

## **APPENDIX G**

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### **HISTORICAL RESOURCES REPORT**



## Carolan Avenue/Rollins Road

Burlingame, California

### Draft Historic Resources Technical Report

June 30, 2014

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#### I. PURPOSE AND PROJECT DESCRIPTION

David J. Powers & Associates has requested Carey & Co.'s assistance in evaluating a project proposed for a multifamily housing development on 5.4 acres of land south of Broadway and the Northpark Apartments, between Carolan Avenue and Rollins Road in Burlingame, California. This report provides David J. Powers & Associates and the City of Burlingame with a description of the buildings within the vicinity of the project site and those adjacent to the project site, as well as evaluating each property for potential historic resource status. Impacts and mitigation measures pertaining to the proposed project's potential effects on any historic resources are identified.

##### Description of the Proposed Project

The following project description is taken from the "Carolan Avenue/Rollins Road Project Description" (SummerHill Apartment Communities, 2014).

The project proposes the redevelopment of a 5.40 acre site. The project includes 22 two-story townhome condominiums in four buildings, 268 apartments in two 5-story buildings, semi-subterranean parking, amenities, landscaping, and a public pedestrian paseo.

##### Apartments

- On the northern portion of the site, the project will feature two five-story residential apartment buildings over a two-level semi-subterranean garage. The apartment buildings will contain a total of 268 one-, two-, and three-bedroom units, with an

average unit size of 978 square feet. The 149 one-bedroom units will range in size from 696 to 1,033 square feet, with a typical size of 794 square feet; the 111 two-bedroom units will range in size from 1,033 to 1,496 square feet, with a typical size of 1,124 square feet; and the 8 three-bedroom units will be 1,411 square feet.

- Each apartment building will have a central courtyard. One of the courtyards will feature a resort-style pool and a spa, and both courtyards will offer an array of lounge seating, fireplaces, outdoor kitchens, landscaping, and tables and chairs.
- Between the two apartment buildings there will be a central plaza with additional seating areas and landscaping.
- To serve the apartment buildings, the project will provide 466 parking spaces, including 439 spaces in a secured garage area for residents, plus an additional 27 unsecured spaces available for guests, short-term visitors, and future residents.

### **Townhome Condominiums**

- On the southern portion of the site, the project will feature four two-story townhome condominium buildings, with a total of 22 two- and three-bedroom units. Unit sizes will range from 1,507 to 2,226 square feet.
- Between the apartment buildings and the townhomes, the project will provide a tree-lined public pedestrian paseo with landscaped open areas and seating.
- To serve the townhomes, the project will provide 58 parking spaces, including 52 spaces within private garages, plus an additional 6 at-grade spaces for residents and guests.

### ***Architecture and Exterior Design***

The project is located in a neighborhood of mixed residential and commercial uses within walking distance of the Broadway business district, with residential apartments and single family homes to the north and south of the site. In recognition of the scale of the adjacent development, the townhomes along the south edge of the site are two stories high with gabled roofs. The apartments across the internal street/paseo establish a three-story townhouse character with the upper floors set back from the face of the building.

Reflecting the mix of materials found in the neighborhood, the exterior materials will be a combination of brick at the base, plaster, and horizontal siding at the upper levels. The façades will have traditional residential elements such as bay windows, ornamental metal railings, trellises, recessed windows with projected sills, porches and projecting eaves.

### ***Street Frontage Design & Improvements***

The proposed street frontage design will complement the improvements that the City plans to make to Carolan Avenue as part of its upcoming “Complete Streets” project and the improvements to the Broadway/US 101 interchange. SummerHill’s design and improvements to the street frontage will include the following:

- New 36-inch box street trees will be planted along Carolan Avenue and Rollins Road. The new trees are expected to be approximately 12-14 feet tall at planting.
- In addition to the new street trees, turf and decorative shrubs will be planted in the landscape area between the new sidewalks and buildings, consistent with the existing neighborhood. Entry pathways and terraces will connect the apartments to the sidewalk on Carolan Avenue.

- The façade of the apartment building will provide an arcade at ground level and step back above the third story to maintain a pleasant pedestrian scale.
- The ground level units are set back along Carolan Avenue, creating porches with stoop entries as well as a common entry lobby.
- To highlight the walkable design of the project and extend the block pattern of the existing neighborhood, a public paseo through the site will connect Carolan Avenue and Rollins Road, with landscaped open spaces, large-scale trees, sitting areas, decorative paving, and architectural lighting.

### ***Transition to Single Family Neighborhood***

To respect the existing one- and two-story residences along Toyon Drive, the proposed townhomes will be set back about 30 feet from the southerly property line - 10 feet farther than required under the zoning regulations. The townhomes will be no more than 34 feet 4 inches high, in compliance with the height limit for that portion of the site, with a special permit. The project will include an 8-foot wide landscape buffer between the townhomes and the southerly property line, and new trees will be planted to supplement the existing tree canopy of coast live oaks, English walnut, and other trees. A new “good-neighbor” fence will be installed along the property line to provide additional screening.

### ***Circulation & Parking***

#### **Pedestrian Access**

The project will provide multiple entry points for residents and guests along Carolan Ave and Rollins Road and from the public pedestrian paseo. The central pedestrian access to the community will be through an entry drive and pedestrian paseo that will connect Carolan Avenue and Rollins Road. From the entry drive and pedestrian paseo, residents will enter the apartments either by a grand entry staircase or through a controlled-access elevator lobby. In addition to the entry drive and pedestrian paseo, residents will be able to enter the apartments directly from Carolan Avenue or Rollins Road through secondary street-facing lobbies.

Residents and guests will be able to walk to the townhomes directly from the central pedestrian paseo. Each townhome will have a front porch or patio facing directly onto the paseo or the entry drive.

#### **Vehicular Access**

Vehicular access into the community will be provided from both Carolan Avenue and Rollins Road. The apartments will be served by a semi-subterranean parking garage with driveways on both Carolan and Rollins. The townhomes will be served by a private lane. The lane will be accessible from both Carolan and Rollins, but it will be gated at both entrances to ensure that access is limited to townhome residents, guests, emergency and service vehicles. In addition, both the apartments and the townhomes will be served by a main entry drive and central courtyard which will be accessible from Carolan Avenue.

To serve the apartment buildings, the project will provide 466 parking spaces—462 spaces in a semi-subterranean parking garage and an additional 4 parking spaces at grade. 439 of the spaces in the garage will be in a secured area for residents, with an additional 27 spaces available in the garage for guests and future residents. The four at-

grade parking spaces will be located near the leasing center for visitors. In addition, the project will provide a location in the entry drive and court for loading and moving. Overall, parking will be provided for the apartments at a ratio of 1.5 spaces per one-bedroom unit, 2 spaces per two-bedroom unit, and 2.5 spaces per three-bedroom unit.

To serve the townhomes, the project will provide 58 parking spaces, including 52 spaces within private garages, plus an additional 6 at-grade spaces located along the entry drive for guests. Overall, parking will be provided for the townhomes at a ratio of more than 2.6 spaces per unit.

### ***Community Amenities & Landscaping***

As noted above, the preliminary program for the community landscaping includes courtyards, pedestrian walkways and paseos, and landscaping. SummerHill expects the on-site amenities to include the following:

- Two courtyards with a resort-style pool and spa, outdoor kitchens, fireplaces, dining and gathering areas, herb gardens, fruit trees, and other landscaping
- Club room with demonstration kitchen, media lounge, and recreation area
- Fitness studio and  $\frac{1}{3}$ -mile walking path that loops around the northern perimeter of the site
- Business center with a conference room and a Wi-Fi lounge
- Dog recreation area and washing station, conveniently accessible from the central courtyard, with fencing and benches to allow residents to gather and relax while their pets play
- Public pedestrian paseo to join Carolan Avenue and Rollins Road and provide central gathering spaces within the community

The project includes new 171 new trees, including 123 trees at grade and 48 trees within the podium courtyards, providing a replacement ratio of more than 14:1. All trees will be a minimum 24" box size. There will be twenty-five 36" box size trees located along Carolan, Rollins and the public pedestrian paseo and specimen size trees at the arrival court.

### ***Sound Wall Extension***

SummerHill proposes to extend the existing US 101 16 foot +/- sound wall to a point even with the northern edge of the project site. Currently, the sound wall terminates at a point even with the southern edge of the site.

### ***Location & Setting***

The project site is located at 1008-1028 Carolan Avenue and 1007-1025 Rollins Road, an assemblage of four parcels covering 5.40 acres. The site is located less than  $\frac{1}{3}$  mile south of Broadway, immediately south of the 510-unit Northpark Apartments community. The project site is less than  $\frac{1}{2}$  mile from the Broadway Caltrain station and the Broadway-Millbrae shuttle stop. The Broadway-Millbrae Shuttle provides regular weekday service to the Millbrae Transit Center, which is served by Caltrain, BART, and SamTrans. In addition, SamTrans routes 46 and 292 stop within  $\frac{1}{3}$  mile of the project site.

Currently, the site is occupied by automotive repair, rental, and sales facilities. There are eight existing buildings, ranging from 3,480 to 53,140 square feet and constructed between 1943 and 1982. Approximately 97% of the site is currently built or paved, with the existing buildings

covering approximately 40% of the site and the remainder of the site covered by surface parking. Three of the existing buildings are located at the property line with zero setback. There are twelve trees on the property.

There is an open metal fence along most of the northerly property line. The fencing along the southerly property line is a mix of various materials at differing heights. There are approximately six existing pole signs along the Carolan and Rollins frontages. Portions of the site are lit at night by on-site pole lights and flood lights. An overhead power line crosses the property within a utility easement, providing power from Toyon Drive to Northpark Apartments.

## **II. METHODOLOGY**

Carey & Co. prepared this evaluation by conducting a reconnaissance level survey of the area properties, taking photographs, and conducting archival research concerning the general area. Additionally, each property was individually researched. A site visit was carried out on June 16, 2014. During the site visit Carey & Co. evaluated the existing conditions, historic features, and architectural significance of the buildings on the project site and in the immediate vicinity. Carey & Co. also conducted archival research on the general history of the area, using Sanborn Fire Insurance Maps, Burlingame City Directories, historical aerials and topographical maps, historical photographs and newspaper articles, as well as historical references such as Burlingame Historical Society's *Burlingame: Living Memories* and Constance Lister's 1934 *A History of Burlingame*. The Burlingame Planning and Building Department's records provided some information on construction dates and developers of the residential properties surveyed.

## **III. SUMMARY OF FINDINGS**

Upon completion of the survey and archival work Carey & Co. determined none of the buildings within or adjacent to the project area are potential historic resources. While many of the buildings are over 50 years old none are associated with a significant event or person and none are architecturally important. Since no potential historic resources are present, no impacts were identified and no mitigation measures were recommended.



Figure 1. Properties surveyed during the site visit and researched as potential historic resources.

Addresses of properties surveyed and researched with construction date in parentheses:

- |                                     |                             |
|-------------------------------------|-----------------------------|
| 1. 1028 Carolan Avenue (circa 1946) | 12. 912 Toyon Drive (1940)  |
| 2. 1020 Carolan Avenue (1980)       | 13. 1000 Toyon Drive (1941) |
| 3. 1020 Carolan Avenue (1956)       | 14. 1004 Toyon Drive (1947) |
| 4. 1008 Carolan Avenue (circa 1946) | 15. 1008 Toyon Drive (1947) |
| 5. 1009 Rollins Road (circa 1979)   | 16. 1010 Toyon Drive (1947) |
| 6. 1007 Rollins Road (1979)         | 17. 1016 Toyon Drive (1942) |
| 7. 1025 Rollins Road (1956)         | 18. 1020 Toyon Drive (1941) |
| 8. 1080 Carolan Avenue (1972)       | 19. 1024 Toyon Drive (1941) |
| 9. 900 Toyon Drive (1959)           | 20. 1028 Toyon Drive (1946) |
| 10. 904 Toyon Drive (1959)          | 21. 1032 Toyon Drive (1946) |
| 11. 908 Toyon Drive (1940)          |                             |

#### IV. HISTORIC CONTEXT

The following portion of the context was taken from the Draft Inventory of Historic Resources Burlingame Downtown Specific Plan completed by Carey & Co., Inc. in 2008:



### **Pre-American Period**

During the Mexican Period, which began in 1821, the City of Burlingame straddled two ranchos granted to private landowners following the secularization act (Rancho San Mateo to the south and the Buri Buri Rancho to the north). A Mexican governor Pio Pico granted Rancho San Mateo, an area of land including present-day Burlingame, to his secretary Cayetano Arenas. Arenas and his father quickly sold the rancho, to Howard & Mellus, a San Francisco based mercantile company, following the Bear Flag Revolt 1846. William Davis Merry Howard bought out his partner and gained ownership of the rancho, where he established a dairy farm and retired with his wife.<sup>1</sup> Buri Buri Rancho was provisionally granted to Jose Antonio Sanchez, a soldier from Sinaloa, Mexico, in 1835.<sup>2</sup> Sanchez constructed a house along El Camino Real at the current border of Burlingame and Millbrae, and his land extended from San Bruno Mountain in the north to Sanchez Creek in the south.<sup>3</sup>

Just twenty-five years after securing its sovereignty from Spain, Mexico found itself battling to save its territory. War erupted between the United States and Mexico in 1846, largely over the independence of Texas and its border. The United States overran Mexico with troops and won in a decided fashion. The war officially ended on February 2, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which ceded California (and other territories) to the United States and guaranteed that Mexicans residing in the territory at the time of the treaty could continue to reside there and would retain all rights to their property. Even rights to land that belonged to Mexican proprietors who did not reside on it would be “inviolably respected” as long as a contract for that land could be produced.<sup>4</sup> The signers of the treaty did not know, however, that gold had been discovered along the American River nine days earlier.

### **The Gold Rush and Early Burlingame**

United States possession of California territory coincided with the discovery of vast quantities of gold in the foothills of the Sierra Nevada. On January 24, 1848, John Marshall, an employee of a ranch and mill owner named John Sutter, discovered gold on the American River. News of Marshall’s discovery spread like wildfire and soon, as the saying goes, the world rushed in. Half of California’s population descended upon the region between San Francisco and the Sierra foothills, with the former’s population alone growing from fewer than 1,000 people at the opening of 1848 to more than 26,000 by year’s end. Huge waves of migrants from the East Coast and immigrants from Europe, Central and South America, and Asia commenced the following year. These settlers regularly squatted on already claimed land. By 1850, California’s population was sufficiently large that the territory could apply for statehood.

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<sup>1</sup> Russ Cohen, “A Brief History of Burlingame: How the City of Burlingame Came to Be...” City of Burlingame, 2007. <http://www.burlingamehistorical.org/page181.htm> (accessed January 11, 2008).

<sup>2</sup> Carey & Co., “Historic Resource Evaluation: Burlingame Safeway, Burlingame, California.” Prepared for Environmental Science Associates, October 24, 2001; Russ Cohen, “A Brief History of Burlingame: How the City of Burlingame Came to Be...” City of Burlingame, 2007. <http://www.burlingamehistorical.org/page181.htm> (accessed January 11, 2008).

<sup>3</sup> Russ Cohen, “A Brief History of Burlingame: How the City of Burlingame Came to Be...” City of Burlingame, 2007. <http://www.burlingame.org/Index.aspx?page=884> (accessed January 11, 2008).

<sup>4</sup> James J. Rawls and Walton Bean, *California: An Interpretive History*, 7<sup>th</sup> ed. New York: McGraw-Hill, 1998, 85-89; The Library of Congress, *Hispanic Reading Room – The Treaty of Guadalupe Hidalgo*, <http://www.loc.gov/r/hispanic/ghtreaty/> (accessed June 25, 2014).



Despite the terms of the Treaty of Guadalupe Hidalgo, Mexican landowners quickly lost their property rights after the Gold Rush. The earliest settlers were ignorant – or disdainful – of the treaty and its protection of Mexican property rights, forcing rightful owners to undertake strenuous and ultimately futile legal battles to prove their claims. The Land Act of 1851 attempted to solve conflicts of land ownership, but it did not enforce the treaty and placed the burden of proof on land owners. Although Mexicans kept paper records, including written contracts and maps, of land grants, their system was not as rationalized as the American parcel system, which divided land systematically into surveyed grids and kept a paper trail of titles. Mexicans relied on natural features as boundaries, and their title records were usually incomplete. These obstacles, combined with language barriers, usually resulted in losses by the Mexicans. Most disputes also took decades to resolve; those Mexicans who did win their legal battles often had to sell the property to pay for the legal fees. The case of the Sanchez family illustrates perfectly the impact of the Gold Rush and the Land Act on the Californio ranchos. Following a lengthy and expensive lawsuit, the Sanchez family lost control of their land after it was divided among several landowners. In comparison, the Howards retained their land holdings in Rancho San Mateo after winning their title dispute.<sup>5</sup>

### ***Incorporation and Growth***

Upon his death in 1856, William Howard bequeathed one-third of his property to his father-in-law Joseph E. Poett and the remaining two-thirds to his wife and son. El Camino Real, running north-south, separated the two parcels to the east and west. William C. Ralston, a prominent banker, acquired the Howard's holdings west of El Camino Real.<sup>6</sup> Ralston earned his fortunes in the mining industry, including the discovery of the Comstock Lode in Nevada during the 1860s, and purchased the land intending to establish a new suburban development in San Mateo County, which had been incorporated in 1856.<sup>7</sup>

Anson Burlingame, a congressman from Massachusetts and a former United States Minister to China under President Lincoln, visited Ralston in 1866 and purchased over one thousand acres to establish his own villa. In honor of his friend's acquisition, Ralston named the new town site Burlingame and began laying out streets, including Burlingame Avenue. In addition, he recommended that eucalyptus trees be planted along the avenues to serve as a windbreak and to beautify the streets.<sup>8</sup> Eucalyptus trees had first been planted in the Bay Area as early as the 1850s and became a prominent landscape feature by the 1870s.<sup>9</sup> Ralston purchased the land in 1870 following his friend's untimely death.<sup>10</sup>

The San Francisco and San Jose Railroad formed in 1859, and its chairman W. T. Gough quickly met with residents of San Mateo County to establish a line servicing the

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<sup>5</sup> Russ Cohen, "A Brief History of Burlingame: How the City of Burlingame Came to Be..." City of Burlingame, 2007. <http://www.burlingame.org/Index.aspx?page=884> (accessed January 11, 2008).

<sup>6</sup> Constance Lister, and Geoffrey A. Currall, eds, *A History of Burlingame: published serially in the San Mateo Times beginning August 25, 1934* (Burlingame: The Burlingame Historical Society, 1978), 30-1.

<sup>7</sup> Lister and Currall, *A History of Burlingame*, 8; Cohen, "A Short History of Burlingame."

<sup>8</sup> Lister and Currall, *A History of Burlingame*, 4 and 31.

<sup>9</sup> Michael R. Corbett, "Historical and Cultural Resource Survey: East Alameda County." Prepared for Lisa Asche, Planner, Alameda County Community Development Agency, June 17, 2005.

<sup>10</sup> Carey & Co., "Burlingame Safeway."

Peninsula. The railroad company gained the right-of-way to construct a railroad line through the San Mateo Rancho, which it completed in 1863.<sup>11</sup> The Southern Pacific Railroad eventually acquired the peninsula line and maintained a shed at the “Oak Grove Crossing” for passengers boarding at Burlingame.<sup>12</sup> A permanent depot would not be constructed until 1894.

Following Ralston’s death in 1875, Senator William Sharon purchased the property and had town lots surveyed in 1876. However, Burlingame remained sparsely settled until the late 1800s. Early residents of Burlingame included William Corbitt, a coffee importer, and John Donnelly, a carpenter and builder. Corbitt purchased Poett’s land east of El Camino Real and established the San Mateo Stock Farm in 1875. Additionally, he constructed a house between Oak Grove and Burlingame Avenues. He then sold 4.5 acres to Donnelly the following year on which Donnelly constructed the city’s first small home at the northeast corner of Burlingame Avenue and Primrose Road.<sup>13</sup> Although early residents had already established dairy farms and ranches as well as smaller homes, the area still did not have any commercial businesses, and residents traveled to San Mateo or Millbrae to purchase groceries.<sup>14</sup>

Francis Newland, Sharon’s son-in-law, inherited his estate upon his death in 1885, and envisioned a new country club to spur growth in Burlingame.<sup>15</sup> The Burlingame Country Club was founded in 1893 and membership included the state’s wealthiest residents.<sup>16</sup> The following year, the club largely funded the construction of Burlingame’s landmark railroad station. George H. Howard, son of William Howard, and J. B. Matthews designed the building in a Mission Revival style and incorporated clay roof tiles from the Mission San Antonio de Padua in Jolon and the Mission Dolores Asistencia in San Mateo.<sup>17</sup> Burlingame’s first post office was also established in 1894.<sup>18</sup>

Burlingame began to grow at the turn of the century following the establishment of the railroad station and post office. In 1901, the city’s first two businesses, a combination bank and post office and a grocery store, opened on Burlingame Square.<sup>19</sup> George W. Gates, the city’s first station manager and an early postmaster, constructed the drug store and post office on a parcel now adjacent to the Bank of Burlingame on California Drive.<sup>20</sup> Despite this growth, Burlingame Avenue remained a tree-lined dirt road. Only gravel paths meant for pedestrian and bicycle use extended from the avenue and led to open fields cultivated with oats, wheat, and beets.<sup>21</sup>

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<sup>11</sup> Lister and Currall, *A History of Burlingame*, 33-4.

<sup>12</sup> Lister and Currall, *A History of Burlingame*, 38.

<sup>13</sup> Beverly Evans, “Historical Background,” in *Burlingame Lively Memories: A Pictorial Review*, ed. Beverley L. Evans (Burlingame, CA: The Burlingame Historical Society, 1977), 3.

<sup>14</sup> Lister and Currall, *A History of Burlingame*, 42 and 46.

<sup>15</sup> Cohen, “A Brief History of Burlingame.”

<sup>16</sup> Carey & Co., “Burlingame Safeway.”

<sup>17</sup> David Gebhard, Eric Sandweiss, and Robert Winter, *The Guide to Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs M. Smith, 1985), 133.

<sup>18</sup> Lister, 49.

<sup>19</sup> “A Short History of Burlingame,” <http://www.burlingamehistorical.org/page181.htm>.

<sup>20</sup> Lister and Currall, *A History of Burlingame*, 51.

<sup>21</sup> Burlingame Historical Society, “Burlingame Heritage Tour: Downtown,” (Burlingame: Burlingame Historical Society, 1976).

By 1901 Burlingame Square featured a single drug store and grocery store to serve the small rural population. A single constable enforced the law between San Carlos and Millbrae. Unpaved roads ran throughout the area and Burlingame Creek routinely flooded Burlingame Avenue. Cows dotted the landscape around large estates. Early in the 1900s large estates began to be subdivided as the countryside began to become accessible.<sup>22</sup>

A new streetcar line complementing the service provided by the Southern Pacific Railroad further spurred development in Burlingame. In 1903, the Market Street Railway established Line 40, which ran south from San Francisco through the peninsula and stimulated growth in Burlingame and other cities in San Mateo County. Development radiated out from Burlingame's railroad station, and additional land was surveyed and subdivided. That same year, the Burlingame Land Company hired Davenport Bromfield to survey and plat an area bounded by Oak Grove Avenue to the north, El Camino Real to the west, Burlingame Avenue to the south, and the Southern Pacific Railroad tracks to the east. Two years later, he subdivided the area on behalf of the company, and it became the city's downtown hub.<sup>23</sup>

Burlingame sustained little damage during the 1906 Fire and Earthquake, and residents from San Francisco quickly moved south to the town and bought a number of city lots. Many of the refugees inhabiting the temporary tent city decided to stay. Roughly 175 city lots in Burlingame were purchased within three months of the earthquake.<sup>24</sup> The town's population grew from 200 in 1906 to around 1,000 in 1907 as a result of this new settlement.<sup>25</sup> Additionally, several influential social clubs, including the Burlingame Advancement League and the Burlingame Women's Club, were established. Other civic and religious organizations were also established around this time, including the First Baptist Church, the town's first church, in 1906, the first volunteer fire department in 1907, and the first free library in 1908.<sup>26</sup>

New residents were also drawn to the area because of the climate – little to no fog. Fog frequently blanketed other towns north on the Peninsula, but Burlingame, protected by the Buri Buri Ridge and the coastal mountains, was known for having many sunny days. In addition to desirable weather Burlingame offered prestige and social prominence as the town was known to be home to the wealthy. Large lots with deep setbacks and an anti-saloon ordinance drew the upper class to the growing town.<sup>27</sup>

In 1908, residents voted to incorporate the Town of Burlingame and elected the first board of trustees and supervisors. By 1910, the neighboring town of Easton, on the former Buri Buri Rancho, was annexed to the town as well. That same year, residents living near the Burlingame Country Club incorporated their own town, Hillsborough, in order to preserve their country

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<sup>22</sup> Beverly Louis Evans, *Burlingame: Evolution of a Suburban Landscape*, Thesis for San Francisco State University, San Francisco, 1976, 63-66.

<sup>23</sup> Robert Bruce Anderson and Thomas Rex Hardy, "1427 Chapin Avenue, Burlingame, California: Historic Resource Evaluation" (Prepared for Baseline Environmental Consulting, November 3, 2005), 4.

<sup>24</sup> Lister and Currall, *A History of Burlingame*, 54; Carey & Co., "Burlingame Safeway," and Beverly Louis Evans, *Burlingame: Evolution of a Suburban Landscape*, Thesis for San Francisco State University, San Francisco, 1976, 67-68.

<sup>25</sup> Lister and Currall, *A History of Burlingame*, 54; Carey & Co., "Burlingame Safeway."

<sup>26</sup> Lister and Currall, *A History of Burlingame*, 69-70.

<sup>27</sup> Beverly Louis Evans, *Burlingame: Evolution of a Suburban Landscape*, Thesis for San Francisco State University, San Francisco, 1976, 67-69.

setting.<sup>28</sup> Burlingame's town trustees first met in a vacant building on Burlingame Square but soon moved to Weinberg Hall on Lorton Avenue after outgrowing the previous space. The trustees occupied the upper story, and other city officials, such as the tax collector and superintendent of streets, occupied the first story.<sup>29</sup> The town retained Charles Peter Weeks, a noted Bay Area architect, to design the two-story brick city hall on Park Road near Burlingame Avenue. City officials moved into the new building after its completion in 1914.<sup>30</sup> By 1916 Burlingame was a "commuter's paradise" with more people beginning their daily commutes at Burlingame station than any other rail station between San Francisco and San Jose.<sup>31</sup>

Burlingame experienced explosive growth following its incorporation in 1908, and its population had reached over 4,100 residents by 1920.<sup>32</sup> As a result, numerous new businesses were established along Burlingame Avenue, and many new homes were constructed in the surrounding neighborhoods.<sup>33</sup> Common advertisements for new subdivisions read, "There is at present a site for the home of your dreams, whether it is to be a gem of a cottage or a more pretentious villa. Here also is the talent which has helped create the beautiful examples of architecture which greet you at every turn of Burlingame's streets."<sup>34</sup> The Depression slowed down the development of the town, however several municipal projects were completed – water and sewage improvements. The most prominent commercial enterprise in Burlingame was McLellan Nurseries which primarily produced flowers. By the mid-1930s, the company relocated to Colma because of the growing population, increasing air pollution, decreasing water quality and increasing taxes. The nursery land was sold for homes and glass from the greenhouses was used as glazing in the residences. Homes exhibited a wide range of architectural styles – Spanish, Colonial Revival and English Revival.<sup>35</sup> In the mid-1930s the city boasted of having over 4,000 single-family homes, 83 apartment buildings, 15 duplexes, and over 250 businesses.

The American public's love affair with the automobile soared during the 1920s and 1930s when assembly line production was introduced, reducing the cost of an automobile to under \$300. Many auto dealerships opened to serve the growing demand for the automobile. Consumers were encouraged to buy local. One in three Burlingame families had an automobile with many having two. With very few traffic signs, Burlingame's roads were crowded with frequent accidents. On one particular weekend in 1921 over 20,000 vehicles traveled through Burlingame. Along with automobile dealerships came the establishment of automobile repair shops and supply shops. Automobile sales and related industries became a vital part of Burlingame's economy.<sup>36</sup>

During the post-war years Burlingame and the surrounding landscape changed. The population exploded on the Peninsula and Burlingame was one of 16 cities in growing San Mateo County.

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<sup>28</sup> Russ Cohen, "A Brief History of Burlingame: How the City of Burlingame Came to Be..." City of Burlingame, 2007. <http://www.burlingame.org/Index.aspx?page=884> (accessed January 11, 2008).

<sup>29</sup> Lister and Currall, *A History of Burlingame*, 74.

<sup>30</sup> Lister and Currall, *A History of Burlingame*, 116.

<sup>31</sup> Beverly Louis Evans, *Burlingame: Evolution of a Suburban Landscape*, Thesis for San Francisco State University, San Francisco, 1976, 73.

<sup>32</sup> Lister and Currall, *A History of Burlingame*, 86.

<sup>33</sup> Lister and Currall, *A History of Burlingame*, 86.

<sup>34</sup> Beverly Louis Evans, *Burlingame: Evolution of a Suburban Landscape*, Thesis for San Francisco State University, San Francisco, 1976, 74-75.

<sup>35</sup> Beverly Louis Evans, *Burlingame: Evolution of a Suburban Landscape*, Thesis for San Francisco State University, San Francisco, 1976, 74-75.

<sup>36</sup> Joanne Garrison, Jean Silveira, and Mark Hundley. *Burlingame Centennial, 1908-2008: Living in Burlingame Is a Special Privilege*. Burlingame, Calif: Burlingame Historical Society, 2007, 46-48.

In 1940 San Mateo County had 112,000 residents and by 1960 440,000 people resided within the county lines. Each of these cities seemed to be indistinguishable from one another. No longer were small subdivisions and unique retail structures developed by local citizens. Out of town large scale developers began buying vacant lots and constructing chain stores. The small town feel began to fade in Burlingame.<sup>37</sup> The town evolved into a mature city with fire and police departments, a new jail, several newspapers, six elementary schools, and one high school. Over fifty civic, religious, and social organizations had been established to serve the 13,000 residents.<sup>38</sup> With the rapid growth and the reliance on the automobile, the Bayshore Highway 101 was routinely backed up for miles. The infrastructure in the region was stretched beyond its capacity. Plans for a new north-south highway began to take shape and after much debate Interstate 280 was approved. With the end of Southern Pacific Railroad service in 1980, Burlingame's commuters no longer had the daily rail service they had relied on for over 100 years. Later Caltrain picked up where the Southern Pacific Railroad left off.<sup>39</sup> Burlingame continued to steadily grow over the twentieth century and currently has a population of approximately 28,000 residents.

### ***Development of Carolan Avenue and Burlingame Gardens Subdivision***

Sarah Winchester owned the land for the Burlingame Gardens Subdivision before the Burlingame Shore Land Company purchased the property for development. Planned for the site were 103 lots which were intended to sell for \$1,000 each. Developed lots with homes would range from \$4,500 to \$6,500. The first priority of the developers was the construction of the streets – Toyon Drive, Larkspur Drive, Ross Road and Azalea Avenue.<sup>40</sup> Four years later construction of homes was underway in the subdivision with a variety of contractors, both large and small, developing the lots. Even some homeowners developed their own lots. Leadley and Leadley contractors purchased a number of the lots and sold them to numerous other developers. The site was complicated to develop as it was bound by light industrial to the north and the Bayshore Highway to the east. As residential units were not desirable along the highway, Leadley and Leadley developed those sites as light industrial and commercial.<sup>41</sup> Burlingame Shore Land Company still owned a majority of the land north of the subdivision before it was developed for light industrial use in 1946. The California State Highway Commission occupied the rest of the land north of the housing development. They used the land for storage and as a maintenance facility until it was developed for auto related enterprises in the late 1970s.<sup>42</sup> Carolan Avenue did not originally extend past the light industrial area north of Toyon Drive. Its expansion to Broadway was a hotly debated topic among the residents of Burlingame Gardens who feared a four lane road would increase traffic. By the 1960s the expansion was approved and Carolan Avenue reached Broadway.<sup>43</sup> With the extension of Carolan Avenue the light industrial area was

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<sup>37</sup> Joanne Garrison, Jean Silveira, and Mark Hundley. *Burlingame Centennial, 1908-2008: Living in Burlingame Is a Special Privilege*. Burlingame, Calif: Burlingame Historical Society, 2007, 108.

<sup>38</sup> Lister and Currall, *A History of Burlingame*, 120-139.

<sup>39</sup> Joanne Garrison, Jean Silveira, and Mark Hundley. *Burlingame Centennial, 1908-2008: Living in Burlingame Is a Special Privilege*. Burlingame, Calif: Burlingame Historical Society, 2007, 125, 202 and 242.

<sup>40</sup> "Half Million Development Planned for Burlingame," *The Times*, August 29, 1936, page 1.

<sup>41</sup> "Permits Issued," *The Times*, March 5, 1940, page 2, "Gardens Tract Zoning Sought," *The Times*, September 26, 1941, page 12, and "\$50,000 Deal in Burlingame," *The Times*, June 20, 1940, page 3.

<sup>42</sup> Sanborn Fire Insurance Maps, 1946, 1949, 1959 and 1970 and the 1936 Burlingame Gardens Subdivision Map, San Mateo County Property Information Map.

<sup>43</sup> Aerials 1943, 1946 and 1956, "Burlingame to Hear Industry Protests," *The Times*, November 21, 1946 page 3, and *Burlingame Historical Society*, "Where Did Our Street Names Come From?," June 21, 2013, <http://burlingamehistory.org/2013/06/21/where-did-our-street-names-come-from/> (accessed June 27, 2014).

transformed into a hub for the auto repair industry.

## V. REGULATORY FRAMEWORK

The regulatory background provided below offers an overview of federal, state and local criteria used to assess historic significance. As mentioned above, there is only one additional building within the immediate vicinity of the project site that may satisfy the criteria for historic significance at the local level, but not at the state or national levels.

### Federal Criteria

National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be “associated with an important historic context.”<sup>44</sup> The National Register identifies four possible context types, of which at least one must be applicable at the national, state, or local level. As listed under Section 8, “Statement of Significance,” of the National Register of Historic Places Registration Form, 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.<sup>45</sup>

Second, for a property to qualify under the National Register’s Criteria for Evaluation, it must also retain “historic integrity of those features necessary to convey its significance.”<sup>46</sup> While a property’s significance relates to its role within a specific historic context, its integrity refers to “a property’s physical features and how they relate to its significance.”<sup>47</sup> 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...

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

Setting is the physical environment of a historic property...

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<sup>44</sup> United States, National Park Service, National Register Bulletin 15, 3.

<sup>45</sup> United States, National Park Service, National Register Bulletin 16A, 75.

<sup>46</sup> United States, National Park Service, National Register Bulletin 15, 3.

<sup>47</sup> Ibid, 44.

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

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory...  
Feeling is a property's expression of the aesthetic or historic sense of a particular period of time...

Association is the direct link between an important historic event or person and a historic property.<sup>48</sup>

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.<sup>49</sup>

### State Criteria

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

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.<sup>50</sup>

Like the NRHP, evaluation for eligibility to the California Register requires an establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet NRHP integrity standards may be eligible for listing on the California Register.<sup>51</sup>

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for

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<sup>48</sup> Ibid, 44-45.

<sup>49</sup> Ibid, 45.

<sup>50</sup> California Office of Historic Preservation, Technical Assistance Series 6, 1.

<sup>51</sup> Ibid, 1.



proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.<sup>52</sup>

In addition to separate evaluations for eligibility to the California Register, the state will automatically list resources if they are listed or determined eligible for the NRHP through a complete evaluation process.<sup>53</sup>

#### *California Historical Resource Status Codes*

The California Historic Resource Status Codes (status codes) are a series of ratings created by the California Office of Historic Preservation (SHPO) to quickly and easily identify the historic status of resources listed in the state's historic properties database. These codes were revised in August 2003 to better reflect the many historic status options available to evaluators. The following are the seven major status code headings:

1. Properties listed in the National Register or the California Register.
2. Properties determined eligible for listing in the National Register or the California Register.
3. Appears eligible for National Register or California Register through Survey Evaluation.
4. Appears eligible for National Register or California Register through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation.
7. Not evaluated for National Register or California Register or needs revaluation.

#### **California Environmental Quality Act**

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

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

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<sup>52</sup> Ibid, 2.

<sup>53</sup> All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. (California Office of Historic Preservation, Technical Assistance Series 5, 1.)

CEQA effectively requires preparation of a mitigated Negative Declaration or an EIR whenever a project may adversely impact historic resources. Current CEQA law provides that an EIR must be prepared whenever it can be fairly argued, on the basis of substantial evidence in the administrative record, that a project may have a significant effect on a historical resource (Guidelines Section 15064). A mitigated Negative Declaration may be used where all potentially significant effects can be mitigated to a level of insignificance (Section 21080). For example, a mitigated Negative Declaration may be adopted for a project which meets the Secretary of Interior's Standards for Rehabilitation and local historic preservation regulations, and so will not adversely affect the resource.

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

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et.seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR (Public Resources Code Section 5024.1, Title 14 CCR, Section 4800.3) as follows:
  - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - B. Is associated with the lives of persons important in our past;
  - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
  - D. Has yielded, or may be likely to yield, information important in prehistory or history. (Guidelines for the California Environmental Quality Act)

## VI. EVALUATION

The following properties were reviewed for eligibility as potential historic resources:

### 1028 Carolan Avenue – Topline Automobile Inc. and Chilton Auto Body

This one-story plus mezzanine warehouse structure, constructed circa 1946, is rectangular in plan. The concrete block building has stucco cladding and large wood bowstring trusses which support the curved roof. Rolled asphalt cladding covers the roof which also has a number of skylights. A small parapet is present at the front of the building. Two businesses occupy the building – Topline and Chilton Auto Body. The west elevation features two entrances, one a wood door with a glazed panel, the second a metal storefront system at a former garage door opening. Between the two entrances are three windows – two large fixed wood windows and one multi-lite steel window. The north elevation features wood windows and a wood door. Two large garage doors are located on the east elevation and have a chevron pattern. Three multi-lite steel-sash windows adorn the south elevation. A small shed roof addition is located at the southeast corner of the structure and is clad in shingles. Notable features include the parapet at the front of the building, the steel-sash windows, the wood chevron pattern garage doors and the wood bowstring trusses. Alterations to the building include window replacement, installation of the metal storefront, and installation of business signs on the front of the structure. The overall condition of the warehouse building is good.



Figure 2. 1028 Carolan Avenue viewed from neighboring property 1020 Carolan Avenue.

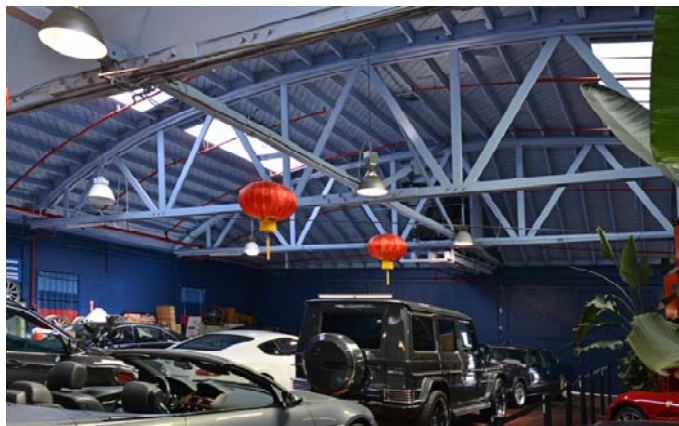


Figure 3. Bowstring trusses on the interior of 1028 Carolan Avenue.

The building at 1028 Carolan Avenue was an early light industrial building constructed near the Burlingame Gardens subdivision and functioned as a sash and door factory. The large warehouse was suitable for millwork and the land around the building allowed for stockpiles of lumber. Burlingame Sash & Door Co. occupied the building until 1971. By the next year, Peninsula General Tire occupied the building. Centry Brake & Tire took over the property in 1976. Since the Sash & Door Co. left the site, the property has been home to numerous auto-related businesses.<sup>54</sup> While the building is an early commercial warehouse in Burlingame it does not appear to be associated with a significant event or person or possess a level of architectural distinction to be eligible for listing in the California or National Registers.

#### 1020 Carolan Avenue – Cammisa Motor Car Company

This two-and-a-half-story modern style commercial structure, constructed circa 1980, is octagonal in plan. The building serves as a car dealership. The concrete and steel building has massive metal storefronts on five sides and stucco cladding on the rest. Skylights adorn the flat roof. The roof rests on a system of Warren trusses, which are supported by round concrete columns. Vertical wood siding encloses the trusses above the storefront windows. The rear of the structure sits under the roof truss system and features steel-sash fixed windows, glazed entry doors and a vehicle ramp to the lower level. Attached to the roof trusses are large lights. Notable features include the overall shape of the plan, the truss system and the extensive use of storefront windows. No visible alterations have occurred. The overall condition of the commercial building is good.



Figure 4. Car dealership building at 1020 Carolan Avenue.

At the rear of the building, separated by parking and a driveway, is a large service building. The building is the service center for the car dealership. This two-story, warehouse structure, constructed 1956, is rectangular in plan. Vertical and horizontal raised bands divide the elevations into bays. The stucco clad concrete structure features large rollup doors, aluminum-sash fixed windows and flush metal doors. Cloth awnings shelter the flush metal doors on the main façade. Several skylights are located on the roof. The most notable feature of the building is the way the elevations are divided into bays with horizontal and vertical raised bands. The

<sup>54</sup> Advertisement, *The Times*, January 23, 1953, page 18, Advertisement, *The Times*, February 16, 1971, page 6, Advertisement, *The Times*, June 27, 1972, page 24 and Advertisement, *The Times*, November 30, 1976, page 20.

original 1956 building was heavily altered by the 1980s with a large addition on the south elevation wrapping around to the east elevation. The overall condition of the warehouse building is good.



Figure 5. Building at the rear of 1020 Carolan Avenue.

The older structure, at the rear of the property, first functioned as a bus facility for Pacific Charter Lines of Belmont. The 50' by 60' building housed buses, provided rooms for drivers and space for repairs and spare parts. Dr. Harold Taggart constructed the building. Taggart worked as an administrator in the local public school system.<sup>55</sup> Since the building's construction it has served as some type of auto-related business. The same can be said for the newer dealership building at the front of the property. While Dr. Taggart was a prominent citizen, it was unrelated to his relationship to the building and subsequent businesses. Additionally, the older structure has been extensively altered and has lost its integrity. Therefore, it does not retain sufficient integrity for listing in the California or National Registers. Further, the newer Cammisa car dealership building is not eligible for either listing, as it is less than 50 years old and not enough time has passed to assess its significance.

#### **1008 Carolan Avenue – Enterprise Rent-a-Car and Anchor Auto Body & Detailing**

This one-story plus mezzanine warehouse structure, constructed circa 1946, is rectangular in plan. The concrete block building has stucco cladding and has large wood bowstring trusses support the curved roof. Rolled asphalt cladding covers the roof which also has a number of skylights. Large awnings, which have metal frames and are covered in heavy plastic, have been added to the front of the building. Round stucco clad concrete columns support the largest awning. The openings on the front elevation appear to have been enlarged. Metal storefront systems with doors and fixed windows fill these openings. Large rollup garage doors adorn the rear of the building. The most notable feature of the building is the curved roof with its bowstring trusses. Alterations to the building include the installation of the storefront systems, the awnings and the metal garage doors. The overall condition of the warehouse structure is good.

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<sup>55</sup> United States Census, 1930 and "Permits Issued," *The Times*, April 9, 1956, page 2.





Figure 6. View of 1008 Carolan Avenue from front parking area.



Figure 7. Bowstring trusses inside 1008 Carolan Avenue.

The building at 1008 Carolan Avenue was an early light industrial building constructed near the Burlingame Gardens subdivision and functioned as a beer bottling factory and distribution center. The large warehouse was a suitable business place for the Golden Brand Bottling Co. Known for bottling Burgermeister beer (“Burgie”), Golden Brand occupied the building for several decades.<sup>56</sup> While the building is an early commercial warehouse in Burlingame it does not appear to be associated with a significant event or person or possess a level of architectural distinction to be eligible for listing in the California or National Registers.

#### 1009 Rollins Road – Calbay Collision

This two-story, commercial and storage structure, constructed circa 1979, is rectangular in plan. The building is divided into two sections – the front part is two-storied and houses offices with a single-story rear portion. Split-face concrete blocks form the walls of the front portion of the building. The rear portion of the structure is divided into fourteen bays which each have a large rollup metal door. Concrete block walls connect these two sections of the building. A thick band of stucco cladding tops both portions of the building. Metal-sash fixed windows adorn the office space as do glass doors with metal frames. Flush metal doors are found around the exterior of the office portion of the structure. Some garage doors have been replaced on the rear portion of the structure. The overall condition of the commercial building is good.

<sup>56</sup> Advertisement, *The Times*, January 9, 1947, page 7, “Beer Raiders Arrested,” *The Times*, April 26, 1965, page 3 and Sanborn Fire Insurance Maps 1946, 1949, 1959 and 1970.



Figure 8. 1009 Rollins Road.

This newer commercial and storage structure is not eligible for either the California or National Registers as it is less than 50 years old and not enough time has passed to assess its significance.

#### **1007 Rollins Road – Vacant, formerly Burlingame Auto Center**

This one-story, commercial building, constructed in 1979, is square in plan. The split-face concrete block building has stucco cladding at the top and large metal storefront windows on the majority of two elevations. A large metal clad canopy-like structure without a roof stands out front of the main entrance. The building functioned as a car dealership and it is likely that cars were on display under the canopy structure. Around the structure metal tube railings line the concrete stairs and accessible ramp. No visible alterations have occurred. The overall condition of the commercial building is good.



Figure 9. The vacant building at 1007 Rollins Road.

This newer car dealership building is not eligible for either the California or National Registers as it is less than 50 years old and not enough time has passed to assess its significance.

#### **1025 Rollins Road – Hyundai Dealership**

This one-story car dealership and service center is T-shaped in plan. The initial structure was built circa 1956 and has been added to over the years. Originally an auto repair warehouse, the one-story plus mezzanine reinforced concrete building features bowstring trusses. An addition to the east was constructed in a similar fashion. This addition features metal-sash fixed windows,



metal doors with glazing and multiple large cloth awnings. Both curved roofs have skylights. The large addition to the north is reinforced concrete with a flat roof. Glue-laminated beams support the roof. The three structures interconnect to make a larger building which is clad in stucco. A single-story addition off the east elevation serves as the offices for the dealership. The addition has a hipped roof clad in red tile, massive metal storefront windows, steel multi-lite windows and brick cladding at the base with stucco cladding above. All additions to the structure were completed by 1968. The overall condition of the structure is good.



Figure 10. The warehouse portion of 1025 Rollins Road.



Figure 11. View of part of the most recent addition dating from 1968.



Figure 12. Bowstring trusses on the interior of the earlier addition at 1025 Rollins Road.



Figure 13. Glue-laminated beams in the later addition at 1025 Rollins Road.

The building at 1025 Rollins Road was an auto repair and parts manufacturing warehouse according to 1959 Sanborn Maps. The building also served automobile dealerships over the years – Porsche and Hyundai. The extensive alterations and additions to the 1956 structure have resulted in its loss of integrity. Therefore, it does not retain sufficient integrity for listing in the California or National Registers.

#### **1080 Carolan Avenue – Northpark Apartments**

Northpark Apartments, constructed in 1972, is comprised of ten buildings which are either rectangular or L-shaped in plan. These four-story, contemporary buildings, have parking on the lower level with rental units on the upper three levels. The lower level is painted concrete block while the upper levels are clad in stucco. The stucco clad buildings have a deck roof – a flat-topped hip roof. The hip portion of the roof is clad in red tile with the flat portion covered in rolled asphalt roofing. All the windows are vinyl-sash sliders. The sliding doors are vinyl as well. Each unit has a covered or open deck. Clubhouses scattered around the site have the original metal storefront window and door systems. Notable features include the decks for each unit and



the lower level parking. Alterations to the apartment buildings are limited to the replacement of windows and sliding doors. The overall condition of the apartment complex is good.



Figure 14. Northpark Apartments viewed from Carolan Avenue.

The Northpark Apartment complex is not eligible for either the California or National Registers as it is less than 50 years old and not enough time has passed to assess its significance.

#### **900 Toyon Drive**

Constructed in 1959, this two-story, modern style apartment building is L-shaped in plan. The wood-frame building has stucco cladding and a low-pitched, asphalt shingle-clad, hipped roof with an enclosed eave. The primary window type is vinyl-sash slider. Three single-car garage doors face the street. An exterior concrete stairway with a metal railing leads up to the second level. It appears a covered deck was added at the rear of the building. The only visible alterations to the apartment building include window replacement and a covered rear deck addition. The overall condition of the three-unit apartment building is good.



Figure 15. 900 Toyon Drive.

Based upon archival research, the building does not appear to be associated with a significant event or person or possess a level of architectural distinction to be eligible for listing in the California or National Registers.

#### **904 Toyon Drive**

Constructed in 1959, this two-story, modern style apartment building, is L-shaped in plan. The wood-frame building has stucco cladding and a low-pitched, asphalt shingle-clad, hipped roof with an enclosed eave. Various styles of aluminum-sash windows are present on the building – casement, fixed, and slider. An exterior concrete stairway with a metal railing leads up to the second level and a wood balcony. A wood stairway accesses the same balcony at the other end. The four units are entered through flush wood doors. Four single-car garage doors face the street. The upper story projects beyond the lower level at the elevation closest to the street. Notable features include wood shutters flanking the windows on the upper level and the corbels where the upper level projects beyond the lower. Alterations to the apartment building include replacement of garage doors and a rear deck addition. The overall condition of the apartment building is good.



Figure 16. 904 Toyon Drive.

Based upon archival research, the building does not appear to be associated with a significant event or person or possess a level of architectural distinction to be eligible for listing in the California or National Registers.

#### **908 Toyon Drive**

This one-story Minimal Traditional house, constructed in 1940, is complex in plan. The wood-frame building has stucco cladding and a moderately-pitched, asphalt shingle-clad, hipped roof with a chimney east of the main ridge. The chimney is stucco clad. The primary window type is vinyl-sash, one-over-one, single-hung. One original wood, octagonal shaped window with three-lites remains on the front elevation. A sheltered entry porch, accessed by a brick step, leads to the covered porch. The main entrance consists of a paneled wood door. A bay window is west of the porch. East of the porch is a single-car garage. Notable features include the bay window, the chimney, and the original octagonal window. Alterations to the house include window and door replacement and a small hipped roof addition off the rear of the structure. The overall condition of the house is good.



Figure 17. 908 Toyon Drive.

The lot owner, James Capella, hired contractor N. Lew to construct this residence. This house was one of the first constructed on the north side of Toyon Drive. According to city directories William Rouse, owner of a furniture refinishing business, and his wife resided in the house. The directories show they lived there for well over a decade. Their daughter Margaret Ohan lived at the house while her husband John, a corporal in the United States armed forces, served in Europe.<sup>57</sup> The building does not appear to be associated with a significant person or an event in Burlingame's history or possess exemplary architectural features. Therefore, it does not appear to be eligible for the California or National Registers.

### 912 Toyon Drive

This one-story, Minimal Traditional house, constructed in 1940, is square in plan. The wood-frame building has stucco cladding and a low-pitched, asphalt shingle-clad, gable roof with an interior chimney. The primary window type is aluminum-sash, but the windows vary in style. Two of the windows facing the street are fixed and one is a slider. One of the fixed windows is wood and original. A partial-width entry porch with square wood supports shelters the main entrance, which consists of a paneled wood door. West of the entry is a single-car garage. Notable features include the front porch, decorative shutters and the attached garage. Alterations to the house include window replacement and garage door replacement. The overall condition of the house is good.

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<sup>57</sup> Burlingame Building Department Permit Records, Polk's Burlingame City Directory 1943-1954, aerial photograph 1946, "In the Services," *The Times*, July 6, 1944, page 7 and "In the Services," *The Times*, July 10, 1945, page 12.





Figure 18. 912 Toyon Drive.

As with the lot adjacent, 908 Toyon Drive, James Capella hired contractor N. Lew to build the home on this lot. Fred W. Braatz, a granite polisher, and his wife Anna lived at the house for several years. R. W. Quesinberry, a dentist, and his wife briefly resided at the house next. Richard Boyle, an athletic director at San Francisco State College, and his wife lived at the property in 1946. The following year Frank Baillie, a carpenter, and his wife Helen moved into the house. According to city directories the Baillies lived at 912 Toyon for a number of years.<sup>58</sup> Based upon archival research, the building does not appear to be associated with a significant event or person or possess a level of architectural distinction to be eligible for listing in the California or National Registers.

### **1000 Toyon Drive**

This two-story Minimal Traditional house, constructed in 1941, is complex in plan. The wood-frame building has stucco cladding and a low-pitched, asphalt shingle-clad, hipped and gable roof. The structure has a variety of vinyl window types – fixed, divided lite, casement and double-hung. A large four-part window has an aluminum awning which is supported by decorative metal columns. The entry door is located in small a courtyard at the front of the building. This narrow courtyard also has a brick chimney. An attached single-car garage is on the west side of the courtyard. Notable features include the brick chimney, the small courtyard and the metal awning above the large window. A large two-story addition was constructed off the rear of the structure. A wide porch, with a shed roof, lines the west side of the addition at the second floor. Alterations to the house include window and garage door replacement, a ramp installation at the courtyard, and the large two-story addition at the rear of the building. The overall condition of the house is good.

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<sup>58</sup> Burlingame Building Department Permit Records and Polk's Burlingame City Directory 1942-1950.



Figure 19. 1000 Toyon Drive.

According to the original building permit 1000 Toyon Drive was developed by Roy Allen. Unlike many of the lots within the Burlingame Gardens subdivision, which were established by developers, Allen was a small time contractor. According to city directories from the 1940s Minton J. Levy and his family resided in the house. Levy worked as a phonograph serviceman.<sup>59</sup> The building does not appear to be associated with significant persons or an event in Burlingame's history or possess exemplary architectural features. Therefore, it does not appear to be eligible for the California or National Registers.

#### 1004 Toyon Drive

This one-story, Minimal Traditional house, constructed in 1947, is T-shaped in plan. The wood-frame building has stucco cladding and a moderately-pitched, asphalt shingle-clad, gable and hipped roof. All windows are vinyl and vary in type. There are fixed, casement and slider windows with most having divided lites. An entry porch with square wood supports shelters the main entrance, which consists of a paneled wood door. An attached single-car garage is located on the west side of the house. Two interior brick chimneys are found east of the attached garage. One is clad in stucco. Notable features include the entry porch, the two chimneys and the garage. Alterations to the house are limited to the window replacement. The overall condition of the house is good.



Figure 20. 1004 Toyon Drive.

<sup>59</sup> Burlingame Building Department Permit Records and Polk's Burlingame City Directory 1942, 1947 and 1949.



Contractor W. O. Nicolaides & Sons built 1004 Toyon. This large contracting firm was well-known throughout the region for building quality homes, apartments, condominiums and commercial structures. W. O. Nicolaides & Sons also constructed Burlingview Terraces. According to city directories Antonio Bassetti, a gardener, and his family were the first to reside at the house.<sup>60</sup> Based upon archival research, the building does not appear to be associated with a significant event or person or possess a level of architectural distinction to be eligible for listing in the California or National Registers.

### 1008 Toyon Drive

This two-story, California Bungalow house, constructed in 1947 and completely remodeled in the mid-2000s, is complex in plan. The wood-frame building has stucco cladding and a moderately-pitched, asphalt shingle-clad, hipped roof with an eyebrow detail at the entry porch. The primary window types are wood-sash, three-over-one or two-over-one casement and single pane fixed. An entry porch highlighted by square wood pilasters shelters the main entrance, below the eyebrow roof detail. An attached single-car garage is located at the southwestern corner of the structure. Notable features include a wide eave overhang, exposed rafter tails, and skylights. Alterations to the house are numerous and date from the remodel during the 2000s. The overall condition of the house is good.

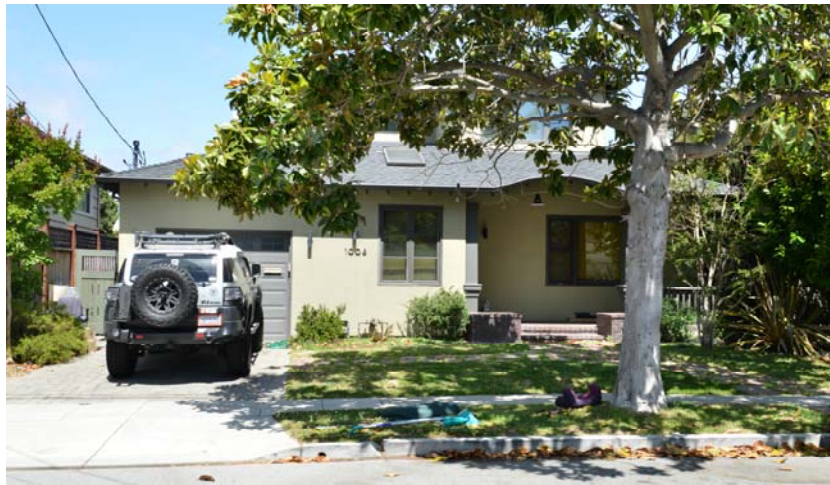


Figure 21. 1008 Toyon Drive.

Contractor W. O. Nicolaides & Sons also built the house at 1008 Toyon. John P Hartnett, a clerk at with the United States Post Office, and his family were the first residents of the house.<sup>61</sup> Based upon archival research, the building does not appear to be associated with a significant event or person or possess a level of architectural distinction. Further, the house has been extensively altered resulting in a loss of integrity. Therefore, the building does not appear eligible for listing in the California or National Registers.

### 1010 Toyon Drive

This two-story, Ranch house, constructed in 1946, is complex in plan. The wood-frame building has stucco, brick and shingle cladding. A moderately-pitched, asphalt shingle-clad, hipped roof

<sup>60</sup> Burlingame Building Department Permit Records, 1948 and 1949, "Damage to Home Charged in Suit," *The Times*, January 1, 1952, page 28 and Obituary "David Nicholaides," *SF Gate*, November 10, 2002, <http://www.sfgate.com/news/article/NICOLAIDES-David-2755325.php>. (accessed June 27, 2014).

<sup>61</sup> Burlingame Building Department Permit Records and Polk's Burlingame City Directory 1948 and 1949.

shelters the building. Aluminum sash windows of various types adorn the building – fixed, casement and slider. A porch shelters the main entrance, which consists of a paneled wood door. A large brick chimney is located at the brick porch. An attached single-car garage is located at the southeastern corner of the structure. Notable features include the multiple cladding materials, the brick chimney and the porch. Two additions occurred off the rear of the structure, one in 1960 and the other in 1972. Both additions were single-stories. Alterations to the house include the rear additions and window replacement. The overall condition of the house is good.



Figure 22. 1010 Toyon Drive.

Kenneth L. Ohran, a corporal with the United States armed forces, and his wife Margaret built the house at 1010 Toyon Drive. Margaret's family lived down the street at 908 Toyon. Upon completing his service with the military Kenneth became a brick mason.<sup>62</sup> The building does not appear to be associated with significant a person or an event in Burlingame's history or possess exemplary architectural features. Therefore, it does not appear to be eligible for the California or National Registers.

### 1016 Toyon Drive

This two-story, Minimal Traditional house, constructed in 1942, is square in plan. The wood-frame building has stucco cladding and a steeply-pitched, asphalt shingle-clad, gable roof with two deeply recessed dormers. The primary window type is vinyl-sash, multi-lite, slider with several fixed multi-lite windows on the elevations as well. A concrete porch with a wide roof overhang shelters the main entrance. Several concrete steps access the porch. A single-car attached garage is located at the southeast corner of the structure. Notable features include recessed dormers and the covered porch. Additions in 1989, 2001 and 2006 have greatly increased the size of the residence. Aside from these major additions, one small alteration to the house is the window and garage door replacement. The overall condition of the house is good.

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<sup>62</sup> Burlingame Building Department Permit Records, Polk's Burlingame City Directory 1946-1947 and "Building Permits," *The Times*, January 30, 1946, page 2.



Figure 23. 1016 Toyon Drive.

Leadley and Leadley contractors and builders developed 1016 Toyon Drive. Leadley and Leadley owned the rights to develop the entire Burlingame Gardens subdivision, but sold many of the other lots to other developers and contractors. The construction firm was known throughout San Mateo County for a number of subdivisions that they developed.<sup>63</sup> City directories list Mrs. Helen Cameron, a real estate saleswoman, and her two children as the first residents of the house. They occupied the house for at least a decade.<sup>64</sup> The building is not associated with any persons of significance or any significant event. Further it does not retain sufficient integrity for listing in the California or National Registers.

#### 1020 Toyon Drive

This one-story, Minimal Traditional house, constructed in 1941, is L-shaped in plan. The wood-frame building has horizontal siding and a low-pitched, asphalt shingle-clad, hipped roof. The primary window type is wood-sash, two-over-two, double-hung. A small stoop clad in slate leads up to the entry door which consists of paneled wood and a glass fanlight. East of the entry door is a bay window and an attached single-car garage. Notable features include the bay window, an interior brick chimney and the wood windows. Alterations to the house include the addition of the bay window and the replacement of the garage door. The overall condition of the house is good.

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<sup>63</sup> Burlingame Building Department Permit Records, "Langford-Leadley Betrothal is told at Home Party," *The Times*, June 23, 1939, page 4 and "Building News," *The Times*, March 5, 1940, page 2.

<sup>64</sup> Polk's Burlingame City Directory 1943, 1944, 1947, 1949, 1952 and 1953.





Figure 24. 1020 Toyon Drive.

Contractors/developers Leadley and Leadley also developed this lot adjacent to 1016 Toyon Drive.<sup>65</sup> The first owner of the house was Frank Tepe, a salesman, and his wife. According to city directories they only lived at the house for a few years. By 1944 Harold Boles of the United States Marines and his wife moved into the house. In 1946 a Mrs. Mary O. Walker is listed as residing at the property. Several years later Mrs. Rita E. Wilson, a stewardess, is also listed as living at the house along with Mrs. Walker. By 1977 Tom Gamlen is listed in the directory as residing at 1020 Toyon Drive.<sup>66</sup> The building does not appear to be associated with significant persons or an event in Burlingame's history or possess exemplary architectural features. Therefore, it does not appear to be eligible for the California or National Registers.

#### 1024 Toyon Drive

This one-story, Ranch house, constructed in 1942, is L-shaped in plan. The wood-frame building has stucco cladding and a moderately-pitched, asphalt shingle-clad, side gable roof with an interior brick chimney. The primary window type is vinyl-sash, multi-lite, slider. A wide eave overhang runs the full-width of the front elevation and shelters the entry door. Square wood posts support the wide overhanging roof. An attached single-car garage is located at the southeast corner of the structure. Notable features include a wide eave overhang, an exterior brick chimney and an attached garage. A large addition off the rear of the structure was completed in 1985. In addition to this major addition other alterations to the house include window replacement and the installation of a screen door at the entry. The overall condition of the house is good.

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<sup>65</sup> Burlingame Building Department Permit Records.

<sup>66</sup> Polk's Burlingame City Directory 1943-1949 and 1977.



Figure 25. 1024 Toyon Drive.

Contractors/developers Leadley and Leadley also developed this third lot along Toyon Drive.<sup>67</sup> Sheet metal worker Owen B. Crockett and his wife Mary were the first residents of the house at 1024 Toyon according to city directories. They resided at the property for a number of years.<sup>68</sup> The building is not associated with any person of significance or any significant event. Further it does not retain sufficient integrity for listing in the California or National Registers.

### **1028 Toyon Drive**

This two-story, Minimal Traditional house, constructed in 1946, is L-shaped in plan. The wood-frame building has stucco cladding and a low-pitched, asphalt shingle-clad, cross-gable roof with an interior brick chimney. Various types of vinyl-sash windows are seen on the building – single-hung, slider and casement. A large flat roof overhang shelters a small entry porch which is accessed by several concrete steps. The main entry consists of a six-panel wood door. A brick interior chimney is found west of the attached single-car garage. Above the attached garage is a second story. A dormer accents the roof of the upper level. Notable features include the sheltered entry porch, the brick chimney, and the dormer. Alterations to the house include window and garage door replacement and the second story addition above the garage. The overall condition of the house is good.



Figure 26. 1028 Toyon Drive.

<sup>67</sup> Burlingame Building Department Permit Records.

<sup>68</sup> Polk's Burlingame City Directory 1943-1948.



Contractor M. J. Henry built the home at 1028 Toyon. The first residents of the house were Othel Kilgore, a salesman, and his family. They occupied the property for several years according to city directories.<sup>69</sup> The building is not associated with any person of significance or any significant event. Further, it does not retain sufficient integrity for listing in the California or National Registers.

### 1032 Toyon Drive

This two-story, Minimal Traditional house, constructed in 1946, is complex in plan. The wood-frame building has stucco cladding and a moderately-pitched, asphalt shingle-clad, cross-gable and hipped roof. Various vinyl window types are found around the building – casement, fixed, single-hung and slider. A deep overhang supported by square wood posts shelters the main entrance, which consists of a paneled wood door. Two exterior brick chimneys are located on the east elevation – one on the original portion of the structure and one on the large addition off the rear of the structure. The large addition was completed in 1966 and features a two-story section. The addition also includes an attached single-car garage which is accessed from Carolan Avenue on the west side of the property. Notable features include the covered entry porch, the brick chimneys and the large rear addition. Aside from the 1966 addition small alterations to the house are limited to the replacement of windows. The overall condition of the house is good.



Figure 27. 1032 Toyon Drive.

Like the adjacent property, 1032 Toyon was constructed by M. J. Henry. Gerald Turner, an accountant at Fuller Glass, and his family were the first occupants of the house.<sup>70</sup> Based upon archival research, the building does not appear to be associated with a significant event or person or possess a level of architectural distinction. Further, the house has been extensively altered resulting in a loss of integrity. Therefore, the building does not appear eligible for listing in the California or National Registers.

<sup>69</sup> Burlingame Building Department Permit Records, "Permits Issued," *The Times*, April 22, 1947, page 5 and Polk's Burlingame City Directory 1947 and 1949.

<sup>70</sup> Burlingame Building Department Permit Records and Polk's Burlingame City Directory 1947-1949.

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### **Maps**

Sanborn Fire Insurance Maps. 1946, 1949, 1959 and 1970.

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San Mateo County – Property Summary Map.

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