

Appendix G

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) 1766 El Camino Real

P1. Other Identifier: Peninsula Museum of Art; Sutter Health

*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 Location: ☐ Not for Publication ☒ Unrestricted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 Montara Mountain

Date 2018

T; R; of Sec ____; B.M.

c. Address: 1766 El Camino Real

City Burlingame

Zip 94010

d. UTM: (give more than one for large and/or linear resources) Zone 10S; 554524.36mE/ 4161008.03 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 025-161-110

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

1766 El Camino Real is a one-story Midcentury Modern-style steel frame commercial office building, currently housing a museum and medical offices. The property is located at the intersection of El Camino Real and Trousdale Drive in Burlingame. The subject building's lot slopes down from west to east: it features one story at its primary (west) façade and an exposed basement level at its south, rear (east), and north façades. Two below-grade entrances that lead to the lower basement are located at the rear and north façades, respectively. It has an asymmetrical plan formed by a primary rectangular volume (primary volume) at the west and a rear rectangular addition (rear addition) to the east. These two rectangular volumes are joined near the building's southeast corner, which are slightly separated from one another. The space between the primary volume and the rear addition forms a rectangular courtyard. Three smaller volumes are attached to the primary volume's northeast and east façades. The subject building is primarily clad in smooth stucco. It has a flat roof with no eaves and features projecting fins that extend down past each window, located across the primary volume and rear addition's façades. The building faces west toward El Camino Real and is adjacent to the Burlingame Police Department building to the east. To the east of this neighboring building are the Caltrain and BART train tracks. The legal parcel containing the building also encompasses an L-shaped surface parking lot to the east of the building which extends east to California Drive. This rear parking lot contains minimal landscaping including small shrubs and trees. Immediately surrounding the building are landscaped areas containing a manicured lawn, mature trees, and shrubs lining the primary, south, and north façades. The rear addition's west façade and adjacent interior courtyard also contain small bushes, shrubs, and/or trees. Pebbledash pathways within manicured lawn areas are located at the primary volume's south façade and near the rear addition's west façade (*The Times San Mateo* 1965:15). (See continuation sheet.)

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



Figure 1: View of north and primary (west) façades, facing southeast. Source: ICF, 2/12/2020.

*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

P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (west) façade looking southeast, 2/12/2020

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1959 (Source: Newspaper article, *The Times San Mateo* 1965:15)

*P7. Owner and Address:

Certosa Inc and Vincent A Muzzi
1818 Gilbreth Rd, Suite 123
Burlingame, CA 94010

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

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

*P9. Date Recorded: 2/12/20

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: ICF. 2020. *1766 El Camino Real Project Initial Study/Mitigated Negative Declaration*. Administrative Draft. June 2020. (ICF 00146.19.) 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) 1766 El Camino Real

B1. Historic Name: American Can Company

B2. Common Name: 1766 El Camino Real

B3. Original Use Commercial Office Building B4. Present Use: Commercial Office Building and Art Museum

*B5. Architectural Style: Midcentury Modern

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

1766 El Camino Real was built in 1959, as indicated by a newspaper article that mentions its construction date (*The Times San Mateo* 1965:15). Available records at the City of Burlingame Building Division did not include the original building permit, and available building permits were limited. The earliest available permit, dated 1966, notes a building alteration and addition but does not describe any specific scopes or locations of the work. However, aerial photographs reveal that the subject building expanded to the southeast at this time. Sign permits were filed in 1967 for the Pacific Standard Life Company tenant, in 1976 for owner Dominic Muzzi, and in 2015 for tenant Sutter Health. A new stairway was added in 1973, however the permit does not indicate if it was added to the building's interior or exterior. In 1983, the subject building was reroofed with tar and gravel. In 1996, architect Larry Friesen designed an ADA ramp at the primary entrance and an east roof extension near the loading dock at the rear. Undated permits were filed for a 100+ square foot addition and the addition of a side gate at the top of a stairwell. Visual inspection indicates that the wood beams and corrugated plastic roof at the north façade stairwell were later additions added at an unknown date. A 1965 newspaper article notes that the building originally was clad in "colorful aluminum panels and glass" which appear to no longer be extant (*The Times San Mateo* 1965:15).

Historic aerial photographs reveal that between 1965-1968, the subject building expanded to the southeast with the addition of the large rear addition with basement. The rear addition was designed in a style compatible with the primary volume, featuring similar rectangular-shaped windows, similar projecting fins that extend down past each window, and smooth stucco cladding. Between 1968-1980, at least one of the smaller building volumes at the east façade was added to the subject building. It appears that between 2002-2005 another building volume was added to the east façade, likely to accommodate the Peninsula Art Museum which moved into the subject property in circa 2005 (Peninsula Art Museum 2020). Since 2005, the building footprint appears to have remained unchanged (City of Burlingame Building Division 1966–2015; UC Santa Barbara 2020; NETR 2020).

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

Original Location: N/A

*B8. Related Features: n/a

B9a. Architect: Original architect unknown; Mogens Mogensen, A.I.A. (circa 1968 rear addition); Friesen Architects (1996 ADA ramp and east roof extension)

b. Builder: Unknown

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

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

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: 2/12/2020

(This space reserved for official comments.)



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*Recorded by Andrea Dumovich, ICF

*Date February 12, 2020

☒ Continuation ☐ Update

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

At its center, the primary volume's primary façade features a primary entrance comprised of a fully glazed pairing of doors with a transom window and large side lites (**Figure 1**). Lettering identifying the address "1766 El Camino Real" is mounted to the articulated roof projection, which is a sloped, rectangular canopy that extends above the main entrance (**Figure 2**). The building's entrance is flanked by a metal-frame window assembly of one-over-four windows (**Figure 3**). The upper four windows appear fixed while the bottom window is an operable hopper window.

The primary façade is accessible by a stone walkway with three shallow steps and hand railings leading to the main entrance, as well as an Americans with Disabilities Act (ADA) ramp and hand railing. A two-sided "Sutter Health" sign is situated near the primary entrance.

The primary volume's south façade features the two rectangular volumes (primary volume and rear addition) with a central courtyard between them (**Figures 4 and 5**). These volumes share the following similarities: fixed, rectangular metal-frame windows at the first story, which are divided by projecting fins; and two raised building entrances at the first story, which are accessible by sets of pebble dash stairs. The primary volume's south façade has limited fenestration. It features a partially glazed aluminum-frame pedestrian door that is semi-concealed by a tall stairwell platform wall clad in smooth stucco. The courtyard between the two volumes features an exposed basement level and the first story above it. The courtyard's exposed basement windows are a mix of fixed and slightly recessed rectangular windows which are widely spaced between each other, and four large, fixed rectangular windows each divided into four lites. The courtyard contains two entrances at the basement-level. One entrance, a double metal-frame pedestrian door with transom and side lite, contains "Peninsula Museum of Art" signage above the entrance. The other door appears to be a double pedestrian door with a metal-frame. The courtyard contains concrete planter boxes with landscaping and exterior light fixtures. The rear addition's south façade features a row of fixed, rectangular metal-frame windows at the exposed basement level. At the first story is a fully glazed aluminum-frame pedestrian door with transom, which is accessible by a suspended stairwell platform that spans over the lower courtyard entrance, between the base of the primary volume to the first story of the rear addition (**Figure 6**).

The rear (east) façade contains four building volumes with various setbacks: one large rectangular volume (rear addition) near the southeast and three smaller building volumes at the building's northeast and east facades. The rear addition's east façade contains approximately four fixed rectangular glazed windows at the basement level, located at the base of the building's façade, near the ground. Fixed, rectangular metal-frame windows divided by projected fins span the length of the rear addition's east facade, at the first story (**Figure 7**). The three smaller volumes contain paired pedestrian doors constructed of either metal or wood, one of which is raised and accessed by a set of stairs. A metal canopy shades a loading dock and basement entrance with stairs located between the rear addition and small building volumes. A sign reading "Peninsula Museum of Art" is affixed to the south end of the rear addition, and extends over a paved walkway.

The north façade contains the primary volume to the west and a smaller rear volume to the east. The small rectangular volume lacks fenestration. The primary volume at this façade contains at least two pairs of fixed, rectangular metal-frame windows and an entrance at both the first story and below-grade basement level (**Figure 8**). The first-story entrance consists of paired, aluminum-frame pedestrian doors that are partially concealed by a tall stairwell platform wall clad in smooth stucco. The stairwell contains wood beams and what appears to be a corrugated plastic roof and is accessible by terra cotta tile steps with metal hand railings. The basement entrance is a metal paired pedestrian door accessible by below-grade descending concrete steps with metal hand railings.

The northwest corner of the subject property's parcel contains a three-piece concave sign raised by three metal support posts, which reads "1766 El Camino Building" on each of the three sides. Just below the concave sign is a smaller, one-sided rectangular metal sign that reads "Peninsula Museum of Art," with "Museum Studios," below it, and base text that reads "museum entrance" with an adjacent arrow pointing to the east (**Figure 9**).

***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).

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 2020).

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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 land owners 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 10: Aerial photograph of the Darius Ogden Mills Estate, date unknown. The red arrow points to the approximate location of 1766 El Camino Real, constructed in 1959.

Source: Peninsula Royalty 2012.

Burlingame continued to grow its population through the early 20th century, which followed by an increase in commercial and residential construction to accommodate its new residents. By 1920, the population exceeded 4,100 people. In the decades following, Burlingame 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). The area of tidal marshes to the east of the current location of the subject building was filled and subdivided in the 1950s; the fill originated from grading and development that occurred at the Mills Estate (City of Burlingame Planning Department 2012:VI-1 to VI-2) (**Figure 10**). In the late 1950s and 1960s, the Mills Estate rapidly developed with many commercial and residential buildings, including Mills High School; and development expanded along El Camino Real with additional commercial properties during that time. By 1968, aerial photographs illustrate that most buildings were constructed and formed a new automobile-oriented commercial district within Burlingame. In 2018, the United States census estimated Burlingame's population at approximately 30,000 residents (Carey & Co. 2008; US Department of Commerce 2020).

Burlingame's Early Transportation Routes

Early railway transportation provided a vital connection between developing Peninsula towns, such as Burlingame, with the larger Bay Area. In 1859, the San Francisco and San Jose Railroad was established. Once the Southern Pacific Railroad (SPRR) later gained ownership of

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the line, it positioned a temporary boarding shed at "Oak Grove Crossing" for Burlingame passengers. In 1894, the Burlingame depot station was constructed (Carey & Co. 2008).

Prior to rail transit, existing trails and transportation routes, such as El Camino Real, aided in Burlingame's initial development through the 20th century. El Camino Real, which began as a trail or path used by pedestrians and pack animals, was originally built in the mid-18th century to support travel and transport between the Spanish colonial missions, presidio and pueblo sites, between today's cities of San Diego and San Francisco. The route through the Santa Clara Valley and the San Francisco Peninsula was forged by the Juan Bautista Anza expedition in 1776. During the Spanish era, El Camino Real originally served oxcart, mule, and horse travel. It ultimately transitioned from trail to paved road over time with the introduction of wagon traffic in the early 19th century and automobile traffic by the early 20th century (Caltrans 2016:57).

The precise alignment of El Camino Real has fluctuated throughout the 19th and 20th centuries. Today, the route is officially incorporated as portions of numerous state and U.S. highways from San Diego to San Francisco including California State Highway 82 through the City of Burlingame. Highway 82, originally part of U.S. Route 101, extends from San Jose to San Francisco. In 1959, Highway 82 (then U.S. Route 101) was officially designated as part of El Camino Real. In 1964, the rerouting of part of the U.S. 101 led to the redesignation of El Camino Real on the Peninsula as Highway 82. During the post-World War II era, businesses arose along El Camino Real/Highway 82 to serve California's emerging automobile culture, including stores, hotels, gas stations, and restaurants. Today El Camino Real is registered as California State Landmark No. 784 in acknowledgment of its Spanish Colonial-era transportation history (Faigin 2019; Sawyer 1922).

Site History

The earliest available historic aerial photograph showing the future site of the subject building and adjacent land, dated 1946, shows a mix of vacant and developed properties composed of what appears to be commercial buildings and small residences located within the Darius Ogden Mills estate, near the estate's east boundary. In 1946, the subject property's land was first divided, and appears to have different lot lines than what presently exists. In 1946, Trousdale Drive had not been constructed and U.S. Route 101 (later named Highway 82 and El Camino Real) appears as a two-lane highway running west of Bayshore Highway (NETR 2020). In 1956, much of the Mills Estate had been cleared, and new residences had been constructed on the land of the former estate. The subject parcel's land was vacant in 1956, and new lots were carved from the former estate around the same time that Trousdale Drive was constructed. U.S. Route 101 had been widened to six lanes by that time (NETR 2020).

In 1959, subject building was constructed as data processing offices for the American Can Company (*The Times San Mateo* 1965:15). Research on the building, including review of available building permits held by the City of Burlingame, did not identify its architect. 1965 is the earliest year an available aerial photograph shows the subject building and surrounding lot (**Figure 11**). That year, the building consisted mostly of a rectangular footprint, situated west of a partially built paved parking lot. Four pathways led to entrances on at the primary (west), south, rear (east), and north facades. The adjacent property to the east of 1766 El Camino Real was not yet built in 1965 (UC Santa Barbara 2020). A 1968 aerial photograph shows that the east addition had been constructed, and the property's rear paved parking lot was slightly extended east (**Figure 12**). Permits and architectural plans reveal that the circa 1968 rear addition was designed by Burlingame architect Mogens Mogensen, A.I.A. By the 1970s, BART tracks had been constructed immediately east of the SPRR tracks, which lie to the east of the subject property. These BART tracks were constructed just south of the Millbrae station, and served as the southern BART terminus on the San Francisco Peninsula. In 1980, Caltrans began operations of their Peninsula line using the former SPRR tracks to the east of the subject property and, which presently runs between San Francisco and Gilroy as Caltrain (Caltrain 2020).

The next available aerial, dated 1980, shows at least one or more of the smaller rear volumes had been added to 1766 El Camino Real (**Figure 13**) (NETR 2020). By 2005 another rear volume was added. Since 2005, the building footprint appears to have remained unchanged (NETR 2020).

Architect: Mogens "Mogie" Mogensen, A.I.A. (1920-1997)

Mogens Mogensen was born in 1920 in Denmark. After studying architecture in his native country and living in Sweden, Mogensen moved to the San Francisco Bay Area where he worked in the prominent architecture firm Wurster, Bernardi & Emmons, learning the tenets of modern architectural design. By the end of the 1940s, Mogensen established his own practice in Burlingame. His firm was housed in a small, self-designed, one-story International Style building at 90 El Camino Real. In the mid-1950s, Mogensen designed homes for developer David D. Bohannon's Sunset Terrace tract in San Mateo. Similar to post-World War II era homes developed by Joseph Eichler, Mogensen's Sunset Terrace homes embody key Midcentury Modern-style elements, such as clerestory windows, geometric forms, and minimal ornamentation. However, Mogensen designed his Sunset Terrace homes with unique elements such as windows containing wood mullion patterns instead of simply large expanses of glass. Mogensen continued to work with Bohannon on multiple San Francisco Bay Area tract designs in the post-World War II era (Weinstein 2018).

Mogensen is known for his residential work concentrated in San Francisco's South Bay, which consists of apartment complexes and single-family homes. In Burlingame, examples of Mogensen's residential designs include: Adeline Apartments (1479 El Camino Real), Bellevue

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CONTINUATION SHEET**

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***Date** February 12, 2020

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Apartments (1418 Bellevue Avenue), Carol Apartments (55 El Camino Real), Park Central Apartments (724 Laurel Avenue), Skyline Terrace Apartments (3133 Frontera Way), 500 El Camino Real Apartments, and 1838 El Camino Real Apartments. Mogensen's projects frequently employed unusual shapes on irregular shaped lots and often included artwork such as sculptures and friezes in his apartment designs (Weinstein 2018).

Ownership and Occupant History

The building's original owner is the American Can Company, who commissioned the building in 1959 (and also resided as a tenant from 1959-1965). The known owners of 1766 El Camino Real, 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, are summarized in the table below:

Year	Owner
1959-1965	American Can Company
1973	MacDonald Nelson & Heck
1976	Domenic Muzzi
1996-2020	Certosa Inc. (current owner)
Unknown-2020	Vincent A Muzzi (current owner)

The known tenants of 1766 El Camino Real, based on available city directories held by the Burlingame Main Public Library and building permits held by the City of Burlingame Building Division, are summarized in the table below:

Year	Tenant
1959-1965	American Can Company
1965-1972	Pacific Standard Life Insurance Company
1973	Vacant
1974-1975	Financial Associates Computer Service (data processing)
1976-1976	Citizens Saving & Loan Assn (Data Proc)
1976-1980	Reliable Data Service Inc. John Gardner Tennis Club
1980	Pacific Motor Trucking Co S P Transport Co
1981-1982	Unknown
1983	James A Hudak Rock A Bye Baby
1983-1995	Arthur E Brizzolara, Attorney Vincent A Muzzi, Attorney Pac Motor Trucking (or PMT Pac Manager Tracking)
1983-1985	Certosa Inc PMT Pac Mtg tracking
1985	St Lewis Southwestern RR
1985-1988	Jeanne Levin Attorney
1985-1995	Randall K Berring DMC Real Estate Liberty Mortgage Investment
1988	Sanmto Co Landowner
1992	Gross Julia Photo
1995	Bruno Borello Classic Building maintenance Instituto Familiar Mayflower Contractor Service Popular Center
Circa 2005-present	Peninsula Museum of Art
Unknown-present	Sutter Health

Based on available city directories, numerous commercial office tenants have occupied spaces within the subject building since it was constructed in 1959 for the American Can Company. Building tenants have included mostly businesses relating to food packaging, life

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insurance, financial data and lending, transportation, real estate, and healthcare, among others. The city directories listed the subject building as “vacant” or did not include the building address for a few years. Few tenants remained in the building longer than ten years; with such a high number of commercial business tenants, there was high turnover every few years. The longest standing tenants of 12 years occupancy include Arthur E. Brizzolara, Attorney; Vincent A. Muzzi, Attorney (current building owner); and Pac Motor Trucking (or PMT Pac Manager Tracking, from 1983-1995. Although Vincent A. Muzzi was not listed as a building tenant after 1995, Muzzi is the building’s current co-owner along with former tenant Certosa Inc. Since circa 2005, the building has housed the Peninsula Museum of Art. Originally located in the City of Beaumont’s Twin Pines Park’s Manor House in 2003, the Peninsula Museum of Art moved into the subject property shortly after receiving a sizeable donation from Charles Homer, a friend of one of the museum’s supporters (Peninsula Art Museum 2020).

Original Building Tenant: American Can Company

The American Can Company occupied the subject building from 1959-1965. The American Can Company was a tin can and food packaging manufacturer established in 1901, with headquarters in New York and an early branch location in Chicago. By the 1930s, the American Can Company was “one of the largest beer can manufacturing companies in the world,” with Krueger Brewing Company being one of their clients. During World War II, American Can Company participated in wartime manufacturing (Breweriana Aficionado 2020). In 1986, American Can Company announced its plans to sell a majority of its can and food manufacturing business and focus on financial services and retail (*The New York Times* 1986: 74).

Building Tenant and Owners: Domenic and Vincent A. Muzzi

Building permits reveal that Domenic Muzzi owned the subject property in 1976. Research uncovered that Domenic Muzzi Sr., was an Italian immigrant and farmer who, in 1964, established a family farm in Watsonville and Moss Landing. By 1975, Muzzi opened Dominic’s Farm Fresh Produce in Moss Landing on U.S. Highway 1.¹ Son Dominic Muzzi Jr. has also been involved in the family farming business. It is not clear whether Domenic Muzzi Sr. or Domenic Muzzi Jr. owned the subject property in 1976. While research uncovered no additional details relating to these individuals or their relationship to the subject building, it is logical to assume that the Muzzis are related to former tenant and current building owner Vincent A. Muzzi (Western Growers 2015; *The Times San Mateo* 1953: 2).

Vincent A. Muzzi, attorney, occupied the subject building for twelve years, from 1983 to 1995 and presently co-owns the building. In 1967, Muzzi graduated from San Francisco State University and three years later he graduated from the University of California, Hastings College of the Law. In the 1970s, he worked on legal cases pertaining to his family’s San Mateo coastal land holdings and legal battles over its water and development rights (*The Times San Mateo* 1973: 39; *The Times San Mateo* 1977: 45). Since 1970, Muzzi has acted as president of The Magnolia of Millbrae, senior housing developer (*The San Francisco Examiner* 1998: 83). Throughout his career, Muzzi has sat on several local boards in San Mateo County, including Millbrae’s Saint Dunstan’s School Board, Peninsula YMCA, the Peninsula Hospital District (known today as Peninsula Healthcare District), and San Mateo County Assessment Board. From 1987 – 1995, Muzzi held position as a member of the San Mateo County Planning Commission and its chairman for one year in 1990 (County of San Mateo 2020).

California Register of Historical Resources Evaluation of 1766 El Camino Real

1766 El Camino Real 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 1766 El Camino Real under CRHR Criteria 1-4:

CRITERION 1 (Events):

1766 El Camino Real is not associated with any event(s) of historical significance. The building is a product of suburban commercial office development in Burlingame and is a typical example of such a development pattern. Suburban office buildings were constructed throughout the Peninsula and along El Camino Real during the 1950s and 1960s. While the subject building was constructed in 1959 on El Camino Real, California State Landmark No. 784, the subject building’s location does not reflect a historic connection to the early El Camino Real trail that was established in the mid-18th Century as an important travel route in Alta California. Even though Highway 82 was officially deemed part of El Camino Real the same year the subject building was constructed, numerous properties along Highway 82/El Camino Real were constructed throughout the post-World War II era. Research conducted on the building’s occupants did not reveal that the building fostered early or remarkable business growth for any of its tenants, or for Burlingame at large. Because the building housed many businesses at once with frequent turnover, and because these businesses represented commercial firms that were common within a mid-20th-century suburban context, it is unlikely that any one of them was able to make substantial contributions to the local or regional economy in the relatively short amount of time it occupied the building. Although the subject building was constructed in 1959 for American Can Company, the company was founded in 1901 in New York and therefore the subject building does not represent the time period or location in which the company first formed. Additionally, the subject building served as offices for the American Can Company for only six years and did not directly relate to the business’ physical can production work. Although Pac Motor Trucking (or PMT Pac Manager Tracking), who occupied the building for 12 years, was one of the longest standing businesses in the subject building, research did not uncover any information pertaining to the business itself or a substantial link with the subject building that would be associated with important patterns of local or

¹ Building permits show the spelling of Muzzi’s first name as “Domenic” while online research spells it as “Dominic.”

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regional history. The 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 building at 1766 El Camino Real is not significant under CRHR Criterion 1.

CRITERION 2 (Person):

1766 El Camino Real is not associated with any person(s) of historical significance. The building has been occupied for over 60 years by a regularly changing mixture of commercial tenants. Countless individuals were employed by the business tenants and worked within 1766 El Camino Real, but no individual would have had a sustained association with the building to the extent necessary to imbue significance under Criterion 2. Research uncovered that for approximately 44 years, between 1976-2020, members of the Muzzi family have maintained ownership of the building, starting with Domenic Muzzi, who owned the building in 1976, and Vincent A Muzzi, whose ownership began at an unknown date and continues to this day. However, no substantial information was uncovered regarding Domenic or Vincent A Muzzi's ownership of the subject building. Although attorneys Arthur E Brizzolara and Vincent A Muzzi are two of the longest-standing tenants who occupied the subject building for 12 years, research uncovered no substantial information pertaining to their occupancy that would indicate significance under CRHR Criterion 2. While Vincent A Muzzi, former occupant and current building co-owner, has been active in the San Mateo County community by holding various local board positions, including chairman of the San Mateo County Planning Commission in 1990, and has worked as a local attorney, research uncovered no considerable information tying his roles to the subject building at 1766 El Camino Real. Additionally, the building does not have significance within the context of Burlingame's mid-20th-century economic 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 business functions. Furthermore, a majority of past owners of the parcel do not appear to have had direct associations with the commercial activities that occurred within 1766 El Camino Real; as such, it is extremely unlikely that the building would convey any potential significance that previous owners might have had. While Vincent A Muzzi was both an occupant and a building owner, research did not uncover information relating to his business and role as building owner. Therefore, 1766 El Camino Real is not significant under CRHR Criterion 2.

CRITERION 3 (Design/Construction):

1766 El Camino Real is a commercial office building designed in the Midcentury Modern architectural style. In order for the subject building to be found significant under CRHR Criterion 3, it would need to be a fully expressed example of the Midcentury Modern style or be a notable work of a known master architect. The building employs general design elements associated with the Midcentury Modern architectural style, which includes: emphasis on the building's horizontality, minimal ornamentation, projected fins that extend down past each window, a flat roof, terrazzo paving, stylized address signage on building, and free-standing address sign. However, the building lacks innovative use of materials, massing, and fenestration that characterize significant examples of this architectural style. The subject building does not have stylized architectural details that were specifically employed in Midcentury Modern commercial office buildings between 1945-1965, such as spandrel glass, stacked Roman brick veneer, jalousie windows, small geometric tiles arranged in a geometric pattern, and related features that contribute to the designs of some fully expressed commercial examples of the Midcentury Modern style. Despite that the building's design incorporates broad characteristics of Midcentury Modern architecture, this style was widely used for commercial buildings on the Peninsula and throughout the Bay Area during the 1950s and 1960s. Furthermore, research did not identify the building's original architect. Research was conducted through online historical newspapers and repositories, including UC Berkeley's Environmental Design Archives' list of architects and project indexes, to attempt to identify the original building architect; however, the architect was not listed in any source consulted (UC Regents 2020). While newspapers mentioned the subject building at the time of its construction, they do not list the architect. The only known design professionals associated with the building are Mogens Mogensen, A.I.A., who designed the circa 1968 rear addition and Larry Friesen of Friesen Architects, who designed the building's primary façade ADA ramp and east roof extension at the rear façade in 1996. While Mogensen's rear addition occurred nearly a decade after the building was constructed in 1959, the alteration was compatibly designed to match the original volume, through the incorporation of rectangular-shaped windows, similar projecting fins that extend down past each window, and smooth stucco cladding. Although not confirmed through permits or historical research, it is possible that Mogensen is the original building architect for 1766 El Camino Real. Mogensen, however, is best known for his residential designs, such as in the Sunset Terrace tract of San Mateo and numerous apartment complexes throughout Burlingame that feature more innovative massing, fenestration, and decorative elements than the subject building. Even if Mogensen were confirmed to be the building's original architect, he is not recognized as a master designer in regional overviews of Midcentury Modern architecture (Brown 2010; UC Regents 2020). Friesen's alterations are relatively minor and recent, and do not contribute substantially to the building's overall architectural aesthetic. Furthermore, a 1965 newspaper article notes that the building originally was clad in "colorful aluminum panels and glass" (*The Times San Mateo* 1965:15). While research did not uncover additional evidence pertaining to these features or images of the building when it was constructed, the aluminum panels and glass appear to have been removed at an unknown date and diminish the building's original design. In summary, the commercial office building is not a significant example of a building type that was constructed in the Midcentury Modern style in various locations in Burlingame and throughout the Peninsula during the 1950s and 1960s, and research has uncovered no evidence that it was a notable example of a master architect's work. For the reasons stated above, 1766 El Camino Real is not significant under CRHR Criterion 3.

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CRITERION 4 (Information Potential):

The subject property at 1766 El Camino Real 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, 1766 El Camino Real 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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Additional Figures:



Figure 2. View of west façade, facing east. Source: ICF 2/12/2020.



Figure 3. View of west façade, facing east. Source: ICF 2/12/2020.



Figure 4. View of south façade, facing northeast. Source: ICF 2/12/2020.



Figure 5. View of courtyard, facing north. Source: ICF 2/12/2020.



Figure 6. View of the south façade's stairwell above courtyard, facing north. Source: ICF 2/12/2020.



Figure 7. View of the east façade, facing west. Source: ICF 2/12/2020.

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Figure 8. View of the north façade, facing south. Source: ICF 2/12/2020.



Figure 9. View of the building's concave sign, facing northeast. Source: ICF 2/12/2020.



Figure 11. 1965 historic aerial, red arrow points to subject building. Source: UC Santa Barbara 2020.



Figure 12. 1968 historic aerial, red arrow points to subject building. Source: NETR 2020.



Figure 13. 1980 historic aerial, red arrow points to subject building. Source: NETR 2020.