealership to the north allowing for a generous paved area to the south. (See Continuation Sheet.)

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



*P3b. Resource Attributes: (List attributes and codes) _____

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

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

View NE at 306 S. Buena Vista with dealership visible, TreanorHL, 2019.

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

ca. 1932 S. Buena Vista Ave & 1961 W. San Carlos St, Sanborn maps & permits

*P7. Owner and Address: _____

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

TreanorHL
460 Bush Street San Francisco, CA

*P9. Date Recorded: June, 2019

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

TreanorHL, 1530-1536 West San Carlos Street, Sn Jose, CA, Historic Resources Evaluation – Draft, April 19, 2019; Updated July 29, 2019.

*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) 1530 West San Carlos Street *NRHP Status Code _____
Page 2 of 16

B1. Historic Name: _____
B2. Common Name: _____
B3. Original Use: Commercial – Auto repair and dealership B4. Present Use: Commercial – Auto dealership and car rental
*B5. Architectural Style: Commercial Modern with Mission Revival influences and vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)

The one-story auto sales building (1544 W. San Carlos St.) was constructed in 1961 with the other buildings on site installed in 2018. The single-story repair building was constructed ca. 1932 (306 S. Buena Vista Ave.) with additions constructed ca. 1958. A new structure was added to the lot the same year.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Site History

According to Sanborn maps, a one-story wood frame dwelling stood on the subject parcel from at least 1915 to 1950 (numbered 1384 W. San Carlos Street until 1934). The house was demolished by 1955. A one-story repair shop at 306 S. Buena Vista and two one-story outbuildings to the south were constructed ca. 1932. The outbuildings are visible on the 1966 Sanborn map but they are not extant today. The repair shop was expanded towards south with an addition ca. 1958, and towards east with a one-story horizontal addition ca. 1962. A one-story automobile garage was constructed ca. 1958 to the east of the shop; this building was labeled as a scale warehouse in a later Sanborn map. At the same time, a one-story office structure was constructed to the north, and the lot facing W. San Carlos and Buena Vista was marked as “used car sales” on Sanborn maps. Alterations were made to the repair garage at 306 S. Buena Vista Avenue in 1968 (Permit No. 57878).

The existing building at 1544 W. San Carlos Street was constructed in 1961 as a one-story auto sales office for Holiday Motors (Permit No. 35766). It appears that the one-story sheds to the south of 1544 W. San Carlos were constructed in 2018.¹ (See Continuation Sheet.)

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

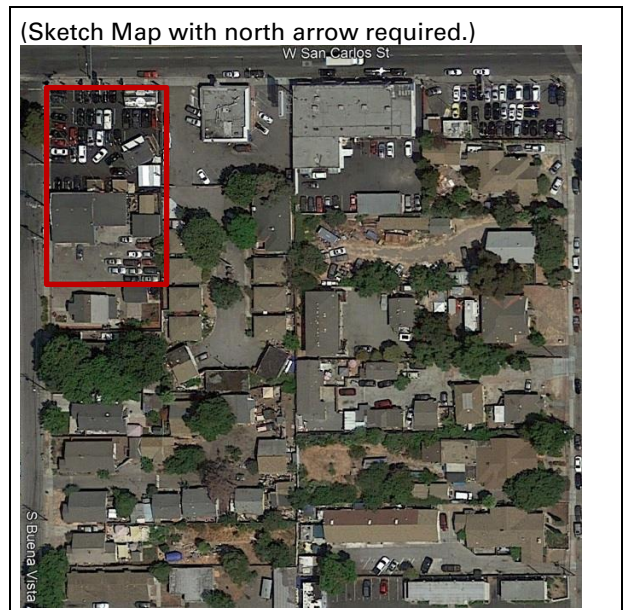
*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL

*Date of Evaluation: July 29, 2019

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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***P3a. Description, Continued:**

1544 W. San Carlos Street

Sitting at the rear of the auto dealership site, at the southeast corner, is a one-story, commercial building which is rectangular in plan and is oriented diagonally on the site. The structure has no identifiable style but is residential and shed-like in nature. The wood-frame building has board and batten cladding, with horizontal wood siding at the gable ends and a moderately-pitched, asphalt shingle-clad, gable roof with a wide eave overhang. Windows around the structure vary, but all are vinyl-sash. The larger windows on the gable ends feature a slider on each side of a fixed window. A single slider window is located on the south façade. Two sliding doors provide access to the structure and feature divided lites. On the north side of the structure the two sliding doors are sheltered by an aluminum awning. The awning fully shields a wood deck which is raised above the pavement roughly 18". A simple wood railing adorns the north side of the deck while a wood ramp with a metal railing provides access to the deck on the east side of the building. Simple wood trim surrounds the window and door openings. A large sign reading "Bay Area Car Sales" is mounted to the roof. Lights of various sizes and types adorn the exterior of the structure. This portion of the property is paved, and this structure serves as the sales office for the car dealership that occupies the site. Another sign reading "Bay Area Car Sales" is mounted on a substantial post near the sidewalk on W. San Carlos Street. Two other buildings are located along the southern side of the dealership – sheds, each with windows and doors featuring shed roofs. These structures are temporary in nature and are recent additions to the site.² A temporary canopy is setup in the northeast corner of the paved area along the sidewalk. Alterations to the 1960s building include window and door replacement, deck and ramp replacement, and front awning replacement.

306 S. Buena Vista Avenue

This one-story, Commercial Modern style building is irregular in plan and features subtle Mission Revival influences. The wood-frame structure has stucco cladding along with vertical wood siding on the street facing façade (west). Vertical wood siding, MDF siding, and corrugated metal adorn the south and east façades of the building. The north façade is likely stucco, but is obscured by signage from the neighboring auto dealership. A stucco-clad stepped parapet on the west façade hides the asphalt-clad gable roof. Painted corrugated metal clads the back of the parapet. The stucco portion of the street-facing façade features a section of vertical wood siding framed by simple wood trim, a three-part metal-sash storefront window, and a glazed door sheltered by a canvas awning. A shed roof addition, on the southern side of the structure, has walls clad in vertical wood siding and asphalt shingles on the roof. Simple wood trim surrounds all features. At the sidewalk the west side of the building is lined with low planters.

The south façade features vertical wood siding on the side shed roof addition while a rear shed roof addition is clad in corrugated metal. Two vinyl slider windows, a glazed aluminum-frame door and a garage door punctuate the side addition. A large garage door and flush door punctuate the rear addition.

The east façade of the side roof shed addition is clad in MDF and has no openings. The east façade of the rear shed roof addition is clad in corrugated metal and features three multipart aluminum windows. The rear shed roof addition has a wide eave overhang on the south and east side, with exposed rafter tails on the east. Over the years the structure has continually been altered – siding has been replaced, windows changed, doors replaced, and the overall building footprint has been enlarged.

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*P3a. Description, Continued:

Behind the main structure is a single-story garage that is clad in corrugated metal. The building features a gable roof covered in asphalt-shingles. Rafter tails are exposed at the west eave. A single opening on the west façade is secured by plywood. Wood trim surrounds the opening. Off the north façade is a gable roof addition which is smaller and shorter than the structure it is constructed off. The addition is clad in similar materials to the larger garage.

*B10. Significance, Continued:

Neighborhood Context

In the early nineteenth century the project site was originally part of lands belonging to the Mission Santa Clara. By 1844, after the secularization of the Mission in the previous decade, the Rancho de los Coches was established on approximately 2,219-acres. The portion of the former Rancho de los Coches that the project site occupies was surrounded by large parcels of agricultural land for many decades. The agricultural land had a diverse use from raising stock to growing fruits, vegetables and grains. In 1903 access to surrounding communities was provided by the establishment of the San Jose & Los Gatos Interurban Railroad. This new rail line ran along Stevens Creek Boulevard (formerly Stevens Creek Road and present-day West San Carlos Street) and connected the Burbank neighborhood to downtown San Jose and neighboring Los Gatos. Soon after the establishment of the rail line a new school was constructed – the Luther Burbank School (1906) – to accommodate the growing population in the area. Additional suburban neighborhoods were established along the rail line as there was now an easy and convenient way to get to the downtown commercial core of the city. The typical ride to downtown from one of the newly established subdivisions in the Burbank neighborhood set riders back five cents and took approximately ten minutes. By 1927 a section of Stevens Creek Road was renamed West San Carlos Street. However, by the 1930s the automobile was growing in prominence and the railway ceased to operate. With the growing reliance on the automobile and the development of the suburbs, downtown businesses began to move out of the city center to the suburbs. One main destination of these businesses was West San Carlos Street/Stevens Creek Boulevard, as the street had become a main thoroughfare. Soon the area including the subject property became a commercial center on the west side of the City.³

“Two early subdivisions [Maypark Half Acres and Zuyer’s Subdivisions] are located on the south side of West San Carlos Street [...]. While originally developed for residential use, the parcels that front West San Carlos Street are presently contemporary commercial structures, built about mid-twentieth century or later. Both [subdivisions] were originally intended to be large lot subdivisions in a suburban setting. However, the area did not develop as intended; almost all of the residential lots that exist today within these subdivisions were the result of lot splits of these half-acre parcels. The lots facing San Carlos were originally intended to be residential, and many were developed early in the century with the fronts of the houses facing what was then Stevens Creek Road. Only a few houses remain along the strip, these houses now converted to commercial use. Others were relocated or demolished to accommodate new commercial development that occurred mainly after World War II.”⁴

The area around the subject property had been subdivided into residential lots from agricultural tracts by the late 1920s and into the 1930s. Between the wars the population grew, as did commuters’ reliance on

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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***B10. Significance, Continued:**

the automobile. The completion of the Bayshore Highway in the late 1930s connected San Jose to San Francisco and spurred additional suburban development. The highway also reinforced the growing dominance of the automobile as the preferred method of transportation in the region for day to day commuting. By the 1940s with population in the suburbs growing, many public utility services were provided to the Burbank neighborhood. The Burbank Sanitary District was established, and other improvements were made in the neighborhood – streetlights installed, curbs and gutters constructed, and eventually a sewer system.⁵

Today, the Burbank neighborhood is an ethnically and culturally diverse area of the City. It features a mix of commercial and residential areas. The commercial areas line W. San Carlos Street while the residential areas are located off the commercial streets. Older retailers generally dominate the commercial core in the neighborhood. Many temporary businesses and auto related retailers now operate on W. San Carlos Street. The residential areas exhibit a mix of architectural styles – Craftsman, Tudor, Colonial Revival, Spanish Revival, Contemporary and Mid Century Modern.⁶

Context for Roadside Architecture

Dominated by the fruit industry, San Jose was the financial and business center of a vast agricultural area in the 1920s. The orchards and the associated industry and infrastructure in the Santa Clara Valley were the leading sources of employment in San Jose until the early 1950s.⁷ Soon after World War II, the business community launched an active campaign to attract new non-agricultural related industries, i.e. electronic and defense, to the area. Attracted by the increasing job market, the population of the valley experienced phenomenal growth after 1950. Rural roads were widened into freeways, and expressways and boulevards were lined with restaurants and automobile salesrooms.⁸ Under the guidance of San Jose City Manager Anthony P. Hamann, also known as “Dutch,” the City grew from 17 square miles to 136 square miles in twenty years. Hamann envisioned “a new metropolis” and annexed as much of the surrounding suburban landscape as possible. Pro-business policies of the time supported commercial and industrial growth.⁹

Commercial buildings dating before 1945, the period of industrialization and suburbanization, are found on the arterial roads constructed before World War II, primarily along Santa Clara, San Carlos, First, Fourth, and Thirteenth streets. However, individual examples remain scattered on lesser streets, or those streets that lost their traffic volume when construction of the integrated system of arterials, county expressways and freeways occurred in the 1950s and 1960s. Where the arterials and county expressways opened the door for the intense suburbanization of San José after World War II, commercial buildings in Modernist styles abound.¹⁰

San Jose transformed during the aggressive annexation program in the mid-20th century which brought additional parkways, highway improvements, and street widenings or extensions—which was followed by continued development of roadside architecture.¹¹ Examples of buildings designed specifically for the automobile exists in pockets along major thoroughfares throughout the city.¹²

The population boom and sprawling suburbs that developed between 1950 and 1970 resulted in an array of commercial buildings constructed along a seemingly infinite number of arterial streets and

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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***B10. Significance, Continued:**

expressways throughout San José. [...] These buildings were generally designed for the instrument of suburban expansion—the automobile—and include a variety of function types: general commercial buildings, shopping centers, drive-in restaurants, automobile sales and repair facilities, service stations, drive-in banks, and theaters.¹³

Specifically, during this period, the blocks along W. San Carlos Street transformed from predominately residential to a main commercial corridor lined with businesses and modern strip malls. The new commercial buildings were often setback from the street with paved parking areas between the street and the structures. Between Highway 880 and Sunol Street the 1950 Sanborn map shows an emerging concentration of auto related businesses along W. San Carlos Street. Almost 40 years later, 26 car dealerships and 17 car service or repair facilities were located in the area.¹⁴

Architectural Styles

The commercial shed at 1544 W. San Carlos Street has no definable architectural style.

306 S. Buena Vista Avenue is designed in the Commercial Modern architectural style with subtle Mission Revival influences. The unadorned front façade, openings with simple wood surrounds, large windows, brick planters on the street side are among the features found in the Commercial Modern style, while the stepped parapet and the stucco-clad street façade reference the Mission Revival style.

The Commercial Modern style in San Jose is primarily found along major roads leading into the downtown area – West San Carlos Street, Alum Rock Avenue and North First Street. The style can be applied to commercial structures which exhibit Modern design principles. Commercial Modern buildings often featured concrete and steel as primary building materials, as well as large expanses of glass. Other characteristics include horizontal massing, flats roofs, expressed structural systems, large commercial signage.¹⁵

The Mission Revival style is suggestive of a simpler version of the earlier Mission architecture. The buildings designed in this style usually exhibit stucco-finished exterior walls, shaped roof parapets, and low-pitched red tile roofs.¹⁶

Owner/Occupant History

The occupancy history of the subject buildings are outlined below. 1544 W. San Carlos currently houses an auto sales business, Bay Area Car Sales. 306 S. Buena Vista Avenue houses a rental car business.¹⁷

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Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*B10. Significance, Continued:

Occupants, 1544 W. San Carlos

Dates	Owner/Occupants
1933-1945	Lee Shirley, scale mechanic L. Shirley's Scale Shop
1947	Vacant
1949-1950	Samuel Bartolone (carpenter), Martin Ficarra (plumber)
1952	Robert E. Maxwell (tool grinder)
1954-1959	George J. Thompson (used cars)
1961-1963	Holiday Motor (used cars)
1963-1966	Pioneer Dodge Inc. (used cars)
1968	Vacant
1969-1975	Premier Motors (used cars)
1976-1979	Malibu Motors (used cars)

Occupants, 306 S. Buena Vista

Dates	Owner/Occupants
1938-1941	Vacant
1947-1950	Shannon Copeland, scales
1952-1961	Shirley's Scale Shop
1959-1968	Toledo Scale Distributors
1969	Vacant
1970-1979	T & T Auto Trim (auto upholstery)

Current Historic Status

Neither 1544 W. San Carlos Street nor 306 S. Buena Vista Avenue has been identified on any City or County historic resources inventory. Further, the site was found to lack significance when evaluated in the 2003 *Draft Historic Report for the Buena Vista Commons Project*.¹⁸

Evaluation – California Register of Historical Resources – 1544 W. San Carlos Street¹⁹

Criterion 1 – Events: 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.

The buildings on the site date from 1961 and 2018. The larger shed-like structure was built to function as

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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***B10. Significance, Continued:**

a sales shop for an auto dealership and still serves that function. The smaller buildings also support sales operations but are not 50 years old. The older, larger shed-like building on the site is directly related to the commercial development and rise of auto-related businesses along W. San Carlos Street. However, its association with the development is not important in an individually significant way. Therefore, 1544 W. San Carlos Street does not appear eligible for listing in the CRHR under Criterion 1.

Criterion 2 – Persons: It is associated with the lives of persons important to local, California, or national history.

No persons of known historical significance appear to have been associated with the 1544 W. San Carlos Street. None of the owners or occupants have been identified as important to the history of San Jose or California. Therefore, the building does not appear eligible for listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction: It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values.

No architect, designer or builder has been identified for the 1960s structure at 1544 W. San Carlos Street. The shed-like building is of common construction and materials with no notable or special attributes. The building does not represent work of a master or possess high artistic value. Further, the older structure is not exemplary or representative of any architectural style. The building is temporary in nature and can be moved. Therefore, the 1544 W. San Carlos Street does not appear eligible for listing under Criterion 3.

Criterion 4 – Information Potential: It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

Archival research provided no indication that 1544 W. San Carlos Street has the potential to yield information important to the prehistory or history of the local area, California, or the nation. 1544 W. San Carlos Street does not appear eligible for listing in the CRHR under Criterion 4.

Integrity

The older building has not moved, is still associated with an auto dealership, and is related to the commercial area along the street. Therefore, the 1960s shed-like structure retains integrity of location, setting, feeling and association. Because the structure has been altered – new windows, doors, awning, deck and ramp – integrity of design, material and workmanship have somewhat been compromised. The older shed-like structure does retain a majority of its overall integrity.

San Jose City Landmark Evaluation – 1544 W. San Carlos Street²⁰

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture.

The oldest building was constructed during the 1960s when this area along W. San Carlos Street was undergoing a transformation from residential to commercial. It was one of many auto-related businesses that was established in the area, but was not influential on the development of the area. The site is associated with the concentration of automobile businesses that were established along this

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*B10. Significance, Continued:

part of W. San Carlos Street during the 1960s, but 1544 W. San Carlos Street does not appear to be important to San Jose's history.

2. *Its location as a site of a significant historic event.*

The site is not linked specifically to any significant historic events.

3. *Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.*

There is no person of significance individually associated with the structures at 1544 W. San Carlos Street.

4. *Its exemplification of the cultural, economic, social or historic heritage of the City of San José.*

While the older building is associated with the commercial redevelopment of the area in the mid-20th century, it is not important on a cultural, economic or social level within the City of San Jose as it was simply following development trends of the time.

5. *Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.*

All three buildings, including the 1960s structure, are temporary in nature. The buildings do not exhibit a particular architectural style that can be associated with a group of people during a particular period in history.

6. *Its embodiment of distinguishing characteristics of an architectural type or specimen.*

The 1960s building, with its vernacular character and shed-like appearance, is not the embodiment of notable architectural elements or of a type.

7. *Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José.*

No architect, designer or builder has been identified for any of the structures at 1544 W. San Carlos Street.

8. *Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.*

The larger shed-like building dating from the 1960s lacks any notable architectural style, and did not make use of architectural innovations, but rather used typical building materials and details of the time.

Evaluation – California Register of Historical Resources – 306 S. Buena Vista Avenue²¹

Criterion 1 – Events: 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.

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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***B10. Significance, Continued:**

The commercial structure on the site dates from the 1930s. The area was first developed for residential use in the early 20th century. By the 1950s retailers had begun to move to the suburbs. The construction of 306 S. Buena Vista Avenue happened before commercial uses were beginning to have a strong presence along W. San Carlos Street. During the 1960s, W. San Carlos became a popular destination for auto related businesses. The repair shop at 306 S. Buena Vista Avenue is associated with the auto industry, but not in an influential way. While the building is tied to the commercial development of the area, it was constructed prior to the commercial building boom of the area. Additionally, the structure is not associated with the history of the immediate area and its development in an individually significant way. Therefore, 306 S. Buena Vista Avenue does not appear eligible for listing in the CRHR under Criterion 1.

Criterion 2 – Persons: It is associated with the lives of persons important to local, California, or national history.

No persons of known historical significance appear to have been associated with the 306 S. Buena Vista Avenue. None of the owners or occupants have been identified as important to the history of San Jose or California. Therefore, the building does not appear eligible for listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction: It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values.

No architect, designer or builder has been identified for the structure at 306 S. Buena Vista Avenue. While the building is of common construction and materials, the structure does not represent work of a master or possess high artistic value. Further, the building is not an exemplary representative of its style – Commercial Modern with subtle Mission Revival influences – and it has been altered over the years. Therefore, the subject site does not appear eligible for listing under Criterion 3.

Criterion 4 – Information Potential: It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

Archival research provided no indication that 306 S. Buena Vista Avenue has the potential to yield information important to the prehistory or history of the local area, California, or the nation. 306 S. Buena Vista Avenue does not appear eligible for listing in the CRHR under Criterion 4.

Integrity

The building at 306 S. Buena Vista Avenue retains integrity of location and setting. Integrity of design, materials, and workmanship have been compromised by alterations that have been done to the structure over the last several decades. While the site operates as a rental car shop the repair aspect of the auto-related business no longer exists, therefore integrity of feeling and association have been slightly diminished.

San Jose City Landmark Evaluation – 306 S. Buena Vista Avenue²²

- 1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture.*

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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***B10. Significance, Continued:**

Although the building was constructed in the 1930s and is associated with commercial development of W. San Carlos Street, it was constructed prior to the auto related building boom of the 1950s. However, the business at 306 S. Buena Vista Avenue did expand during the 1950s. Even with the business expanding during the 1950s, 306 S. Buena Vista Avenue does not appear to be an important part of San Jose's history.

2. *Its location as a site of a significant historic event.*
The building is not linked specifically to any significant historic events.
3. *Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.*
There is no person of significance individually associated with the structure at 306 S. Buena Vista Avenue.
4. *Its exemplification of the cultural, economic, social or historic heritage of the City of San José.*
The business did expand when auto related businesses were moving to the area in the 1950s. However, it was not the driving force behind the development of the area and did not influence development patterns. While 306 S. Buena Vista Avenue is associated with the city's commercial development and the auto related businesses along W. San Carlos Street, it is not important on a cultural, economic or social level within the City of San Jose.
5. *Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.*
The building does not exhibit a particular architectural style that can be associated with a group of people during a particular period in history.
6. *Its embodiment of distinguishing characteristics of an architectural type or specimen.*
Within the City of San Jose, the building is an example of a rudimentary Commercial Modern structure that dominate many of the main roads. It has subtle Mission Revival influences with its stucco cladding and shaped parapet. The basic design is characteristic of buildings from the period and highlights contemporary materials. The structure has undergone some modifications that detract from its overall character – window and door replacement and cladding replacement. The building does not embody distinguishing characteristics of an architectural type that would elevate it to appear eligible as a City Landmark.
7. *Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José.*
No architect, designer or builder has been identified for the structure at 306 S. Buena Vista Avenue. The structure was a basic, purpose-built repair shop.

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*B10. Significance, Continued:

8. *Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.*

The building, while designed in the Commercial Modern style, with a Mission Revival front, did not make use of architectural innovations, but rather used typical building materials and details of the time.

Conclusion

After an evaluation of 1544 W. San Carlos Street and 306 S. Buena Vista Avenue in reference to the CRHR criteria, it does not appear that the subject buildings possess sufficient historical significance and therefore does not appear that the buildings at either address are individually eligible for listing in the CRHR. Further, the buildings do not appear to be eligible as a City of San Jose Landmark as neither structure has significance under any one of the eight criteria.

*P5a. Photographs, Continued:



Looking east toward 1544 W. San Carlos Street from S. Buena Vista Avenue.

CONTINUATION SHEET

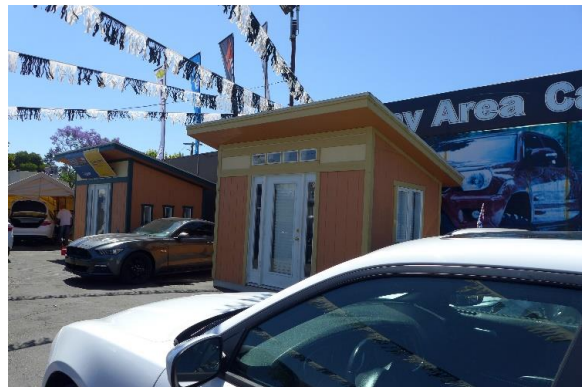
Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*P5a. Photographs, Continued:



View of large, shed-like sales building looking south (left) and view of east façade of sales building (right).



View of west façade of sales building (left) and view southeast of the new shed-like structures on the site (right).



West façade of 306 S. Buena Vista Avenue.

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*P5a. Photographs, Continued:



Close up of west façade showing planter, windows and vertical siding (left), and north façade covered with signage (right).



Southern shed roof addition – south façade (left) and rear shed roof addition – south façade (right).



Southern shed roof addition – east façade (left), and rear shed roof addition – east façade (right).

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*P5a. Photographs, Continued:



Rear garage structure identified by red arrow (left) and west and south façades of rear garage (right).

*B12. References (Endnotes):

- ¹ Google Earth, March 2018 and May 2018 aerial photographs and Dill Design Group, *Appendix, Draft Historic Report for the Buena Vista Commons Project, San Jose, Santa Clara County, California*, July 2003, page 19.
- ² Google Street view shows two small shed-like structures were added to the site in 2018. www.google.com/maps (accessed July 10, 2019).
- ³ Dill Design Group, *Draft Historic Report for the San Carlos Affordable Senior Apartment and Townhome Development*, July 21, 2003, 9 and Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 14, and 17-18.
- ⁴ *Draft Historic Report for the San Carlos Affordable Senior Apartment and Townhome Development*, 27.
- ⁵ Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 20 and 44.
- ⁶ City of San Jose, *Neighborhood Improvement Plan – Burbank/Del Monte, Neighborhood Profile*, <https://sanjoseca.gov/DocumentCenter/View/2750> (accessed April 11, 2019).
- ⁷ PAST Consultants, LLC, *San Jose Modernism, Historic Context Statement*, June 2000, 12-14.
- ⁸ Archives & Architecture, LLC, *County of Santa Clara, Historic Context Statement*, December 2004 (Revised February 2012), 46-47.
- ⁹ Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 23.
- ¹⁰ *San Jose Modernism*, 90-91.
- ¹¹ *San Jose Modernism*, 28-33.
- ¹² *San Jose Modernism*, 28-33.
- ¹³ *San Jose Modernism*, 42.
- ¹⁴ Marjorie Dobkins, Ph.D. and Basin Research Associates, *West San Carlos Historic Context City of San Jose, Santa Clara County*, April 2011, 24 and 46.
- ¹⁵ *San Jose Modernism*, 77-78.
- ¹⁶ "Mission Revival, Mission style," Cyril M. Harris, *American Architecture, An Illustrated Encyclopedia* (New York: W. W. Norton & Company, 198), 216.
- ¹⁷ *San Jose City Directory, 1926-1979*.

CONTINUATION SHEET

Property Name: 1544 West San Carlos Street and 306 South Buena Vista Avenue

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*B12. References (Endnotes):

¹⁸ *Draft Historic Report for the San Carlos Affordable Senior Apartment and Townhome Development, Appendix - Draft Historic Report for the Buena Vista Commons Project*, 17.

¹⁹ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1.

²⁰ City of San Jose's Historic Preservation Ordinance, Chapter 13.48 of the Municipal Code.

²¹ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1.

²² City of San Jose's Historic Preservation Ordinance, Chapter 13.48 of the Municipal Code.