

## APPENDIX F: DPR FORMS

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

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

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

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\*Resource Name or # (Assigned by recorder) 601 California Drive

P1. Other Identifier: Hye Tech Auto Center; U-Haul Rentals

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 Location: ☐ Not for Publication ☒ Unrestricted

\*a. County San Mateo

And (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad San Mateo Date 2018 T; R; of Sec \_\_\_\_; B.M.

c. Address: 601 California Drive City Burlingame Zip 94010

d. UTM: (give more than one for large and/or linear resources) Zone 10S 557339.41 mE/ 4159599.56 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 029-131-380

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

601 California is a one-story building constructed as a service station and currently housing an auto repair center and U-Haul rental location (**Figure 1**). The property is located at the intersection of California Drive and Floribunda Avenue in Burlingame, California, on a 10,350 square foot square, corner lot. The parcel contains a generally rectangular-plan building with a projection at the rear half of the west façade. The building is primarily clad in vertical U-groove metal siding with some brick near the west façade projection. Exhibiting general characteristics of the Midcentury Modern style (such as minimal ornamentation, flat roof with slight overhanging eave, and horizontal bands that wrap around the roofline), the building has a flat roof with no eaves and features a large metal fascia that resembles a mansard roof, with an additional fascia band fixed slightly lower. The two fascia wrap around most of the building at the primary (north), east, and west façades. The building faces north toward California Drive, a commercial thoroughfare in Burlingame. A residential neighborhood is to the property's immediate south, and the Jules Francard Grove of heritage eucalyptus trees line California Drive to the north of the subject building. North of the Jules Francard Grove are Caltrain railroad tracks and Burlingame High School. The parcel at 601 California Drive is also situated nearly equidistant (less than half a mile) from Bayshore Freeway/U.S. Route 101 to the north and El Camino Real/Highway 82 to the south. (See continuation sheet)

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

\*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

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



P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (north) façade looking south, 5/6/2020

\*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1957 (Source: San Mateo County Assessor's Office 2020; 1965 historic aerial: UC Santa Barbara 2020c; and *The Times San Mateo* 1957:18)

\*P7. Owner and Address:

Edward & Margaret M Duffy  
625 California Drive  
Burlingame, CA 94010

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

Andrea Dumovich, ICF  
201 Mission Street, Suite 1500  
San Francisco, CA 94105

\*P9. Date Recorded: 5/20/20

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: ICF. 2020. CEQA Class 32 Infill Exemption. 601 California Drive Project. June. (ICF 00289.20.) San Francisco, CA. Prepared for City of Burlingame, Burlingame, CA.

\*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
DPR 523A (9/2013) **\*Required Information**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

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\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 601 California Drive

- B1. Historic Name: Shell Oil Company; Texaco; Valero  
B2. Common Name: 601 California Drive  
B3. Original Use: Gas and service station      B4. Present Use: Commercial auto repair center and U-Haul rental location  
\*B5. Architectural Style: Modern Vernacular  
\*B6. Construction History: (Construction date, alteration, and date of alterations)

No original building permits or demolition permits associated with the subject building were available at the City of Burlingame, but a 1956-1957 plot plan includes plans for the building and canopy footprints that were ultimately constructed. Furthermore, a 1957 newspaper article noted the grand opening of the subject Shell station at California and Floribunda, along with another Burlingame shell station (*The Times San Mateo* 1957:18). Based on the plot plan, newspaper article, and historic aerial photographs dated 1956 and 1965, the subject service station building (along with a canopy that is no longer extant) appears to have been constructed in 1957 (NETR 2020b; UC Santa Barbara 2020c).

Historic aerial photographs indicated that the 1957 service station, as originally constructed, was not as wide as the building is currently; specifically, it was originally built with a smaller footprint and lacked the projection from the west façade (UC Santa Barbara 2020c). The following permits were issued for the subject building under Shell Oil Company, who occupied the property until circa 1978: multiple sign permits in 1960; pole sign in 1964; "alterations to service station" including "modernization of service station at 601 California" in 1968 in which engineer Carl J. Kuntz contributed; addition of a firewall to the building's south façade in 1968; repair permit for tanks in 1970; and replacement of shingles with aluminum parapet in 1976. A 1980 aerial photograph shows that the west projection had been constructed by that time (NETR 2020d). This west projection was possibly a result of the permitted 1968 modernization effort. (See continuation sheet.)

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown      Date: N/A

Original Location: N/A

\*B8. Related Features: n/a

B9a. Architect: Original architect unknown; Lon Davis of Davco Associates designed the 1995 "snack bar" convenience building

b. Builder: Unknown

\*B10. Significance: Theme N/A

Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

Historic Context: Burlingame

The City of Burlingame currently occupies land that was formerly two Mexican-era ranchos: Buri Buri Rancho to the north and Rancho San Mateo to the south. The Buri Buri Rancho was granted to Mexican soldier Jose Antonio Sanchez, who built a house on El Camino Real, near the current border of Millbrae and Burlingame. Rancho San Mateo, originally granted by the last of California's Mexican governors, Pio Pico, changed ownership hands a few times until William Davis Merry Howard acquired it and established a dairy farm on the land.

(See continuation sheet.)

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

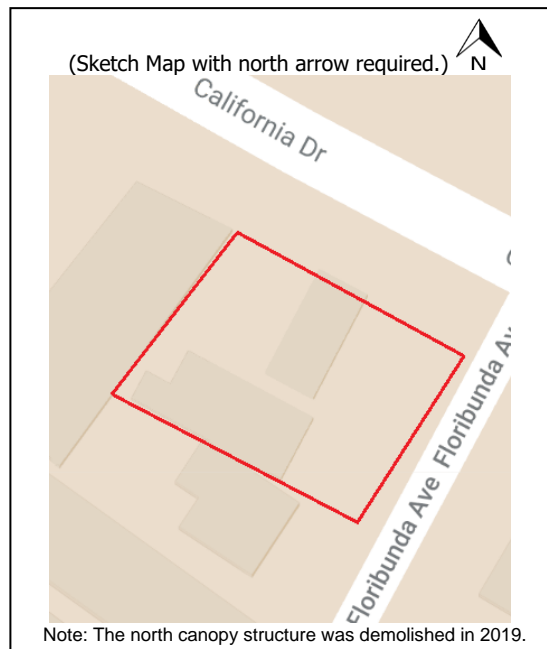
\*B12. References: (See continuation sheet.)

B13. Remarks: n/a

\*B14. Evaluator: Andrea Dumovich, ICF

\*Date of Evaluation: 5/20/2020

(This space reserved for official comments.)



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\*Resource Name or # (Assigned by recorder) 601 California Drive

\*Recorded by Andrea Dumovich, ICF

\*Date May 20, 2020

☒ Continuation ☐ Update

**\*P3a. Description (continued):**

The legal parcel containing the subject building has a paved parking lot to the north and minimal landscaping comprising a few trees at the parcel's northeast corner.

The subject building's primary façade features four prominent architectural bays with a fifth recessed architectural bay located near the rear half of the west façade. Moving from east to west, the first bay is comprised of the main building entrance, the next three bays are vehicular entrances, and the fifth bay contains windows. The main building entrance is a single pedestrian, fully glazed door with metal framing and a transom window and large side lite. An identical fixed window with metal casing is adjacent to the entrance's large side lite (**Figure 2**). The adjacent three vehicular bays contain metal roll-up doors with three-over-four glazing and metal casing. Vertical U-groove metal siding clads the portions of exterior wall that divide the four bays. The fifth recessed bay at the west end of the façade contains what appears to be two small fixed or sliding rectangular windows below the fascia (**Figure 3**). These windows are primarily above an area of vertical siding and adjacent to a brick-clad corner of the façade. The portion of façade below the windows on the fifth bay was not visible for inspection during field survey due to a stack of ties. The address "601" is located on a small sign above the main entrance. A rectangular "U-Haul Rentals" sign is located on the building, immediately west of the main entrance. Mounted to the large fascia projection are four rectangular signs, each spaced above the first four architectural bays that identify the services of the building's auto repair center tenant.

The building's east façade features vertical U-groove metal siding on most of the façade. A single, unglazed pedestrian door is at the south of the façade, and one rectangular fixed window is located to the north (**Figures 4 and 5**). The north portion of the west façade appears to also contain vertical U-groove metal siding and one large multiplane window (**Figure 6**). The south portion of the west façade, which is located on the building's west projection, is not visible from the public right-of-way. The rear (south) façade is constructed of fire-proof concrete block and lacks fenestration or ornamentation (**Figure 7**).

**\*B6. Construction History (continued):**

Under the subject property's tenant, Texaco, three signs were issued in 1986 and in 1989 an additional sign permit was issued. In 1986, a building permit for owner Roger Spearing was issued to "install (3) 10,000 gal[lons] of gasoline tanks and (1) 550 gal[lon] waste oil tank. Remove existing tanks." Robert H. Lee & Associates, Inc. completed the engineering plans for the underground gasoline tank installation.

In 1995, the service station was remodeled. The 1995 scope of work states "remodeled and added retail area only" referring to alterations to the service station building. The 1995 remodel design was completed by architect Lon Davis of Davco Associates, which is also referred to as "snack bar remodel" in 1995 plans. The 1995 plans for the service station remodel show existing building materials, which included metal shake roof on the primary (north) façade and brick veneer cladding on the primary and east facades. The 1995 plans proposed a small addition of 177 square feet to the east façade, which appears to not have been constructed. Additionally, in 1995 the canopy and service station were remodeled by engineering firm Rankin & Rankin, Inc. for Texaco. Canopy alterations included adding the name "Texaco" with logo along the fascia. Alterations to the service station's primary façade included adding U-groove metal cladding around the main entrance near the building's east corner; removing brick veneer from between the automobile bays and replacing it with U-groove metal siding; adding tempered glass to the main entrance and/or storefront windows; removing a parapet located above the main entrance; and adding new "Texaco dark dove grey no. 33" fascia with another smaller fascia below it. The two fascias were also added to the east and west facades. The east façade was clad with U-groove metal siding to match the primary façade. In 1996, permits to replace building sewer were issued.

Google Street View images and permits reveal that the building was remodeled as a Valero gas and service station circa 2008. Following Valero's tenancy in 2019, the canopy for the gasoline pump station, along with the gas price sign at the northeast corner of the property, were demolished (Google 2020a; Google 2020b). Visual inspection of the subject building and comparison to Street View images reveals that between 2019–2020 the building was remodeled to include new metal casing surrounding windows adjacent to the main entrance. Additionally, a temporary or auxiliary shed and building, which were added at an unknown date to the west of the service station building, were removed in 2019. Since 1980, the service station's building footprint appears to have remained unchanged (City of Burlingame Building Division 1921–2009; NETR 2020d; NETR 2020e).

**\*B10. Significance (continued):**

Once the United States' war with Mexico concluded in 1848, the Treaty of Guadalupe Hidalgo resulted in Mexico ceding California to the United States. Also per the Treaty, Mexicans who lived on existing ranchos were guaranteed property rights and were allowed to remain on the land. However, the start of the California Gold Rush soon led to the dramatic increase in Northern California's population. Specifically, the influx of gold seekers to California's region between San Francisco and the Sierra foothills forced Mexican landowners off their land. Mexican landowners were not protected as many of the landholding records were incomplete. In present-day Burlingame, Sanchez ultimately lost the Buri Buri Rancho in a lawsuit, which was then divided into several parcels. Howard, however, retained Rancho San Mateo in a legal battle (Carey & Co. 2008).

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After Howard passed away, his Rancho San Mateo land was divided amongst his family. However, land west of El Camino Real was sold to William C. Ralston, an established banker. Ralston could afford to buy the land after he discovered the Comstock Lode in Nevada in the 1860s. With this real estate, he planned to develop a suburban tract in San Mateo County, with the vision of creating a “sacrosanct colony” (Burlingame Chamber of Commerce 2018).

Ralston hosted many famous people in his home, including one of his first guests, Anson Burlingame, in 1866. Burlingame—a Massachusetts congressman and previously appointed United States Minister to China under President Lincoln—bought approximately one thousand acres from Ralston to build a private villa. Ralston thence decided to name his new development Burlingame after his friend's newly acquired gain. Following Anson Burlingame's premature death, in 1870 Ralston bought back his land and began planning the town's establishment (Carey & Co. 2008; Burlingame Historical Society 2018). Shortly after, survey work was initiated as evidenced by the 1876 Map of Burlingame. At that time, the few existing landowners of present-day Burlingame landscaped their properties that fronted El Camino Real with eucalyptus and elm trees (Burlingame Historical Society 2018). After Ralston's death, the land changed hands several times. In 1893, then-owner Francis Newlands subdivided the property and initiated construction of the Burlingame Country Club and five nearby cottages. While Burlingame increased its development and growth throughout the late 1800s, the 1906 San Francisco earthquake and fire propelled hundreds of new residents to Burlingame in search of safety. In 1908, Burlingame incorporated and two years later annexed the neighboring Town of Easton, which was once a part of Rancho Buri Buri (Burlingame Historical Society 2018).



**Figure 8: Aerial photograph of the Darius Ogden Mills Estate, date unknown. The red arrow points to the approximate location of 601 California Drive, constructed in 1957.**

**Source: Peninsula Royalty 2012.**

Burlingame continued to grow its population through the early 20<sup>th</sup> century, which followed by an increase in commercial and residential construction to accommodate its new residents. By 1920, the population exceeded 4,100 people. To accommodate the city's population growth, residential neighborhoods expanded around Burlingame's downtown, and additional businesses opened along Burlingame Avenue. In the mid-1930s, the city's housing stock increased to approximately 4,000 single family homes, with 83 apartment buildings, 15 duplexes, and more than 250 commercial businesses. In the decades following, Burlingame's population reached 13,000 inhabitants, and the city developed its own civic establishments, such as police and fire departments, city jail, local newspapers, and schools (Carey & Co. 2008).

In 1954, Burlingame annexed a portion of the Darius Ogden Mills estate at the city's northernmost border: this estate formed the land spanning from Millbrae Avenue to the north to Mills Creek to the south (Peninsula Royalty 2018) (Figure 8). In the late 1950s and 1960s, the Mills Estate rapidly developed with many commercial and residential buildings. In 2018, the United States census estimated Burlingame's population at approximately 30,000 residents (Carey & Co. 2008; US Department of Commerce 2020).

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#### Gas-and-Service Stations

Auto service stations evolved during the early twentieth century. First referred to as “service stations” in 1910 and operated by large automobile companies, blacksmiths, or independent shop owners, these auto repair stations were separate from gas filling stations. By the 1920s, as automobile ownership increased, service stations could not keep up with demand. Gas filling stations incorporated auto repair elements, such as grease pits, flat tire repairs, and replacement parts, to their services. At the end of the 1920s, “the gas station was evolving into a hybrid of filling station and repair garage, and the neighborhood service station was born” (Liebs 1995:102). In the late 1920s, hybrid gas-and-service stations typically contained two buildings, forming an L- or U-shaped station that surrounded a central gas pump station. This format proved to be short lived. By the start of the Depression era, the gas-and-service station format was condensed into one building, with pumps on the building’s exterior. Often, these buildings had a rectangular footprint, housing an office, utility room, restroom, and space for auto servicing. Shortly after, pumps were moved away from the main building and onto an adjacent island to shift cars away from the building’s exterior and provide more space. By the late 1930s, gas-and-service stations, such as Texaco, were designed in both the Streamline Moderne and International styles to display services to motorists through large storefront windows, with service bays located within a box station or oblong box building. Large windows allowed motorists to view auto repair supplies, such as cans of oil and stacks of tires, and service bays showcased car maintenance in action. Signage, too, played a significant role in advertising gas-and-service station services. Stations often labeled bays with signage for “washing,” or “lubrication” or the names of other services. Stations of this era, such as Texaco, typically contained parallel streamlines that wrapped around the building’s upper façades or parapets. Although the popular gas-and-service stations included full automobile services, some were built without pumps; these “office only” stations cost less to construct (Liebs 1995:102–106).

Starting in the 1950s, a stepped design for service stations came into fashion. In these designs, the service station was taller than the office portion of the building. This architectural development was purely utilitarian; the greater height of the service station accommodated a hydraulic car lift—a system that had been in place since patented in 1925. Similar to gas stations, many of the service stations of the post–World War II era were designed with Midcentury Modern and International style features, including concrete blocks, flat rooflines with extended overhangs, large canopies supported by thin metal posts, wide expanses of glass, horizontal bands that wrapped around the rooflines of the stepped service station, and tall stand-alone signage. Steel with white porcelain enamel was another typical Midcentury Modern cladding material, used from the 1950s to the 1970s. Service stations with Ranch-style elements also emerged in the 1950s, featuring front-gabled, low-pitched rooflines with extended eaves, metal-framed windows, wood and brick cladding, and large canopies (Texas Department of Transportation 2016:7-3, 7-5; 7-8; Rotary Lift 2020).

In the late 1960s and early 1970s, auto repair became popular as an at-home hobby, making service stations less relevant. Specialty shops, too, began selling auto repair items, causing the gas stations’ service-related line of business to decline. In the 1970s, the popularity of Ulrich’s design for the self-service station steadily rose as new independent gas stations were constructed. The older gas-and-service stations struggled but updated their stations to meet changing consumer needs, slowly adding a few self-service islands. By the mid-1970s, numerous gas-and-service stations converted their out-of-date auto service buildings into various uses, such as shops, restaurants, offices, and convenience stores. This design has come to be known as the “store with gas” concept or “dual fuel depot” (Liebs 1995:113–115).

#### Site History

The earliest available Sanborn map showing the subject property’s land, dated 1913, reveals the site was undeveloped and divided into two lots with addresses 9-10 San Mateo Drive (the and 21-24 Floribunda Avenue. The north side of San Mateo Drive contained the “United Railroads Right of Way,” and north of that were existing Southern Pacific Railroad tracks (Sanborn Map Company 1913:6). The next available Sanborn map, dated 1921, shows that the subject site remained undeveloped and divided into two parcels, and adjacent lots were mostly undeveloped with a few scattered residences to the south (Sanborn Map Company 1921: 14).

The earliest permit available for the subject property is dated 1921 but contains very little information. It is possible that the 1921 building permit is associated with the construction of a service station in this location, as the next available permit, dated 1932, notes the parcel’s use as a service station. 1941 is the earliest dated historic aerial photograph that shows the subject property. The photograph shows at least one building with a rectangular footprint, which housed a Shell Oil Company service station (as indicated by a 1941 building permit), located on the parcel fronting San Mateo Drive/California Drive (**Figure 9**) (UC Santa Barbara 2020a).

By 1946, the site’s earlier service station was demolished, and a new service station was built with an L-shaped footprint (NETR 2020a). A 1956 aerial photograph shows the L-shaped building footprint remained unchanged (**Figure 10**). However, a plot plan dated 1956-1957 includes a rendering of the footprints for a rectangular-shaped canopy structure at the northern portion of the parcel (with an adjacent “cover over tanks” referring to rectangular ground cover for the underground tanks), and a rectangular building to the south of it, situated perpendicularly and serving as an office and greasing station (**Figure 11**). The next available aerial photograph, dated 1965, shows the property was built to the 1956-1957 plot plan specifications, showing the subject building with a rectangular footprint located on the south parcel for the first time (**Figure 12**). Therefore, the build date of the subject building is 1957. Upon its completion in 1957, the subject service station was occupied by Shell Oil Company, which had been the tenant of the previous buildings on the site since at least 1941 (City of



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\*Recorded by Andrea Dumovich, ICF

\*Date May 20, 2020

☒ Continuation ☐ Update

Burlingame Building Division 1921–2009). A 1957 newspaper article also noted the grand opening of the subject Shell station at California and Floribunda, along with another Burlingame shell station, calling it a “Double header shellebration in Burlingame” (*The Times San Mateo* 1957:18). In the 1950s, Shell Oil Company had numerous locations throughout the San Francisco Peninsula. A 1955 newspaper article notes there were four Shell gas stations in Burlingame (which includes the subject property), two in San Mateo, one in Millbrae, and one in San Bruno during that time (*The Times San Mateo* 1955:17).

Research on the building, including review of available building permits held by the City of Burlingame, did not identify its architect. In 1968 the building was modernized, and by 1980, the projection at the rear half of the west façade had been constructed (**Figure 13**) (NETR 2020d). Since 1980, the service station building footprint appears to have remained unchanged (NETR 2020d; NETR 2020e). The canopy and gasoline pump station were demolished in 2019. Today the building contains automobile repair services (Google 2020a; Google 2020b).

#### Ownership and Occupant History

The building’s original owner is the Shell Oil Company, which likely commissioned the building in circa 1957 and was tenant from 1957 to circa 1978). Based on available deed records held by the County of San Mateo Clerk-Recorder, building permits held by the City of Burlingame Building Division, and historic newspaper research, the identified owners of 601 California Drive are summarized in the table below:

Year	Owner
c.1957–1978	Shell Oil Company
c.1986–2009	Roger and Beth Sperring
2009	Sperring Trust (Roger and Beth Sperring)
2015	W & M Investments LLC
2019–present	Edward & Margaret M Duffy

The known tenants of 601 California Drive, based on available building permits held by the City of Burlingame Building Division and online historic newspaper research, are summarized in the table below:<sup>1</sup>

Year	Tenant
c.1957–1978	Shell Oil Company
c.1986–2003	Texaco
c.2008–2019	Valero
c.2019–present	U-Haul Rentals
c.2019–present	Hye Tech Auto Center

Since its construction in 1957, the subject property has maintained its original use as a gas and service station through 2019; by 2020, the removal of the gas pumps and canopy structure changed its operations to service station only. Shell Oil Company began its ownership and tenancy of the subject property in 1941, prior to the subject service station building’s construction in 1957. The subject service station building’s original owner and tenant, Shell Oil Company, owned and occupied the property at 601 California Drive for approximately 21 years, from 1957 to circa 1978. Robert and Beth Sperring owned the subject property for approximately 23 years, from circa 1986 to 2009. Historic newspaper research uncovered no substantial information regarding the Sperrings or their ownership of the subject property. Building tenants have included gas stations, auto service businesses, and more recently a rental moving truck company. The current tenants, U-Haul Rentals and Hye Tych Auto Center have resided at 601 California Drive since circa 2019.

#### California Register of Historical Resources Evaluation of 601 California Drive

601 California Drive is not currently listed in, and has not been found eligible for listing in, the California Register of Historical Resources (CRHR). The following provides an evaluation of 601 California Drive under CRHR Criteria 1-4:

#### CRITERION 1 (Events):

601 California Drive is not associated with any event(s) of historical significance. The subject service station building was constructed in 1957, in the post-World War II era, in order to serve automobile growth in Burlingame, which was a common occurrence both locally and throughout the nation in the 1950s. The property was constructed to serve automobile needs for travelers using California Drive, a local thoroughfare in Burlingame. Research did not yield evidence that the building is associated with more specific events or patterns of events that have historical significance. In order to be eligible under CRHR Criterion 1, a gas-and-service station would need to be directly

<sup>1</sup> Due COVID-19 shelter-in-place orders at the time ICF prepared the current DPR form, city directories held by the Burlingame Main Public Library could not be accessed to verify building tenants.

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associated with an important historic context, such as being one of the first such gas-and-service stations in Burlingame or the wider region. Research uncovered that the subject property was one of several Shell Oil Company gas stations in Burlingame at the time it was constructed in 1957. Additionally, research conducted on the building's occupants did not reveal that the service station building fostered early or remarkable business growth for any of its tenants, including original owner and tenant Shell Oil Company, or for Burlingame at large. Although the subject service station was constructed in 1957 for the Shell Oil Company, the company (which was founded in 1833 in London and greatly expanded throughout the United States and globally in the early 20<sup>th</sup> Century) had numerous gas along the San Francisco Peninsula and in Burlingame by the 1950s. Therefore, the subject building does not appear to have been a notable service station given the time and place of its construction relative to the company's numerous Shell stations that were also built at that time, and the ubiquitous presence of service stations across American cities during the mid-20<sup>th</sup> century. The service station building does not appear to be associated with broad patterns of local or regional history or with the cultural heritage of California or the United States. Therefore, the service station building at 601 California Drive is not significant under CRHR Criterion 1.

#### CRITERION 2 (Person):

Research uncovered that for approximately 21 years, between circa 1957-1978, Shell Oil Company originally maintained ownership of the subject service station building, and for 23 years, between circa 1986 - 2009, Roger and Beth Sperring owned the subject property. However, no individuals who worked at Shell Oil Company were identified as related to this location and no substantial information was uncovered regarding Shell Oil Company at large or the Sperring's ownership of the subject building. Additionally, as stated above, the subject service station building does not have significance within the context of Burlingame's mid-20<sup>th</sup>-century automobile-service development, and therefore individuals affiliated with the building's various tenants would not have contributed substantially to important trends in local, California, or national history through their day-to-day involvement in the building's automobile service-related functions. A commercial gas-and-service station is not a property type apt to represent the significant achievements of past owners and tenants. Therefore, 601 California Drive is not significant under CRHR Criterion 2.

#### CRITERION 3 (Design/Construction):

601 California Drive is not significant under CRHR Criterion 3. Although the service building exhibits some very general characteristics of the Midcentury Modern style through its use of minimal ornamentation and flat roof with slight overhanging eave these elements were commonly applied to gas-and-service station buildings in the 1950s and 1960s; it does not appear to have been a distinctive example of its property type. Furthermore, research conducted in online historical newspapers and repositories did not identify the building's original architect. The only known design professionals associated with the building and whose work is still reflected in the building's design are the following: engineer Carl J. Kuntz, who completed the Shell Oil Company station's modernization in 1968 (and although not confirmed through permits or historical research, possibly worked on the west addition); and engineering firm Rankin & Rankin, Inc. who contributed to the canopy and service station building alterations in 1995. No substantial information was uncovered regarding any of these design professionals in relation to the subject service station building, and their design work appears to have generally updated the appearance of the property but did not reflect a distinctive and unified aesthetic direction. Furthermore, the building has undergone numerous exterior alterations throughout the years, including the west projection (likely completed during the 1968 façade modernization); the replacement of shingles with aluminum parapet at the primary façade in 1976; removal of brick veneer from between the automobile bays of the primary façade and replacement with U-groove metal cladding as well as U-groove metal cladding added around the main entrance and on the east façade in 1995; addition of tempered glass to the main entrance and/or storefront windows in 1995; and adding two fascia at the primary, east, and west facades in 1996. All of these alterations substantially have altered the building to the point that the original design is not entirely discernible. In summary, the service station building is not a significant example of a gas-and-service station building type that was constructed in the Midcentury Modern style, as there are various locations in Burlingame and throughout the Peninsula that were constructed during the 1950s; furthermore, research has uncovered no evidence that it was a notable example of a master architect's work. The building lacks high artistic merit based on its modest original design and series of alterations following its construction. For the reasons stated above, 601 California Drive is not significant under CRHR Criterion 3.

#### CRITERION 4 (Information Potential):

The subject property at 601 California Drive does not appear to be a source, or likely source, of important historical information not already captured in the historic record. Therefore, it is not significant under CRHR Criterion 4.

#### Conclusion

Based on an evaluation of the building under CRHR Criteria 1-4, 601 California Drive is not eligible for individual listing on the CRHR. The property is therefore not a historical resource for the purposes of the California Environmental Quality Act (CEQA) in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.



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\*Recorded by Andrea Dumovich, ICF

\*Date May 20, 2020

☒ Continuation ☐ Update

**\*B12. References (continued):**

Burlingame Chamber of Commerce. 2018. *History of Burlingame*. Available: <https://burlingamechamber.org/life-in-burlingame/history/>. Accessed April 8, 2020.

Burlingame Historical Society. 2018. Explore the History of Burlingame. Available: <https://burlingamehistory.org/history-of-burlingame/>. Accessed April 8, 2020.

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State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

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**Additional Figures:**



Figure 2. Close up of primary façade featuring main entrance bay (left) and vehicular bay (right), facing south. Source: ICF 5/6/2020.



Figure 3. View of primary and west façades, facing south. Source: ICF 5/13/2020.



Figure 4. View of east façade, facing west. Source: ICF 5/6/2020.



Figure 5. Close up of east façade, facing west. Source: ICF 5/6/2020.

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Figure 6. View of the west façade and west building addition, facing south. Source: ICF 5/13/2020.

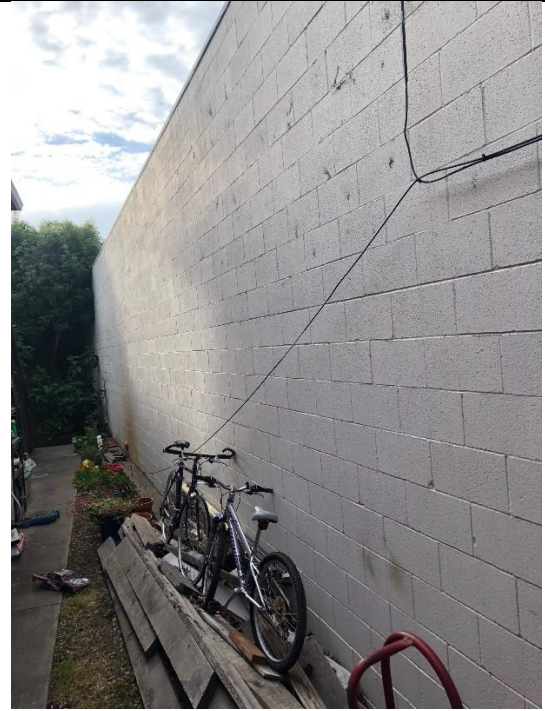


Figure 7. View of rear (south) façade, facing west. Source: ICF 5/13/2020.



Figure 9. 1941 historic aerial, subject parcel outlined in red. Source: UC Santa Barbara 2020a.



Figure 10. 1956 historic aerial, subject parcel outlined in red. Source: UC Santa Barbara 2020b.



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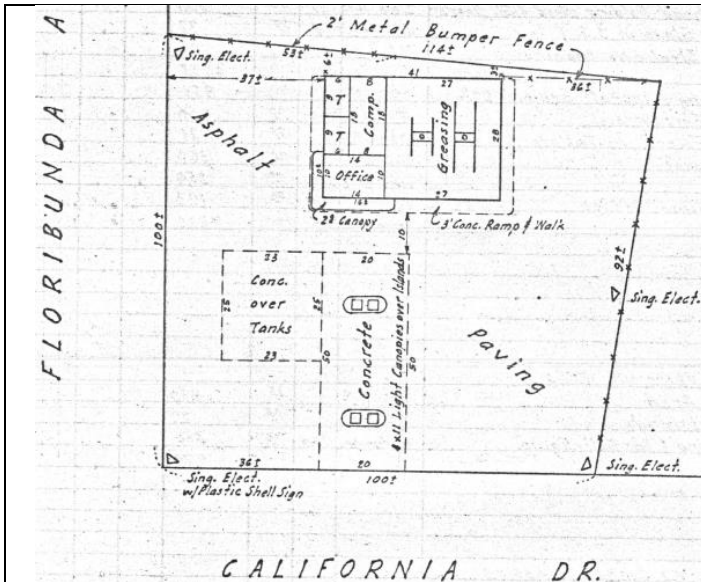


Figure 11. 1957 Plot Plan for 1956 alterations, which likely included the demolition of the previous service station building in place of the building and canopy structure shown in the plot plan here. Source: City of Burlingame.



Figure 12. 1965 historic aerial, subject parcel outlined in red. Source: UC Santa Barbara 2020c.

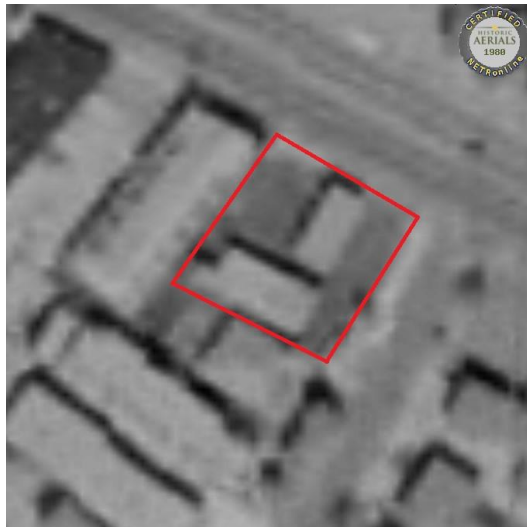


Figure 13. 1980 historic aerial, subject parcel outlined in red. Source: Nationwide Environmental Title Research, LLC (NETR) 2020d, with edits by ICF.