



ARCHIVES  
ARCHITECTURE

June 30, 2021

Dana Peak, Acting, Historic Preservation Officer  
Department of Planning, Building and Code Enforcement, City of San Jose  
200 East Santa Clara St. Third Floor Tower  
San José, CA 95113

C/o Grassetto Environmental Consulting  
7008 Bristol Dr.  
Berkeley, CA 94705

RE: Proposed Valero Gas Station remodeling (ER20-008 for H19-043PDC18-009)

Dear Dana,

Please find attached DPR523 forms constituting a historical evaluation for the property located at 5260 Monterey Rd. in San José. This letter and DPR523 forms have been prepared to be used for an Initial Study or other environmental or project evaluation for a development project associated with the subject property known as the Valero Station at Monterey and Roeder Roads. The project as we understand it will include partial demolition of the existing commercial structures on the site and construction of an expanded building and new gasoline pumping islands and canopy.

The set of DPR523 recording forms for 5260 Monterey Rd. that are attached to this cover letter outline the history, record the property characteristics, and evaluate the property's potential for historical significance. We did not include a Historic Evaluation Rating Sheet prepared according to San Jose's *Guidelines for Historic Reports (as amended in 2010)*, as we understand that the rating is no longer a part of the submittal requirements for these evaluations. If a rating sheet is necessary, please advise and I will provide one.

Photographs of the exterior of the building are included as are required in the *Guidelines*, and help to visually define the defining features of the property. We described the features within the narrative within section P3a but did not listing them individually since we found that the buildings and structures on the site were not historically significance for their design and architecture, and therefore listing out character-defining features would be redundant.

Below is a summary of this investigation and findings:

The property, with a building first constructed 60 years ago and consisting of one assessor's parcel (684-29-004) is not listed on the San José Historic Resources Inventory, nor has it been evaluated as a part of any local historic resource survey conducted by the City of San José or any other agency that has been filed with the State Office of Historic Preservation, as well as can be determined.

The attached DPR523 forms dated June 30, 2021, which I prepared, documents the historical and architectural aspects of the property. The property was annexed to the City of San José in 1959, and the building were constructed in late 1961.

I indicate in the DPR523 forms that it is my opinion that the property does not qualify for listing on the California Register of Historical Resources, and the building and structures are not eligible for

San José City Landmark designation when considered under the qualitative criteria of the City's Historic Preservation Ordinance.

The potential for listing on the Historic Resources Inventory was considered, but given the language regarding buildings of lesser significance within the Envision San Jose 2040 General Plan, I believe the site would not qualify.

The area in which this property is located has not been identified as a potential historic district or conservation area. Although the nearby Great Oaks residential tract is also around 60 years in age, given the separation of the commercial properties on Monterey Road from this neighborhood, no further analysis was conducted regarding that subdivision's historical significance.

An impacts analysis was not conducted, as the property is not historically significant according to the minimum requirements for listing on the California Register of Historical Resources or as a San José City Landmark. Because the building and structures on this property do not appear to qualify for the California Register or as a City Landmark, partial demolition and remodeling would not have an adverse effect on historic resources under CEQA.

Sincerely,



Franklin Maggi, Architectural Historian\*

\*Franklin Maggi meets the Secretary of the Interior's qualifications to perform identification, evaluation, registration, and treatment activities within the field of architectural history in compliance with state and federal environmental laws, as outlined in the criteria under 36 CFR Part 61.

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 13 \*Resource Name or #: (Assigned by recorder) 5260 Monterey Road  
P1. Other Identifier: Valero

\*P2. Location:  Not for Publication  Unrestricted \*a. County Santa Clara  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad San Jose East Date 1980 photorevised T.8.5S.; R.1E.; Mount Diablo B.M.  
c. Address 5260 Monterey Rd. City San Jose Zip 95111  
d. UTM: (Give more than one for large and/or linear resources) Zone 10S; 593421mE/ 4131079mN  
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
Assessor's Parcel Number: 684-29-004  
Northerly corner of Monterey and Roeder Roads.

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

This gas station and automotive repair facility is located in South San Jose in an area known as Edenvale. The corner site has access from Monterey and Roeder Roads. Monterey Road is a major thoroughfare that enters the city from the south and leads to downtown San Jose.

Built in 1961 by Texaco, Inc., the design of this station came from standard Texaco prototypes that had been built throughout the United States. This station was a "Texaco Type P 3-Bay Steel and Porcelain Enamel Panel Building." The project was managed out of the Texaco offices in Los Angeles - their project manager being a Mr. W. H. Williams, Jr. The drawings and specifications were completed in June of 1961. The steel supplier was responsible at that time for the actual installation including the obtaining of the building permit. The steel supplier also installed a

(Continued on next page, DPR523L)

\*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

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



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

View facing north, May, 2021.

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

1961, building permit, 60 years old.

\*P7. Owner and Address:

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

Franklin Maggi  
Archives & Architecture, LLC  
PO Box 1332  
San Jose, CA 95109-1332

\*P9. Date Recorded: June 30, 2021

\*P10. Survey Type: (Describe)

Intensive

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

None

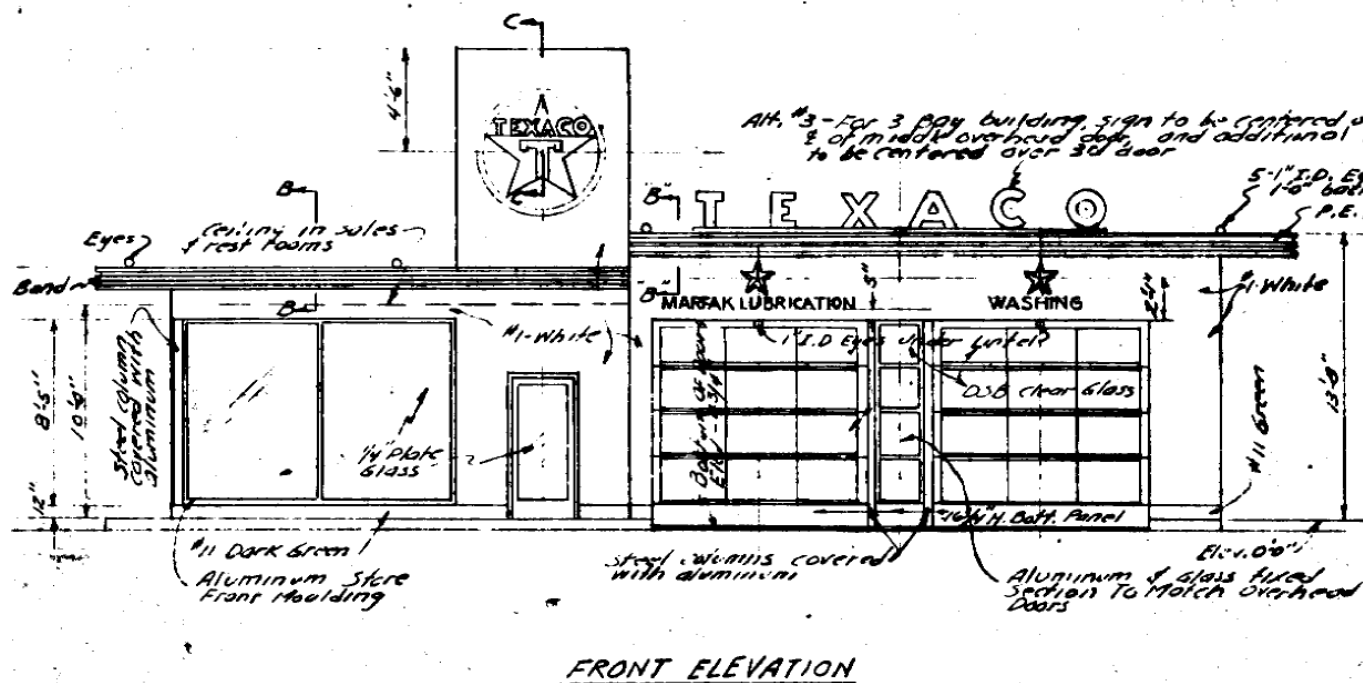
\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure and Object Record  Archaeological Record  District Record  Linear Feature Record  Milling State Record  Rock Art Record  Artifact Record  Photograph Record  Other (List)

\*Recorded by Franklin Maggi

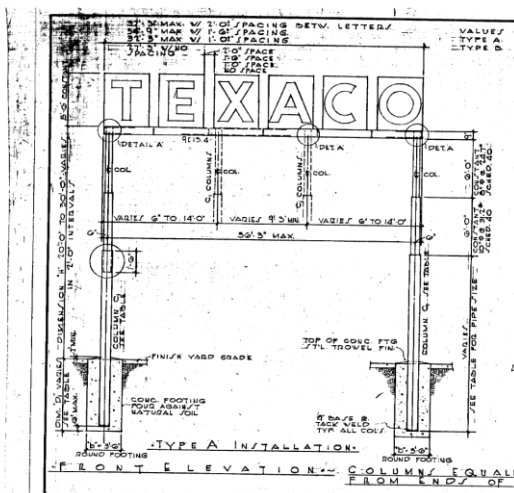
\*Date 6/30/2021

Continuation  Update

set of 28" neon-ized letters and a 6' trademark disc on the building (all no longer extant). 6" block letters were also installed over the service bay doors - the doors were aluminum. Texaco utilized the services of a general contractor for the project overall, having the contractor provide the foundations, floor, plumbing, and electrical as well as providing fixtures, site enclosures, and underground gasoline infrastructure. Texaco provided the 34' high, lighted sign. The standard Texaco station at that time appears to have been of masonry construction, but the plan set substituted the prefabricated porcelain enameled metal panel building in its place.



Original design of the Texaco service station building (the center raised section with Texaco emblem as well as the individual lettering are no longer extant. The design shows two service bays, although three were built.



Original sign drawings. The current sign appears to be original but with changed lettering.

Porcelain enameled steel panel construction became popular during the 1950s due to its resistance to abrasion, and its hardness enabled long wearing performance under atmospheric and everyday usage. Manufactured from inorganic materials including glass, colors were unaffected by sun, heat, or cold, and the units are dimensionally stable and non-aging with respect to moisture or dryness. Organizations such as the National Research Council of the National Academy of Sciences conducted studies during the 1950s to clarify the characteristics of the material, and the retail petroleum industry quickly exploited the material in gasoline service stations throughout the United State, substituting this material in designs that had typically used masonry construction for this building type.

This Texaco station was initially a simple rectangle with a raised podium above the roof within the main façade that provided backing for the Texaco trademark emblem. The open pump islands were in front of the building. In 1970 the existing canopy was constructed to provide protection from increment weather while gas was being pumped. This may have coincided with a period when stations were evolving more towards self-service, and the weather protection could have been a marketing consideration.



The building has three service bays on the right side of the façade facing Roeder Road (facing east) and a sales room within the south portion of the building towards Monterey Road with restrooms to the rear that have exterior access. The remaining area of this portion of the building a storage area.

The building has a flat roof and a thin horizontal overhanging eave with a fluted fascia design and enclosed soffits underneath. The roof of the canopy does not match the building, but rather the canopy has a flat angled-upward fascia design.

The original siding appears to be porcelain enameled metal panels that are two to four feet in size, some square and other stacked in a horizontal pattern. The soffits appear to also be similar metal panels.

The sales room originally had ground to ceiling fixed metal-framed plate glass windows. Two have been replaced with shorter units with a solid kick-base, and in one of those sections an openable section has been included. Other windows at the services bays appear original.

The otherwise vernacular design has been enhanced by the application of thin flagstone facings in vertical ground-to-ceiling and ground-to-soffit panels adjacent the restrooms and around the sales room door. The veneer around the door wraps the corner, then drops in height adjacent the service bay door. That shorter panel is reflected with a similar shorter panel to the right-side corner of the service bays. The awkwardness of the arrangement of these masonry facings is a sign that this element in the building design is not original to the 1961 station. It is likely this was done as a part of a 1970 permit.

\*Recorded by: Franklin Maggi

\*Date 6/30/2021

Continuation  Update

A tall double-pole sign is located along Monterey Road, typical of gas station signs along major thoroughfares that can then be seen at distance. The sign appears original except for the changing out of the plastic lettering panels. A gasoline service pump is located adjacent the inward pole. The application for demolition of the site in 1991 had intended to retain the sign, but City policy at that time required removal due to its height. That project was not implemented by Exxon, who had owned and operated the station by then.



South elevation with stone veneer, viewed from Monterey Road facing north



Pump islands canopy added in 1970, view facing northwest

The site is good condition and active today with its intended use.



Auto service bays, viewed facing west



Side elevation of service bay area, viewed facing south

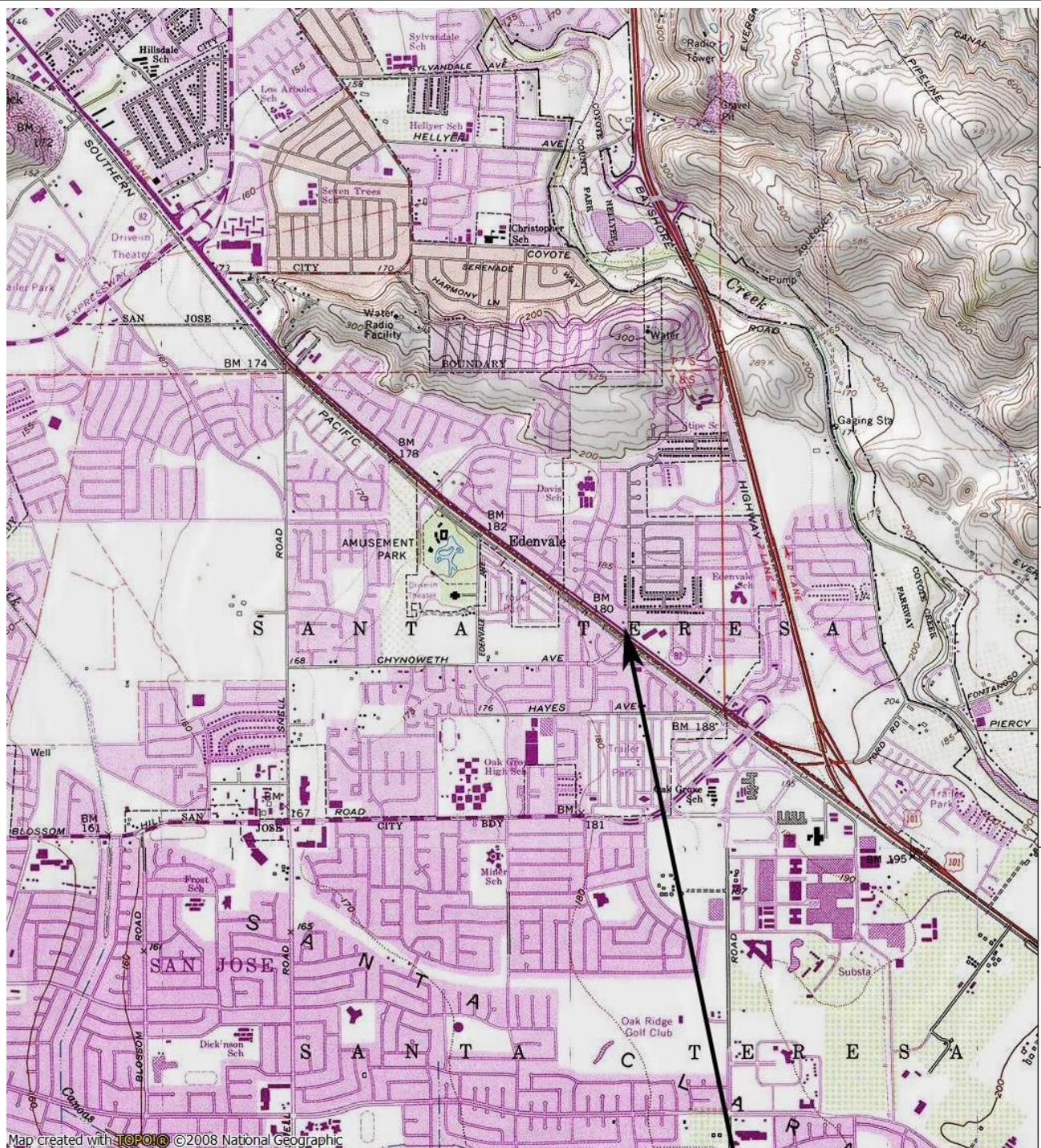


Detail view of sales room with modified glazing panels, viewed facing northwest



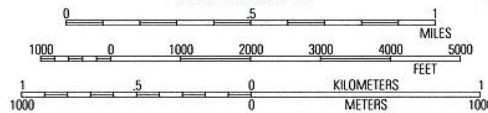
Detached double-pole sign at Monterey Road entry to site, viewed facing south





Map created with [topozone.com](http://topozone.com) ©2008 National Geographic

121°50.000' W 121°49.000' W WGS84 121°48.000' W



SITE

TN ↑ MN  
13°  
06/22/21

**State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
BUILDING, STRUCTURE, AND OBJECT RECORD**

**Primary #  
HRI #**

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\*NRHP Status Code 6z

\*Resource Name or # (Assigned by recorder) 5260 Monterey Road

B1. Historic Name: Texaco, Inc

B2. Common Name: Valero

B3. Original use: gasoline service station and auto repair B4. Present Use: same

\*B5. Architectural Style: Modern vernacular

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

Constructed 1961 (BP #36807, 8/7/1961). Canopy added and façade remodeling in 1970 (H70-4-178 and H72-04-180J). Removal of rooftop sign podium ca. 1988 (H88-02-027). Application for conversion to mini-mart with self-service pump islands CP84-7-61 (withdrawn). Demolition approved by not implemented in 1992 (CP91-09-040).

\*B7. Moved?  No  Yes  Unknown Date: N/a

Original Location: N/a

\*B8. Related Features :

Double pole sign.

B9a Architect: Unknown (corporate design)

b. Builder: Unknown

\*B10. Significance: Theme Transportation Area Edenvale

Period of Significance 1961 Property Type Commercial Applicable Criteria None

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

The Valero gasoline service station and related automobile repair facility at Monterey and Roeder Roads is typical of 1960s-era structures of this type in San Jose, but not a distinctive example. Built for Texaco, Inc., it appears to have continued as a Texaco station for about a quarter of a century until the use replaced by an Exxon station. It is one of many similar corporate stations built by Texaco, Standard Oil, Wilshire, and Shell (and others) throughout San Jose and Santa Clara Valley during a period of rapid post-war industrialization and suburbanization that created the region as we know it today. The facility today is generally original to its 1961 construction but with an added canopy and façade remodelings.

The site is at the edge of a large residential neighborhood that was created starting in 1959 and known as Great Oaks. Great Oaks covers lands that had been part of the Rancho Santa Teresa during San Jose's Mexican period. By 1876, this area had become part of Lot 9 of the partition of Rancho Santa Teresa. The rancho had been created in 1834 and was patented in 1867 to Augustin Bernal. By then, much of the property had been sold off. By 1876, a large 678 acres property straddling both sides of Monterey Road was owned by John Tennant and contained Edenvale Station, a stop along the newly built Southern Pacific Railroad.

(Continued on next page, DPR523L)

B11. Additional Resource Attributes: (List attributes and codes) None

\*B12. References:

Jakle, J. "The American Gas Station, 1920-1970,"  
*Journal of American Culture*, 1978.  
NPS-Preservation Brief 46, historic gas stations.  
Polk-Husted Directories, 1930-1978.  
San Jose building permits, sjpermits.org  
Santa Clara Co. Clerk-Recorder's, Official  
Records and maps.

B13. Remarks: Proposed remodeling/expansion

\*B14. Evaluator: Franklin Maggi

\*Date of Evaluation: June 30, 2021



\*Recorded by Franklin Maggi

\*Date 6/30/2021  Continuation  Update

In 1887, in a visit to the west coast from Hurley, Wisconsin, the widow Mary Folsom Hayes acquired a 210 acres portion of Tennant's land on the northeast side of Monterey Road. She had hoped at that time to buy all of Tennant's property including his house on the southwest side of Monterey Road, and later that year after she had returned to Hurley, Tennant accepted her full offer. Mary, a spiritualist, had come to California searching for a place to move her family. She was directed by what she called the "Power" to seek a place she had seen in a vision that had a grove of giant oak trees. After returning to California to take possession of the property and move her family and friends to California, Mary Hayes' two sons Jay O. and Everis sold the property on the northeast side of Monterey Road to her friends, the widow Emily Chynoweth and Emily's daughter Ellen. The Chynoweth women then deeded the western 110 acres to John Wetmore, an in-law of Mary Hayes, while transferring the remaining 100 acres (containing the subject property) to Emily's son Louis Chynoweth. By 1904, the L. Chynoweth property was owned by William Penn Lyon Jr. and his wife Ellen Chynoweth Lyon.

In California, the widow Mary Hayes married Thomas Chynoweth in 1889, the eldest son of Emily. They acquired more property in Edenvale and together built the first of Mary Hayes-Chynoweth's mansions. Mary Hayes' second mansion was the home of her family through the first half of the twentieth century and is the most well-known historic landmark in the Edenvale area of San José.

The Lyon property evolved during the twentieth century as a large orchard, surrounded by similar horticultural uses with the Hayes-Chynoweth estate close by across Monterey Road. The Lyons continued to own the property until William's death in 1931. William was a business manager of the *San Jose Mercury Herald*, working for his relatives the Hayes brothers. During the 1930s after William's death, most of the front portion of this ranch was merged with the Robertson ranch to the east and the orchard trees removed to create a large equestrian track.

That horse training track, a mile in length and covering over 35 acres, was built by Norman W. Church. Church was a Southern California sportsman. He had been an early promoter and dealer in automobiles, and owner of well-known thoroughbred horses such as Flagstaff, Proclivity, Gallant Sir, and Riskulus. He is credited with reviving horse racing in California in the 1930s and had a national reputation. It appears that in the 1930s he established two thoroughbred sites in Santa Clara County, one being a breeding farm, and the other being this race training track known as Northway Farm. He was caught in a corruption scandal in 1939-1940 when he donated a large sum of money to California Governor Culbert Olson's election campaign with the intent of gaining appointment as the "sole boss of California horse racing."

Church sold Northway Farm in 1947 to Mrs. John Payson Adams, who continued to operate the ranch as a stud farm until sold around 1959 for the development of the Great Oaks subdivision.



Area as of 1956 prior to development of Great Oaks.

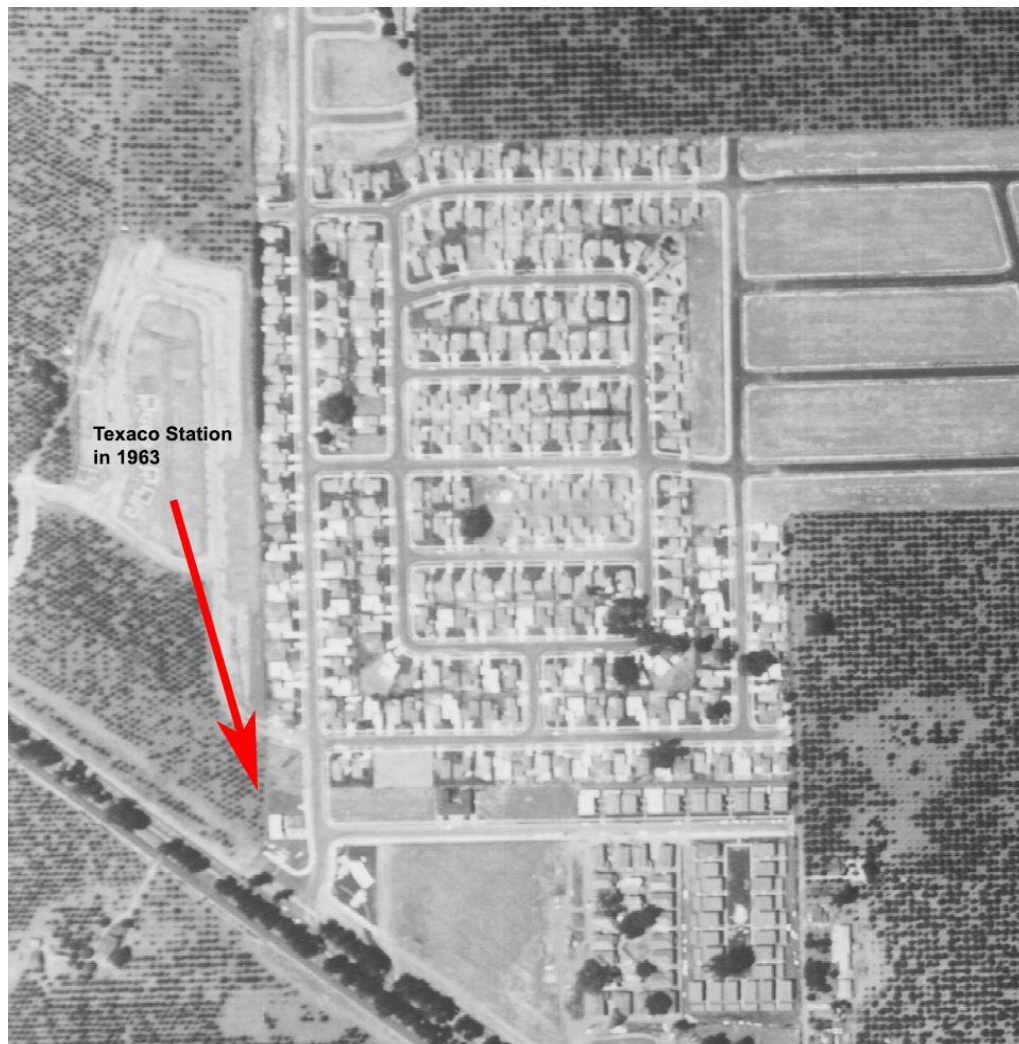
\*Recorded by Franklin Maggi

\*Date 6/30/2021  Continuation  Update

The first phases of Great Oaks were recorded in 1959 by City Title Insurance Company and developed by Walter S. Roeder and partners. Roeder had been a Southern California developer who moved to Northern California with his wife Betty. By 1959, the City of San Jose under City Manager Dutch Hamann had extended its domain throughout Santa Clara County through finger annexations, including a long finger southward within the Monterey Highway right-of-way. Apparently, issues involving urban infrastructure were unresolved by the time the Great Oaks project was underway. By 1960, developer Walter S. Roeder established Great Oaks Water Company to supply water to the new residential subdivision. That company, run by his wife Betty B. Roeder after his death in 1972, continues today under his son John Roeder.

Today, the street names in the Great Oaks neighborhood are reflective of the twenty-five-year period from the 1930s to late 1950s, as the streets have taken the names of famous horses such as Seabiscuit, Pharlap, Discovery, Swaps, Grey Ghost (Native Dancer), Azucar, Carry Back, Stagehand, Battle Dance, Gallant Fox, and Whirlaway.

The western edge of that large property that had been Northway Farm aligns with what is now the west side property line of the Valero station. The Valero gas station lies within what had been the southwest corner of the horse ranch. Unit 1 of Great Oaks (Tract 2456, Book 110 of Maps Pages 44 and 45) excluded the land for residential development along Monterey Road that later became the Edenvale Shopping Center as well as the subject site of the Valero service station and adjacent strip mall with the Quik & Save and Pure Water tenants.



Texaco Station in context in 1963. Great Oaks is partially built out.  
Edenvale Shopping Center is not yet built.

\*Recorded by Franklin Maggi

\*Date 6/30/2021

Continuation  Update

The parcel at the southwesterly corner of the tract was sold to Leo F. and Virginia Lomeki who then sold the corner at Monterey and Roeder Roads to Texaco, Inc. on August 11, 1961 (Official Records Book 5262, Page 703, 8/14/1961). Texaco, Inc. had already filed for its building permit by then (BP #36807, 8/7/1961), and had completed the foundation by the time the transfer had been recorded ten days later.

Texaco, Inc. is an American gas and oil corporation founded in 1902, now owned by Chevron since 2001. At the time that this station was constructed, Texaco, Inc. sold gasoline in all 50 states and was known as one of the seven companies dominating world petroleum supplies. It was then the largest retail gasoline brand in the United States. Texaco, Inc. continued to dominate the petroleum market until 1996 when they paid out \$170 million to settle racial discrimination lawsuits filed by black employees at the company. It was the largest racial discrimination lawsuit settlement in the United States at that time.

Soon after the settlement, Chevron bought out Texaco, Inc., and Shell purchased Texaco's interest in companies in which they had established partnerships with. By then however, the Texaco station on Monterey Road had been sold and rebranded as an Exxon Station. Since then, it was sold again and is now a Valero station.

Valero Energy was founded in 1980 and is headquartered in San Antonio, Texas.

#### **Gasoline Service Stations in San Jose.**

When the Texaco station was built in 1961, several stations were being constructed along Monterey Highway, a roadway that continues today as one of two major entries to the city from the south. Today, urban development has built out this once rural district, including the large Edenvale industrial area created in the 1970s. Gasoline service stations were first built in the United States over 100 years ago, and are one of the most common commercial building types in the nation. Today, they are reminders of the transportation revolution and the influence of increased mobility on the landscape. Historically, gas stations took many forms reflecting the ebb and flow of popular design trends. Most post-World War II designs are known as "Box-Type Stations", and in some cases "Stylized boxes." These types of designs first appeared in the 1930s and reflected the increasing importance petroleum companies placed on standardization and predictability. Although early Box-type Stations introduced variations for visual identity associated with particular brands, during the post-war period following an initial short-lived interest in Googie designs, most were built of glass and porcelain enamel steel to present a futuristic image of modern efficiency, cleanliness, and professionalism. Texaco and Gulf, among others, relied on these box forms because they were easily replicated, were relatively low maintenance, and functioned as elegant, yet affordable showcases for their products. The inclusion of service bays began during the Great Depression to expand revenue streams and included sales areas for tires, batteries, and accessories. The Texaco station on Monterey Road is characteristic of these post-war trends.

Combined self-service stations and convenience marts was first established as a building type in California by San Jose native Herbert Richards. Richards graduated from the University of California, Berkeley with a degree in chemical engineering, and took over operation of his father's Coast Oil Company in the late 1940s that had been founded locally in 1938. Herbert Richards soon began the Star & Bar chain of retail gasoline stations in San Jose, the first such self-service gas station/mini-mart combinations in California. Richards later partnered with Robinson Oil Co to create the Rotten Robbie brand of fueling stations and convenience stores that now has 34 locations primarily in the greater San Francisco Bay Area.

The rapid expansion of this combined use commercial facility was not without controversy during the late twentieth century and for a while San Jose prohibited them. Today, fuel sales account for 61 percent of combined service station/mini-mart revenues, but they make up just 36 percent of gross profits, according to the National Association of Convenience Stores.

#### **Site Development History**

The original Texaco station on this site was constructed in late 1961. Built as a standard metal and porcelain panel building, it had uncovered gasoline dispensing islands. The building incorporated three service bays into its structure, and a tall double pole sign was constructed at the edge of the site adjacent Monterey Road.

In 1970, Texaco pulled permits (#65419) to construct the canopy that exists today over the pump islands and appear to have also obtained permits to remodel the building (#65493).

\*Recorded by Franklin Maggi

\*Date 6/30/2021

Continuation  Update

In 1984, Texaco, Inc. applied for a conditional use permit to convert the building into a mini-mart with self-service pump islands. On November 27, 1984, the San Jose City Council adopted an emergency ordinance (#21819) placing an immediate freeze on the processing and approval of Planning Permits and Building Permits for combined store/gas station uses. In 1985, the Council adopted ordinance No. 22026 on July 25, 1985, prohibiting convenience stores at service stations, and in September of 1985 Texaco, Inc. withdrew its entitlement request. The station was sold to Exxon shortly thereafter.

In 1991, Exxon applied for a Conditional Use Permit to demolish the station and replace it with a new self-service kiosk station with six pump islands. Although the permit was approved in early 1992, Exxon did not implement the project.

#### INTEGRITY

The Valero service station has moderate integrity to its original 1961 form. The structure remains on its original site and is still used as originally intended. The immediate historic setting has not changed from what was developing at that time. The structure retains its original scale. The exterior features and detailing of the building are modern, but vernacular. The canopy was constructed for the original user over a half a century ago. At that time Texaco also remodeled the building to include masonry veneer and resized windows at the sales room. When Exxon took over the facility, the podium above the roof containing the Texaco emblem was removed. The Valero station still has the feeling of a 1960s-1970s gasoline service station.

#### SURVEY STATUS

The property at 5260 Monterey Road has not been evaluated for historical significance as well as can be determined after reviewing the City's Historic Resources Inventory and BERD, the California Built Environment Resource Directory. Applications for entitlement requests in 1984 and 1991 did not include historical evaluations as a part of the Initial Studies under CEQA.

#### ANNEXATION

Monterey Park No. 19 on July 2, 1959.

#### EVALUATION

The property was developed with the existing gasoline service station in late 1961 as a part of suburban tract development. The area had just been annexed to San Jose as a part of the City's rapid expansion into the hinterlands that surrounded the pre-World War II urban frame.

Located along a portion of Monterey Road that has always been a major thoroughfare and entry to the city from the south since the Spanish Colonial period, the area has changed dramatically over time, and is now a dense urban area with a mix of single-family residential neighborhoods, strip commercial uses, some medium-high density residential uses, and a large industrial area nearby that has partially been repurposed with a large retail district serving the larger Edenvale neighborhoods.

This building and site do not physically represent important patterns of development or events in the area, nor does it contribute to a recognized district of historical significance. Service stations such as this proliferated throughout San Jose in the post-war Period, and many remain today as one of the most common commercial uses in the city.

The building itself has a secondary relationship to the mid-century period of suburban expansion that it was a part of and does not in itself reflect important patterns of urban growth in a primary way. The property therefore would not qualify for the California Register under Criterion 1.

The historical narrative identified the early owner/occupant as Texaco, Inc. This is a corporate entity now owned by Chevron. This station is not an important entity in helping to understand Texaco's role in corporate development or as a retail vendor in San Jose. Texaco's reputation has been tarnished in the past with a major lawsuit regarding racial discrimination, although that lawsuit has not been directly connected to this service station. The property would therefore not be considered significant due to historic personages nor qualify for the California Register under Criterion 2.

\*Recorded by Franklin Maggi

\*Date 6/30/2021

Continuation  Update

The building on this site has a moderate level of historic integrity. The original Texaco-branded column containing the Texaco logo is now gone, and the canopy over the service islands was added about nine years after the original construction, although that change happened over 50 years ago and within the period that Texaco operated the station. Although this building retains some association with stations built circa 1960, it is not a good representative of mid-century service station architecture and has no unique features. The building does not appear eligible for listing on the California Register under Criterion 3 as it is not a distinctive architectural specimen of its type.

Under the City's rating system, the property does not meet the threshold for listing on the San Jose Historic Resources Inventory, based upon the Goals and Policies of the Envision San Jose 2040 General Plan (Goal LU-14, Policy LU-14.6.)

When considering the property and its associated patterns and personages as well as its architectural qualities, it does not meet any of the minimum criteria necessary for consideration as a City Landmark, as it lacks the qualities related to 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, and has not been identified or associated with or as a distinctive, significant or important architectural work.