



31-57 South B Street Project
Draft Historical Resource Technical Report
San Mateo, California

June 2023

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1. Introduction

1.1 Background

At the request of David J. Powers & Associates, Inc., Architectural Resources Group (ARG) prepared this Historical Resource Technical Report (HRTR) for the 31-57 South B Street project (the project) in downtown San Mateo, California. The project proposes to construct a commercial retail/restaurant and office building within the parcel assigned Assessor's Parcel Number 034154030 (project site), which currently contains two one-story commercial buildings constructed in the immediate post-World War II period: 31 South B Street and 57 South B Street (Figure 1).

Because the buildings are now more than 50 years old, they have reached the age at which built environment resources¹ have the greatest likelihood of acquiring historical significance and becoming eligible for listing in the California Register of Historical Resources (California Register). Neither building within the project site appears to have been previously documented in a local historical resource survey or otherwise evaluated for inclusion in a local, state, or federal historical register. As a result, neither building has previously been assessed to determine whether it qualifies as a historical resource for the purposes of review under the California Environmental Quality Act (CEQA). Additional buildings located on the same city block as the project site are likewise historic-aged but have not previously been evaluated for historical register listing. Furthermore, the project site is located immediately adjacent to the northeast boundary of the San Mateo Downtown Historic District, which has been identified as a significant historical resource through local survey evaluation. Some buildings that contribute to the historic district have also been evaluated as individually significant properties. Therefore, the project site and its vicinity contain built environment resources that are already known to qualify as CEQA historical resources, or that require evaluation to determine their historical resource status.

In order to assess the project's potential impacts to historical resources, this HRTR delineates an Area of Potential Effect (APE), which is the geographic area in which project-related impacts to historical resources could feasibly occur. It then describes current conditions within the APE, summarizes the results of previous historical resource evaluations, and presents a narrative overview of the physical development of the project site and its immediate environment. The HRTR evaluates all historic-aged built environment resources within the APE that have not previously been subject to evaluation, which includes the two buildings within the project site as well as two buildings located on the same city block. Finally, the HRTR assesses the project's impacts to historical resources that are located within the APE, pursuant to CEQA.

¹ Built environment resources are defined as buildings, structures, objects, and districts that may become eligible for listing in historical resource registers if they acquire architectural, historical, cultural, and/or social significance.

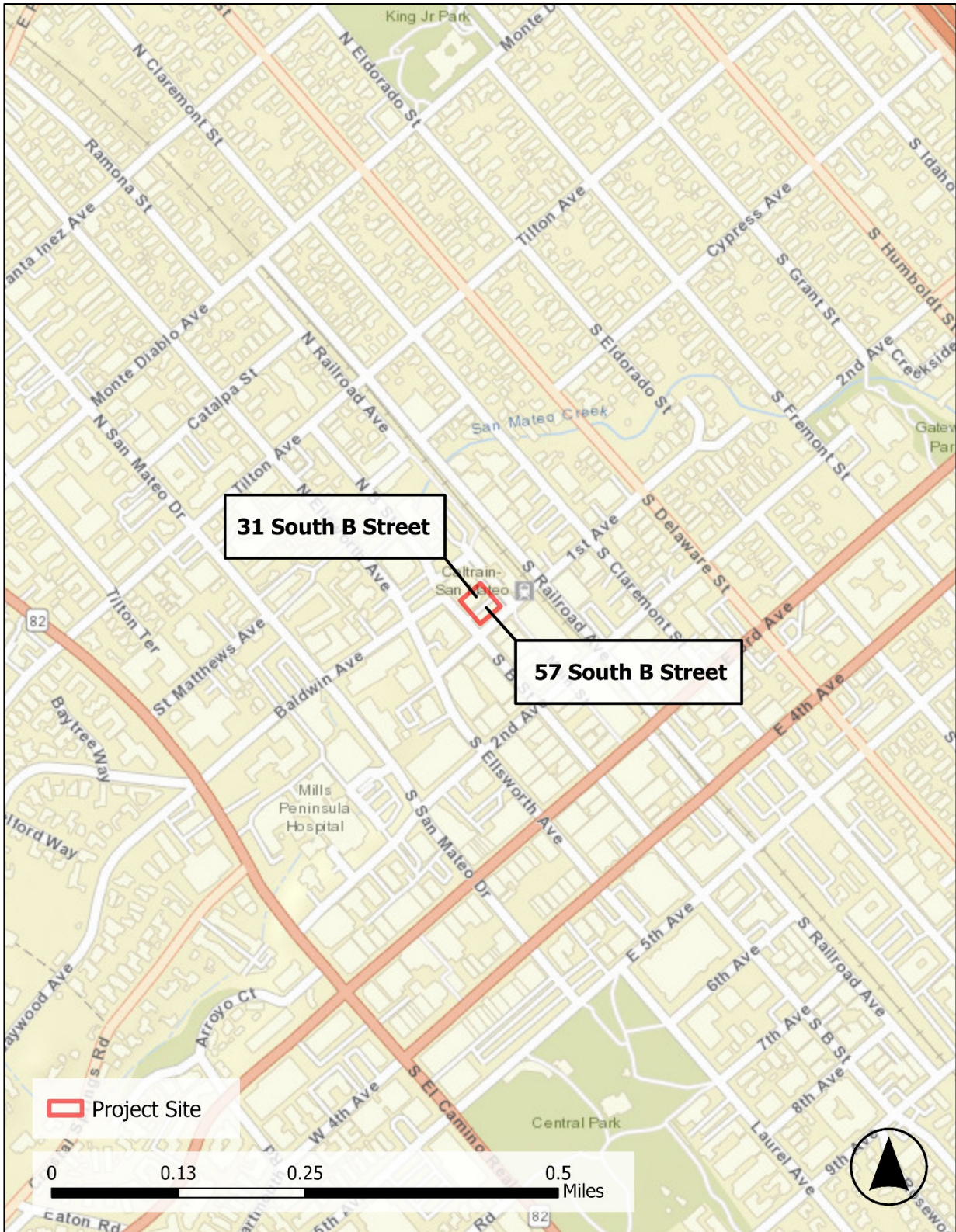


Figure 1. Location of the project site, containing 31 South B Street and 57 South B Street
Source: ARG (ESRI Streets, 2022)

1.2 Project Description

The project proposes to demolish the existing commercial buildings at the 0.32-acre site and construct a four-story, approximately 41,190-square-foot retail/food service and office mixed-use building (Figure 2). The building would include 5,302 square feet of restaurant space on the ground floor and 35,888 square feet of office space on floors one through four. Outdoor terraces for office employee use would be provided on floors two through four. Solar panel arrays and mechanical equipment, including water heaters, transformers, and solar batteries, would be located on the building rooftop. The project would be built at grade and does not include any on-site vehicle parking. Bicycle parking would consist of 11 spaces, including six short-term and five long-term spaces. Additional drawings illustrating the design of the project are included in Appendix C, Selected Project Renderings and Drawings.



Figure 2. Rendering of the new mixed-use building proposed by the project, viewed facing northeast from the intersection of South B Street and 1st Avenue; east and south façades are visible.

Source: RMW Architecture & Interiors

1.3 Methodology

To complete this HRTR, ARG staff completed the following:

- Conducted a site visit on May 3, 2023 to examine and photograph buildings within the project site and its immediate vicinity, including the primary building volumes, accessible interior spaces, and the surrounding downtown commercial district;
- Reviewed materials gathered and provided by the City of San Mateo Planning Division, including building permits, Sanborn Map Company insurance maps, and documentation from the City of San Mateo Historic Building Survey;
- Communicated with staff of the San Mateo County Historical Association, who searched the organization's collections for photographs of the evaluated properties;
- Reviewed online repositories, including the following: Newspapers.com; *San Francisco Chronicle* NewsBank database and ProQuest Digital Sanborn Maps, available through the San Francisco

Public Library website; California Digital Newspaper Collection of the University of California, Riverside; San Mateo city directories available at Ancestry.com; and digital historical photographs available from the websites of the San Mateo Public Library and San Francisco Municipal Transportation Agency; and

- Reviewed primary and secondary sources regarding the history and development of San Mateo.

1.4 Summary of Findings

Based on the site conditions, property history, and historic context presented below, ARG finds that none of the four previously unevaluated buildings within the APE—which includes the two buildings within the project site, as well as two buildings located on the same city block—appears to be eligible for listing in the California Register under any significance criteria. However, the project site is located adjacent to a previously identified historic district, the San Mateo Downtown Historic District, as well as one property that is eligible for listing in the National Register individually, known as the Wisnom Building. ARG reviewed the description and drawings of the proposed project and concludes that the project would pose a less than significant impact to the San Mateo Downtown Historic District and the Wisnom Building.

2. Regulatory Context

2.1 Federal

National Register of Historic Places

The National Register of Historic Places (National Register) is the master inventory of known historic resources and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological or cultural significance at the national, state or local level. A property must have both historical significance and integrity to be eligible for listing in the National Register.

To be significant, a property must be associated with an important historic context. The National Register identifies four possible context types, of which at least one must be applicable to the property at the national, state, or local level. These are:

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property 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 represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important to prehistory or history.

For a property to qualify for National Register listing, it must also retain “historic integrity of those features necessary to convey its significance.”² While a property’s significance relates to its role within a

² National Park Service, *How to Apply the National Register Criteria for Evaluation*, accessed February 21, 2023, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

specific historic context, its integrity refers to “a property’s physical features and how they relate to its significance.”³

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 significance has been established. To determine if a property retains the physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

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

Setting is the physical environment of a historic property.

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

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

The National Register is not typically used for environmental review under CEQA: the CEQA regulatory language directly references the California Register rather than the National Register. However, the National Register’s evaluative criteria have influenced the development of corresponding criteria used by the California Register and many municipal-level historic preservation programs.

Secretary of the Interior’s Standards

The Secretary of the Interior is responsible for establishing standards for all programs under departmental authority and for advising federal agencies on the preservation of historic properties listed in or eligible for listing in the National Register. The Standards for Rehabilitation (Standards; codified in 36 CFR 67 for use in the Federal Historic Preservation Tax Incentives program) address the most prevalent treatment. “Rehabilitation” is defined as “the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.”⁴

Initially developed by the Secretary of the Interior to determine the appropriateness of proposed project work on registered properties within the Historic Preservation Fund grant-in-aid program, the Standards for Rehabilitation have been widely used over the years, particularly to determine if a rehabilitation qualifies as a Certified Rehabilitation for federal tax purposes. In addition, the Standards have guided federal agencies in carrying out their historic preservation responsibilities for properties in federal

³ Ibid.

⁴ Anne E. Grimmer, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties* (Washington, D.C.: National Park Service, 2017), 76.

ownership or control and state and local officials in reviewing both federal and nonfederal rehabilitation proposals. They have also been adopted by historic preservation and planning commissions across the country.

The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The Standards pertain to historic properties of all materials, construction types, sizes, and occupancy and a building's site, environment, and associated landscape features, as well as attached, adjacent, or related new construction. As stated in the definition, the treatment "rehabilitation" assumes that at least some repair or alteration of the historic building will be needed in order to provide for an efficient contemporary use; however, these repairs and alterations must not damage or destroy materials, features or finishes that are important in defining the property's historic character.

The ten Standards for Rehabilitation are:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

According to the CEQA Guidelines, a project that conforms with the Secretary of the Interior's Standards can generally be considered to cause a less than significant impact to historical resources (14 CCR § 15126.4(b)(1)). In most cases, a project that meets the Secretary of Interior's Standards can be considered categorically exempt from CEQA (14 CCR § 15331).⁵

2.2 State

California Environmental Quality Act

When a proposed project may cause a substantial adverse change in the significance of a historical resource, CEQA requires the lead agency to carefully consider the possible impacts before proceeding (Public Resources Code Section 21084.1) and to disclose its decision-making process. CEQA equates a substantial adverse change in the significance of a historical resource with a significant effect on the environment (Section 21084.1). CEQA explicitly prohibits the use of a categorical exemption within the CEQA Guidelines for projects that may cause such a change (Section 21084). CEQA Guidelines section 15064.5(b) defines a "substantial adverse change" in the significance of a historical resource 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, the significance of a historical resource eligible for listing in the California Register is "materially impaired" when a project "demolishes or materially alters in an adverse manner" the physical that "convey its historical significance and that justify its eligibility for inclusion in, or eligibility for inclusion in the California Register."

California Register of Historical Resources

The California Register is the official inventory of the state's significant historical and archeological resources. It serves to identify, evaluate, register, and protect California's historical resources. The California Register program encourages public recognition and protection of resources of architectural, social, cultural, and/or archeological significance, identifies significant resources for state and local planning purposes, determines eligibility for historic preservation grant funding, and affords certain protections under the California Environmental Quality Act. All resources listed in or formally determined eligible for the National Register of Historic Places,⁶ as well as California Historical Landmarks with designation numbers above 770, are automatically listed in the California Register.

The California Register criteria are modeled on the National Register criteria for eligibility. A resource must be significant at the local, state, or national level under one or more of the following criteria:

1. It is associated with events or patterns of 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.

⁵ California Office of Historic Preservation, "California Office of Historic Preservation, Technical Assistance Series #1, California Environmental Quality Act (CEQA) and Historical Resources," 2001, accessed June 1, 2023, <https://ohp.parks.ca.gov/pages/1054/files/ts01ca.pdf>.

⁶ The National Register was established by the National Historic Preservation Act of 1966 and is the United States' federal register of significant built environment and archaeological resources nationwide. Listings in the National Register and California Register are not mutually exclusive; each designation bestows its own review processes and protections based on applicable federal and state laws, respectively.

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

Like the National Register, California Register eligibility requires that a built environment resource have demonstrated significance under Criteria 1, 2, and/or 3 before integrity is considered. Criterion 4 most often applies to archaeological sites and allows that a resource may have significant information value despite diminished integrity.

2.3 Local

City of San Mateo 2030 General Plan

In 2010, the San Mateo City Council adopted the *2030 General Plan*, which presents an updated vision and framework for future municipal-level decisions affecting the city's physical development. The *2030 General Plan* contains policies and implementing measures that relate to protecting the city's historically and architecturally significant built fabric. These policies include the following:

- **Land Use Policy 3.2, Significant Historic Structures:** Protect key landmarks, historic structures, and the historic character that exists in parts of downtown.
- **Conservation/Open Space Policy 8.1, Historic Preservation:** Preserve, where feasible, historic buildings as follows:
 - a. Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application.
 - b. Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.
 - c. Require that all exterior renovations of historic buildings conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation Historic Structures.
 - d. Historic building shall mean buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.
- **Conservation/Open Space Policy 8.2, Historic Districts:** Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.
- **Conservation/Open Space Policy 8.3, Structure Rehabilitation:** Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds.⁷

⁷ City of San Mateo, *City of San Mateo 2030 General Plan*, adopted October 18, 2010, II-21, VI-28 through VI-30.

City of San Mateo Downtown Area Plan

The *City of San Mateo Downtown Area Plan* was adopted in 2009 to guide future growth across the approximately 70 blocks that comprise the city's geographic core. The following goal and associated policies presented in the *City of San Mateo Downtown Area Plan* relate to built environment resources and the San Mateo Downtown Historic District:

- **Goal IV. Protect Key Landmarks and the Historic Character That Exists in Parts of Downtown:** The downtown is of particular importance with respect to historic resources. The areas along Third Avenue and B Street contain the largest concentration of historical structures within the downtown. This sense of history within the downtown adds to its unique sense of place. However, there is a need to balance historic preservation with the need for new development. Encourage development which creates a diverse urban form but, at the same time, ensures that new buildings are in scale and compatible with the existing downtown buildings.
 - **Policy IV.4, Downtown Historic Character:** Preserve and retain the historic and architectural character of structures within the downtown.
 - **Policy IV.5, Historic District:** Maintain the identified historic district along portions of 3rd Avenue and B Street, and continue to implement regulations to protect the overall historic and architectural character and integrity of the area.⁸

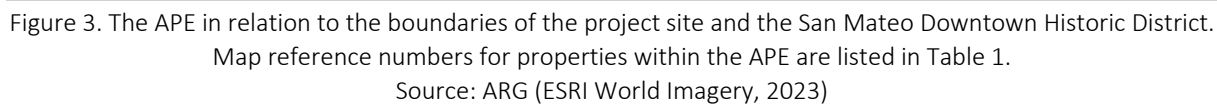
3. Existing Conditions

3.1 Area of Potential Effect

An Area of Potential Effect (APE) is the geographic area in which a given project may have an effect on historical resources. A property's inclusion within an APE does not guarantee it will be affected adversely, but rather indicates an effect is possible and warrants further investigation. No single methodology exists to delineate APEs for every project; instead, an APE's boundaries should reflect the project's location, resources in its vicinity, and the specific types and intensities of project activities that are proposed. In instances when the proposed scope of work is minor and would not involve changes in the project site's setting that could be discerned from nearby areas, it may be appropriate to limit an APE to the boundaries of a given project site. Commonly, however, an APE extends beyond a project site and includes surrounding properties, which allows the investigation to consider potential changes in the setting of any nearby historical resources. In some cases, an APE may extend considerably far away from a project site if the project proposes large-scale and visually intrusive new construction.

For the current project, ARG has delineated the APE to include the project site and two additional parcels located within its same city block (subsequently referred to as the subject block). The APE also extends beyond the subject block to include parcels on adjacent blocks that directly face the project site (Figure 3).

⁸ City of San Mateo, *City of San Mateo Downtown Area Plan*, approved May 18, 2009, 3, 52.



This APE takes into account the physical changes that project construction could cause to the existing buildings within the project site, were they to qualify as historical resources; it also considers permanent changes that the project may cause to the settings of historical resources that may be present in its immediate vicinity. As described below, the APE includes some buildings located within the San Mateo Downtown Historic District, and this HRTR will analyze the project's potential impacts to the district as a whole. However, the APE includes only the portion of the historic district from which the project would be most directly visible.

The eleven properties within the APE are addressed in turn in the next section.

3.2 Previous Historical Evaluations

This section provides an overview of previous evaluations and the historical resource status of the buildings located within the APE.

In 1988 and 1989, the San Mateo County Historical Association sponsored the City of San Mateo Historic Building Survey, which involved the documentation and evaluation of buildings in the city constructed before 1940. Most buildings included in the 1988-1989 survey were concentrated in the city's older residential and commercial neighborhoods located east of El Camino Real, which include the downtown business district as well as several neighborhoods that were planned and developed before the start of World War II. Fieldwork and historical research resulted in the documentation of hundreds of buildings, which investigators evaluated using the eligibility criteria of the National Register. Surveyed buildings were assigned at least one National Register status code corresponding to the following categories:

- Status code 1: previously listed in the National Register individually;
- Status code 2: determined individually eligible for the National Register by the Department of the Interior;
- Status code 3: appears eligible for individual listing based on survey evaluation;
- Status code 3D: appears eligible for listing as a contributor to a potential National Register district;
- Status code 4: may become eligible for individual listing on the National Register;
- Status code 5: is individually listed or eligible for listing under a local preservation or landmark ordinance;
- Status code 6: ineligible.

Surveyors documented properties on State of California Historic Resources Inventory (HRI) forms that included basic property information, brief descriptions, statements of significance, main significance themes, and status codes.

Additionally, the 1988-1989 survey identified several historic districts in San Mateo, including the San Mateo Downtown Historic District (sometimes referred to in documentation as simply the San Mateo Downtown or the Central Business District). The historic district's evaluation was recorded on an HRI form, which recognized its significant associations with the development of the city's commercial core

between c.1890 and 1939. The evaluation also makes note of the district's consistently scaled yet aesthetically diverse commercial architecture from the late nineteenth and early twentieth centuries. The survey identified the San Mateo Downtown Historic District's contributing properties, all of which received 3D status codes and were documented on individual HRI forms. Non-contributing properties were assigned a 6 status code and received streamlined documentation, consisting of short building descriptions.

Table 1 presents the properties located within the APE, along with their dates of construction and the findings of previous evaluations. The table identifies the resources in the APE that require evaluation as part of the current study, which are those that are currently more than 45 years old⁹ and lack a valid previous finding of historic register eligibility. Corresponding survey documentation for the previously evaluated properties in the APE is included in Appendix B of this HRTR.

Table 1. Historical Evaluation Status of Properties in the APE

Map Reference Number	Property Address	Assessor's Parcel Number	Date Built	Existing Evaluation Status	National Register Status Code	CEQA Historical Resource Status
1	11 South B Street	034-154-010	1908 (historical newspapers)	Of historic age; not previously evaluated	N/A	Unknown (requires evaluation)
2	15 South B Street	034-154-020	1908 (historical newspapers)	Of historic age; not previously evaluated	N/A	Unknown (requires evaluation)
3	31 South B Street	034-154-030	1951 (historical newspapers)	Of historic age; not previously evaluated	N/A	Unknown (requires evaluation)
4	57 South B Street	034-154-030	1947 (historical newspapers)	Of historic age; not previously evaluated	N/A	Unknown (requires evaluation)
5	303 Baldwin Avenue	032-322-230	Under construction	Not of historic age	N/A	No
6	22 South B Street	034-152-020	1931 (City of San Mateo Historic	Contributor to the San Mateo Downtown	3D	Yes (district contributor)

⁹ Even though the California Register and National Register recognize 50 years as the age above which built environment resources typically achieve significance, many agencies use a 45-year threshold for regulatory review. This lower age threshold recognizes that time may pass between the preparation of evaluations, the completion of the environmental review process, and the start of project construction.

Map Reference Number	Property Address	Assessor's Parcel Number	Date Built	Existing Evaluation Status	National Register Status Code	CEQA Historical Resource Status
			Building Survey)	Historic District		
7	36 South B Street	034-152-050	1897 (City of San Mateo Historic Building Survey)	Contributor to the San Mateo Downtown Historic District	3D	Yes (district contributor)
8	100 South B Street (Wisnom Building)	034-153-150	1907 (City of San Mateo Historic Building Survey)	Individually eligible; contributor to the San Mateo Downtown Historic District	3/3D	Yes (district contributor and individual resource)
9	101 South B Street	034-155-010	c.1897 (City of San Mateo Historic Building Survey)	Non-contributor to the San Mateo Downtown Historic District	6	No
10	355 2nd Avenue	034-155-080	2000 (City of San Mateo Planning Department)	Not of historic age	N/A	No
11	385 2nd Avenue (Caltrain San Mateo Station)	034-154-040	c.2000 (City of San Mateo Planning Department)	Not of historic age	N/A	No
Source: City of San Mateo Historic Building Survey Historic Resource Inventory Forms; City of San Mateo Planning Department; <i>Daily News Leader</i> ; <i>San Mateo Times</i>						

As shown above, four buildings within the APE require evaluation as part of the current analysis: 11 South B Street, 15 South B Street, 31 South B Street, and 57 South B Street.

3.3 Physical Description

The following section provides a physical description of the APE, with a particular focus on the four individual buildings within the subject block that require individual evaluation. Additional photographs of the project site and its vicinity are presented in Appendix A.

The project site encompasses a single parcel located at the northeast corner of the intersection of South B Street and 1st Avenue (Figure 4), which is located near the Caltrain rail corridor and San Mateo Station in the northeastern section of downtown San Mateo. South B Street is a primary commercial street running from north to south¹⁰ near the eastern edge of San Mateo's downtown district. Viewed facing south from the project site, South B Street is lined by one- to three-story commercial buildings that generally fill most or all of their parcels and have front façades placed at the front parcel boundary, so that they form continuous street faces (Figure 5). To the north of the project site, North B Street crosses the undergrounded San Mateo Creek and generally features lower-scaled commercial buildings built after World War II. West of North B Street, the downtown district transitions to a residential neighborhood of detached and multi-unit dwellings. One block to the west of the project site is South Ellsworth Avenue, which features several modern buildings that are markedly taller than the buildings in the San Mateo Downtown Historic District along South B Street. These modern buildings include the nine-story Mills Square Tower, which is visible from the project site.



Figure 4. Project site (at right) and surrounding buildings at the intersection of South B Street and 1st Avenue, viewed facing north
Source: ARG, May 2023



Figure 5. Commercial buildings lining the east side of South B Street one block south of the project site, viewed facing southeast
Source: ARG, May 2023

The public realm along South B Street and 1st Avenue includes 12-foot-wide sidewalks, which in some areas are lined by street trees in planters. Sidewalk paving includes concrete and areas of brick laid in a herringbone pattern. The streetscape intermittently features curb extensions, planting beds containing flowers and shrubs, and modern street furnishings such as benches.

¹⁰ The project site, as well as surrounding parcels and roadways, are oriented at an angle following the northwest-southeast alignment of the Caltrain corridor. For conciseness, this report refers to northeast as east, southeast as south, southwest as west, and northwest as north.

11 South B Street

11 South B Street (Map Reference Number 1) is a one-story commercial building located at the north end of the block containing the project site. The building is clad in stucco and concrete and is capped by a flat roof surrounded by a parapet. Its rectangular footprint fills the majority of an approximately 2,400-square-foot parcel on the east side of South B Street, directly south of Transit Center Way leading east to the Caltrain San Mateo Station.

The primary (west) façade is asymmetrically arranged (Figure 6). A recessed entry bay includes a glazed, anodized metal door with a fixed transom window. The remainder of the façade is spanned by metal framed, fixed and sliding windows. The lower portion of the façade is clad in contemporary glazed ceramic tiles. Above the storefront, the façade is spanned by a raised stucco panel and mounted illuminated signage. The façade terminates at a shaped parapet that steps down at center and is ornamented with a thick molded cornice.



Figure 6. Primary (west) façade of 11 South B Street, viewed facing east
Source: ARG, May 2023

The north façade is constructed of board-formed concrete and is currently blind, although slight variations in the surface of the exterior wall along with curb cuts in an adjacent concrete retaining wall indicate the former locations of at least two doors and several windows that have been infilled (Figure 7). The upper portion of the façade features a simple molding, above which is a stucco-clad parapet with a molded cornice.



Figure 7. North façade of 11 South B Street, viewed facing southwest
Source: ARG, May 2023

The rear (east) façade is located within a small, fenced yard (Figure 8). Similar to the north façade, the rear façade is constructed of board-formed concrete. Fenestration includes a central, metal pedestrian door with a transom window, and, at north, a five-lite fixed metal window with safety glass. A wood shed with sloped roof and vertical wood cladding extends from the south portion of the façade. The simple molding continues from the upper portion of the north façade, and a shaped parapet features a sculpted cornice that mimics the appearance of the parapet at the front façade. The fenced yard adjacent to the rear façade is paved in concrete and the fence is a mix of wood and metal posts with arched metal rails and circular details.



Figure 8. Rear (east) façade of 11 South B Street, viewed facing west
Source: ARG, May 2023

The south façade abuts the building directly to the south and is not visible. The interior of the building is configured for restaurant use and includes contemporary fixtures and finishes.

15 South B Street¹¹

15 South B Street (Map Reference Number 2) is a two-story commercial building with a one-story volume extending from its rear façade. The building is clad in stucco, concrete, and masonry block, and it is capped with a flat roof. The building has a rectangular footprint and fills an approximately 7,300-square-foot parcel on the east side of South B Street, directly east of the terminus of Baldwin Avenue.

The primary (west) façade is regularly arranged into five bays (Figure 9). The first floor is recessed and spanned by three commercial storefronts, including four fully glazed anodized metal entry doors and a near-continuous ribbon of windows (Figure 10). The commercial storefronts include contemporary fixtures and finishes and are currently occupied by a tax advisory service, a nail salon, and a general beauty salon. One door leads to an entry vestibule and ceramic-tiled stair that rises to offices at the second floor. The area in front of the first floor is paved in a polished aggregate material, and the overhang of the second floor is supported by square posts. The spandrel course between the first and second floors is clad in stucco and supports affixed signage and address lettering. The second floor includes five bays of six-lite fixed and operable aluminum-sash windows, separated by pilasters with stylized caps and shaded by affixed retractable canvas awnings. The façade terminates with a molded cornice supported by paired shaped brackets. At the roofline is a flat parapet with a painted metal coping.



Figure 9. Primary (west) façade of 15 South B Street, viewed facing east
Source: ARG, May 2023



Figure 10. Typical storefront detail at the west façade of 15 South B Street, viewed facing southeast
Source: ARG, May 2023

The rear (east) façade is spanned at the first floor by a one-story volume constructed of concrete masonry blocks. The volume includes three irregularly arranged recessed entry bays, each comprising a mix of glazed anodized metal doors and large fixed windows (Figure 11). A fixed four-lite window is located at the far north, and the first-floor volume terminates with a flush roofline featuring a painted metal coping. The second floor is deeply recessed. A straight stair rises along the north perimeter of the first-floor volume to access a second-floor entry. Visible fenestration at the second floor includes one double-hung wood window with ogee lugs at the far north. The second floor terminates with a flush roofline and a painted metal coping.

¹¹ The building contains multiple commercial spaces that historically had their own street addresses between 15 South B Street to 27 South B Street. For conciseness, this report uses the building's primary address maintained by San Mateo County, 15 South B Street.



Figure 11. Rear (east) façade of 15 South B Street, viewed facing northwest
Source: ARG, May 2023

Both the north and south façades abut adjoining buildings; the visible portion of the second floor at the south façade is constructed of board-formed concrete and includes no fenestration. The interior of the building appears to contain contemporary fixtures and finishes.

31 South B Street¹²

31 South B Street (Map Reference Number 3) is an extended-height, one-story commercial building clad in brick veneer and stucco and capped with a flat roof. The building has a generally rectangular footprint and occupies most of the north half of an approximately 13,900-square-foot parcel at the northeast corner of the intersection of South B Street and First Avenue; this building is on the same parcel as 57 South B Street, and the buildings are separated by an asphalt paved parking area.

The primary (west) façade is organized into three commercial storefronts, each of which is recessed at a slight angle. This arrangement gives the façade a serrated footprint (Figure 12). The northernmost storefront includes an anodized metal eight-lite door at the south and a fixed nine-lite window; the remainder of the storefront is covered by glazed ceramic tile, and the upper portion is covered by a large metal frame canvas box awning (Figure 13). The middle storefront includes a fully glazed anodized aluminum door at the south and four continuous fixed anodized aluminum-frame storefront windows above a low bulkhead clad in brick veneer (Figure 14). The southernmost storefront includes a pairing of fully glazed anodized metal doors at the south and continuous flush glazing above a low bulkhead clad in brick veneer (Figure 15). Both the center and southern storefronts are shaded by canvas awnings, and the upper portion of the façade is finished in painted corrugated metal. The façade terminates with a deep projecting eave.

¹² The building contains multiple commercial spaces that historically had their own street addresses between 31 South B Street to 49 South B Street. For conciseness, this report uses the building's primary address maintained by San Mateo County, 31 South B Street.



Figure 12. Primary (west) façade of 31 South B Street,
viewed facing southeast
Source: ARG, May 2023



Figure 13. North storefront, viewed facing northeast
Source: ARG, May 2023



Figure 14. Central storefront of 31 South B Street,
viewed facing southeast
Source: ARG, May 2023



Figure 15. South storefront of 31 South B Street,
viewed facing northeast
Source: ARG, May 2023

The west portion of the south façade includes a continuation of the southernmost storefront from the primary façade, containing a band of windows over a bulkhead clad in brick veneer (Figure 16). The middle portion of the façade contains an additional storefront, with a canted recessed entry of paired, fully glazed anodized aluminum doors surmounted by a large transom. The west and middle portions of the south façade are sheltered by a projecting frieze volume finished in corrugated metal panels and supported by metal posts. The frieze volume terminates at the projecting eave that continues from the primary façade. The eastern portion of the south façade is clad in stucco and includes a metal pedestrian entry door and a former opening that has been infilled (Figure 17).



Figure 16. South façade of 31 South B Street, viewed facing northeast
Source: ARG, May 2023



Figure 17. East end of 31 South B Street's south façade, viewed facing north
Source: ARG, May 2023

The rear (east) façade is clad in stucco. It has an irregular fenestration pattern and includes three metal pedestrian doors and a metal gate covered by corrugated Plexiglas (Figure 18). The rear façade terminates with a flush roofline and painted metal coping.



Figure 18. Rear (east) façade of 31 South B Street, viewed facing southwest
Source: ARG, May 2023

The north façade abuts the neighboring building and is not visible. The interior of the building's four commercial units is configured for restaurant and general commercial use and includes contemporary fixtures and finishes.

57 South B Street

57 South B Street (Map Reference Number 4) is an extended-height, one-story commercial building clad in stucco and capped with a flat roof. The building has a generally rectangular footprint and occupies the southern third of the parcel that also contains 31 South B Street. The building features a stucco-clad pylon at its southwest corner that rises above the primary roof level. The eastern portion of the building is a separate volume with a slightly lower roof level.

The building's primary entrance is set back at an angle from its southwest corner and contains a glazed door with sidelite (Figure 19). The west and south façades are similar in arrangement to one another: each is clad in stucco and includes paired anodized aluminum-frame storefront windows over a low painted brick-veneer bulkhead; areas above the windows are slightly recessed (Figure 20). Window groupings are separated by engaged pilasters, and a simple belt course runs above the windows. The building terminates with a flat roofline. Signage at the southwest corner of the building includes a lightbox mounted and an illuminated blade sign mounted to the corner pylon.



Figure 19. Primary entrance at the southwest corner of 57 South B Street, viewed facing northeast
Source: ARG, May 2023



Figure 20. West façade of 57 South B Street, viewed facing southeast
Source: ARG, May 2023

The eastern portion of the south façade has a lower roofline; irregular fenestration includes a metal pedestrian door, a storefront window infilled with T1-11 panels, and a metal roll-up vehicular door that covers a secondary entrance to the building (Figure 21).



Figure 21. East portion of the south façade of 57 South B Street, viewed facing north
Source: ARG, May 2023

The east façade is constructed of board-formed concrete and features no openings. It terminates at a flush roofline (Figure 22).



Figure 22. East façade of 57 South B Street, viewed facing northwest
Source: ARG, May 2023

The north façade is constructed of board-formed concrete and terminates at a flat roofline (Figure 23). The façade includes three metal pedestrian entry doors and a lightbox mounted at the west end.



Figure 23. North façade of 57 South B Street, viewed facing southeast
Source: ARG, May 2023

The interior of the building is configured as a restaurant and includes contemporary fixtures and finishes.

Adjacent Buildings

303 Baldwin Avenue (Map Reference Number 5) is a four- to five-story mixed-use building currently under construction (Figure 24). It stands at the northwest corner of the intersection of South B Street and Baldwin Avenue, northwest of the project site. The building's design features commercial storefronts at street level, regularly spaced windows at the second and third stories, and extensive glazing at the fourth and fifth stories.



Figure 24. 303 Baldwin Avenue under construction, viewed facing north along South B Street

22 South B Street (Map Reference Number 6) is located at the southwest corner of the intersection of Baldwin Avenue and South B Street, immediately west of the block containing the project site (Figure 25). It is a one-story commercial building clad in stucco and capped by a flat, parapeted roof. It is designed in the Spanish Colonial Revival style with Art Deco influences, and it features a base clad in ornamental tile. An engaged tower volume at the northeast corner has a recessed entry, pyramidal roof covered in rounded clay tiles, and elaborate stucco reliefs. Across the north and east façades, structural columns divide bays that contain fixed display windows with divided-lite transoms.



Figure 25. 22 South B Street, viewed facing northwest from South B Street
Source: ARG, May 2023

36 South B Street (Map Reference Number 7) is a two-story commercial building at the northwest corner of the intersection of South B Street and 1st Avenue, directly west of the project site (Figure 26). It is clad in stucco and capped by a flat roof, with bracketed visor roof underneath its roofline. Commercial storefronts span the east façade. At street level, two glazed storefronts flank a central recessed entry; the base of the storefronts features glazed ceramic tile. The second story features three groupings of windows placed within molded stucco frames.



Figure 26. 36 South B Street, viewed facing west
Source: ARG, May 2023

100 South B Street (Map Reference Number 8), also known as the Wisnom Building, is located at the southwest corner of the intersection of South B Street and 1st Avenue (Figure 27). It is a two-story, Mission Revival-style commercial building clad in stucco and capped by a parapet surrounding a flat roof. First-story storefronts at the east façade feature a base clad in decorative glazed ceramic tiles, as well as recessed entries topped by narrow transom windows. The second story features double-hung windows surrounded by textured stucco panels. A projecting, bracketed visor roof spans both street-facing façades. The South B Street façade terminates at a Mission-style shaped parapet inscribed with the building's name and year of construction.



Figure 27. The Wisnom Building, viewed facing southwest
Source: ARG, May 2023

101 South B Street (Map Reference Number 9) is a three-story commercial building constructed of brick and located at the southeast corner of the intersection of South B Street and 1st Avenue (Figure 28). The building has a flat roof with parapet and features arched window openings capped by brick headers. The primary façade has three bays and terminates at a stepped parapet. The building was constructed near the turn of the nineteenth century but was later remodeled, involving the addition of gabled dormers with clay roof tiles along the north façade.



Figure 28. 101 South B Street, viewed facing southeast
Source: ARG, May 2023

The structure at 355 2nd Avenue (Map Reference Number 10), located southeast of the project site, is a three-story parking garage constructed of reinforced concrete (Figure 29). The structure has an elongated rectangular footprint and takes up the east half of its block. The first story, which contains commercial and institutional tenants, is lined by glazed storefronts with glazed ceramic tile cladding. The building also features decorative elements that invoke the Art Deco style.



Figure 29. Parking garage structure at 355 2nd Avenue, viewed facing south
Source: ARG, May 2023

The Caltrain San Mateo Station at 385 2nd Avenue (Map Reference Number 11) lies immediately east of the project site and comprises an elongated transit facility and commercial building that follows the north-south orientation of the adjacent Caltrain tracks (Figure 30). The station features a variety of one- and two-story volumes, including a prominent Spanish Colonial Revival-style clock tower at the east terminus of Transit Center Way.



Figure 30. Caltrain San Mateo Station, viewed facing northeast from 1st Avenue
Source: ARG, May 2023

4. Historical Overview

4.1 Development of San Mateo

Colonization of present-day California by the Spanish began in 1769, when Governor Gaspar de Portolá and Father Junípero Serra set out on an expedition of land north of Baja California, into the Spanish province known as Alta California. Spain's strategy to colonize the province used a combination of military outposts, civilian settlements, and Catholic missions to secure their power. The Spanish established a series of 21 missions in Alta California along the coastline from San Diego to Sonoma. Mission San Francisco de Asís, also known as Mission Dolores, was established in what is now San Francisco. Along with the Presidio of San Francisco, Mission Dolores reinforced Spain's colonial position on the San Francisco Peninsula. During this era, Spanish priests and neophytes (Native Californians coerced into converting to Catholicism) used the land that later became San Mateo for sheep raising.¹³

In 1821, Mexico won its independence from Spain, and the entirety of Alta California passed to Mexican control by the end of April 1822. One of the first major changes in policy under an independent Mexico was the secularization of the land surrounding the Catholic missions, which became private land grants (frequently referred to as ranchos). One of the land grants on the San Francisco Peninsula, known as Rancho San Mateo, contained 6,000 acres and encompassed the area that ultimately became San Mateo. The rancho was first granted to Cayetano Arenas in 1846.¹⁴ California came into the United States' control, and it became a state two years later. In 1856, the California State Legislature passed the Consolidation Act, which created San Mateo County from the southern portion of San Francisco County.

The following decade, the San Francisco and San José Railroad began offering train service along the San Francisco Peninsula, finally connecting its namesake cities by rail in 1864. San Mateo subsequently developed into a small village at the crossroads between the north-south railroad and a stagecoach road that extended east-west from the bay to the Pacific Coast.¹⁵ The new rail connection provided easy access

¹³ Mitchell Postel, *San Mateo: A Centennial History* (San Francisco: Scottwall Associates, 1994), 9.

¹⁴ *Ibid.*, 15.

¹⁵ Postel, *San Mateo*, 19, 27; Alan Hynding, *From Frontier to Suburb: The Story of the San Mateo Peninsula* (Belmont: Star Publishing Company, 1982), 57-58.

to San Mateo for both travelers and wealthy San Franciscans who desired weekend and summer residences in the countryside. The 40-mile journey to San Francisco was reduced from a nine-hour stagecoach ride to a 1.25-hour trip by rail. Local farmers began shipping their produce north to markets in San Francisco, and tourists traveled south to destinations like Crystal Springs Canyon. Wealthy San Franciscans purchased large parcels of land along the railroad, erected grand mansions, and employed local residents as servants and skilled craftsman to maintain their estates.¹⁶

Charles B. Polhemus—a director of the San Francisco and San José Railroad—attempted one of the earliest residential subdivisions in San Mateo. In the 1850s, Polhemus began buying up properties along San Mateo Creek under the assumption that the future railroad would increase the land's value. He commissioned a survey to plot a new subdivision roughly bounded by the creek to the north (near present-day Baldwin Avenue), 5th Avenue to the south, A Street (present-day Ellsworth Street) to the west, and D Street (present-day Delaware Street) to the east. Shortly after the completion of the railroad in 1864, Polhemus failed to sell even 25 percent of the 176 parcels in the subdivision. Nevertheless, he succeeded in establishing a new commercial district centered around the railroad tracks.¹⁷ In 1868, the Southern Pacific Railroad absorbed the San Francisco and San José Railroad.

San Mateo's development continued over the next several decades. On September 3, 1894, the San Mateo County Board of Supervisors voted to incorporate the city of San Mateo. The settlement already benefited from a bustling business district centered along B Street, as well as a thriving newspaper, a reliable source of water from the newly constructed Crystal Springs Dam, and many civic institutions including a volunteer fire department, a library, churches, and schools. Residential areas of the town expanded quickly through new suburban subdivisions, while the business section of town (Figure 31) developed more slowly.¹⁸



Figure 31. View of B Street c.1900, viewed facing south from the location of the current project site
Source: San Mateo Public Library Local History Collection

¹⁶ Postel, *San Mateo*, 40-41.

¹⁷ *Ibid.*, 39-40.

¹⁸ *Ibid.*, 112.

Around the turn of the twentieth century, San Mateo had approximately 1,800 residents and was linked to San Francisco by an interurban electric railway as well as by the Southern Pacific Railroad's "Peninsula Commute" (the current Caltrain corridor). An influx of San Francisco refugees arrived following the 1906 earthquake, leading to the construction of numerous residences in San Mateo; California bungalows were among the most popular styles. From 1900 to 1910, the population more than doubled, reaching approximately 4,300; by 1920, close to 6,000 people resided within the city limits. Through the 1930s, San Mateo continued to expand as property owners subdivided large nineteenth-century estates into smaller residential parcels. New development spread south from downtown, which solidified San Mateo's suburban, middle-class character. By 1930, the city's population had again doubled to 13,500 residents. A new shopping district separate from the B Street corridor developed to the south at El Camino Real and 25th Avenue.¹⁹

Improvements to the Peninsula's transportation infrastructure occurred concurrently with the region's suburban growth. By 1920, El Camino Real had evolved from a dusty, two-lane dirt road into a modern paved thoroughfare lined with motels, gas stations, drive-in restaurants, and shopping complexes. Completion of the Bayshore Highway (now U.S. 101) in the 1920s between South San Francisco and San Mateo began to alleviate traffic along El Camino Real. By the 1930s, U.S. 101 reached as far south as Santa Clara Valley.²⁰

During World War II, San Mateo experienced less industrial development than many other cities in the Bay Area. However, the city still witnessed a major population boom during and after the war, as workers from nearby electronics and steel industries looked to San Mateo in search of a suitable place to live. The city's population rose from 19,403 in 1940 to nearly 27,000 in 1944. Shut out by restrictive racial covenants in nearby towns such as Burlingame and Belmont, many African Americans who worked in the region's shipyards were able to settle in San Mateo.²¹

After the war, housing development resumed in earnest, and large-scale commercial complexes appeared outside of central San Mateo. Richard H. Grant's Parkside project was initiated in 1952 and included 1,200 homes and a commercial shopping center on the former site of the San Mateo Airport. In 1954, the Hillsdale Shopping Center opened in southern San Mateo, introducing one of the first suburban Sears locations in the United States alongside 94 other stores. Affectionately known as the "Heart of the Peninsula," Hillsdale reflected the growing appeal of enclosed shopping malls and marked a decided shift away from the city's historic downtown district.²²

In light of Hillsdale's opening and the popularity of modern retail environments, new commercial development in downtown San Mateo attempted to match the architectural vocabulary, if not the large scale, of the newer regional shopping centers. Bank of America, for instance, remodeled its 1930s-era downtown branch at the intersection of South B Street and 3rd Avenue and added austere modern façades of pebbledash, metal, and decorative mosaics—all of which distinguished it from the more

¹⁹ Postel, *San Mateo*, 125-127, 137, 175; Hynding, *From Frontier to Suburb*, 239-240, 250-251, 255-256.

²⁰ Frank M. Stanger, *South From San Francisco: The Life Story of San Mateo County* (San Mateo: San Mateo County Historical Association, 1963), 198-200; Postel, *San Mateo*, 137; Hynding, *From Frontier to Suburb*, 256-259, 266-267.

²¹ Postel, *San Mateo*, 223-224.

²² "Success Story in Hillsdale," *San Mateo Times*, August 4, 1960, 74; Postel, *San Mateo*, 235.

traditional designs of its neighboring commercial blocks.²³ Just south of the established downtown core, a collection of modernist buildings arose along El Camino Real; these included the Bank of America's A.P. Giannini Branch, with a distinctive mosaic mural by artist Louis Macouillard (Figure 32).²⁴



Figure 32. View of the Bank of America branch and adjacent office buildings near El Camino real's intersection with 3rd Avenue, viewed facing south, c.1960s
Source: Smith Novelty Corp., via ebay

San Mateo fared relatively well during the economic recessions of the 1970s and 1980, partially due to tourism for local attractions such as Bay Meadows, a horse racing track that operated from 1934 until 2008.²⁵ Industry began pouring into the area with the growth of the nearby Silicon Valley. In 1972, a small investment company called Franklin Resources moved their headquarters to San Mateo, and by 1987 the company had become the largest employer in the city with a staff of 1,700. More companies relocated to San Mateo during the 1980s and 1990s, and office space development increased accordingly.²⁶

In 1991, San Mateo implemented a height ordinance in the downtown area that limited buildings to seven stories, one of numerous initiatives undertaken to keep urban density low.²⁷ Although downtown development largely occurred in a piecemeal fashion, larger-scale interventions included the construction of the Century 12 multiplex and its associated parking garage between South B Street and the Caltrain corridor shortly after the turn of the twenty-first century. This new development supported a pedestrian mall along Main Street that strengthened downtown's historically pedestrian-scaled shopping experience.²⁸

²³ City of San Mateo Planning Division, *Downtown San Mateo Historic Building Self-Guided Walking Tour*, April 2019, 12.

²⁴ "Bank of America" [advertisement], *San Mateo Times*, March 7, 1963, 36.

²⁵ Postel, *San Mateo*, 266.

²⁶ *Ibid.*, 267.

²⁷ Stanton Samuelson, "Slow-growth Initiative Victorious in San Mateo," *San Francisco Examiner*, November 6, 1991, 11.

²⁸ Dave Murphy, "Screen Saviors," *San Francisco Chronicle*, July 9, 2004, F1.

Today, San Mateo is located equidistant between San Francisco and San José and is less than an hour's drive from Silicon Valley's major technology employers. The city retains a large proportion of single-family residences, and nearly 60 percent of properties within the city are owner-occupied.²⁹ Among the highest housing markets in the country, it is a popular location for technology industry workers who seek a less dense environment in which to live.

4.2 Project Site Development

The project site is located north of the center of San Mateo's downtown commercial district, which began to take shape in the decades after the San Francisco and San José Railroad was laid in the 1860s. As depicted in the Sanborn Map Company fire insurance map published in 1888 (the earliest such map available for San Mateo), the city's fledgling core comprised just a handful of industrial, commercial, and residential buildings surrounding the intersection of B Street and 2nd Street (present-day 2nd Avenue). The project site, however, remained undeveloped. New development soon spread north from 2nd Street along the B Street corridor, introducing a collection of one- and two-story commercial buildings. By 1891, the project site contained two buildings located where 57 South B Street stands today: a one-story general store at the corner of 1st and B streets, and a two-story building occupied by a butcher and a tailor (Figure 33). The block also contained a wood and coal yard near its northeast corner (within the current footprint of 31 South B Street) and ended just below San Mateo Creek.

Commercial development in central San Mateo continued briskly during the decade that followed, including a new two-story building constructed where 31 South B Street now stands. The area that is now the project site contained a row of commercial buildings that housed a range of professional services and shops, such as a tailor, plumber, upholsterer, fruit seller, and wallpaper merchant (Figure 34). The central of these building contained a "hall" at the upper level, denoting its use as the lodge of the Independent Order of Odd Fellows. Just to the north stood two dwellings, the nearest of which corresponds to the current location of 11 South B Street and 15 South B Street. Fully detached and set back from the street, these residences broke from the uninterrupted rows of commercial buildings that lined B Street to the south, marking the northern edge of San Mateo's downtown business district.

²⁹ United States Census Bureau, "QuickFacts: San Mateo County, California," accessed April 12, 2023, <https://www.census.gov/quickfacts/sanmateocountycalifornia>.

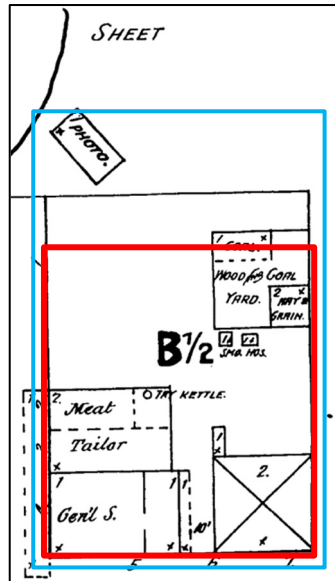


Figure 33. Buildings present within the current project site (in red) and subject block (in blue), as depicted in 1891. North is up.

Source: Sanborn Map Company, edited by ARG

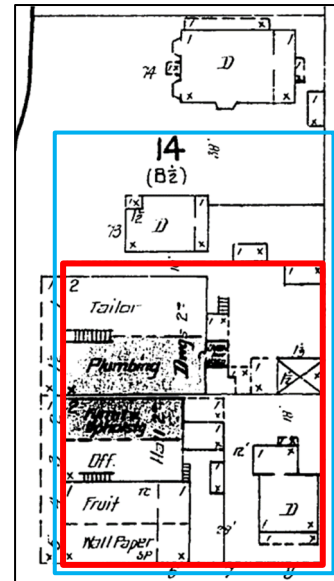


Figure 34. The project site (in red) and subject block (in blue) as depicted in the 1901 Sanborn fire insurance map. North is up.

Source: Sanborn Map Company, edited by ARG

These same buildings are depicted in a photograph of the northern end of B Street taken in the 1890s (Figure 35). Although commercial blocks located along B Street to the south were characterized by brick construction, the frame commercial buildings within the project site were clad in wood siding and had Italianate architectural features, such as false front façades, elongated windows, and scrolled brackets underneath the roofline. The buildings also shared a broad canopy roof that extended over the public sidewalk. The two residences to the north were moderately sized but well-appointed middle-class homes, displaying attractive Victorian-era elements like angled window bays and carved bargeboards.



Figure 35. c.1890s view of the subject block, facing east toward B Street, including commercial buildings within the current project site, at right, adjacent to two moderately sized residences. This photograph was taken during the construction of the B Street Bridge, which connected to Baldwin Avenue.

Source: San Mateo Public Library Local History Collection

The Brown Block and the B Street Extension

The frame residences and commercial buildings within the subject block appear to have survived the 1906 earthquake, which damaged or outright destroyed some masonry buildings on nearby blocks downtown. The earthquake ushered in a period of reconstruction that utilized more seismically resistant and fireproof construction methods; within months of the earthquake, newspapers reported that a commercial building called the Brown Block would be erected on B Street. Currently 15 South B Street, the Brown Block was built of reinforced concrete and replaced the southern of the two residences that had stood within the subject block.³⁰ When the building opened in the summer of 1908, it was called “the most substantial development of an exclusive store and office building erected in recent years in San Mateo.”³¹ The building stood two stories tall and housed shops at the street level in addition to three medical and dental offices on the upper story that were outfitted with water, gas, and electrical service.³²

The Brown Block was accompanied by a one-story building that adjoined its north side. This diminutive building (currently 11 South B Street) housed a new telephone exchange operated by the Pacific Telephone and Telegraph Company, which supported an improved local telecommunication network covering both San Mateo and neighboring Burlingame.³³ Upon the building’s construction, the branch manager for the telephone company, Clifford C. Brown, pronounced that San Mateo would have “the finest telephone exchange of the size on the Pacific Coast.”³⁴

A photograph taken within a few years of the two buildings’ completion depicts their original designs, which included pilasters and visor roofs that invoked the Classical Revival and Spanish Colonial Revival architectural styles (Figure 36). The telephone exchange was particularly attractive, featuring a balustraded parapet and a large, arched window opening that dominated its street-facing façade. The subject block retained this configuration in 1920, when the Sanborn Map Company published an updated fire insurance map. The 1920 Sanborn map indicates the telephone company had its offices in the Brown Block adjacent to the telephone exchange, while other street-level retail tenants included a paint store, fruit market, and butcher (Figure 37). The San Mateo telephone exchange continued to occupy its original building; the number of phones in the network were increasing so rapidly, however, that a separate exchange for Burlingame had broken off in 1917 and moved into its own building in that city’s downtown.³⁵

³⁰ “Not a Vacant Store in All San Mateo,” *Daily News Leader*, May 16, 1906, 2.

³¹ “Fine New Building Opened,” *Daily News Leader*, July 8, 1908, 7.

³² “Fine New Building Opened,” 1908, 7; “San Mateo Locals,” *Daily News Leader*, July 29, 1908, 8.

³³ “Will Improve the Telephone Service,” *Daily News Leader* March 27, 1907; Bill Shands, “Phone Company 75 years in S.M.,” *San Mateo Times*, August 1, 1959, 5A.

³⁴ “Two-Number System in Effect with San Francisco,” *Daily News Leader*, April 15, 1908. Telephone exchanges marked a notable improvement in telecommunications infrastructure. Prior to the introduction of exchanges, telephones connected to only a limited number of established, direct lines. Exchanges, however, allowed for any subscriber with a telephone line to connect with any other line within the system, via a switchboard staffed by operators.

³⁵ Shands, “Phone Company,” 5A.



Figure 36. View north down South B Street, towards San Mateo Creek, photographed in 1910; the Brown Block stands at right, next to the one-story telephone exchange with its rounded-arched window.

Source: San Francisco Municipal Transportation Agency Photo Archive

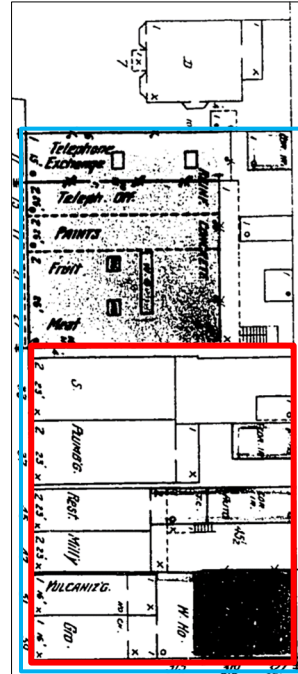


Figure 37. The project site (in red) and subject block (in blue) as depicted in the 1920 Sanborn fire insurance map; north is left.

Source: Sanborn Map Company, edited by ARG

However, by the mid-1920s San Mateo civic and business leaders had begun to debate a plan to extend B Street north across San Mateo Creek. One of the chief proponents of the project was John Guernsey, comptroller of San Francisco's Emporium shopping center, who headed a syndicate that acquired much of the property that would be affected. Guernsey promised to donate land to the city for the new B Street right-of-way, which would expand the city's primary business corridor and create new parcels from Guernsey's land that could be sold off for commercial development. Once the \$50,000 project was approved, the city constructed a new bridge over the creek and extended the roadway more than 800 feet north from Baldwin Avenue to reach Tilton Avenue.³⁶

The B Street extension project does not appear to have had immediate effects on the buildings that stood on the subject block, although one minor consequence was their street addresses were now associated with South B Street, rather than B Street. The street extension ultimately induced new downtown development, and commercial buildings crept north of Baldwin Avenue along the new North B Street roadway.

By the end of the 1920s, the Pacific Telephone and Telegraph Company's exchange had outgrown its space at 11 South B Street; it moved out of the building and rejoined the Burlingame telephone exchange

³⁶ "Ask B Street Extension," *San Mateo Times*, August 4, 1925, 1; "Work Starts on B Street Extension," *San Mateo Times*, January 21, 1926, 7.

in the latter's larger quarters in downtown Burlingame.³⁷ Rochex & Rochex, an insurance company, subsequently took the place of the exchange in its original building for a few years.³⁸ The San Mateo Police Department subsequently occupied the former telephone exchange building, whose front façade had been remodeled: its original arched window was replaced by a more typical storefront design (Figure 38). The police department remained in the building until 1942 before moving into a new space elsewhere on B Street.³⁹ The neighboring Brown Block housed the California State Employment Service during the same period. The presence of two institutional tenants in commercial buildings during the 1930s suggests lowered consumer demand in downtown San Mateo during the Great Depression.



Figure 38. The San Mateo Police Department's headquarters in the north volume of the building formerly known as the Brown Block, photographed in 1939

Source: San Mateo Public Library Local History Collection

General Paint Corporation and the San Mateo Greyhound Bus Depot

Within a few years of the end of World War II, the nineteenth-century commercial buildings that remained standing near the corner of South B Street and 1st Street were demolished, and the parcel they had shared was filled by two modernistic commercial buildings that broke from the stylistic qualities seen on their older neighbors. The earlier of these two new buildings—currently 57 South B Street—was a one-story, reinforced concrete store that provided an expanded retail location for General Paint Corporation, a business whose Peninsula branch had previously occupied a space one block to the south on 2nd Avenue. The new building's architecture was generally utilitarian: the exterior had a stripped-down appearance characterized by stucco and concrete, and its most distinctive element was the pylon rising above the roof at the corner of the block, which carried a blade sign. Upon completing the building in 1947, General Paint Corporation advertised its new store's size and specialized retail spaces: an advertisement read, "If you haven't already visited this big new store do so soon. Now, with an entire building at our command, we are able to provide the facilities for Peninsula people we've long wanted to.

³⁷ "Business of Telephone Co. Shows Growth," *San Mateo Times*, August 6, 1928, 8; Shands, "Phone Company," 5A.

³⁸ "Will Your Driver's License Cost You \$10,000?" *San Mateo Times*, August 31, 1929, 10.

³⁹ "Police in New Quarters Soon," *San Mateo Times*, February 26, 1942, 16.

Among the many innovations arranged for your convenience are a spacious Retail Sales Room, a separate Master-Painter department, ample parking space, and a smart Wall Paper Studio.”⁴⁰ The rear portion of the building was a somewhat distinct volume with slightly lower roof form and a separate entrance and address along 1st Avenue. Although this volume was initially used for paint storage, it later housed its own commercial tenant.

Within the next few years, the site north of the General Paint Corporation’s building was selected for a new bus depot by Pacific Greyhound Lines, the subsidiary of Greyhound Lines that operated across the western United States. Greyhound was already occupying a depot downtown—located on San Mateo Drive at 4th Avenue—but began to consider moving to the South B Street location at the suggestion of the Chamber of Commerce. Whereas on-street passenger loading at the depot’s previous location had prompted complaints from San Mateo residents, the new location could accommodate off-street bus loading: a ramp south of the station would face a bus travel lane between the depot and the neighboring building of General Paint Corporation. Busses were intended to circulate through the depot by entering an alley at the east end of the property, pulling alongside the covered loading ramp, and exiting again onto South B Street.⁴¹ Upon the start of construction, Greyhound secured a 10-year lease to house its waiting room in the eastern portion of the building.⁴²

As plans for the new depot evolved, newspapers noted its convenient downtown location near shops, as well as its modernistic design that featured “a large percentage of glass [...] trimmed in stainless steel, with stainless steel-wrapped columns and a Roman tile exterior to the window level.”⁴³ Also notable to the press was the building’s collection of retail spaces, which included three stores with exterior entrances that opened onto South B Street (Figure 39). In addition, a coffee shop, luggage room, ticket office, and newsstand were all placed along the bus waiting room. San Mateo contractor Peninsula Home Builders constructed the depot for \$70,000, and local architect Robert M. Sherman was credited with the design.⁴⁴

⁴⁰ “Introducing General Paint’s Sales Staff at Peninsula Branch in San Mateo” [advertisement], *San Mateo Times*, May 1, 1947, 13.

⁴¹ “Work Due to Begin in 10 Days on Bus Depot,” *San Mateo Times*, July 12, 1950, 1-3.

⁴² “Ground Broken for Bus Depot,” *San Mateo Times*, August 24, 1950, 1-2.

⁴³ Ibid.

⁴⁴ “Conveniences at New Depot,” *San Mateo Times*, January 17, 1951, 9.

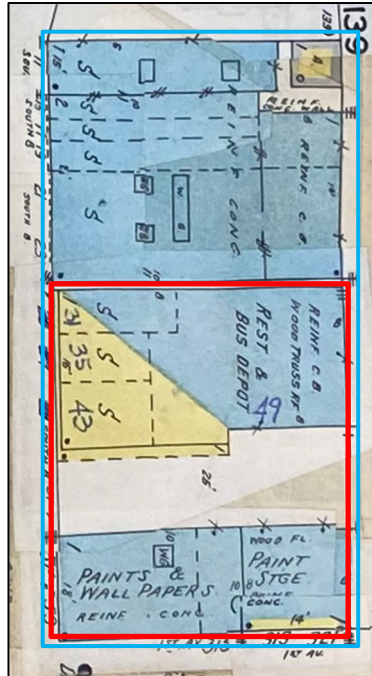


Figure 39. Buildings with the project site (in red) and subject block (in blue), as depicted on the last available Sanborn fire insurance map published in the 1950s. This map depicts the interior configuration of the Greyhound bus station

Source: Sanborn Map Company, edited by ARG

The depot officially opened its doors to the public in early 1951, and the building's first retail tenants were a cigar shop and barber.⁴⁵ Within a few months the building welcomed a new occupant, a cocktail lounge called the Turf & Paddock Club, that remained there until around 1970 (Figure 40).⁴⁶ Although the depot's other tenants appear to have changed frequently, the building consistently housed a barber tenant and a lunch or snack counter for many years. Greyhound remained operating there until at least 1976. Although research in local newspapers did not identify the date at which Greyhound vacated the building, it appears that the company's depot in Redwood City later became the primary bus terminal serving the San Francisco Peninsula.

⁴⁵ Ibid.

⁴⁶ "Come One! Come All!" [advertisement], *San Mateo Times*, June 7, 1951, 5.



Figure 40. The Greyhound depot, photographed c.1970, including a distinctive Greyhound blade sign. Signage for the Turf & Paddock Club is at left, and the General Paint Corporation building at 57 South B Street, now housing Glidden Paint, is at right.

Source: San Mateo County Historical Association Archival Collection

Buildings within the subject block accommodated a variety of occupants during the 1960s and 1970s. Apart from the Turf & Paddock Club, rotating tenants in the bus depot building included a taxicab company, adult bookstore, and café. The neighboring building at 57 South B Street retained a paint store for more than two decades after its construction, although by 1970 General Paint Corporation had been replaced by a similar business, Glidden Paint. Several years later, a real estate company had taken its place. Bank Brothers, a glass company, was a long-term tenant of the former telephone exchange at 11 South B Street from the 1940s and 1970s, whereas the Brown Block at 15 South B Street saw a steady churn of professional occupants that included dentists, attorneys, accountants, and a photographer. A wide-ranging mixture of businesses has continued to define the subject block, and recent tenants include several restaurants, a donut shop, hair salon, and spa.

Construction Chronology

Table 2 presents chronologies of the major phases of construction, additions, and other alterations that have occurred to the four historic-aged buildings within the subject block, as determined through review of historical building permits provided by the City of San Mateo Planning Department.

Table 2. Construction Chronology

Permit No.	Year Issued	Description of Work
11 South B Street		
000313	1923	Alter telephone building
001508	1926	Remodel storefront

Permit No.	Year Issued	Description of Work
044746	1965	Remodel front
231538	2008	Tenant improvements; demolish non-structural walls at entrance; upgrade bathroom for ADA compliance; add plywood to floor
241359	2012	Tenant improvements; change use from retail to restaurant
241406	2012	Replace storefront; build up parapet; install new crown molding at parapet; enlarge rear door; tenant improvements
241359	2012	Relocate trash room; delete walk-in refrigerator; install fire suppression systems
15 South B Street		
000282	1923	Remodel rooms
001732	1927	Alter Brown Building
002948	1931	Remodel front to allow for a new entrance
004374	1937	Alter storefront; install one additional toilet; relocate electrical outlets
009318	1945	Pour concrete foundation for western addition to building
009797	1946	Divide existing store building by 72' of partition; add store counter and flooring
016004	1949	Cover two windows and stucco; stucco ceiling over entrance
029024	1955	Install interior partition; alter front
044781	1965	Remodel storefront
070349	1980	Furnish & install new guard rail; install new tempered glass
070349	1980	Change store front and entry
19469	1990	Add men's and women's restrooms on second floor; new janitor office on second floor
210199	2002	Convert from retail to hair salon; tenant improvements

Permit No.	Year Issued	Description of Work
244151	2012	Tenant improvements; partition walls and ADA compliance
244151	2012	Interior tenant improvement: convert from retail to nail salon use
258202	2016	Tenant improvements: demolish bathroom and walls; construct new offices, restrooms, break room, private offices, waiting area
29024	No date	Alterations for Falconer Travel Service; remove existing grill and patch with cement plaster; replace window glass
31 South B Street		
017946	1950	Erect new commercial building
019713	1951	Construct partitions and bar
022887	1953	Relocate existing counters and construct partition
027688	1955	Install new door to restaurant area
037750	1960	Remodel Turf & Paddock Bar
024308	1963	Construct 2x4 stud partition in office, with one door- sheet rock both sides
No number	1968	Remodel Rhodes Fish & Chips
055123	1972	Install new hood for gas range; remove interior partition
014054	1989	Remodel interior of restaurant; install new fan head; remodel bathroom; construct one partition wall.
014921	1989	Install new storefront; remove existing glass front and build new wall; tile exterior wall; install new awning
239170	2011	Interior tenant improvement: upgrade and enlarge restroom for ADA compliance; change of use from retail to arcade facility
246109	2013	Change of use from office space to restaurant
248500	2014	Tenant improvement; add ADA unisex bathroom; change of use from arcade to drinking establishment
059706	No date	Remodel for Gallery Café and Deli

Permit No.	Year Issued	Description of Work
063670	No date	Remodel for Mandarin House Restaurant
57 South B Street		
020664	1951	Remove partition; construct mezzanine office
020876	1951	Alter store
063176	1977	Alter interior
077840	1984	Move front entry door 3' to side; add a 2' x 3' fixed glass above door
078055	1985	Cut 7' x 7' door opening in concrete wall; install overhead door
000521	1985	Rewire; plumbing; construct closets for two bedrooms
000542	1985	Change partition; add two skylights; electrical and plumbing work
004022	1986	Alter partition walls
208707	2002	Interior tenant improvements for new donut shop; new kitchen, restroom, and seating

Occupant History

Table 3 presents the occupants of the four buildings within the subject block, based on a review of representative city directories published with reverse address lists, Sanborn fire insurance maps, and newspaper articles.

Table 3. Occupant History

Year	Tenant
11 South B Street	
1908-1926	Pacific Telephone and Telegraph Exchange
1929-1932	Rochex & Rochex (insurance)
1940	San Mateo Police Department
1947-1976	Bank Brothers (glass works)

Year	Tenant
Current	Ox 9 Lanzhou Handpulled Noodles
15 South B Street	
1908	F.W. Metzgar Co. (dry goods); Dr. A.L. Sanderson (dentist); Dr. Seibert; Dr. Chappelle
1920	Telephone office
1920-1947	City Fruit Market
1920-1947	City Meat Market
1932	Central Book Store
1932-1952	Edward H. Ohlemutz (dentist)
1932-1962	Roy M. Lawrence (dentist)
1932-1976	Various additional medical/office tenants such as accountants, attorneys, employment agencies, labor union
1940	California State Employment Service
1947	A.A. Barone (real estate); Joyce Kunz & Associates (accountants); Pen Blueprint
1952	House of Blimps (restaurant); Williamson-Benner (furniture)
1962	Falconer Travel Services; Kjell of Norway (importers); Scott Auto Stores
1962-1970	Henry L. Felt (building contractor)
1962-1976	Kenneth Bess (photographer)
1970	Commercial Credit Corporation
1970-1976	B & B Auto Parts
Current	H&R Block Tax Advisors; K Spa; Maison Salon
31 South B Street	

Year	Tenant
1952-1976	Greyhound Lines
1952-1970	Turf and Paddock Club (cocktail lounge)
1952	George's The Trim Shop (barber); Terminal Cigar Shop; Carter's Creamery No. 2
1962	Johnny's Barber Shop; Greyhound Lunch; LeRoy Parry (confectionary)
1970	San Mateo Cab; The Barber Shop; K&T Adult Book Store; Greyhound News Stand; Pat's Snack Bar
1976	The Gallery Café; Sai Gon (barber); Jeanetta's (snack bar)
Current	Vacant
57 South B Street	
1947-1962	General Paint Corporation
1970	Glidden Company (paint store)
1976	Pantano Realty Company
Current	Donut Delite

5. Evaluations

This section contains separate evaluations for each of the four previously unevaluated, historic-age properties in the APE. Each property's evaluation includes a discussion of its potential significance relative to the four California Register evaluative criteria.

5.1 11 South B Street

California Register Criterion 1 [Association with Significant Events]

Upon its completion around 1908, 11 South B Street originally housed the San Mateo telephone exchange of the Pacific Telephone and Telegraph Company. The building's construction supported a campaign of improvements and expansion of the local telephone system, such as the phasing out of crank-operated telephones and the introduction of a switchboard for exchange subscribers. Although the telephone exchange appears to be a noteworthy chapter in the history of local telecommunications infrastructure, it was not the first such exchange in San Mateo, and it appeared more than two decades after the first telephones arrived in the city. During the approximately 20 years that the telephone

exchange operated in the building, the number of subscribing members increased from around 500 to the thousands.⁴⁷ The growth of the exchange and its eventual relocation to a larger facility in Burlingame reflects the growing availability and popularity of private telephones, but research did not uncover evidence that San Mateo's telephone exchange influenced the development of local communication patterns in a manner that wasn't shared by similar ventures in similar small cities throughout the San Francisco Bay area and California at large. The building subsequently housed another functionally important institution, the San Mateo Police Department. However, it does not appear that the building was the setting of activities that had a significant influence on local growth, policy, or society. Later tenants included Banks Brothers, a glass company that occupied the building for decades but was a typical—rather than remarkable or influential—retail presence in downtown San Mateo. For these reasons, the property does not appear to have significance under California Register Criterion 1.

California Register Criterion 2 [Association with Significant Persons]

Research has identified no individuals associated with 11 South B Street whose contributions to local, state, or national history would justify the building's inclusion in the California Register under Criterion 2. The building originally housed the Pacific Telephone and Telegraph Company telephone exchange for San Mateo, and it subsequently was occupied by professional offices, the municipal police department, and a glass company. As discussed above, none of these tenants appears to have had a discernible influence on San Mateo's development, economy, or social patterns, and therefore it is very unlikely that any individual would have made significant historical contributions through the work they performed in the building. Were the building to be significant under Criterion 2, it would be expected that 11 South B Street and its tenants would have appeared frequently in local newspapers and secondary sources; however, the press provided very little attention to the individuals who were employed at the property, and few were identified at all apart from original telephone exchange manager Clifford P. Brown. Therefore, the property does not appear to have significance under Criterion 2.

California Register Criterion 3 [Architectural, Design, and Construction Significance]

11 South B Street was constructed in the early twentieth century as a one-story building attached to the larger, adjacent Brown Block. Both were reinforced concrete buildings that had decorative elements at their west, street-facing façades that were attractive but somewhat restrained interpretations of the Spanish Colonial Revival architectural style. 11 South B Street's primary façade was at first dominated by a large, rounded-arch window and a shaped parapet with a balustrade along the roofline (see Figure 37 and Figure 39). The building's other visible façades had a utilitarian architectural character. However, little of the building's original design character still exists. The only exterior elements that the building retains from its original design are the stepped and molded parapet at the primary façade. The current storefront design and cladding materials (such as glazed tile) are modern in appearance and are unable to convey a cohesive architectural style, period, design mastery, or high artistic merit. Therefore, the property does not appear to have significance under Criterion 3.

California Register Criterion 4 [Potential to Yield Information]

Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, 11 South B

⁴⁷ Shands, "Phone Company," 5A.

Street does not appear to fill a known data gap or research questions related to the commercial history of downtown San Mateo that is not otherwise detailed in available primary and secondary historical sources. Therefore, the property does not appear to have significance under Criterion 4.

5.2 15 South B Street

California Register Criterion 1 [Association with Significant Events]

The building at 15 South B Street was constructed in 1908 and expresses further commercial development in downtown San Mateo that expanded the commercial core to the north along South B Street, and also is an example of a reinforced concrete building constructed shortly after the 1906 earthquake. Although newspapers reported the building was a noteworthy new commercial block, it does not appear that 15 South B Street was particularly significant within the context of San Mateo's commercial development beyond the gradual expansion of the boundaries of downtown. The building appears typical of early-twentieth-century commercial construction in that it housed retail outlets at the street level and professional/medical offices at the upper story. The building appears to be simply representative of downtown commercial growth rather than notable within that context. The building's tenants covered a wide range of firms, including food merchants, dry goods, dentists, accountants, attorneys, auto parts retailers, and restaurants. None of the identified tenants appear to have had a notable impact on the development of San Mateo, the state, or the nation that would meet the significance threshold set by Criterion 1. Rather, the building was a typical commercial building that housed numerous businesses and professional offices that contributed generically to the business realm of a typical downtown district. For these reasons, the property does not appear to have significance under California Register Criterion 1.

California Register Criterion 2 [Association with Significant Persons]

15 South B Street has housed many separate businesses since its construction after the turn of the twentieth century, and no individual associated with any of these businesses appears to have had a discernible influence on the history of the city. The various individuals who had offices in the building appear to have been average members of San Mateo's professional middle class. Although figures like dentists and attorneys may have been valued members of their community for the professional services they provided, research has uncovered no evidence that any tenant of the building conducted work there that altered the course of San Mateo's history in a manner that could not have been claimed by most or all of their peers. Therefore, the property does not appear to have significance under Criterion 2.

California Register Criterion 3 [Architectural, Design, and Construction Significance]

When it was completed in 1908, 15 South B Street was a simple yet attractive example of a Classical Revival commercial block in downtown San Mateo, and its primary façade was characterized by evenly spaced bays and widely projecting cornice above the second story. Although the building may have been designed by a trained architect, research has not identified any professional who was responsible for the building's design. Even so, it does not appear to be the work of a master designer, nor does it fully embody the distinctive characteristics of any style or period. The restrained design originally developed for the building was effective at creating an attractive front façade, but the use of pilasters, cornice, and paired brackets alone did not elevate the building to a memorable example of Classical Revival commercial architecture. Rather, it was an unremarkable reinforced concrete building constructed at a

time when that method of building was quickly becoming standard in downtown districts, and research did not uncover evidence suggesting that this was an early or influential example of reinforced concrete construction on the San Francisco Peninsula. Additionally, alterations to the building have involved the replacement of window sashes, alteration of storefronts, and the covering of glazed transoms, which diminishes whatever architectural character the building may have originally possessed. Therefore, the property does not appear to have significance under Criterion 3.

California Register Criterion 4 [Potential to Yield Information]

Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, 15 South B Street does not appear to fill a known data gap or research questions related to the commercial history of downtown San Mateo that is not otherwise detailed in available primary and secondary historical sources. Therefore, the property does not appear to have significance under Criterion 4.

5.3 31 South B Street

California Register Criterion 1 [Association with Significant Events]

The building at 31 South B Street was constructed in 1951 and originally served as the San Mateo bus depot for Pacific Greyhound Lines, a bus operator with service routes across the western United States. Greyhound retained its waiting room, ticket office, baggage room, and loading dock in the building until at least the 1970s, after which point it appears the company consolidated its depots to larger regional centers such as Redwood City. The building was not the first Greyhound depot in San Mateo, which began serving the city in the early 1930s.⁴⁸ The construction of a new terminal facility several years after World War II does not appear to have been a significant milestone in the development of a small city such as San Mateo. Instead, the city was an intermediate stop en route to destinations like San Francisco. This does not diminish the depot's role supporting the transportation needs of San Mateo residents during the second half of the twentieth century, but the building appears to have met an existing demand for bus travel rather than induced it. Furthermore, the other businesses housed in the building included a series of barber shops, a cocktail lounge, a cigar shop, and other ventures that generally contributed to San Mateo's active downtown commercial district, but none appears to have made significant contributions to local, state, or national history. For these reasons, the property does not appear to have significance under California Register Criterion 1.

California Register Criterion 2 [Association with Significant Persons]

Research did not identify any individuals associated with the operations of the Greyhound depot or the other businesses housed in 31 South B Street who appear to have made notable contributions to local, state, or national history. Although it would be expected that significant contributions meeting Criterion 2 would have received local attention at the time they occurred, employees or business owners of the establishments located within the building were not mentioned extensively in historical accounts. As stated under Criterion 1, the businesses appear to have been typical rather than exemplary within the context of downtown San Mateo's commercial development; the same logic can be extended to the individuals who worked daily in the building. Furthermore, although the building may have been heavily used by bus travelers, any significant individual who utilized the building for transportation would have

⁴⁸ "San Mateo Chosen Peninsula Bus Center," *San Mateo Times*, June 14, 1930, 1.

had only a passing connection with it such that it would not convey that individual's significant achievements. Therefore, the property does not appear to have significance under Criterion 2.

California Register Criterion 3 [Architectural, Design, and Construction Significance]

The architecture of 31 South B Street represents a relatively modest interpretation of modernist design principles that gained favor across the United States during the post-World War II period for private and public construction projects. The building's original design featured few distinctive elements, namely a deeply projecting eave that shaded bus passengers: its functional role appears to have been more important than its stylistic role. The most striking visual feature of the building was the illuminated Greyhound bus identification sign (see Figure 41), which is no longer extant. Otherwise, the building represents a largely utilitarian approach to provide passenger waiting and loading areas, as well as street-facing retail spaces that contributed to the South B Street commercial corridor. The building is not a fully embodied example of midcentury modern architectural styles, nor does it have high artistic merit.

The designer identified by newspapers, Robert M. Sherman, does not appear to have been a particularly prolific or influential architect on the San Francisco Peninsula. Research in newspapers uncovered relatively few mentions of Sherman, who was responsible for designing a number of commercial buildings on the San Francisco Peninsula. In 1949, Sherman was associated with the San Mateo Investment Company, and he went on to design a series of grocery stores, hotels, bowling alleys, small shopping centers, and office buildings in and around San Mateo.⁴⁹ Like the bus depot at 31 South B Street, these projects were typical of gradual suburban growth on the San Francisco Peninsula, and no building designed by Sherman was found to have elicited sustained attention or appreciation. Sherman does not appear to be a master architect. Therefore, the property does not appear to have significance under Criterion 3.

California Register Criterion 4 [Potential to Yield Information]

Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, 31 South B Street does not appear to fill a known data gap or research questions related to the commercial history of downtown San Mateo that is not otherwise detailed in available primary and secondary historical sources. Therefore, the property does not appear to have significance under Criterion 4.

5.4 57 South B Street

California Register Criterion 1 [Association with Significant Events]

The building at 57 South B Street, which was constructed in 1947, housed a new and expanded retail location for the General Paint Corporation's local branch on the San Francisco Peninsula. The business already had a location in the city and appears to have had an established presence there. However, the General Paint Corporation does not appear to have been a major retail driver in the city, and it was just one of many businesses in downtown San Mateo that made similar contributions to the city's commercial economy. The building was constructed as infill during the middle of the twentieth century, when

⁴⁹ "Ground Broken for Lester's Camino Store," *San Mateo Times*, August 2, 1949, 8; "Matean to State Post," *San Mateo Times*, January 16, 1964, 17.

downtown San Mateo was long established as the city's commercial fore. For these reasons, the property does not appear to have significance under California Register Criterion 1.

California Register Criterion 2 [Association with Significant Persons]

Advertisements for the General Paint Corporation published when it moved into its new building at 57 South B Street identified several of its staff members, which included a branch manager, color stylist, and salespeople. These professionals, as well as subsequent staff members, belonged to a sizable group of individuals in San Mateo who made similar low-intensity contributions to the city's retail sector. Given that the building does not appear to have significance under Criterion 1, it is highly unlikely that any individual undertook work at the building that achieved historical or cultural influence. Rather, the day-to-day contributions of staff of the General Paint Corporation and subsequent commercial occupants broadly supported San Mateo's local economy, but no one individual appears to have had an outsized effect on the development of the city or its commercial sector. Therefore, the property does not appear to have significance under Criterion 2.

California Register Criterion 3 [Architectural, Design, and Construction Significance]

57 South B Street has a restrained architectural design that suggests a transition from the Art Deco style (evidenced by its corner tower and regular pilasters) to a more austere, midcentury-modern character. However, the building has an unremarkable design with simple massing, reinforced concrete construction, and a fenestration pattern consisting of large, fixed display windows. Although no drawings or photographs have been uncovered of the building when it was occupied by its original occupant, a c.1970 photograph (see Figure 41) indicates that the building derived visual interest from tenant signage rather than any fixed elements on the building itself, which was left mostly unadorned. Any signage associated with the early occupants is no longer extant. Research did not identify the architect of the building, but its simple design indicates that it was not a major project developed by a master design professional. Rather, the building is an unremarkable commercial building in San Mateo that is not a good example of a particular design tradition or period of construction, nor does it have high artistic merit. For these reasons, the property does not appear to have significance under Criterion 3.

California Register Criterion 4 [Potential to Yield Information]

Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, 57 South B Street does not appear to fill a known data gap or research questions related to the commercial history of downtown San Mateo that is not otherwise detailed in available primary and secondary historical sources. Therefore, the property does not appear to have significance under Criterion 4.

6. Summary of Historical Resources

As described in the preceding section, none of the four buildings located on the subject block appears to be eligible for listing in the California Register. As a result, none qualifies as a historical resource under CEQA. However, as mentioned, the San Mateo Downtown Historic District extends into the APE defined for the project, and one of the buildings located within this historic district, 100 South B Street, is also significant individually.

The summaries below describe the significance areas and character-defining features of each of the historical resources present in the APE. A character-defining feature is an aspect of a built resource's design, construction, or details that is representative of its function, type, or architectural style. Generally, character-defining features include specific building systems, architectural ornament, construction details, massing, materials, craftsmanship, site characteristics, and landscaping built or installed within the period of significance. In order for an important historical resource to retain its significance, its character-defining features must be retained to the greatest extent possible.

6.1 San Mateo Downtown Historic District

As introduced in Section 3.2, Previous Historical Evaluations, the San Mateo Downtown Historic District contains numerous commercial buildings that line the two primary downtown corridors of South B Street and 3rd Avenue. The district is generally L-shaped: its southwestern edge is near El Camino Real, and it extends northeast along Third Avenue to South B Street, where it turns to the northwest and follows that corridor until it terminates at Baldwin Avenue.

The portion of the district that lies adjacent to the project site follows South B Street between Baldwin Avenue and 3rd Avenue (Figure 41). As described in the district's original survey documentation,

Along this section of B Street, one finds the greatest diversity in styles and age of downtown structures. All are one to two stories in height. Building materials include brick glazed terra cotta, and reinforced concrete with plastered exteriors. Contributing structures date from before 1900 to the late 1930s, and thus display great diversity in terms of architectural embellishment. Tile roofs or shallow, shed tile roofs cap several buildings; decorative scroll work provides ornamentation on some buildings and curved parapets add visual interest to several roof lines.⁵⁰



Figure 41. Aerial view of South B Street, facing north during the 1940s
Source: San Mateo Public Library Local History Collection

⁵⁰ San Mateo County Historical Association, City of San Mateo Historic Building Survey Historic Resources Inventory form, San Mateo Downtown, July 1989, on file at the City of San Mateo Planning Division.

The existing survey documentation completed for the district (attached to this HRTR in Appendix B) does not directly state the district's period of significance, its areas of significance, or its character-defining features. However, it can be inferred from the documentation that the district is significant at the local level for its historical and architectural importance, corresponding to California Register Criteria 1 and 3. The district contains a diverse range of commercial buildings constructed during the late nineteenth and early twentieth centuries, which signify the development of the central business district during the city's initial period of growth as a regional population center on the San Francisco Peninsula. The architectural character of buildings within the district varies widely in style and level of ornamentation, yet many of the buildings share a consistent one- to two-story scale, careful composition of street-facing façades, and incorporation of ground-level retail storefronts. Based on the existing documentation, the appropriate period of significance for the San Mateo Downtown Historic District is 1890 to 1939, which brackets the construction dates of all contributing buildings and captures the most active early period of San Mateo's urban growth. For the current study, ARG has identified the following character-defining features of the historic district, particularly along its section along South B Street that approaches the project site:

- Walls of continuous commercial buildings oriented linearly along South B Street, with primary façades placed at the front lot lines;
- One- to two-story building heights;
- Typical lot widths of 50 to 75 feet;
- Eclectic mixture of architectural styles that generally draw on Classical and/or Revival design precedents;
- Primary roof forms typically obscured behind building parapets;
- Often, three-part façade configuration featuring a base, body, and capital, which is typically a cornice or other element that defines the roofline;
- Façade articulation achieved through vertical and/or horizontal elements (i.e., pilasters and belt courses);
- Street-level storefront configurations typically containing bulkheads (some tiled), expansive glazing, transom windows, and recessed entrances;
- Upper-story windows arranged in defined bays;
- Ornamentation appropriate to a building's date of construction and architectural style, typically concentrated around entrances, windows, and rooflines;
- Varied building materials common to the period of significance, including brick, stucco, tile, and terra cotta; and
- In limited instances, separate defined volumes such as corner towers and rounded bays that serve as visual anchors at the corners of city blocks.

It does not appear that extant public realm elements date to the period of construction, although the alignment of South B Street and its public sidewalks continue to support the layout of the district and the definition of pedestrian and vehicular travel paths.

6.2 Wisnom Building

The Wisnom Building, located at 100 South B Street, is a Mission Revival-style commercial building constructed in 1907 at the southwest corner of the intersection of South B Street and 1st Avenue (Figure 42). (See Section 3.3, Physical Description, for a brief description of this property.) The City of San Mateo Historic Building Survey assigned the building a National Register status code of 3—individually eligible for listing in the National Register—in addition to status code 3D (contributor to the San Mateo Downtown Historic District). The 1989 survey form did not identify the building’s period of significance but noted its “main themes” were Economy/Industry and Architecture. This evaluation suggests that the building has significance under National Register Criteria A and C, which correspond to California Register Criteria 1 and 3. (See Appendix B for this survey form.) For the purposes of the current study, the period of significance is considered to be 1907, the building’s date of construction. ARG has identified the following character-defining features of the Wisnom Building:

- Two-story height and flat roof with shaped parapet;
- Stucco cladding;
- Configuration of first story featuring extensively glazed storefronts with transom windows and recessed entrances, separated by square columns;
- Second-story wood-sash windows, arranged individually and in pairings;
- Patterned stucco panels and molded stucco ornamentation;
- Visor roof with brackets and terra cotta tiles; and
- Mission-style shaped parapet bearing a stucco inscription of the building’s name and construction year.



Figure 42. Street-facing façades of the Wisnom Building along South B Street (at left and center) and 1st Avenue (at right), photographed in 1977

Source: San Mateo Public Library Local History Collection

7. Impact Assessment

This section presents an assessment of the proposed project's potential impacts to the historical resources located with the APE, the San Mateo Downtown Historic District and the Wisnom Building, pursuant to the requirements of CEQA.

7.1 Impact Assessment Framework

When a proposed project may cause a substantial adverse change in the significance of a historical resource, CEQA requires the lead agency to carefully consider the possible impacts before proceeding (Public Resources Code Section 21084.1) and to disclose its decision-making process. CEQA equates a substantial adverse change in the significance of a historical resource with a significant effect on the environment (Section 21084.1). CEQA explicitly prohibits the use of a categorical exemption within the CEQA Guidelines for projects that may cause such a change (Section 21084). CEQA Guidelines section 15064.5(b) defines a "substantial adverse change" in the significance of a historical resource 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, the significance of a historical resource eligible for listing in the California Register is "materially impaired" when a project "demolishes or materially alters in an adverse manner" the physical elements that "convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register."

To assess the project's impacts to historical resources, ARG staff reviewed the draft project description provided by DJPA to ARG on May 7, 2023, in addition to project plans prepared by RMW Architecture & Interiors, dated March 10, 2023 (attached to this HRTR as Appendix C). Given that the two buildings that would be demolished as a part of the project (31 South B Street and 57 South B Street) do not qualify as CEQA historical resources, the project would not directly alter the physical characteristics of any significant built resources. Rather, the impacts analysis in this section focuses on the project's potential to diminish the settings of the two adjacent historical resources, the San Mateo Downtown Historic District and the Wisnom Building. The core of this discussion addresses the compatibility of the proposed project design with the two adjacent historical resources. The analysis is informed by Standard 9 of the Secretary's Standards for Rehabilitation, which provides broad guidance for measuring the appropriateness of new construction within a historic environment:

Rehabilitation Standard 9. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.⁵¹

⁵¹ Grimmer, *The Secretary of the Interior's Standards*. Although the Secretary's Standards (outlined earlier in Section 2.1) are often used as a guide for impacts analyses to historical resources, these standards are most appropriate for projects that qualify as one of four treatment approaches (preservation, restoration, rehabilitation, and reconstruction). The current project involves new construction adjacent to identified historical resources, and consequently it does not strictly meet the definition of any of the four treatment approaches covered by the Secretary's Standards. Therefore, a comprehensive analysis of the project using all the Secretary's Standards has limited informational value and is not included in this HRTR.

The compatibility of the proposed construction and its effects on setting of adjacent historical resources will then be considered against CEQA's definition of substantial adverse change.

Ground-borne vibration caused by project construction may also have the possibility of impacting historical resources near the project site, were they to reach intensities that may damage the materials of significant buildings. Such damage would amount to a significant impact under CEQA. However, the vibratory impacts of project construction are addressed in a separate analysis.

7.2 Project Impacts to the San Mateo Downtown Historic District

The San Mateo Downtown Historic District abuts the west and south sides of the project site, along South B Street and 1st Avenue (Figure 43, Figure 44, and Figure 45). The new building proposed by the project would be located immediately across the street from four buildings within the historic district: 22 South B Street, 36 South B Street, the Wisnom Building at 100 South B Street, and 101 South B Street. These buildings are generally two stories in height and date to the late nineteenth century or early twentieth century, although 101 South B Street has been identified as a non-contributor to the historic district due to subsequent alterations. Furthermore, the new building would be located along the northern end of the historic district, where modern construction has already been introduced (such as the four-story residential building under development at 303 Baldwin Avenue).



Figure 43. Proposed building, west (primary) façade, viewed facing northeast.
Source: RMW Architecture & Interiors



Figure 44. Proposed building, east façade along South B Street, viewed facing southeast
Source: RMW Architecture & Interiors



Figure 45. Proposed building, south façade along 1st Avenue, viewed facing northwest
Source: RMW Architecture & Interiors

The project proposes to construct a building composed of a primary, four-story volume, with lower secondary volumes facing west and south toward the San Mateo Downtown Historic District. A two-story volume would span most of the west façade along South B Street but would not continue to the south parcel line. However, the roof of this volume would extend over a street-level plaza located at the southwest corner of the parcel, at the intersection of South B Street and 1st Avenue.

Regarding massing and scale, the proposed building would be noticeably taller (four stories) than the adjacent district contributors along South B Street. With a footprint measuring 125 feet wide along South

B Street, the new building would be more than twice as wide as the typical lot width within the historic district. However, the proposed building's comparatively large scale would be mitigated by its composite volumes, which would break up the visual bulk of the building to an extent. In particular, the front volume would step the building mass down to a two-story height, which is more appropriate to the scale of district contributors across South B Street. Furthermore, this lower volume would be the most visible portion of the proposed building as seen from the core of the San Mateo Downtown Historic District to the south; the taller primary building mass would be recessed approximately 18 feet from the front parcel boundary and would be less visible from more distant vantage points. Therefore, the new building's street presence immediately along South B Street and 1st Avenue would approximate the scale of buildings in the San Mateo Downtown Historic District, while the core bulk of the building may not be perceived clearly from locations within the historic district.

Although the roof of the west volume would extend to the south parcel line, the corner plaza would introduce a spatial void at the building's prominent southwest corner. In contrast, historic buildings placed on corners throughout the historic district are typically built to the corner and often include prominent elements, such as engaged towers, that reinforce the building's corner presence. Although the proposed plaza would be a notable corner element in its own right, it would not strictly conform to the visual patterns seen throughout the historic district.

Generally, the proposed building incorporates materials, storefront configurations, fenestration patterns, and forms of façade articulation that are compatible with those present in the San Mateo Downtown Historic District. The front volume along South B Street would be the most compatible portion of the building to the San Mateo Downtown Historic District. Specifically, proposed storefronts would divide the building into a series of smaller retail spaces and would utilize the conventions of early-twentieth-century commercial blocks, such as central recessed doors, fixed display windows, and transom window panels. The steel cornice feature would likewise reference the designs of nearby historic commercial buildings, which typically feature horizontal treatments at the roofline such as visor roofs or Classical-style cornices. All exterior walls would feature brick veneer and would incorporate pilasters that separate the larger wall planes into bays. Despite the larger scale of the building as a whole when compared to its neighbors, the regular division of bays would create smaller units of the building that are similar in width to those found in the historic district contributors across South B Street.

Despite being compatible, new construction would avoid literally replicating the styles of older buildings in the vicinity, and the proposed building would be identifiable as modern construction and design. The aforementioned scale of the building is one aspect of the proposed design that would differentiate it from older commercial blocks in the San Mateo Downtown Historic District. Additional differentiating elements include the windows at the upper stories, which are larger than typical window openings used in the late nineteenth and early twentieth centuries; additionally, the windows utilize metal-frame storefront assemblies and curtain wall construction that are modern in appearance but still conform to historic patterns (i.e., regular spacing of consistently sized openings). The building's material palette also includes steel canopies, metal spandrel panels, and glass guardrails enclosing terraces. Each of these elements contributes to the contemporary design vocabulary of the building, without being drastically different enough from surrounding buildings to overpower the existing architectural patterns of San Mateo's historic downtown commercial district.

In summary, the project employs a design that references the diverse historic architectural character of the San Mateo Downtown Historic District. The new building would be compatible with surrounding historic buildings in terms of its general material palette, storefronts, and regular division of street-facing façades. However, the building's mass would be discernibly bulkier and somewhat more irregular than other buildings in the historic district, and its corner plaza is not strictly compatible with buildings throughout the district that are built up to their lot lines.

It does not appear that the project, when considered as a whole, would diminish the ability of the San Mateo Downtown Historic District to convey its historical and architectural significance. The historic district would remain readily identifiable as San Mateo's original commercial core, and no historic-era buildings surrounding the project site would suffer the loss of historic physical features or notable elements of their historic setting. The adjacent historic district would still meet the significance thresholds of the National Register that were first recognized in the City of San Mateo Historic Building Survey); none of the physical elements that convey their significance would be materially altered. Based on this analysis, the project would result in a less than significant impact to the San Mateo Downtown Historic District, pursuant to CEQA.

7.3 Project Impacts to the Wisnom Building

The Wisnom Building is a contributor to the San Mateo Downtown Historic District, in addition to having significance individually. The building's individual significance is closely related to the significance of the larger historic district: like the larger historic district, the Wisnom Building is significant for its association with the development of downtown San Mateo's commercial economy before World War II, as well for being a particularly notable example of Revival-inspired architecture used for commercial buildings during the early twentieth century.

The new construction proposed by the project would be located immediately northeast of the Wisnom Building, on the opposing corner of the South B Street and 1st Avenue intersection. As discussed above, the new building would be considerably larger scaled than the Wisnom Building and other historic-era buildings nearby. It is anticipated that the primary four-story building mass would be readily visible from the Wisnom Building, although the nearest component of the building would be the two-story volume along South B Street. This volume replicates certain architectural patterns that are also seen on the Wisnom Building and surrounding buildings, including a series of generously glazed storefronts at street level that divide the larger building mass. Similar to the Wisnom Building, these storefronts feature large display windows, recessed entries, and bands of transom windows, which are separated by pilasters. The storefront configuration and second-story windows are similar to, although not identical to, the features seen on turn-of-the-twentieth-century buildings in downtown San Mateo such as the Wisnom Building. The building's material palette of brick veneer, glass, and metal is also generally compatible with the materials used on other older buildings in the vicinity.

Although the core building mass proposed by the project would be of a larger scale than the Wisnom Building and its neighbors, the project is designed to promote compatibility with historic buildings in its vicinity. New construction would not alter any of the Wisnom Building's historic-era peers, which are the most important elements of the building's historic setting. Rather, the project would demolish and replace two modest mid-twentieth-century buildings, 31 South B Street and 57 South B Street, that were constructed decades after the Wisnom Building and do not contribute meaningfully to its historic setting.

The proposed building may improve the building's setting to an extent, given that it will restore a near-continuous street presence along South B Street, which would be immediately visible from the Wisnom Building.

Similar to the conclusion for the San Mateo Downtown Historic District, the project would not alter the Wisnom Building's historic setting qualities to a degree that would diminish the resource's ability to express its historical and architectural significance. Following project construction, it is expected that the Wisnom Building would still be readily understood as an early-twentieth-century commercial building with a distinguished Mission Revival-style architectural design, and it would retain all of the elements that justify its prior evaluation of National Register eligibility. For these reasons, the project would result in a less than significant impact to the Wisnom Building, pursuant to CEQA.

8. Conclusion

This HRTR has evaluated the California Register eligibility of four historic-aged buildings located within or on the same city block as the site of the proposed 31-57 South B Street project. The evaluations conclude that none of the four buildings appears meet the definition of historical resource for purposes of the California Environmental Quality Act.. However, the project site is located within the immediate vicinity of the San Mateo Downtown Historic District, as well as the Wisnom Building, which is an individually significant property in addition to being a historic district contributor. Both the San Mateo Downtown Historic District and the Wisnom Building qualify as historical resources for the purposes of CEQA review.

Based on an assessment of the project using the thresholds established by CEQA and the CEQA guidelines, ARG has concluded that the project design is generally compatible with the adjacent historical resources, and it would result in a less than significant impact on historical resources for CEQA. No mitigation would be required.

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31-57 South B Street Project, San Mateo, California
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APPENDIX A: EXISTING CONDITION PHOTOGRAPHS



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Project site (at right) and its vicinity, viewed facing north along South B Street



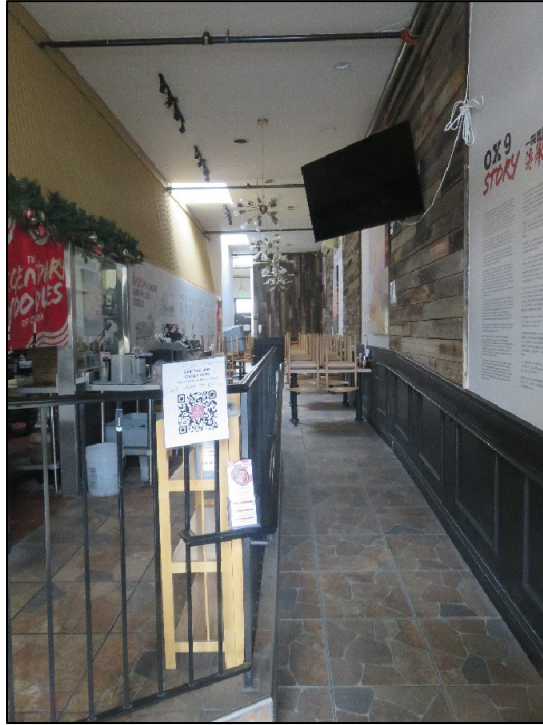
Detail of current storefront design at 11 South B Street



Detail of infilled openings in the exterior concrete wall, north façade of 11 South B Street



Rear façade, 11 South B Street



View of typical interior finishes at 11 South B Street



West façade of 15 South B Street, viewed facing east



Typical recessed storefront configuration at 15 South B Street west façade



Detail of upper-story windows and visor roof at 15 South B Street



Rear of 15 South B Street, viewed facing southwest



Typical interior finishes within a retail space in 15 South B Street



31 South B Street, viewed facing northeast



Glazed tile applied to the northmost retail space at 31 South B Street



Angled storefront configuration near the southwest corner of 31 South B Street



Storefront to rear tenant space, 31 South B Street



Typical interior finishes within a vacant retail space at 31 South B Street



Doors at the east façade of 31 South B Street



57 South B Street, viewed facing northeast from the intersection of South B Street and 1st Avenue



South face of the corner pylon of 57 South B Street



South façade of 57 South B Street, viewed facing northeast



East façades of 57 South B Street (at left) and 31 South B Street (at right), viewed facing west



Buildings lining the west side of South B Street, opposite the project site, viewed facing northwest; 22 South B Street is at right, and 36 South B Street is at left



The project site viewed facing southeast from Baldwin Avenue; 22 South B Street is at right



The project site (at right) and 15 South B Street viewed facing northeast from the intersection of South B Street and 1st Avenue; 36 South B Street is at left, and 31 South B Street is at right



Buildings lining the west side of South B Street, one block to the south of the project site, viewed facing southwest; the Wisnom Building is at right

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Draft Historical Resource Technical Report

APPENDIX B: PREVIOUS DOCUMENTATION



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APPENDIX C: SELECTED PROJECT RENDERINGS AND DRAWINGS



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