

Appendix H

**Cultural Resources: Department of Parks and Recreation  
Forms**

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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) 610 4th Street

P1. Other Identifier: Trips for Kids Marin

\*P2. Location:  Not for Publication  Unrestricted \*a. County Marin

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

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

c. Address: 610 4th Street City San Rafael Zip 94901

d. UTM: (give more than one for large and/or linear resources) Zone 10S 542056.53 m E / 4202871.04 m N

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 014-085-07

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

The parcel that contains the subject building is composed of a rectangular lot with a rear yard to the north. The property is located on 4th Street in San Rafael, California, a commercial thoroughfare, between U.S. Route 101 or Redwood Highway to the west and Irwin Street to the east.

The property contains 610 4th Street, a one-story over raised basement Neoclassical Rowhouse-type building that currently houses a repair shop and offices for a bicycle not-for-profit organization (**Figure 1**). The building was originally designed for residential use and converted to commercial use at a later date. The rectangular-plan building sits on an at-grade foundation and is primarily clad in a mix of vertical panel siding and horizontal wood siding. An integral garage is located on the ground-level of the primary (south) façade and the building's two main entrances are within the front porch of the second story of the primary façade and are accessible by a set of stairs. The roof is hipped and clad in asphalt shingles with a single hipped roof dormer window in the center.

(See continuation sheet)

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

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

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



P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (south) façade looking northeast, 8/11/2020

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

Circa 1924, Sanborn Map (Source: ProQuest Digital Sanborn Maps 1924:19)

\*P7. Owner and Address:

Trips for Kids Marin  
610 4th Street  
San Rafael, CA 94901

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

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

\*P9. Date Recorded: 8/17/20

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: ICF. 2021. San Rafael Transit Center Replacement Project Draft Environmental Impact Report. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

\*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**

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\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 610 4th Street

- B1. Historic Name: None
- B2. Common Name: 610 4th Street
- B3. Original Use: Residence
- B4. Present Use: Office and Bicycle shop
- \*B5. Architectural Style: Neoclassical
- \*B6. Construction History: (Construction date, alteration, and date of alterations)

The City of San Rafael's online permit portal did not include the original building permit, however the building's build date of circa 1924 is based on the earliest Sanborn map that shows the subject property (City of San Rafael Community Development 2020; ProQuest Digital Sanborn Maps 1924:19). Online permits and plans reveal the following building alterations occurred over time: the building's use changed from a residence to office, shop, and integral garage workspace (1977); new exterior stairs were added to the primary façade (1977); driveway repaving (1977); interior alterations were made for office use (1978); a window was replaced with a storefront door (1986); application for sign permit was filed (1987); and a sheer wall was added (1997).

(See continuation sheet.)

\*B7. Moved?  No  Yes  Unknown    Date: N/A    Original Location: N/A

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme N/A    Area N/A  
Period of Significance N/A    Property Type N/A    Applicable Criteria N/A

Historic Context: San Rafael

Surveyors first laid out the San Rafael town site in 1850; it became the county seat soon after and has remained so since that time. San Rafael grew quickly as it benefited from a flourishing cattle trade and its connectivity to San Francisco and other urban centers via steamboat (Levy 1976:16B). Growth patterns were further accelerated by the completion of the San Rafael & San Quentin Railroad in 1870. This railroad increased access to and from San Francisco and popularized Marin County as a retreat for San Francisco families (GANDA 2004:11). The rail line was 3.5 miles in length and traversed marshy conditions between San Rafael and Corte Madera Creeks in order to bring passengers to the ferry landing in present-day San Quentin. The line's tracks roughly followed what is now Anderson Drive (Marin History Museum 2020).

(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: 1/15/2021

(This space reserved for official comments.)



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\*Resource Name or #(Assigned by recorder) 610 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

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

The primary façade features two architectural bays. The two main entrances are located in the eastern bay and feature single, pedestrian doors. Although not fully visible from the public right of way, the doors appear to be made of contemporary wood with glazed security screen doors. A transom window composed of two small square lites is adjacent to the main entrances within the front porch and appears to have vinyl sashes. The western bay features a single picture window, directly above the garage. The window appears to have metal replacement sashes. The dormer window at the roof level of the primary façade is composed of what appears to be wood sashes and has either a hopper or awning-style operation.

Windows on the west and east facades contain a mix of single and paired, double-hung wood sash windows and wood-sash transom windows (**Figure 2**). The rear (north) façade is not visible from the public right of way, however it appears to lack fenestration based on current aerial imagery (Google 2020).

Commercial signage for the non-profit tenant is fixed to the primary façade at the exterior staircase. Metal bike racks are located in front of the primary and east facades and along the driveway of the primary façade. A metal gate is affixed near the building's southeast corner along the east façade and corrugated metal sheets are attached above the existing wood fence along the west property line of the rear yard.

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

Visual inspection reveals the following alterations which occurred at unknown dates: installation of vertical panel siding on the building's primary façade, exterior staircase, and lower portion of the west façade; replacement of both doors on the primary façade; replacement of the sashes in the picture window at the primary facade with metal sashes; replacement of the sashes of the porch's transom window on the primary façade with vinyl sashes; patching of a small part of the roof's west façade; addition of two contemporary gates along the east façade; addition of make-shift corrugated metal fencing added to existing fencing at the west property line of the rear yard; addition of contemporary signage to the primary façade; installation of metal bike racks at the primary and east facades; and removal of the garage door and insertion of a recessed wall to create indoor space within the former garage.

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

A separate regional line called the North Pacific Coast Railroad was founded in 1874 and became the North Shore Railroad in 1902. The North Shore Railroad operated across Marin and Sonoma counties, transporting both goods and passengers between Sausalito and Cazadero. In 1884, the Santa Fe and North Pacific Railroad built the shed-style San Rafael Union Station west of Tamalpais Ave at the east end of the city's downtown commercial district (DeGeorgey 2010). Multiple branches served San Rafael, with the tracks aligning along Tamalpais Ave. In 1884, residences simultaneously developed adjacent to San Rafael's rail depot building and continued to fill nearby lots through the 1890s and early 1900s (ProQuest Digital Sanborn Maps 1894:13; ProQuest Digital Sanborn Maps 1907b:17).

Under a larger consolidation effort undertaken by the Southern Pacific Railroad and Santa Fe Railway, the North Shore Railroad merged with the San Rafael & San Quentin Railroad in 1907 and became the Northwestern Pacific Railroad (NWP), a regional rail line that served the north coast of California (PacificNG 2015). NWP facilitated the transport of redwood timber from northern California to markets in San Francisco and came to be known as the Redwood Empire Route (GANDA 2011; AECOM 2014). The Southern Pacific Railroad acquired the NWP line in full in 1929, the same year that Sir Francis Drake Boulevard was extended west to Point Reyes Station. Southern Pacific built several depots along the route and also replaced the San Rafael Union Station in 1929 with an updated Mission Revival-style depot building that included expanded indoor waiting areas and a café (ICF International 2013).

The federal government authorized funding in 1925 to establish U.S. Route 101. The federal highway generally followed existing state and local routes between San Diego, California and Seattle, Washington; its route passed through Marin County. Construction of the portion of U.S. Route 101 in Marin County was completed in 1931 with the construction of a bridge over Richardson Bay near Mill Valley. Immediately east of downtown San Rafael, U.S. Route 101 followed a route between Tamalpais Avenue and Irwin Street. Construction of the highway required the demolition of residences and commercial properties in its path, including part of the early 1900s lumber yards (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19). At the same time, the Great Depression led to a significant decline in passenger use on the NWP and an almost complete halt in freight transportation (AECOM 2014). This, in combination with the rise in personal automobile ownership and the expanding highway system across the region, led to the decommissioning of several branch lines in Marin and Sonoma counties. By the mid-1930s, the automobile had replaced rail as the preferred mode of travel and the NWP had abandoned over 138 miles of track (AECOM 2014). The construction of the Golden Gate Bridge in 1937 connected Marin to San Francisco via U.S. Route 101 and solidified the transition in regional transportation from combined rail/ferry to automobiles. Commuter rail service in Marin County was discontinued altogether in 1941 (Landecker 2016).

That same year, the portion of U.S. Route 101 in San Rafael was elevated via a two-lane viaduct to accommodate the increase in automobile traffic along the highway (Caltrans 1999). World War II brought an increased military presence to southern Marin County: shipyard jobs and

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\*Resource Name or #(Assigned by recorder) 610 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

the establishment of the United States Army Hamilton Field north of San Rafael resulted in an economic boon to the area (Levy 1976: 16B). Following the end of World War II, many of the local war-time workers decided to stay in the Bay Area and settled in Marin County. Sanborn maps reveal that residential construction increased within a few blocks of the San Rafael depot between the 1920s-1950s (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19).

Traffic through San Rafael continued to increase in tandem with the local postwar population boom and associated residential development in the 1950s. The Richmond-San Rafael bridge opened in 1956, which increased congestion in the city. The original raised viaduct was converted to northbound-only lanes, and a parallel southbound viaduct was built in 1964, encroaching upon the air space near Tamalpais Avenue in San Rafael. The southbound viaduct was widened further in 1971 (Caltrans 1999).

The City's existing downtown commercial and railroad corridors, both located just off the highway, made it an opportune location for the establishment of service stations and other automobile related businesses in the 20th century. A Sanborn fire insurance map from 1924 shows two gasoline stations within the area surrounding the original San Rafael Union Station building on Tamalpais Avenue. After commuter rail service was discontinued, Greyhound Lines constructed a bus station adjacent to the current depot building that provided connectivity between San Francisco and NWP's northern California lines that terminated at San Rafael at that time (Baseline Environmental Consulting 2020). The 1950 Sanborn fire insurance map illustrates a transit hub adjacent to the highway centered around the Greyhound bus station, with eight additional gas stations having been established as well as several car washes and auto sales lots in the area (Baseline Environmental Consulting 2020; ProQuest Digital Sanborn Maps 1950:19).

Residential and commercial development picked up in downtown San Rafael after 1970 (Baseline Environmental Consulting 2020). The San Rafael depot closed in 1974, when local freight service was discontinued, and NWP halted rail service south of San Rafael altogether in 1981 when the railroad tunnel between San Rafael and Larkspur closed (AECOM 2014). Residents today depend on a combination of bus lines, personal vehicles, and ferry transit to commute to San Francisco. However, some sections of the NWP line remain in use in Marin County. In 2017, renewed interest in passage service led the Sonoma-Marin Area Rail Transit (SMART) agency to begin its operations in San Rafael (City of San Rafael 2020).

#### Neoclassical Rowhouse (1895-1915)

The Neoclassical Rowhouse was constructed primarily between 1895 and 1915. This residential typology developed from the larger, more ubiquitous Colonial Revival-style residences and is reflective of a stripped down or highly modest Queen Anne Cottage, with Craftsman and Neoclassical characteristics. The term "rowhouse" refers to a series of homes built in congruence and situated alongside one another in a row. Characteristics of the Neoclassical Rowhouse include a one-story residence, square plan, raised foundation with the main living quarters accessible by a set of stairs, hipped roof with a dormer window, front porch or shallow porch that contains shortened columns, square or slanted bay with double-hung windows, narrow clapboard siding, and narrow side yards between houses (City of Oakland 1978: 19). Neoclassical Rowhouses were most often built for working middle-class residents, and today they remain ubiquitous and scattered throughout the San Francisco Bay Area in places such as the Marin County, the East Bay, and the South Bay. Because this typology blends characteristics of multiple styles, its name varies based on different sources. Virginia Savage McAlester's *A Field Guide to American Houses* describes this style as a Neoclassical Cottage, while the city of Palo Alto labels it as a Square Cottage (McAlester 2015:436; City of Palo Alto 2001:5-3).

#### Site History

Sanborn maps from 1907 show the subject property's location was undeveloped at that time, with a creek to the immediately west and several single-story residences in the vicinity (ProQuest Digital Sanborn Maps 1907a:10). By the time of the 1924 Sanborn map publication, the creek was no longer shown, and the subject property appeared as a residential building with a detached garage (ProQuest Digital Sanborn Maps 1924:19). Newspaper and online research revealed no information regarding the building's architect. The earliest historic aerial verifying the subject building's footprint is dated 1931 (UC Santa Barbara 2020). A 1941 USGS map indicates that the Northwestern Pacific train tracks ran approximately 390 feet to the west of the subject building at that time (USGS 1941). That same year, the elevated U.S. Route 101 (Redwood Highway) was constructed through San Rafael, built immediately west of the subject property as later shown in 1950 Sanborn maps (Caltrans 1999; ProQuest Digital Sanborn Maps 1950: 19). By 1977, 610 4th Street was converted from residential to commercial use. The building's alterations were completed by the firm Bushnell, Jessup, Murphy & Van De Weghe Architects—an architectural firm based in San Francisco that was active in the 1960s-1990s. Dick Jessup and Gilbert Murphy previously worked for John Carl Warnecke before forming Bushnell, Jessup, Murphy & Van De Weghe (City of San Rafael Community Development 2020; Johnson 2007).

Permits reveal the following owners associated with the property: F Bennett (1977); Shabnam Development Co LTD (1978); Steve Wiseman (1986); and Cliff and Judy Den Otter (1991). Trips for Kids Marin currently owns the property and has maintained ownership since circa 1994 (ParcelQuest 2020; Trips for Kids Marin 2020). No pertinent information was uncovered regarding the subject building's owners. Based on permits and historic newspaper research, the following tenants and businesses are associated with the property: Joyce Bell (1950); Anna Pillus (1959); Bridget Barbeau (1967); Gerald Jerome Joseph (1971); Reflections Cut and Perm Center (1987); Sunshine Health (1987)

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\*Resource Name or #(Assigned by recorder) 610 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

(City of San Rafael Community Development 2020) (*San Rafael Daily Independent Journal* 1950: 3; *San Rafael Daily Independent Journal* 1959: 1; *San Rafael Daily Independent Journal* 1967: 26; *San Rafael Daily Independent Journal* 1971: 9). No pertinent information was uncovered regarding the subject building's tenants. Today the building's tenants include Trips for Kids Marin—a bicycle non-profit composed of a repair shop and offices. Since its construction, the building footprint appears to have remained unchanged.

Evaluation of 610 4th Street

The subject property is not currently listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor was it previously evaluated and found eligible. The following discussion provides an evaluation of the subject property under NRHP Criteria A-D and CRHR Criteria 1–4 for individual eligibility.

CRITERIA A/1 (Events):

610 4th Street is not associated with any event(s) of historical significance. As early as the 1880s, residences within a few blocks of the San Rafael depot were developed to serve the city's growing population. The subject building was constructed in circa 1924 in response to the early twentieth century population growth in downtown San Rafael, which was a common occurrence throughout the Bay Area. Research did not yield evidence that the building is associated with more specific events or patterns of events that have historical significance. Additionally, the subject building no longer represents its original use as a residence due to its change in use as a commercial building in the 1970s. In order to be eligible under NRHP/CRHR Criteria A/1, a building would need to be directly associated with an important event that made a significant contribution to the broad patterns of state or national history. The subject building is not associated with broad patterns of local or regional history or with the cultural heritage of California or the United States. Therefore, the subject building at 610 4th Street is not significant under NRHP/CRHR Criteria A/1.

CRITERIA B/2 (Person):

The non-profit Trips for Kids Marin has maintained ownership of the subject building for approximately 26 years (between circa 1994-2020). However, no significant persons have been identified for their association with Trips for Kids Marin. Additionally, historic newspapers and online research did not identify any relevant information pertaining to the building's earlier known tenants and owners. Therefore, 610 4th Street is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (Design/Construction):

610 4th Street is not significant under NRHP/CRHR Criteria C/3 and the Neoclassical Rowhouse commercial building lacks distinctive architectural character. Although the subject building was built as a Neoclassical Rowhouse style residential property, numerous alterations over the years, including its change of use from residential to commercial, have removed much of the Neoclassical Rowhouse style architectural features. The following alterations have diminished the building's original Neoclassical Rowhouse style: conversion of part of the ground floor to a garage workspace; removal of a second story window and replacement with a storefront door on the primary façade; replacement exterior stairs; replacement of original horizontal wood siding with vertical siding; and replacement of various window sashes throughout the building.

The architect of the subject building is unknown, however, it does not appear to be the work of a master design professional or builder due to its lack of architectural detail and its common use of the Neoclassical Rowhouse style and form. The Neoclassical Rowhouse style was mostly built in the late 1800s through early 1900s and remains prevalent throughout the San Francisco Bay Area. Bushnell, Jessup, Murphy & Van De Weghe Architects completed the building's 1977 change of use alterations. Two of the partners (Dick Jessup and Gilbert Murphy) worked for master architect John Carl Warnecke prior to establishing their firm, however Bushnell, Jessup, Murphy & Van De Weghe do not appear to be masters in their own right. In addition, the 1977 alterations are not substantial enough to merit eligibility under NRHP/CRHR Criterion C/3. The commercial building does not embody a noteworthy type, period, region, or method of construction, nor was it designed by a master. As a result, the subject building is not significant under NRHP/CRHR Criterion C/3.

CRITERIA D/4 (Information Potential):

The subject property at 610 4th Street 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 NRHP/CRHR Criteria D/4.

Conclusion

Based on the above evaluation of the building under NRHP/CRHR Criteria A/1-D/4, 610 4th Street 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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\*Resource Name or #(Assigned by recorder) 610 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

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

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Caltrans. 1999. San Rafael Viaduct, P-21-002513. Department of Parks and Recreation form, DPR 523A, 523B, 523L, 523J. August.

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City of San Rafael. 2020. "Sonoma Marin Area Rail Transit (SMART)." Accessed: August 20, 2020. Available: <https://www.cityofsanrafael.org/departments/smart/>.

City of San Rafael Community Development. 2020. "Online Records Search." Accessed: August 19, 2020. Available: <https://www.cityofsanrafael.org/online-records-search/>. Various building permits issued for the subject parcel.

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———. 1907b. Insurance Maps of San Rafael, Marin County, California. New York: Sanborn Map Company. Sheet 17. Accessed via ProQuest.



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\*Resource Name or #(Assigned by recorder) 610 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

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\_\_\_\_\_.1950. Insurance Maps of San Rafael, Marin County, California. New York: Sanborn Map Company. Sheet 19. Accessed via ProQuest.

*San Rafael Daily Independent Journal*. 1950. "Marriage Licenses." October 10.

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\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

\*Resource Name or #(Assigned by recorder) 610 4th Street

Continuation  Update

Additional Figures:



Figure 2. View of west façade, facing east. Source: ICF 8/11/2020.

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) 615 4th Street

P1. Other Identifier: Taqueria San Jose

\*P2. Location:  Not for Publication  Unrestricted \*a. County Marin

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

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

c. Address: 615 4th Street City San Rafael Zip 94901

d. UTM: (give more than one for large and/or linear resources) Zone 10S; 542050.38 m E / 4202824.36 m N

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 014-122-13

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

The subject parcel is composed of a rectangular lot with paved parking to the south. The property is located on 4th Street, a commercial thoroughfare, between Irwin Street to the east and the U.S.101 or Redwood Highway to the west, and Hetherton Street further west.

638 4th Street is a one-story Mid-Century commercial style building in San Rafael, California that currently houses a Mexican restaurant (**Figure 1**). The generally rectangular-plan building sits on an at-grade foundation, is primarily clad in smooth stucco with some wood siding and contains a flat roof with no eaves. The building's primary facade faces north and is divided into two bays (east and west). The west bay is slightly recessed from the east bay. The primary façade contains the primary entry door and storefront windows.

(See continuation sheet)

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

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

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



P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (north) and west façades looking southeast, 8/11/2020

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both  
Circa 1946, historic aerials (Source: NETR 2020).

\*P7. Owner and Address:

Carlos and Eva Rocha Trust  
3192 FRYE ST  
Oakland, CA 94602

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

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

\*P9. Date Recorded: 8/17/20

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: ICF. 2021. San Rafael Transit Center Replacement Project Draft Environmental Impact Report. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

\*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

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\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 615 4th Street

- B1. Historic Name: Marin County Civil Defense  
B2. Common Name: 615 4th Street  
B3. Original Use: Unknown      B4. Present Use: Restaurant  
\*B5. Architectural Style: Mid-Century Commercial  
\*B6. Construction History: (Construction date, alteration, and date of alterations)

The City of San Rafael's online permit portal did not include the original building permit (City of San Rafael Community Development 2020). However, historic aerials from 1946 confirm the property was constructed by that time, so a circa 1946 construction date is assumed (NETR 2020). A 1950 Sanborn map notes the building contained "Pilast'd" (plastered) walls (ProQuest Digital Sanborn Maps 1950: 19). Relevant online permits reveal the following building alterations occurred over time: interior alterations (1978); awing installation (1982); "remodel deli" (1983); "restaurant remodel, add pizza oven & hood" (1989); "install restaurant equipment, built counter" (1993); and "remove walls," which likely refers to interior walls (1994) (City of San Rafael Community Development 2020).

Visual inspection reveals the following alterations which occurred at unknown dates: the primary (north) façade's main entrance and storefront system appear to be replacements; windows at the west façade have been replaced with vinyl sashes; the decorative metal bars on the west façade windows appear to be later additions; and the pedestrian door on the west façade appears to be a replacement.

\*B7. Moved?  No  Yes  Unknown      Date: N/A      Original Location: N/A

\*B8. Related Features: paved parking lot

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme N/A      Area N/A  
Period of Significance N/A      Property Type N/A      Applicable Criteria N/A

Historic Context: San Rafael

Surveyors first laid out the San Rafael town site in 1850; it became the county seat soon after and has remained so since that time. San Rafael grew quickly as it benefited from a flourishing cattle trade and its connectivity to San Francisco and other urban centers via steamboat (Levy 1976:16B). Growth patterns were further accelerated by the completion of the San Rafael & San Quentin Railroad in 1870. This railroad increased access to and from San Francisco and popularized Marin County as a retreat for San Francisco families (GANDA 2004:11). The rail line was 3.5 miles in length and traversed marshy conditions between San Rafael and Corte Madera Creeks in order to bring passengers to the ferry landing in present-day San Quentin. The line's tracks roughly followed what is now Anderson Drive (Marin History Museum 2020).

(See continuation sheet.)

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

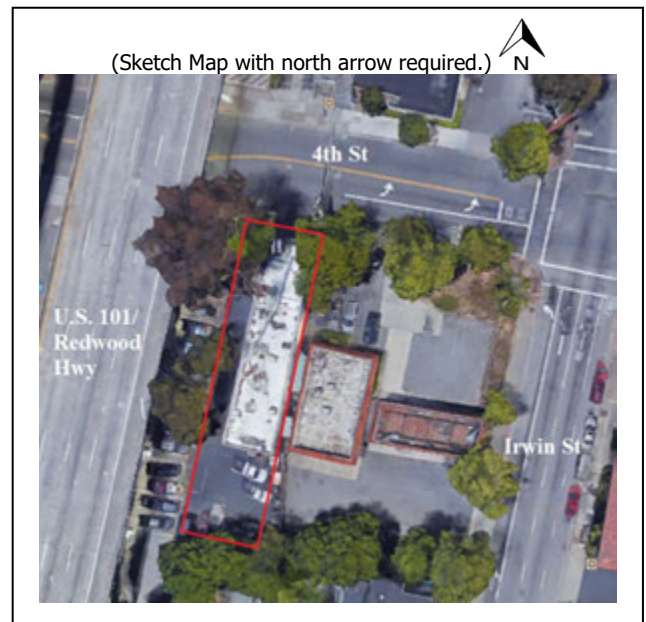
\*B12. References: (See continuation sheet.)

B13. Remarks: n/a

\*B14. Evaluator: Andrea Dumovich, ICF

\*Date of Evaluation: 1/15/2021

(This space reserved for official comments.)



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\*Resource Name or #(Assigned by recorder) 615 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

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

The main entrance to the building, located on the primary (north) façade, is recessed within the west architectural bay. The entrance is composed of a single, partially glazed, wood-frame pedestrian door flanked by fixed, wood-frame storefront windows. Additional large, glazed storefront windows, which appear to be wood-frame, are located within the eastern bay of the primary (north) façade. Wood paneling runs along the base of the primary (north) façade below the fenestration.

A row of windows lines the west façade, which is made up of ten wood frame windows with replacement vinyl-sash and one wood pedestrian door. The windows appear to have decorative concrete frames and are partially encased by decorative metal bars. The east façade lacks fenestration (**Figure 2**). Based on aerial imagery, the rear (south) façade appears to contain one vehicular door, a single window, and possibly one pedestrian door (Google 2020).

An awning with commercial signage stating “Taqueria San Jose” is fixed to the primary (north) façade. A few mature trees line the property to the east and northwest.

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

A separate regional line called the North Pacific Coast Railroad was founded in 1874 and became the North Shore Railroad in 1902. The North Shore Railroad operated across Marin and Sonoma counties, transporting both goods and passengers between Sausalito and Cazadero. In 1884, the Santa Fe and North Pacific Railroad built the shed-style San Rafael Union Station west of Tamalpais Ave at the east end of the city’s downtown commercial district (DeGeorgey 2010). Multiple branches served San Rafael, with the tracks aligning along Tamalpais Ave. In 1884, residences simultaneously developed adjacent to San Rafael’s rail depot building and continued to fill nearby lots through the 1890s and early 1900s (ProQuest Digital Sanborn Maps 1894:13; ProQuest Digital Sanborn Maps 1907:17).

Under a larger consolidation effort undertaken by the Southern Pacific Railroad and Santa Fe Railway, the North Shore Railroad merged with the San Rafael & San Quentin Railroad in 1907 and became the Northwestern Pacific Railroad (NWP), a regional rail line that served the north coast of California (PacificNG 2015). NWP facilitated the transport of redwood timber from northern California to markets in San Francisco and came to be known as the Redwood Empire Route (GANDA 2011; AECOM 2014). The Southern Pacific Railroad acquired the NWP line in full in 1929, the same year that Sir Francis Drake Boulevard was extended west to Point Reyes Station. Southern Pacific built several depots along the route and also replaced the San Rafael Union Station in 1929 with an updated Mission Revival-style depot building that included expanded indoor waiting areas and a café (ICF International 2013).

The federal government authorized funding in 1925 to establish U.S. Route 101. The federal highway generally followed existing state and local routes between San Diego, California and Seattle, Washington; its route passed through Marin County. Construction of the portion of U.S. Route 101 in Marin County was completed in 1931 with the construction of a bridge over Richardson Bay near Mill Valley. Immediately east of downtown San Rafael, U.S. Route 101 followed a route between Tamalpais Avenue and Irwin Street. Construction of the highway required the demolition of residences and commercial properties in its path, including part of the early 1900s lumber yards (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19). At the same time, the Great Depression led to a significant decline in passenger use on the NWP and an almost complete halt in freight transportation (AECOM 2014). This, in combination with the rise in personal automobile ownership and the expanding highway system across the region, led to the decommissioning of several branch lines in Marin and Sonoma counties. By the mid-1930s, the automobile had replaced rail as the preferred mode of travel and the NWP had abandoned over 138 miles of track (AECOM 2014). The construction of the Golden Gate Bridge in 1937 connected Marin to San Francisco via U.S. Route 101 and solidified the transition in regional transportation from combined rail/ferry to automobiles. Commuter rail service in Marin County was discontinued altogether in 1941 (Landecker 2016).

That same year, the portion of U.S. Route 101 in San Rafael was elevated via a two-lane viaduct to accommodate the increase in automobile traffic along the highway (Caltrans 1999). World War II brought an increased military presence to southern Marin County: shipyard jobs and the establishment of the United States Army Hamilton Field north of San Rafael resulted in an economic boon to the area (Levy 1976: 16B). Following the end of World War II, many of the local war-time workers decided to stay in the Bay Area and settled in Marin County. Sanborn maps reveal that residential construction increased within a few blocks of the San Rafael depot between the 1920s-1950s (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19).

Traffic through San Rafael continued to increase in tandem with the local postwar population boom and associated residential development in the 1950s. The Richmond-San Rafael bridge opened in 1956, which increased congestion in the city. The original raised viaduct was converted to northbound-only lanes, and a parallel southbound viaduct was built in 1964, encroaching upon the air space near Tamalpais Avenue in San Rafael. The southbound viaduct was widened further in 1971 (Caltrans 1999).

The City’s existing downtown commercial and railroad corridors, both located just off the highway, made it an opportune location for the establishment of service stations and other automobile related businesses in the 20th century. A Sanborn fire insurance map from 1924

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\*Resource Name or #(Assigned by recorder) 615 4th Street

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shows two gasoline stations within the area surrounding the original San Rafael Union Station building on Tamalpais Avenue. After commuter rail service was discontinued, Greyhound Lines constructed a bus station adjacent to the current depot building that provided connectivity between San Francisco and NWP's northern California lines that terminated at San Rafael at that time (Baseline Environmental Consulting 2020). The 1950 Sanborn fire insurance map illustrates a transit hub adjacent to the highway centered around the Greyhound bus station, with eight additional gas stations having been established as well as several car washes and auto sales lots in the area (Baseline Environmental Consulting 2020; ProQuest Digital Sanborn Maps 1950:19).

Residential and commercial development picked up in downtown San Rafael after 1970 (Baseline Environmental Consulting 2020). The San Rafael depot closed in 1974, when local freight service was discontinued, and NWP halted rail service south of San Rafael altogether in 1981 when the railroad tunnel between San Rafael and Larkspur closed (AECOM 2014). Residents today depend on a combination of bus lines, personal vehicles, and ferry transit to commute to San Francisco. However, some sections of the NWP line remain in use in Marin County. In 2017, renewed interest in passage service led the Sonoma-Marín Area Rail Transit (SMART) agency to begin its operations in San Rafael (City of San Rafael 2020).

#### Site History

Sanborn maps from 1924 show the subject property's location was undeveloped at that time, with mostly single-story residences surrounding the area and the Northwestern Pacific train tracks located along Tamalpais Avenue, one block or approximately 400 feet to the west (ProQuest Digital Sanborn Maps 1924:19). In 1941, the elevated U.S. Route 101 (Redwood Highway) was constructed through San Rafael, immediately west of the subject property (Caltrans 1999). Shortly after, in circa 1946, the subject building was constructed at 615 4th Street as a single-story commercial building (**Figure 3**) (NETR 2020). Newspaper and online research revealed no information regarding the building's architect.

Although the building's original tenants are unknown, from approximately 1952-1956, the subject property housed office headquarters for the Marin County Civil Defense organization (*San Rafael Daily Independent Journal* 1952:3; *San Rafael Daily Independent Journal* 1956:1). Marin County Civil Defense focused on disaster preparedness and first aid for county residents, ranging from wartime preparation for an atomic bomb to natural disasters such as earthquakes and storms (*San Rafael Daily Independent Journal* 1953: 24). Sometime around the late 1970s - early 1980s, the building was converted from offices to a deli and/or restaurant.

Permits reveal the following owners associated with the property: Royce W. Lay and Ole Brix (1978); Angelo Roselli (1982-1983); Sreang Tan (1989); Barry Moore (1992); Carlos Rocha (1992-1994); and the current owners Carlos and Eva Rocha Trust (2020) (City of San Rafael Community Development 2020; ParcelQuest 2020). No pertinent information was uncovered regarding the subject building's owners. Based on permits and historic newspaper research, the following tenants and businesses are associated with the property: Marin County Civil Defense (circa 1952-1956); ice cream manufacture (1982); Gelato Inc. (1992); and Taqueria San Jose (1992-present) (City of San Rafael Community Development 2020) (*San Rafael Daily Independent Journal* 1952:3; *San Rafael Daily Independent Journal* 1956:1). No pertinent information was uncovered regarding the subject building's tenants. Today the building's tenants include the restaurant Taqueria San Jose. Since its construction, the building footprint appears to have remained unchanged.

#### Evaluation of 615 4th Street

The subject property is not currently listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor was it previously evaluated and found eligible. The following discussion provides an evaluation of the subject property under NRHP Criteria A-D and CRHR Criteria 1-4 for individual eligibility.

#### CRITERIA A/1 (Events):

615 4th Street is not associated with any event(s) of historical significance. The subject commercial building was constructed in circa 1946, around the start of the post-World War II era. Although its original tenant and use is unknown, the building appears to have been constructed in response to San Rafael's commercial growth which was fostered by increased automobile traffic and the construction of the raised U.S. Route 101 through San Rafael in 1941. Research did not yield evidence that the commercial building is associated with more specific events or patterns of events that have historical significance. In order to be eligible under NRHP/CRHR Criteria A/1, a building would need to be directly associated with an important historic context. Additionally, research conducted on the building's occupants did not reveal that the commercial building fostered early or remarkable business growth for any of its tenants, including early tenant Marin County Civil Defense (whose headquarters occupied the building between circa 1952-1956), or for San Rafael at large. World War II triggered increased military presence in Marin County and Marin County Civil Defense operated several locations throughout the County including their office headquarters at 615 4th Street. The commercial 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 subject building at 615 4th Street is not significant under NRHP/CRHR Criteria A/1.

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\*Resource Name or #(Assigned by recorder) 615 4th Street

\*Recorded by Andrea Dumovich, ICF

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CRITERIA B/2 (Person):

The subject building served as the Marin County Civil Defense organization's headquarters for approximately 4 years (from circa 1952-1956). For approximately 28 years (between 1992-2020), the building served as the Mexican restaurant, Taqueria San Jose. However, no pertinent information was uncovered regarding the owners or tenants of either of these organizations/businesses. Additionally, historic newspapers and online research did not identify any relevant information pertaining to the building's earlier tenants. Therefore, 615 4th Street is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (Design/Construction):

615 4th Street is not significant under NRHP/CRHR Criteria C/3 and the Mid-Century Commercial style building lacks distinctive architectural character. The subject building was built in circa 1946. Although the original architect is unknown, the subject building does not appear to be the work of a master design professional or builder due to its lack of architectural detail and modest style and form. The commercial building does not embody a noteworthy type, period, region, or method of construction. As a result, the subject building does not have high architectural value and is not significant under NRHP/CRHR Criterion C/3.

CRITERIA D/4 (Information Potential):

The subject property at 615 4th Street 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 NRHP/CRHR Criteria D/4.

Conclusion

Based on an evaluation of the building under NRHP/CRHR Criteria A/1-D/4, 615 4th Street 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.

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

AECOM. 2014. Northwestern Pacific Railroad Segment, P-21-002618. Department of Parks and Recreation form, DPR 523L. February.

Baseline Environmental Consulting. 2020. *Phase I Environmental Site Assessment: San Rafael Transit Center Project*, San Rafael, California. Prepared for Kimley-Horn and Associates, Inc., Oakland, California. May.

Caltrans. 1999. San Rafael Viaduct, P-21-002513. Department of Parks and Recreation form, DPR 523A, 523B, 523L, 523J. August.

City of San Rafael. 2020. "Sonoma Marin Area Rail Transit (SMART)." Accessed: August 20, 2020. Available: <https://www.cityofsanrafael.org/departments/smart/>.

City of San Rafael Community Development. 2020. "Online Records Search." Accessed: August 19, 2020. Available: <https://www.cityofsanrafael.org/online-records-search/>. Various building permits issued for the subject parcel.

DeGeorgey, Alex. 2010. *NWP Railroad, CA-MRN-699H, Department of Parks and Recreation form, DPR 523A, 523J, 523L*. NCRM. March.

Garcia and Associates (GANDA). 2004. *Historic Architectural Resources Technical Report for the Sonoma-Marin Area Rail Transit (SMART) Project*. Prepared for Parsons Brinckerhoff Quade & Douglas. Report on file, Sonoma Marin Area Rail Transit, Petaluma, California.

———. 2011. CA-SON-2322H (P-49-002834) in Sonoma County, in Marin County, Northwestern Pacific Railroad, P-21-002618. Department of Parks and Recreation form, DPR 523L. July.

ICF International. 2013. San Rafael Passenger Depot, Northwestern Pacific Railroad, P-21-00001015, Department of Parks and Recreation form, DPR 523L. April.

Levy, JoAnn. 1976. *Marin County Almanac*. Thatcher Publications, Novato, California.

Landecker, Cynthia. 2016. "San Rafael NWP Depot Historical Timeline." Prepared for San Rafael Heritage. February.

Marin History Museum. 2020. *Exhibitions*. Available: <https://www.marinhistory.org/exhibits>. Accessed: September 2020.

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\*Resource Name or #(Assigned by recorder) 615 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

Nationwide Environmental Title Research, LLC (NETR). 2020. 615 4th Street, San Rafael, California. 1946 aerial photograph. Historic Aerials Viewer. Available: <https://www.historicaerials.com/viewer>. Accessed: August 31, 2020.

ParcelQuest. 2020. "615 FOURTH ST SAN RAFAEL CA 94901-3210." Accessed: August 20, 2020. Available: [www.parcelquest.com](http://www.parcelquest.com).

PacificNG. 2015. *North Pacific Coast Railroad*. Available: <http://www.pacificng.com/template.php?page=roads/ca/npc/index.htm>. Accessed: August 30, 2020.

ProQuest Digital Sanborn Maps. 1894. Insurance Maps of San Rafael, California. New York: Sanborn Map Company. Sheet 13. Accessed via ProQuest.

\_\_\_\_\_.1907. Insurance Maps of San Rafael, Marin County, California. New York: Sanborn Map Company. Sheet 17. Accessed via ProQuest.

\_\_\_\_\_.1924. Insurance Maps of San Rafael, Marin County, California. New York: Sanborn Map Company. Sheet 19. Accessed via ProQuest.

\_\_\_\_\_.1950. Insurance Maps of San Rafael, Marin County, California. New York: Sanborn Map Company. Sheet 19. Accessed via ProQuest.

*San Rafael Daily Independent Journal*. 1952. "Panic Control Class Given by CD." September 24.

\_\_\_\_\_.1953. "Civil Defense Will Perform In All Disasters, PTA Told." November 23.

\_\_\_\_\_.1956. "Marin Joins U.S. Next Week in Reviewing Needs of CD." September 8.



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\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

\*Resource Name or #(Assigned by recorder) 615 4th Street

Continuation    Update

Additional Figures:



Figure 2. View of primary (north) and east façades, facing southwest. Source: ICF 8/11/2020.



Figure 3. 1946 historic aerial showing the subject property outlined in red. Source: NETR 2020, edited by ICF.

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) 638 4th Street

**P1. Other Identifier:** 636 4th Street; 640 4th Street; 1006 Tamalpais Avenue; House of Bagels; Western Union Loans; Healthy Massage

**\*P2. Location:**  Not for Publication  Unrestricted \*a. County Marin

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

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

c. Address: 638 4th Street City San Rafael Zip 94901

d. UTM: (give more than one for large and/or linear resources) Zone 10S 541956.86 m E / 4202885.46 m N

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 014-084-14

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

The subject parcel is composed of a square lot with paved parking to the east. The property is located on 4th Street, a commercial thoroughfare, between Tamalpais Avenue and the Sonoma-Marin Area Rail Transit (SMART) train tracks to the west and Hetherton street to the east. The San Rafael SMART train depot and U.S. Route 101 or Redwood Highway are each approximately 0.02 miles from the subject property, to the southwest and east respectively.

638 4th Street is a one-story Mid-Century commercial style building in San Rafael, California that currently houses a bagel shop, loan company, and massage parlor (**Figure 1**). The generally rectangular-plan building sits on an at-grade foundation and is primarily clad in what appears to be smooth stucco over concrete with a brick veneer storefront bulkhead. The building's primary façade faces south and features the main entries of two of the commercial units. Exhibiting some general characteristics of the Mid-Century Modern style (such as minimal ornamentation, flat roof, and large storefront windows), the building also has a wide, projecting canopy located a few feet below the roofline at the west, south, and east façades.

(See continuation sheet.)

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

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

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



P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (south) and west façades looking northeast, 8/11/2020

**\*P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both

1956 (Source: *San Rafael Daily Independent Journal* 1956a:6; *San Rafael Daily Independent Journal* 1956b:6)

**\*P7. Owner and Address:**

Kenneth A and Aura M Ghiringhelli Revo Trust  
42 Baypoint Village Drive  
San Rafael, CA 94901

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

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

**\*P9. Date Recorded:** 8/17/20

**\*P10. Survey Type:** (Describe) Intensive

**\*P11. Report Citation:** ICF. 2021. San Rafael Transit Center Replacement Project Draft Environmental Impact Report. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

**\*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**

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

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

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\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 638 4th Street

- B1. Historic Name: Tamalpais Drive-in Liquor & Delicatessen  
B2. Common Name: 638 4th Street  
B3. Original Use: Liquor and delicatessen store      B4. Present Use: Bagel shop; loan business  
\*B5. Architectural Style: Mid-Century Commercial  
\*B6. Construction History: (Construction date, alteration, and date of alterations)

The City of San Rafael's online permit portal did not include the original building permit (City of San Rafael Community Development 2020). However, multiple newspaper advertisements note the building was constructed in 1956 (*San Rafael Daily Independent Journal* 1956a:6; *San Rafael Daily Independent Journal* 1956b:6). The building at 638 4th Street was built using the tilt-up concrete construction method and originally contained a neon sign reading "Tamalpais Liquor Delicatessen" near the roofline of the south façade (*San Rafael Daily Independent Journal* 1955:1; *San Rafael Daily Independent Journal* 1956: 6) (**Figure 2**). Online permits reveal the following building alterations occurred over time: interior remodel (1986); dry-rot repair to eaves (1998); reroofing due to fire damage (2001); addition of a single-faced illuminated 3 foot by 10 foot sign (2003); and reroofing (2004).

(See continuation sheet.)

\*B7. Moved?  No  Yes  Unknown      Date: N/A      Original Location: N/A

\*B8. Related Features: paved parking lot

B9a. Architect: William P. Beck

b. Builder: Herrero Brothers Inc. (General Contractors)

\*B10. Significance: Theme N/A      Area N/A  
Period of Significance N/A      Property Type N/A      Applicable Criteria N/A

Historic Context: San Rafael

Surveyors first laid out the San Rafael town site in 1850; it became the county seat soon after and has remained so since that time. San Rafael grew quickly as it benefited from a flourishing cattle trade and its connectivity to San Francisco and other urban centers via steamboat (Levy 1976:16B). Growth patterns were further accelerated by the completion of the San Rafael & San Quentin Railroad in 1870. This railroad increased access to and from San Francisco and popularized Marin County as a retreat for San Francisco families (GANDA 2004:11). The rail line was 3.5 miles in length and traversed marshy conditions between San Rafael and Corte Madera Creeks in order to bring passengers to the ferry landing in present-day San Quentin. The line's tracks roughly followed what is now Anderson Drive (Marin History Museum 2020).

(See continuation sheet.)

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

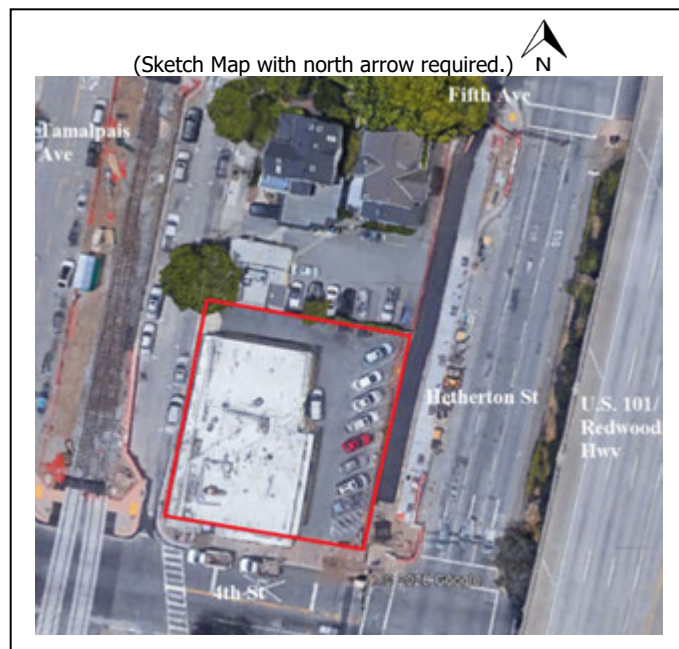
\*B12. References: (See continuation sheet.)

B13. Remarks: n/a

\*B14. Evaluator: Andrea Dumovich, ICF

\*Date of Evaluation: 1/15/2021

(This space reserved for official comments.)



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\*Resource Name or #(Assigned by recorder) 638 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

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

There are four main commercial entrances to the building, two of which are located on each primary façade. Each main entrance is composed of fully glazed, aluminum-frame double pedestrian doors with a single hopper transom recessed within a brick surround. Large, aluminum framed storefront windows are located on the south and west facades, adjacent to the building's four main entrances. One storefront window at the building's southwest corner, on the west façade, contains a smaller metal-framed slider window within it (**Figure 3**). The storefronts are framed by brick cladding at the bulkhead, extending into brick pillars that frame the entrances. The recessed entrances on the south façade also feature applied cedar shingles (**Figure 4**).

The east façade has minimal fenestration consisting of a partially infilled slider window behind metal security bars; a fixed, three-over-three metal-frame window with frosted glazing; two smaller slider windows with frosted glazing; and three pedestrian doors (**Figure 5**). A shallow canopy partially extends along the east façade. The rear (north) façade lacks fenestration or ornamentation.

Rectangular-shaped commercial signage is fixed to the south, west and east facades. Two blade signs are located below the eaves of the south façade advertising the associated businesses.

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

Visual inspection reveals the following alterations which occurred at unknown dates: the metal frame windows on the primary and west facades have been altered from large display windows to windows with metal muntin dividers (**Figure 2**); a metal-framed slider window was added at the building's southwest corner; the drive-in window on the building's east façade appears partially filled-in and metal security bars were added over it; the pedestrian door on the east façade appears to be a later addition; the original neon sign reading "Tamalpais Liquor Delicatessen" is no longer extant; and contemporary signage was added to the primary and east facades. Since its construction, the building footprint appears to have remained unchanged.

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

A separate regional line called the North Pacific Coast Railroad was founded in 1874 and became the North Shore Railroad in 1902. The North Shore Railroad operated across Marin and Sonoma counties, transporting both goods and passengers between Sausalito and Cazadero. In 1884, the Santa Fe and North Pacific Railroad built the shed-style San Rafael Union Station west of Tamalpais Ave at the east end of the city's downtown commercial district (DeGeorgey 2010). Multiple branches served San Rafael, with the tracks aligning along Tamalpais Ave. In 1884, residences simultaneously developed adjacent to San Rafael's rail depot building and continued to fill nearby lots through the 1890s and early 1900s (ProQuest Digital Sanborn Maps 1894:13; ProQuest Digital Sanborn Maps 1907:17).

Under a larger consolidation effort undertaken by the Southern Pacific Railroad and Santa Fe Railway, the North Shore Railroad merged with the San Rafael & San Quentin Railroad in 1907 and became the Northwestern Pacific Railroad (NWP), a regional rail line that served the north coast of California (PacificNG 2015). NWP facilitated the transport of redwood timber from northern California to markets in San Francisco and came to be known as the Redwood Empire Route (GANDA 2011; AECOM 2014). The Southern Pacific Railroad acquired the NWP line in full in 1929, the same year that Sir Francis Drake Boulevard was extended west to Point Reyes Station. Southern Pacific built several depots along the route and also replaced the San Rafael Union Station in 1929 with an updated Mission Revival-style depot building that included expanded indoor waiting areas and a café (ICF International 2013).

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That same year, the portion of U.S. Route 101 in San Rafael was elevated via a two-lane viaduct to accommodate the increase in automobile traffic along the highway (Caltrans 1999). World War II brought an increased military presence to southern Marin County: shipyard jobs and the establishment of the United States Army Hamilton Field north of San Rafael resulted in an economic boon to the area (Levy 1976: 16B). Following the end of World War II, many of the local war-time workers decided to stay in the Bay Area and settled in Marin County. Sanborn

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\*Resource Name or #(Assigned by recorder) 638 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

maps reveal that residential construction increased within a few blocks of the San Rafael depot between the 1920s-1950s (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19).

Traffic through San Rafael continued to increase in tandem with the local postwar population boom and associated residential development in the 1950s. The Richmond-San Rafael bridge opened in 1956, which increased congestion in the city. The original raised viaduct was converted to northbound-only lanes, and a parallel southbound viaduct was built in 1964, encroaching upon the air space near Tamalpais Avenue in San Rafael. The southbound viaduct was widened further in 1971 (Caltrans 1999).

The City's existing downtown commercial and railroad corridors, both located just off the highway, made it an opportune location for the establishment of service stations and other automobile related businesses in the 20th century. A Sanborn fire insurance map from 1924 shows two gasoline stations within the area surrounding the original San Rafael Union Station building on Tamalpais Avenue. After commuter rail service was discontinued, Greyhound Lines constructed a bus station adjacent to the current depot building that provided connectivity between San Francisco and NWP's northern California lines that terminated at San Rafael at that time (Baseline Environmental Consulting 2020). The 1950 Sanborn fire insurance map illustrates a transit hub adjacent to the highway centered around the Greyhound bus station, with eight additional gas stations having been established as well as several car washes and auto sales lots in the area (Baseline Environmental Consulting 2020; ProQuest Digital Sanborn Maps 1950:19).

Residential and commercial development picked up in downtown San Rafael after 1970 (Baseline Environmental Consulting 2020). The San Rafael depot closed in 1974, when local freight service was discontinued, and NWP halted rail service south of San Rafael altogether in 1981 when the railroad tunnel between San Rafael and Larkspur closed (AECOM 2014). Residents today depend on a combination of bus lines, personal vehicles, and ferry transit to commute to San Francisco. However, some sections of the NWP line remain in use in Marin County. In 2017, renewed interest in passage service led the Sonoma-Marin Area Rail Transit (SMART) agency to begin its operations in San Rafael (City of San Rafael 2020).

#### Site History

From approximately 1926-1956, the subject property contained the Tamalpais Restaurant and Grocery building, which was owned by Ambrose Ghiringhelli for the duration of those three decades. Tamalpais Restaurant and Grocery was demolished in 1956 to make way for the subject building at 638 4th Street, of which Ghiringhelli maintained ownership (*San Rafael Daily Independent Journal* 1956a:6; *San Rafael Daily Independent Journal* 1956b:6).

Train tracks to the west of the subject parcel (approximately 35 feet away) have been in place since the late 1800s and a 1941 USGS map indicates that the Northwestern Pacific train ran to the west of the subject parcel by this time (USGS 1941). That same year the elevated U.S. Route 101 (Redwood Highway) was constructed through San Rafael, 0.02 miles east of the subject property (Caltrans 1999).

According to a newspaper article, the present building at 638 4th Street was constructed in 1956 to house the "Tamalpais Drive-in Liquor and Delicatessen," advertised as "Marin's first true drive-in with the hand-out window," (*San Rafael Daily Independent Journal* 1956a:6). The hand-out window was built as the rectangular slider window on the building's east façade where cars could originally pull alongside (similar to a fast-food window) to pick up purchases without parking their cars (**Figure 6**). The advertisement lists multiple people and companies affiliated with the building's original construction, including designer W.P. Beck (or William P. Beck) of San Rafael; general contractors Herrero Brothers Inc.; masonry contractor Pedrolí & Watson; window glazing by San Rafael Glass Works, Inc., and neon signage by Marin Neon Co., among other contributors (*San Rafael Daily Independent Journal* 1956a:6). Based on the little information uncovered regarding Beck's architectural career, he appeared to work in Marin County on small-scale projects. In 1953, Beck designed a residence in San Anselmo and the following year he worked on the McPhail Fuel Co. store in San Rafael (*San Rafael Daily Independent Journal* 1953:18; *San Rafael Daily Independent Journal* 1954: 6). The Herrero Brothers Inc. contractors worked on numerous projects throughout the San Francisco Bay Area beginning in the mid-1950s. Today the company appears to be known as "Herrero Builders" (Herrero Builders 2019). No relevant information was uncovered regarding Pedrolí & Watson, San Rafael Glass Works, Inc, or Marin Neon Co.

Since construction in 1956, 638 4th Street has remained under Ghiringhelli family ownership. Permits reveal the following owners associated with the property: Al Ghiringhelli (1998-2001); Ghiringhelli Properties (2003); and Ken Ghiringhelli (2004). Kenneth A and Aura M Ghiringhelli Revo Trust currently owns the property (ParcelQuest 2020). No pertinent information was uncovered regarding the Ghiringhelli family. Based on permits and historic newspaper research, the following tenants are associated with the property: Les Oliver Paint Co. (1965); Don Timmer, realtor (1968-1977); Jim Short (1986); Charles Lombardi (1993); Vincent and Murphy Inc (2004); Nou Shin Murphy (2005) (City of San Rafael Community Development 2020) (*San Rafael Daily Independent Journal* 1965: 14; *San Rafael Daily Independent Journal* 1968: 33; *San Rafael Daily Independent Journal* 1977: 24). No pertinent information was uncovered regarding the subject building's tenants. Today the building's tenants include contains a bagel shop, loan company, and massage parlor.

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\*Resource Name or #(Assigned by recorder) 638 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

Evaluation of 638 4th Street

The subject property is not currently listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor was it previously evaluated and found eligible. The following discussion provides an evaluation of the subject property under NRHP Criteria A-D and CRHR Criteria 1–4 for individual eligibility.

CRITERIA A/1 (Events):

638 4th Street is not associated with any event(s) of historical significance. The subject building was constructed in 1956 in the post-World War II era in response to population growth and increased use of automobiles in San Rafael, which reflected wide-spread local and national trends in the 1950s. In San Rafael, traffic increased in the 1940s-1950s due to the construction of the raised U.S. Route 101 in 1941 and the opening of the Richmond-San Rafael bridge in 1956. The property was constructed to serve automobile needs for travelers using 4th Street, a local thoroughfare in San Rafael. In order to be eligible under NRHP/CRHR Criteria A/1, a building would need to be directly associated with an important historic context. Research uncovered that the subject property was the first building in San Rafael to offer a drive-in window service for its liquor and deli business. However, drive-in windows were a prevalent innovation in the post-World War II era, conceived of in response to the growing use and cultural surrounding automobiles. Additionally, research conducted on the building's occupants did not reveal that the commercial businesses located in the building fostered early or remarkable business growth or innovation for any of its tenants or for San Rafael at large, including original tenant Tamalpais Liquor and Delicatessen. Research did not yield evidence that the building is associated with more specific events or patterns of events that have historical significance. Therefore, the subject building at 638 4th Street is not significant under NRHP/CRHR Criteria A/1.

CRITERIA B/2 (Person):

For approximately 64 years, between circa 1956-2020, the Ghiringhelli family maintained ownership of the subject building. Other than serving as a long-standing family business in San Rafael, no other pertinent information was uncovered regarding the Ghiringhelli family's ownership of the property or Ambrose Ghiringhelli who first owned the building. Additionally, historic newspapers and online research did not identify any relevant information pertaining to the building's known tenants. Therefore, 638 4th Street is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (Design/Construction):

638 4th Street is not significant under NRHP/CRHR Criteria C/3 and the commercial building lacks distinctive architectural character. The subject building was built in 1956 by architect William Beck. Little information was uncovered regarding Beck's career, however, the subject building does not appear to be the work of a master design professional or builder due to its lack of architectural detail and simple form. While the subject building exhibits some characteristics of the Mid-Century Modern style through its use of minimal ornamentation, flat roof, large storefront windows, and wide overhanging canopies, these characteristics do not fully express the style such that the building would be considered significant under NRHP/CRHR C/3. The commercial building does not embody a noteworthy type, period, region, or method of construction. As a result, the subject property is not significant under NRHP/CRHR Criterion C/3.

CRITERIA D/4 (Information Potential):

The subject property at 638 4th Street 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 NRHP/CRHR Criteria D/4.

Conclusion

Based on an evaluation of the building under NRHP/CRHR Criteria A/1-D/4, 638 4th Street 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.

\*B12. References (continued):

AECOM. 2014. Northwestern Pacific Railroad Segment, P-21-002618. Department of Parks and Recreation form, DPR 523L. February.

Baseline Environmental Consulting. 2020. *Phase I Environmental Site Assessment: San Rafael Transit Center Project*, San Rafael, California. Prepared for Kimley-Horn and Associates, Inc., Oakland, California. May.

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\*Resource Name or #(Assigned by recorder) 638 4th Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

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PacificNG. 2015. *North Pacific Coast Railroad*. Available: <http://www.pacificng.com/template.php?page=roads/ca/npc/index.htm>. Accessed: August 30, 2020.

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———. 1924. Insurance Maps of San Rafael, Marin County, California. New York: Sanborn Map Company. Sheet 19. Accessed via ProQuest.

———. 1950. Insurance Maps of San Rafael, Marin County, California. New York: Sanborn Map Company. Sheet 19. Accessed via ProQuest.

*San Rafael Daily Independent Journal*. 1953. "Woodson Realty Company Develops Custom-Built Home." October 10.

———. 1954. "New McPhail Store Front." April 14.

———. 1955. "Inn to Have New Building." August 26.

———. 1956a. "You Are Invited to the Grand Opening Saturday." November 16.

———. 1956b. "Old San Rafael Building to Make Way for New." March 15.

———. 1965. "Les Oliver Paint Co." May 3.

———. 1968. "4 Bedrooms! Move Right In!" November 1.

———. 1977. "A Gem." March 29.

United States Geological Survey (USGS). 1941. Tamalpais, California. 15' Series (1:62,500) Topographic Quadrangle Map. Culture Surveyed 1929-1931, and 1938.

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\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

\*Resource Name or #(Assigned by recorder) 638 4th Street

Continuation  Update

Additional Figures:



Figure 2. Newspaper ad for the grand opening of the Tamalpias Drive-In Liquor and Delicatessen, facing north. Source: *San Rafael Daily Independent Journal* 1956: 6.



Figure 3. View of primary (west) façade, showing slider window, facing east. Source: ICF 8/11/2020.



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\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

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Continuation  Update



Figure 4. View of primary (south) façade, showing brick cladding and cedar shingle siding, facing northeast. Source: ICF 8/11/2020.



Figure 5. View of east façade, facing northwest. Source: ICF 8/11/2020.

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\*Recorded by Andrea Dumovich, ICF

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Figure 6.

Newspaper ad for Tamalpais Drive-In Liquor and Delicatessen. Source: *San Rafael Daily Independent Journal* 1957: 14.

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) 915-917 Irwin Street

P1. Other Identifier: Heritage Dryclean

\*P2. Location:  Not for Publication  Unrestricted \*a. County Marin

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

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

c. Address: 915-917 Irwin Street City San Rafael Zip 94901

d. UTM: (give more than one for large and/or linear resources) Zone 10S; 542059.99 m E / 4202810.85 m N

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 014-122-04; 014-122-05; 014-122-12

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

The subject parcel is composed of a rectangular, paved lot with paved parking to the north. The property is located at the intersection of Irwin and 4<sup>th</sup> streets, between 4<sup>th</sup> Street to the north and 3<sup>rd</sup> Street to the south.

915-917 Irwin Street contains a one-story Mid-century style commercial building in San Rafael, California that currently houses a drycleaner tenant (**Figure 1**). The building contains a rectangular-plan and sits on an at-grade foundation. The building is primarily clad in stucco-covered bricks and contains a flat roof that features a large, terra cotta tile-clad fascia that resembles a mansard roof. The building's primary facade faces east and contains much of the building's fenestration (**Figure 2**). Although the building does not strongly embody a single architectural style, it reflects some elements of the Late Modern style, including its flat roof, storefront windows, and minimal ornamentation. A stand-alone canopy structure is located perpendicular to the building to the east, set within the surrounding parking lot.

(See continuation sheet)

\*P3b. Resource Attributes: (List attributes and codes) HP6 (1-3 story commercial building); HP39 Other

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

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



P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (east) and north façades looking southwest, 8/11/2020

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

Circa 1970, historic aerials (Source: NETR 2020b; NETR 2020c).

\*P7. Owner and Address:

Murray Trust 2002 Craig K Murray/ STR  
1120 NYE Street, Suite 320  
San Rafael, CA 94901

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

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

\*P9. Date Recorded: 8/17/20

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: ICF. 2021. San Rafael Transit Center Replacement Project Draft Environmental Impact Report. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

\*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

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\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 915-917 Irwin Street

B1. Historic Name: 923 Irwin Street; Dryclean U.S.A.

B2. Common Name: 915-917 Irwin Street

B3. Original Use: Automobile Service Station

B4. Present Use: Drycleaners

\*B5. Architectural Style: Mid-century Commercial

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

The City of San Rafael's online permit portal did not include the original building permit (City of San Rafael Community Development 2020). However, historic aerials from 1968-1982 confirm the property was constructed sometime during those years, likely in circa 1970 due to the building's tiled mansard roof, stylistic detail, and form (NETR 2020b; NETR 2020c). Historic aerials from 1982 show there was a third building or structure (likely a canopy) located on the property at that time; however, in 1987 it was demolished as indicated by aerials and a demolition permit for a canopy (NETR 2020c; NETR 2020d; City of San Rafael Community Development 2020). Relevant online permits reveal the following building alterations occurred over time: enlargement of two windows (1984); canopy demolition (1987); tenant improvements (1987); and a sign permit (1988) (City of San Rafael Community Development 2020).

Visual inspection reveals the following alterations which occurred at unknown dates: removal of gas pumps under canopy; replacement of the windows at the building's northeast corner; alteration of siding within the first two bays of the primary façade; addition of "Dryclean" signage to the primary and north building facades; partial removal of property signage at the property's northeast corner. Since its construction circa 1970, the extant building and canopy footprints appear to have remained unchanged.

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

Original Location: N/A

\*B8. Related Features: paved parking lot

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme N/A

Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

Historic Context: San Rafael

Surveyors first laid out the San Rafael town site in 1850; it became the county seat soon after and has remained so since that time. San Rafael grew quickly as it benefited from a flourishing cattle trade and its connectivity to San Francisco and other urban centers via steamboat (Levy 1976:16B). Growth patterns were further accelerated by the completion of the San Rafael & San Quentin Railroad in 1870. This railroad increased access to and from San Francisco and popularized Marin County as a retreat for San Francisco families (GANDA 2004:11). The rail line was 3.5 miles in length and traversed marshy conditions between San Rafael and Corte Madera Creeks in order to bring passengers to the ferry landing in present-day San Quentin. The line's tracks roughly followed what is now Anderson Drive (Marin History Museum 2020).

(See continuation sheet.)

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

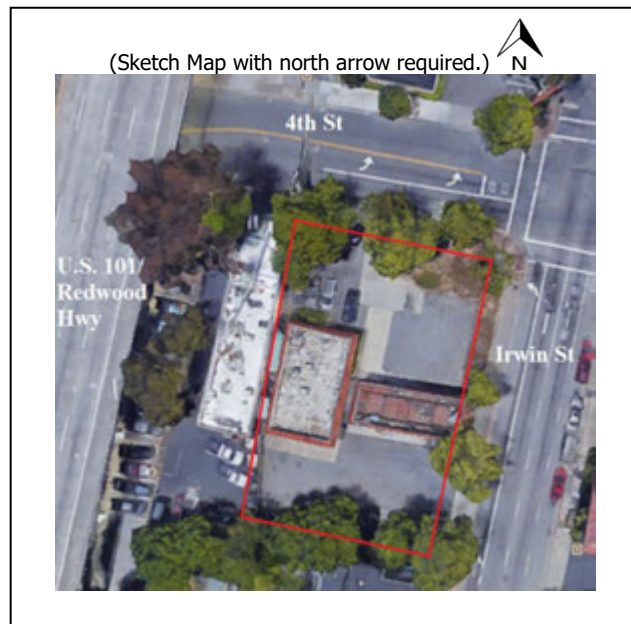
\*B12. References: (See continuation sheet.)

B13. Remarks: n/a

\*B14. Evaluator: Andrea Dumovich, ICF

\*Date of Evaluation: 1/15/2021

(This space reserved for official comments.)



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\*Resource Name or #(Assigned by recorder) 915-917 Irwin Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

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

The primary (east) façade contains four bays. Moving from left to right, the first two architectural bays contain aluminum frame windows; the third bay contains the building's main entrance; and the fourth bay is composed of a large, fixed aluminum-frame storefront window. The main entrance is composed of a single, partially glazed, aluminum-frame pedestrian door below a fixed, aluminum-frame transom.

The north façade has two architectural bays. The first bay contains a fixed aluminum-frame storefront window and the second bay is a blank brick wall. The south façade has two glazed, aluminum frame vehicular doors (**Figure 3**). The west façade abuts an adjacent building and is not visible from the public right of way.

Commercial signage stating "DRYCLEAN" is fixed to the primary (east) and north façades, as well as a sign stating "Heritage" located on the primary façade. A low planter made of stucco-covered bricks and filled with small shrubs wraps around the building at the northeast corner. An additional planter is located near the building's northwest corner.

The canopy structure has a rectangular footprint and is oriented perpendicular to the subject building. It is composed of four support pillars which are clad in stucco-covered bricks. The roof matches that of the main building, with a large, terra cotta tile-clad fascia that resembles a mansard roof. Some terra cotta tiling appears to be damaged or removed at the roof's southwest corner.

A low wall composed of stucco-covered bricks about one foot in height also line parts of the property's east boundary adjacent to the sidewalk. The property's northeast corner contains two stucco-covered brick pillars that appear to be remnants of past signage. A few mature trees and shrubs line the property along its east and northeast boundaries.

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

A separate regional line called the North Pacific Coast Railroad was founded in 1874 and became the North Shore Railroad in 1902. The North Shore Railroad operated across Marin and Sonoma counties, transporting both goods and passengers between Sausalito and Cazadero. In 1884, the Santa Fe and North Pacific Railroad built the shed-style San Rafael Union Station west of Tamalpais Ave at the east end of the city's downtown commercial district (DeGeorgey 2010). Multiple branches served San Rafael, with the tracks aligning along Tamalpais Ave. In 1884, residences simultaneously developed adjacent to San Rafael's rail depot building and continued to fill nearby lots through the 1890s and early 1900s (ProQuest Digital Sanborn Maps 1894:13; ProQuest Digital Sanborn Maps 1907:17).

Under a larger consolidation effort undertaken by the Southern Pacific Railroad and Santa Fe Railway, the North Shore Railroad merged with the San Rafael & San Quentin Railroad in 1907 and became the Northwestern Pacific Railroad (NWP), a regional rail line that served the north coast of California (PacificNG 2015). NWP facilitated the transport of redwood timber from northern California to markets in San Francisco and came to be known as the Redwood Empire Route (GANDA 2011; AECOM 2014). The Southern Pacific Railroad acquired the NWP line in full in 1929, the same year that Sir Francis Drake Boulevard was extended west to Point Reyes Station. Southern Pacific built several depots along the route and also replaced the San Rafael Union Station in 1929 with an updated Mission Revival-style depot building that included expanded indoor waiting areas and a café (ICF International 2013).

The federal government authorized funding in 1925 to establish U.S. Route 101. The federal highway generally followed existing state and local routes between San Diego, California and Seattle, Washington; its route passed through Marin County. Construction of the portion of U.S. Route 101 in Marin County was completed in 1931 with the construction of a bridge over Richardson Bay near Mill Valley. Immediately east of downtown San Rafael, U.S. Route 101 followed a route between Tamalpais Avenue and Irwin Street. Construction of the highway required the demolition of residences and commercial properties in its path, including part of the early 1900s lumber yards (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19). At the same time, the Great Depression led to a significant decline in passenger use on the NWP and an almost complete halt in freight transportation (AECOM 2014). This, in combination with the rise in personal automobile ownership and the expanding highway system across the region, led to the decommissioning of several branch lines in Marin and Sonoma counties. By the mid-1930s, the automobile had replaced rail as the preferred mode of travel and the NWP had abandoned over 138 miles of track (AECOM 2014). The construction of the Golden Gate Bridge in 1937 connected Marin to San Francisco via U.S. Route 101 and solidified the transition in regional transportation from combined rail/ferry to automobiles. Commuter rail service in Marin County was discontinued altogether in 1941 (Landecker 2016).

That same year, the portion of U.S. Route 101 in San Rafael was elevated via a two-lane viaduct to accommodate the increase in automobile traffic along the highway (Caltrans 1999). World War II brought an increased military presence to southern Marin County: shipyard jobs and the establishment of the United States Army Hamilton Field north of San Rafael resulted in an economic boon to the area (Levy 1976: 16B). Following the end of World War II, many of the local war-time workers decided to stay in the Bay Area and settled in Marin County. Sanborn maps reveal that residential construction increased within a few blocks of the San Rafael depot between the 1920s-1950s (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19).

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\*Resource Name or #(Assigned by recorder) 915-917 Irwin Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

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Traffic through San Rafael continued to increase in tandem with the local postwar population boom and associated residential development in the 1950s. The Richmond-San Rafael bridge opened in 1956, which increased congestion in the city. The original raised viaduct was converted to northbound-only lanes, and a parallel southbound viaduct was built in 1964, encroaching upon the air space near Tamalpais Avenue in San Rafael. The southbound viaduct was widened further in 1971 (Caltrans 1999).

The City's existing downtown commercial and railroad corridors, both located just off the highway, made it an opportune location for the establishment of service stations and other automobile related businesses in the 20th century. A Sanborn fire insurance map from 1924 shows two gasoline stations within the area surrounding the original San Rafael Union Station building on Tamalpais Avenue. After commuter rail service was discontinued, Greyhound Lines constructed a bus station adjacent to the current depot building that provided connectivity between San Francisco and NWP's northern California lines that terminated at San Rafael at that time (Baseline Environmental Consulting 2020). The 1950 Sanborn fire insurance map illustrates a transit hub adjacent to the highway centered around the Greyhound bus station, with eight additional gas stations having been established as well as several car washes and auto sales lots in the area (Baseline Environmental Consulting 2020; ProQuest Digital Sanborn Maps 1950:19).

Residential and commercial development picked up in downtown San Rafael after 1970 (Baseline Environmental Consulting 2020). The San Rafael depot closed in 1974, when local freight service was discontinued, and NWP halted rail service south of San Rafael altogether in 1981 when the railroad tunnel between San Rafael and Larkspur closed (AECOM 2014). Residents today depend on a combination of bus lines, personal vehicles, and ferry transit to commute to San Francisco. However, some sections of the NWP line remain in use in Marin County. In 2017, renewed interest in passage service led the Sonoma-Marin Area Rail Transit (SMART) agency to begin its operations in San Rafael (City of San Rafael 2020).

#### Site History

Prior to the construction of the subject building and canopy, a 1950 Sanborn map shows the subject property's location spanned three lots which contained two, two-story residential buildings and an automobile service property composed of a one "greasing" building, an outhouse, and a rectangular footprint that was possibly a canopy structure. The map also shows a row of two story residential buildings along the west side of Irwin Street, and two other automobile service stations/gas stations at the intersection of 4<sup>th</sup> and Irwin streets. Additionally, U.S. Highway 101 is to the property's west and the Northwestern Pacific train tracks are located along Tamalpais Avenue, approximately 430 feet to the west (ProQuest Digital Sanborn Maps 1950: 19). Newspaper research identified Texaco gas station occupied the subject property in 1950 (*San Rafael Daily Independent Journal* 1950:20; *San Rafael Daily Independent Journal* 1971: 3). By circa 1952, the property's footprint changed with the removal of the earlier automobile-related property in place of what appears to be another automobile-related property consisting of two rectangular footprints (NETR 2020a). The two residential buildings remained in 1952.

Based on historic aerials and visual inspection, the subject property's current building and canopy were likely constructed circa 1970 (**Figure 4**) (NETR 2020b; NETR 2020c). The 1982 aerial confirms the removal of the two residential buildings and previous service station building and canopy in place of the subject building and two canopy structures. The subject property continued in use as a gas station, likely for Texaco, when it was first constructed (*San Rafael Daily Independent Journal* 1971: 3). Newspaper and online research revealed no information regarding the original architect. Permits reveal that in circa 1987, the subject property was converted from a gas station to drycleaners (City of San Rafael Community Development 2020).

Paula Tuttle owned the property in 1984 and is the only owner identified through permit research (City of San Rafael Community Development 2020; ParcelQuest 2020). The current building owner is Murray Trust 2002 Craig K Murray/ STR (ParcelQuest 2020). No pertinent information was uncovered regarding the subject building's current or past owners. Based on permits and historic newspaper research, the following tenants and businesses were identified with the property: Texaco (circa 1970); Drycleaners U.S.A (1987-1988); and Heritage Dryclean (unknown-present) (City of San Rafael Community Development 2020). No pertinent information was uncovered regarding the subject building's tenants.

#### Evaluation of 915-917 Irwin Street

The subject property is not currently listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor was it previously evaluated and found eligible. The following discussion provides an evaluation of the subject property under NRHP Criteria A-D and CRHR Criteria 1-4 for individual eligibility.

#### CRITERIA A/1 (Events):

915-917 Irwin Street is not associated with any event(s) of historical significance. The subject building was constructed as a gas station circa 1970, in the post-World War II era, in response to population growth and increased use of automobiles in San Rafael, which reflected wide-spread local and national trends in the post-WWII era. In San Rafael, gas stations and automobile-related properties were developed starting in the early twentieth century and were situated near the original San Rafael Union Station building on Tamalpais Avenue. In the post-World War II era, the city's transit hub was mostly concentrated in the area adjacent to the elevated U.S. Route 101, and it included at

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\*Resource Name or #(Assigned by recorder) 915-917 Irwin Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

least eight gas stations by 1950. The subject property was constructed to serve automobile needs that continued through the post-World War II era in San Rafael. Research did not yield evidence that the building is associated with more specific events or patterns of events that have historical significance. Additionally, research conducted on the building's occupants did not reveal that the businesses located in the subject building fostered early or remarkable business growth or innovation for any of its tenants or for San Rafael at large, including its likely original tenant, Texaco. Therefore, the subject property at 915-917 Irwin Street is not significant under NRHP/CRHR Criteria A/1.

CRITERIA B/2 (Person):

Although the original tenant has not been confirmed, the commercial property at 915-917 Irwin Street likely served as a Texaco gas station when it was first built circa 1970. It is unknown how long Texaco may have occupied the property. However, in circa 1987 the subject property converted from a gas station to drycleaner commercial use. Other known tenants include Drycleaners U.S.A, which is known to have occupied the building between at least 1987-1988, and the current tenant, Heritage Dryclean, whose occupancy dates are unknown. Additionally, Paula Tuttle and Murray Trust 2002 Craig K Murray/ STR are the only building owners identified through research. No pertinent information was uncovered regarding any of these known tenants and owners, including historic newspapers and online research ]. Therefore, 915-917 Irwin Street is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (Design/Construction):

915-917 Irwin Street is not significant under NRHP/CRHR Criteria C/3 and the commercial building and canopy lack distinctive architectural character. The subject property was built circa 1970 as a gas station. Although the original architect is unknown, the subject building and canopy do not appear to be the work of a master design professional or builder due to its lack of architectural detail and simple form. While the subject building exhibits some characteristics of the Late Modern style through its use of flat roof, storefront windows, and minimal ornamentation, these characteristics do not fully express the style such that the building would be considered significant under NRHP/CRHR C/3. The commercial building and canopy do not embody a noteworthy type, period, region, or method of construction. As a result, the subject property is not significant under NRHP/CRHR Criterion C/3.

CRITERIA D/4 (Information Potential):

The subject property at 915-917 Irwin Street 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 NRHP/CRHR Criteria D/4.

#### Conclusion

Based on an evaluation of the building under NRHP/CRHR Criteria A/1-D/4, 915-917 Irwin Street 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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\*Resource Name or #(Assigned by recorder) 915-917 Irwin Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

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Additional Figures:



Figure 2. View of primary (east) façade and canopy, facing west. Source: ICF 8/11/2020.



Figure 3. View of primary (east) and south façades, facing northwest. Source: ICF 8/11/2020.

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Continuation  Update



Figure 4. 1982 historic aerial showing the subject property outlined in red. Source: NETR 2020c, edited by ICF.

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

Primary # P-21-001014

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

Trinomial \_\_\_\_\_

NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_

Reviewer \_\_\_\_\_

Date \_\_\_\_\_

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\*Resource Name or # (Assigned by recorder) 927 Tamalpais Avenue

**P1. Other Identifier:** Trevor's Pub, The Barrel House

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

\*a. County Marin

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

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

c. Address: 927 Tamalpais Avenue City San Rafael Zip 94901-3324

d. UTM: (give more than one for large and/or linear resources) Zone 10S 541875.99 m E / 4202824.45 m N

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 011-275-04

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

927 Tamalpais Avenue is a one-story Spanish Revival-style commercial building with a two-story rear addition containing one residential unit (**Figure 1**). The building currently houses a tavern. The 1,958 square-foot rectangular-plan building is formed of two building volumes (the one-story commercial building and a two-story residential addition) that occupy the majority of a rectangular-shaped, 2,178-square-foot parcel. The building sits on an at-grade foundation and has flat roof with parapet at the primary (east) façade. The Marin County Assessor's Office records a 1927 construction date for the building (ParcelQuest 2020). The building faces east toward Tamalpais Avenue and is flanked on the north and south by surface parking lots and on the west by other commercial and residential buildings.

The surrounding area is developed with residential, retail, and transit uses. The property is located on Tamalpais Avenue, a commercial thoroughfare, between 3rd and 4th Streets, and across from the Whistlestop, which historically served as the Northwestern Pacific Railroad depot.

(See continuation sheet)

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

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

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



P5b. Description of Photo: (View, date, accession #) Figure 1: South and west (primary) façade looking northwest, 8/11/2020

\***P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both

1927 (ParcelQuest 2020).

\***P7. Owner and Address:**

Trevor Riches  
PO Box 70  
Sheridan, OR 97378

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

Patrick Maley, ICF  
201 Mission Street, Suite 1500  
San Francisco, CA 94105

\***P9. Date Recorded:** 10/15/20

\***P10. Survey Type:** (Describe) Intensive

\***P11. Report Citation:** ICF. 2021. San Rafael Transit Center Replacement Project Draft Environmental Impact Report. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

\***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**

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\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 927 Tamalpais Avenue

- B1. Historic Name: The Barrel House  
B2. Common Name: 927 Tamalpais Avenue  
B3. Original Use: Taxi Stand Office; Diner      B4. Present Use: Tavern  
\*B5. Architectural Style: Spanish Revival

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

The City of San Rafael's online permit portal did not contain the original building permit from 1927 (City of San Rafael Community Development 2020). Online permits and plan, as well as newspaper articles, reveal the following building alterations occurred over time: a 1955 newspaper article reports that the Sabraw Brothers general contractors rebuilt and modernized the building that year (*Daily Independent Journal* 1955a); a dining area was added to the lower floor (1955); the restroom was relocated (1976); the domed awning on the main façade was added, requiring the removal of a neon sign (1988); seismic retrofitting work was completed, included parapet braces and roof anchors (1994); alterations were made for disabled access (1994); sheetrock on ceiling was replaced, guardrail was repaired (2003); and the building was reroofed (2006).

(See continuation sheet.)

\*B7. Moved?  No  Yes  Unknown      Date: N/A      Original Location: N/A

\*B8. Related Features: Rear backyard

B9a. Architect: Unknown

b. Builder: Unknown; Sabraw Brothers (1955 remodel)

\*B10. Significance: Theme N/A      Area N/A  
Period of Significance N/A      Property Type N/A      Applicable Criteria N/A

Past Evaluations

Charles Hall Page & Associates recorded the building in 1976 as part of the San Rafael Historical/Architectural Survey. Investigators assigned the following ratings under four categories: "good" architectural significance; "contributing" environmental significance; "none or little" alteration of its original design; and "minor" historical/cultural significance. The building received an overall rating of "Good" in the 1976 evaluation (Charles Hall Page & Associates 1976). In 1978, Niki Simons of the City of San Rafael completed a California Department of Parks and Recreation Historic Resources Inventory (HRI) form for the depot building, which included a brief architectural description and stated the building "to be good architecturally and a contribution to the environment." The 1978 evaluation noted the building's primary significance theme as "Architecture." The City submitted the 1978 HRI form to the State of California Office of Historic Preservation (OHP), which assigned it primary number P-21-001014 (City of San Rafael 1978).

(See continuation sheet.)

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

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

B13. Remarks: n/a

\*B14. Evaluator: Patrick Maley, ICF

\*Date of Evaluation: 1/15/2021

(This space reserved for official comments.)



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\*Resource Name or #(Assigned by recorder) 927 Tamalpais Avenue

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

The east (primary) façade is clad in brick at the one-story front volume, with a central parapet flanked by lower, sloped pent roofs. The east façade contains two large single-lite fixed, aluminum-sash windows in wood frames on opposite sides of a recessed arched entryway with metal commercial double doors sheltered by a black commercial awning reading "TREVOR'S PUB" illustrated with the red Welsh dragon emblem (**Figure 3**). Above each of the windows is a small decorative tile set into the surrounding brick, featuring a ship relief. A brick water table, formed by extending brick headers, reaches to the bottom of the windows. The pent roofs sloping towards Tamalpais Avenue feature non-original, S-shaped clay tiles. There is decorative brickwork below the roofline at the central parapet, which historically featured Spanish-style clay barrel tiles. The roofing tiles at the parapet are no longer extant.

The west façade of the two-story residential addition is clad in vertical wood board siding and contains a flush wood door providing roof access, a three-lite metal slider window, and two mounted TV satellite dish antennas (**Figure 4**). The north and south façades are clad in brick at the front volume, with the residential addition constructed of cinder block. The north and south façades contain no fenestration. The west (rear) façade is blocked from view by another commercial building.

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

Visual inspection reveals the following alterations that occurred at unknown dates unless indicated: the two-story rear apartment appears to be a later addition, though it appears on the earliest available historic aerial photograph (1946); the awnings above the windows in the front façade are also new (1988). The tree in front of the main façade is new. The two windows in the primary façade appear to have replacement aluminum sashes. The building originally had Spanish-style clay barrel tiles on the sloped pent roofs and on the central parapet above the arch (**Figure 2**), but these have been removed. The pent roofs now feature longer S-shaped clay tiles that approximate the appearance of the original tiles.

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

In 2020, the City of San Rafael assessed the subject building as part of the Downtown San Rafael Precise Plan Historic Resources Survey. This draft assessment assigned the building a preliminary rating of "B" ("would likely not be eligible individually but could be considered eligible as contributing resources in a historic district"). However, the 2020 survey did not identify any district surrounding 927 Tamalpais Avenue to which it could contribute (City of San Rafael 2020a:5-1, 5-149). Furthermore, the 2020 survey did not document a new evaluation of the building's eligibility for listing in the California Register on a Department of Parks and Recreation form set, and the "B" rating does not correspond to a CEQA historical resource status.

OHP's Built Environment Resource Directory currently lists the resource as having a "5S2" status code (Individual property that is eligible for local listing or designation), although the source of this status code is unclear. Neither the 1976 nor 1978 inventory form records such an eligibility evaluation. The City of San Rafael selected sixteen individual resources and three historic districts identified in the Historical/Architectural Survey to be added to the local register of historical resources. 927 Tamalpais Avenue was not among those resources (City of San Rafael 1986).

Historic Context: San Rafael

Surveyors first laid out the San Rafael town site in 1850; it became the county seat soon after and has remained so since that time. San Rafael grew quickly as it benefited from a flourishing cattle trade and its connectivity to San Francisco and other urban centers via steamboat (Levy 1976:16B). Growth patterns were further accelerated by the completion of the San Rafael & San Quentin Railroad in 1870. This railroad increased access to and from San Francisco and popularized Marin County as a retreat for San Francisco families (GANDA 2004:11). The rail line was 3.5 miles in length and traversed marshy conditions between San Rafael and Corte Madera Creeks in order to bring passengers to the ferry landing in present-day San Quentin. The line's tracks roughly followed what is now Anderson Drive (Marin History Museum 2020).

A separate regional line called the North Pacific Coast Railroad was founded in 1874 and became the North Shore Railroad in 1902. The North Shore Railroad operated across Marin and Sonoma counties, transporting both goods and passengers between Sausalito and Cazadero. In 1884, the Santa Fe and North Pacific Railroad built the shed-style San Rafael Union Station west of Tamalpais Ave at the east end of the city's downtown commercial district (DeGeorgey 2010). Multiple branches served San Rafael, with the tracks aligning along Tamalpais Ave. In 1884, residences simultaneously developed adjacent to San Rafael's rail depot building and continued to fill nearby lots through the 1890s and early 1900s (ProQuest Digital Sanborn Maps 1894:13; ProQuest Digital Sanborn Maps 1907:17).

Under a larger consolidation effort undertaken by the Southern Pacific Railroad and Santa Fe Railway, the North Shore Railroad merged with the San Rafael & San Quentin Railroad in 1907 and became the Northwestern Pacific Railroad (NWP), a regional rail line that served the north coast of California (PacificNG 2015). NWP facilitated the transport of redwood timber from northern California to markets in San Francisco and came to be known as the Redwood Empire Route (GANDA 2011; AECOM 2014). The Southern Pacific Railroad acquired

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the NWP line in full in 1929, the same year that Sir Francis Drake Boulevard was extended west to Point Reyes Station. Southern Pacific built several depots along the route and also replaced the San Rafael Union Station in 1929 with an updated Mission Revival-style depot building that included expanded indoor waiting areas and a café (ICF International 2013).

The federal government authorized funding in 1925 to establish U.S. Route 101. The federal highway generally followed existing state and local routes between San Diego, California and Seattle, Washington; its route passed through Marin County. Construction of the portion of U.S. Route 101 in Marin County was completed in 1931 with the construction of a bridge over Richardson Bay near Mill Valley. Immediately east of downtown San Rafael, U.S. Route 101 followed a route between Tamalpais Avenue and Irwin Street. Construction of the highway required the demolition of residences and commercial properties in its path, including part of the early 1900s lumber yards (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950b:19). At the same time, the Great Depression led to a significant decline in passenger use on the NWP and an almost complete halt in freight transportation (AECOM 2014). This, in combination with the rise in personal automobile ownership and the expanding highway system across the region, led to the decommissioning of several branch lines in Marin and Sonoma counties. By the mid-1930s, the automobile had replaced rail as the preferred mode of travel and the NWP had abandoned over 138 miles of track (AECOM 2014). The construction of the Golden Gate Bridge in 1937 connected Marin to San Francisco via U.S. Route 101 and solidified the transition in regional transportation from combined rail/ferry to automobiles. Commuter rail service in Marin County was discontinued altogether in 1941 (Landecker 2016).

That same year, the portion of U.S. Route 101 in San Rafael was elevated via a two-lane viaduct to accommodate the increase in automobile traffic along the highway (Caltrans 1999). World War II brought an increased military presence to southern Marin County: shipyard jobs and the establishment of the United States Army Hamilton Field north of San Rafael resulted in an economic boon to the area (Levy 1976: 16B). Following the end of World War II, many of the local war-time workers decided to stay in the Bay Area and settled in Marin County. Sanborn maps reveal that residential construction increased within a few blocks of the San Rafael depot between the 1920s-1950s (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950b:19).

Traffic through San Rafael continued to increase in tandem with the local postwar population boom and associated residential development in the 1950s. The Richmond-San Rafael bridge opened in 1956, which increased congestion in the city. The original raised viaduct was converted to northbound-only lanes, and a parallel southbound viaduct was built in 1964, encroaching upon the air space near Tamalpais Avenue in San Rafael. The southbound viaduct was widened further in 1971 (Caltrans 1999).

The City's existing downtown commercial and railroad corridors, both located just off the highway, made it an opportune location for the establishment of service stations and other automobile related businesses in the 20th century. A Sanborn fire insurance map from 1924 shows two gasoline stations within the area surrounding the original San Rafael Union Station building on Tamalpais Avenue. After commuter rail service was discontinued, Greyhound Lines constructed a bus station adjacent to the current depot building that provided connectivity between San Francisco and NWP's northern California lines that terminated at San Rafael at that time (Baseline Environmental Consulting 2020). The 1950 Sanborn fire insurance map illustrates a transit hub adjacent to the highway centered around the Greyhound bus station, with eight additional gas stations having been established as well as several car washes and auto sales lots in the area (Baseline Environmental Consulting 2020; ProQuest Digital Sanborn Maps 1950b:19).

Residential and commercial development picked up in downtown San Rafael after 1970 (Baseline Environmental Consulting 2020). The San Rafael depot closed in 1974, when local freight service was discontinued, and NWP halted rail service south of San Rafael altogether in 1981 when the railroad tunnel between San Rafael and Larkspur closed (AECOM 2014). Residents today depend on a combination of bus lines, personal vehicles, and ferry transit to commute to San Francisco. However, some sections of the NWP line remain in use in Marin County. In 2017, renewed interest in passage service led the Sonoma-Marín Area Rail Transit (SMART) agency to begin its operations in San Rafael (City of San Rafael 2020b).

#### Site History

Constructed in 1927, the building's earliest known use was a taxi stand office in 1932 (Charles Hall Page & Associates 1976). This use was in accordance with the surrounding area, which served as a transportation connection point for travelers arriving by train or bus and needing to complete the last miles of their trips. In 1933, Earl Beeman opened Beeman's Tavern at the subject building. Within close proximity to the Greyhound bus station and the Pacific Northwestern Railroad depot, the tavern proved successful, providing food, drinks, and popular amusement games to local residents. Beeman, a prominent San Rafael fisherman and owner of Chicken Point (today's Bayside Acres), a duck hunting and striped bass fishing location, put the tavern up for sale in 1941 (*Petaluma Argus-Courier* 1936; *San Francisco Examiner* 1941). Sanborn maps from 1950 show the subject property operated as a restaurant across from the North West Pacific Railroad passenger depot (ProQuest Digital Sanborn Maps 1950a:18). In 1951, the building housed Alec's Café, an all-night diner, and, under owner Bob Horek, became Bob's Café later that year (*Daily Independent Journal* 1951a; 1951b).

The subject building became the Barrel House in 1955 when the new owners, Perry and Cleo Stuart, moved their business from 4th Street to the subject building. Cleo Stuart (née Ireton), the daughter of an Oklahoma State Representative, and Perry Stuart had lived in San

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Francisco in the 1930s, before relocating to San Rafael (*Daily Independent Journal* 1966b). The couple employed Sabraw Bros to modernize and rebuild the property. Guitarist Al Mason performed at the opening festivities for the Barrel House (*Daily Independent Journal* 1955a).

Under the Perry's ownership, the Barrel House became a lively local venue, hosting a large family reunion (*Daily Independent Journal* 1955b) and welcoming a visit from the renowned opera star Mostyn Thomas, the Welsh baritone. The 61-year-old Thomas, who had sung all over the world before finally retiring in American, had befriended the Stuarts during their San Francisco days (Famous Welsh Website 2020; *Daily Independent Journal* 1957). The business appeared in the local news occasionally after crimes occurred there, including burglary, robbery, and vandalism (*Daily Independent Journal* 1958; 1959; 1965). The Stuarts celebrated their 11<sup>th</sup> year in business at the property in 1966 with a large celebration including a buffet (*Daily Independent Journal* 1966b) (**Figure 5**). In 1971, Cleo Stuart passed away (*Daily Independent Journal* 1971). In 1973, Perry Stuart was robbed at the subject property by masked man with a revolver (*Daily Independent Journal* 1973). The property was still operating as the Barrel House through most of the 1970s, with regular jazz performances from the Toni Lee Scott Quartet and the George Muribus Trio (*Sacramento Bee* 1977; *San Francisco Examiner* 1977). In the late 1970s, Angelo Ligi took over the property and named the establishment "Angelo's," continuing to offer live music performances from jazz artists such as Richie Barron and Jerome Fletcher (*San Francisco Examiner* 1988). In the mid-1990s, David Rabb owned the building before selling it to Trevor J. Riches, at which point the business became Trevor's Pub, the name under which it currently operates.

Permits and newspaper research identified the following owners associated with the property: Earl Beaman (c.1936), Bob Horek (c.1951), Cleo and Perry Stuart (1955), Angelo Ligi (c 1976), David Rabb (c 1994), and Trevor J Riches (c 2003). Information uncovered regarding these owners is discussed above.

#### Evaluation of 927 Tamalpais Avenue

The subject property is not currently listed in the National Register of Historic Place (NRHP) or the California Register of Historical Resources (CRHR). Given the apparently incorrect status code assigned to the property, as well as changes that have occurred to the property since its original recordation and lack of California Register evaluation in the 2020 Downtown San Rafael Precise Plan Historic Resources Survey, this form documents an updated evaluation of the building. The following discussion provides an evaluation of the subject property under NRHP Criteria A-D and CRHR Criteria 1-4 for individual eligibility.

#### CRITERIA A/1 (Events):

927 Tamalpais Avenue is not associated with any event(s) of historical significance. The commercial building was constructed in 1927 as a taxi stand office and was converted in the 1930s to serve as a diner, then a tavern/restaurant. While the subject property appears to have been a popular establishment in downtown San Rafael, research did not yield evidence that the building is associated with more specific events or patterns of events that have historical significance. In order to be eligible under NRHP/CRHR Criteria A/1, a commercial building would need to be directly associated with an important historic context, such as being one of the first such commercial buildings specific to a particular industry in San Rafael or the wider region. Rather, the subject building appears initially to have played an ancillary role supporting the city's transit hub near the tracks of the Northwestern Pacific Railroad, and subsequently was one of numerous downtown taverns and restaurants that served San Rafael patrons. Additionally, 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 San Rafael at large. 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 subject building at 927 Tamalpais Avenue is not significant under NRHP/CRHR Criteria A/1.

#### CRITERIA B/2 (Person):

Research uncovered information regarding two of the owner/proprietors of the businesses at the subject building. Earl Beaman was a successful owner and businessman in San Rafael, but no information—aside from his ownership and name—ties him directly to the subject building. Therefore, his involvement with the subject property does not appear to rise to the level of significant for including under NRHP/CRHR Criteria B/2. Perry and Cleo Stuart owned the subject property for the longest period (1955–1976) and appear to have been well-known in San Rafael. However, the Barrel House was the second location of their business and their ownership and involvement with the subject property alone does not rise to the level of historical significance necessary for inclusion under NRHP/CRHR Criteria B/2. As stated under the discussion of NRHP/CRHR Criteria A/1 above, the Barrel House was one of numerous such establishments in downtown San Rafael. The Perry family's ownership of the business did not contribute substantially to larger historical events beyond the broad development of commercial and social life in the city's downtown, which was a commonplace trend that occurred in countless communities in California and across the United States during the same period. Little information was uncovered regarding Bob Horek or the owner of Alec's Diner. Therefore, 927 Tamalpais Avenue is not significant under NRHP/CRHR Criteria B/2.

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CRITERIA C/3 (Design/Construction):

927 Tamalpais Avenue is not significant under NRHP/CRHR Criteria C/3 because the commercial building lacks distinctive architectural character. The architect of the subject building built in circa 1927 remains unknown; however, the original building is a relatively modest commercial building utilizing Spanish Revival features, and the residential addition is a simple concrete-block building that has no stylistic elements and does not appear to exemplify the work of a master design professional or builder. Although the subject building was built as a Spanish Revival-style commercial building and retains some of its original stylistic elements, alterations over time have made it so it no longer exhibits its original design or fully embodies the Spanish Revival architectural style to qualify for NRHP/CRHR listing under Criteria C/3. These alterations include the following: the removal of clay barrel tiles from the central parapet at the primary façade; the replacement of similar tiles on the flanking pent roofs; the replacement of the original windows with aluminum-sash replacements; and the replacement of the original doors with an industrial double door. The current tiles on the pent roofs create a similar visual impression to the original barrel tiles (see Figures 2 and 3), but are discernible as non-original elements on the building and do not match the original in size, dimensions, or assembly. The Spanish Revival-style features appear on the subject building exclusively on the primary façade, and the north and south facades are largely non-descript and lack fenestration. Given that the stylistic elements of the building were confined to its small primary façade, and in consideration of the building's relatively simple massing and design, the physical changes that have taken place have a greater effect in reducing the Spanish Revival-style features than if the entire building was designed and ornamented in that fashion. These changes limit the building's ability to embody the distinctive characteristics of a type, period, region, or method of construction to the extent necessary to qualify for listing on account of architecture or design significance. As a result, the subject building does not have high architectural value and is not significant under NRHP/CRHR Criterion C/3.

CRITERIA D/4 (Information Potential):

The subject property at 927 Tamalpais Avenue 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 NRHP/CRHR Criteria D/4.

#### Conclusion

Based on an evaluation of the building under NRHP/CRHR Criteria A/1-D/4, 927 Tamalpais Avenue 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.

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

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\*Resource Name or #(Assigned by recorder) 927 Tamalpais Avenue

\*Recorded by Patrick Maley, ICF

\*Date October 15, 2020

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**\*Resource Name or #**(Assigned by recorder) 927 Tamalpais Avenue

**\*Recorded by** Patrick Maley, ICF

**\*Date** October 15, 2020

Continuation  Update

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\*Recorded by Patrick Maley, ICF

\*Date October 15, 2020

\*Resource Name or #(Assigned by recorder) 927 Tamalpais Avenue

Continuation    Update

Additional Figures:



Figure 2. View of east (Primary) façade, facing west. Source: Charles Hall Page & Associates, Inc 10/11/1976.

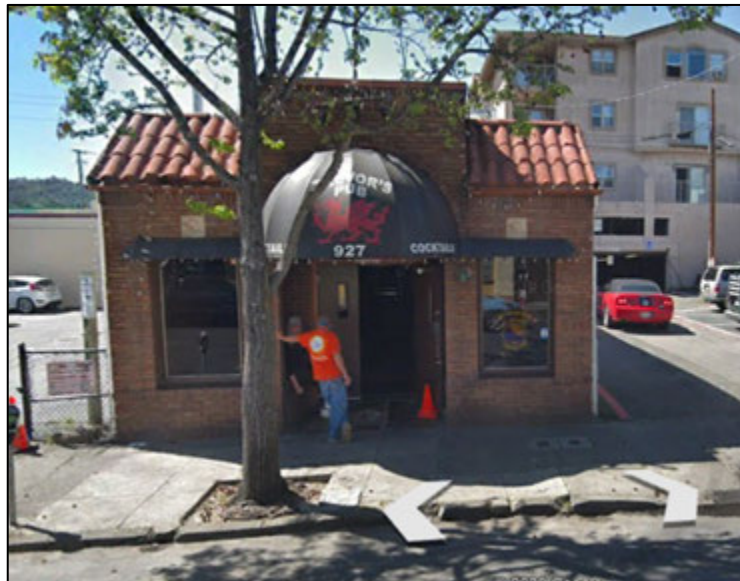


Figure 3. View of east (Primary) façade, facing west. Source: Google Earth 10/15/2020.

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\*Recorded by Patrick Maley, ICF

\*Date October 15, 2020

\*Resource Name or #(Assigned by recorder) 927 Tamalpais Avenue

Continuation  Update



Figure 4. View of east of façade of two-story residential addition, facing west. Source: ICF 8/11/2020.



Figure 5. Newspaper ad for the grand opening of the Barrel House 11<sup>th</sup> Anniversary Celebration. Source: *San Rafael Daily Independent Journal* 1966:13.

SAN RAFAEL HISTORICAL BUILDING SURVEY  
WORK SHEET

DATE	BY		
		927 <i>Jamalpias</i>	
		STREET ADDRESS	NEIGHBORHOOD
		<i>Bowel House</i>	
		NAME OF BUILDING (IF ANY)	PRESENT USE
		11-275-04	
		PARCEL NUMBER	ZONING
		<i>Perry Street</i>	-
		OWNER OF RECORD, ADDRESS (IF DIFFERENT)	
		1925	
		EST. DATE OF CONSTRUCTION	CONFIRMED (STATE SOURCE)
		<i>Jamalpias office 8/25/32</i>	<i>#1303</i>
		WATER CONNECTION DATE	
		ORIGINAL OWNER	
		HISTORICALLY SIGNIFICANT OWNERS OR OCCUPANTS SEE ALSO CHAIN OF TITLE ON SEPARATE SHEET	
		ARCHITECT AND/OR BUILDER	
		ORIGINAL USE	
		<i>Tavern</i>	
		INTERIM USES	
		TAX CODE AREA	ASSESSED LAND IMPROVEMENTS TOTAL
		8,-023	4,750 12,250 15,250

HISTORICAL SIGNIFICANCE (STATE SOURCES)

1915 *Nicola also owns this*

1939- *Beeman's Tavern*

State:

#6 Recheck Mission Revival Style.

#20 Why rated that way

Vernacular 1920's bldg. with some Spanish details.

### HISTORIC RESOURCES INVENTORY

(State use only)

Ser	Site	Mo.	Yr.			
UTM	Q	NR	SHL			
Lat	Lon	Era	Sig			
Adm	T2	T3	Cat	HABS	HAER	Fed
UTM 10/541980/4202630						

#### IDENTIFICATION

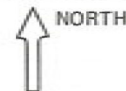
1. Common name: Barrel House
2. Historic name, if known: \_\_\_\_\_
3. Street or rural address 927 Tamalpais  
City: San Rafael ZIP: 94901 County: Marin
4. Present owner, if known: Perry Stuart Address: \_\_\_\_\_  
City: \_\_\_\_\_ ZIP: \_\_\_\_\_ Ownership is: Public  Private
5. Present Use: Bar Original Use: 1932: Taxi stand office  
Other past uses: \_\_\_\_\_

#### DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:  

One story, masonry Spanish Revival Style. Arched entrance with parapet, red tile roof, decorative brick work and inlaid tile in parapet. Decorative tile above windows. Etched glass barrels in door windows. Neon sign. Alterations include windows. Two story rear addition with apartment.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



8. Approximate property size:  
Lot size (in feet) Frontage \_\_\_\_\_'  
Depth \_\_\_\_\_';  
or approx. acreage \_\_\_\_\_.
9. Condition: (check one)  
a. Excellent  b. Good  c. Fair   
d. Deteriorated  e. No longer in existence
10. Is the feature a. Altered?  b. Unaltered?
11. Surroundings: (Check more than one if necessary)

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone  b. Brick  c. Stucco  d. Adobe  e. Wood   
f. Other  \_\_\_\_\_
15. Is the structure: a. On its original site?  b. Moved?  c. Unknown?
16. Year of initial construction 1925 This date is: a. Factual  b. Estimated
17. Architect (if known): \_\_\_\_\_
18. Builder (if known): \_\_\_\_\_
19. Related features: a. Barn  b. Carriage house  c. Outhouse  d. Shed(s)  e. Formal garden(s)   
f. Windmill  g. Watertower/tankhouse  h. Other  \_\_\_\_\_ i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

The survey architect's evaluation considers this bldg. to be good architecturally and a contribution to the environment.

The discrepancy in dates probably had to do with its early use which would indicate no water was necessary.

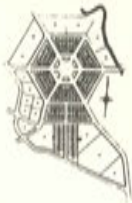
21. Main theme of the historic resource: (Check only one): a. Architecture  b. Arts & Leisure   
c. Economic/Industrial  d. Exploration/Settlement  e. Government  f. Military   
g. Religion  h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Water connection in 1932

23. Date form prepared: 1/13/78 By (name): Niki Simons  
Address: 23 Scenic City San Rafael ZIP: 94901  
Phone: (415) 454-2168 Organization: City of San Rafael

(State Use Only)



# CHARLES HALL PAGE & ASSOCIATES, INC.

Urban & Environmental Planning & Design/Architecture

364 Bush Street • San Francisco, California 94104 • (415) 362-5154

## HISTORICAL/ARCHITECTURAL SURVEY FORM

Street Address: *927 Tamalpais*

Date of Construction: *Ca. 1925 (estimated)*  
*(water connection 1932)*

Name of Structure:

Building Type: *1 story, masonry*

Occupant(s): *Barrel House*

Building Material: *Brick*

Present Use: *Bar*

Architect/Builder:

Original Use: *1932: Taxi stand office* Style: *Mission Revival*

Additions & Alterations: *Windows.*  
*Two story rear addition w/ apt.*

Significant Architectural/Environmental Features:

Ancillary Structures: *None*

*Arched entrance w/ parquetry, red tile roof, decorative brick work & inlaid tile in parquetry. Decorative tile above windows. Etched glass barrels in door windows. Neon signs.*

Adjacent Land Uses: *Parking*

Landscaping and Grounds: *NA*

### Evaluation

#### Architectural Significance

Exceptional	—	—
Excellent	—	—
Good	—	—
Fair	—	—
Poor	—	—

#### Environmental Significance

Exceptional	—	—
Major	—	—
Contributing	—	—
Non-Contributing	—	—

#### Desecration of Original Design

None or Little	—	—
Moderate	—	—
Considerable	—	—

#### Historical/Cultural Significance

Exceptional	—	—
Major	—	—
Moderate	—	—
Minor	—	—

*good*



Photo Number: *11779-6*

Date: *10/11/76* By: *EL*

--	--	--	--	--	--	--	--

Physical Condition	Building	Grounds
Excellent	—	—
Good	—	—
Fair	—	—
Poor	—	—

*NA*



Historical Information:

Original Owner:

Significant Occupants:

Summary and Analysis:

Additional Comments:

---

Present Owner:

Present Zoning:

Lot Size:

Block & Lot Number:

Assessed Value - Land:  
Improvements:  
Total:

UTM:

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\*Resource Name or #(Assigned by recorder) Northwestern Pacific Railroad Depot

\*Recorded by Jon Rusch, ICF

\*Date January 15, 2021

Continuation  Update

**P1. Other Identifier:** 930 Tamalpais Avenue; Whistlestop

**\*P2e. Other Locational Data:** APN 011-277-01

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

This previously recorded resource is the former Northwestern Pacific (NWP) Railroad Depot, located at 930 Tamalpais Avenue in downtown San Rafael, California. Multiple investigators have previously recorded the building: Charles Hall Page & Associates, Inc. (1976); City of San Rafael (1978); JRP (2012); ICF International (2013); AECOM (2014); San Rafael Heritage (2020); and the City of San Rafael (2020). Numerous changes have occurred to the building since its original recordation in 1976. Inventory forms completed within the past 10 years of the current recordation have described numerous additions, enclosed openings, and replaced doors and windows. The most substantial changes to the massing of the building are a series of additions constructed in the 1980s: a one-story addition at the north end of the building; a gable-roofed, second-story addition above the southern half of the building; and a second gabled-roof volume along the western half of the building that features an engaged clock tower facing east.

ICF surveyed the resource on August 12, 2020 and observed that no significant alterations have occurred to the building since the previous recordation reviewed by the State of California Office of Historic Preservation (OHP), prepared by AECOM in 2014. The immediate setting of the building, however, has changed during that period. At the time of the 2014 recordation, surface automobile parking lay adjacent to the east façade of 930 Tamalpais Avenue, and a single set of abandoned NWP tracks passed east of the former depot building. After 2014, Sonoma-Marín Area Rail Transit (SMART) constructed its San Rafael station immediately east of 930 Tamalpais Avenue, involving the construction of new trackage and raised southbound/northbound passenger platforms in the place of the earlier surface parking.

**\*P3b. Resource Attributes:** (OHP attribute codes) HP17. Railroad depot

**\*P11. Report Citation:** ICF. 2021. *San Rafael Transit Center Replacement Project Draft Environmental Impact Report*. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

**\*B10. Significance.**

(See continuation sheet.)

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



P5b. Description of Photo (View, date, Subject)  
Figure 1. West façade of 930 Tamalpais Avenue, viewed facing northeast

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

Jon Rusch, ICF  
201 Mission Street, Suite 1500  
San Francisco, CA 94105

**\*P9. Date Recorded:** 8/12/2020

**\*P10. Survey Type:** Intensive

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\*Resource Name or # (Assigned by recorder) Northwestern Pacific Railroad Depot

\*Recorded by Jon Rusch, ICF

\*Date January 15, 2021

Continuation  Update

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

Past Evaluations

The first evaluation of the NWP Railroad Depot at 930 Tamalpais Avenue occurred in 1976, when Charles Hall Page & Associates recorded the building as part of the San Rafael Historical/Architectural Survey. Investigators assigned the following ratings under four categories: "fair" architectural significance; "major" environmental significance; "moderate" alteration of its original design; and "major" historical/cultural significance. The building received an overall rating of "Good" in the 1976 evaluation (Charles Hall Page & Associates 1976).<sup>1</sup> In 1978, Niki Simons of the City of San Rafael completed a California Department of Parks and Recreation Historic Resources Inventory (HRI) form for the depot building, which included a brief architectural description and significance statement. The 1978 evaluation noted the building's primary significance theme as "Architecture." The investigator included a National Register status code of "3" (appears eligible for National Register listing) and submitted the 1978 HRI form to the State of California OHP, which assigned it primary number P-21-001015 (City of San Rafael 1978). However, it does not appear that the State Historic Preservation Officer (SHPO) reviewed or concurred with the 1978 evaluation. OHP's Built Environment Resource Directory currently lists the resource as having a "3S" status code (appears eligible for the National Register as an individual property through survey evaluation), which appears to reflect the evaluation documented on the 1978 HRI form. The City of San Rafael selected sixteen individual resources and three historic districts identified in the survey to be added to the local register of historical resources. The NWP Railroad Depot was not among those resources (City of San Rafael 1986).

The *Sonoma-Marin Area Rail Transit (SMART) Project Draft Environmental Impact Report*, published in November 2005, reported that the NWP Railroad Depot in San Rafael "appears eligible for NR [National Register] as an individual property through survey evaluation. Previously evaluated" (SMART 2005:3-250). This previous evaluation appears to reference the 1978 City of San Rafael HRI form and associated "3" status code; the 2005 EIR did not contemplate alterations to the building and potential diminished integrity subsequent to its 1978 evaluation.

In 2012, JRP Historical Consulting (JRP) prepared an updated evaluation of the NWP Railroad Depot, which investigators documented on a Department of Parks and Recreation (DPR) form set. The 2012 JRP evaluation considered the totality of additions and other alterations that had occurred to the depot building up to that time, inclusive of those dating to the 1930s through 1960s as well as those dating to the 1970s and 1980s, which postdate the building's previous surveys and evaluations for the City of San Rafael Historical/Architectural Survey. JRP documented an evaluation of the depot building's significance under National Register/California Register Criteria A/1-D/4, finding the resource lacked significance under any criterion. JRP stated that the building's potential architectural significance, which formed the basis of the San Rafael Historical/Architectural Survey evaluation and "3" status code in the 1970s, was diminished due to alterations and additions to the building since its construction. Based on the JRP evaluation, these alterations prevented the building from fully embodying the characteristics of its Mission Revival architectural style or representing its original design by architect Frederick H. Meyer. JRP also presented an assessment of the building's integrity. Using the 1929 construction date and original design as points of analysis, JRP concluded that the building retains integrity of location and setting but has substantially diminished integrity of design, materials, workmanship, feeling, and association. As such, JRP found that the NWP Railroad Depot was not eligible for listing in the National Register or California Register, and assigned a 6Z status code (ineligible for National Register, California Register, or Local designation through survey evaluation). It does not appear that the SHPO reviewed the 2012 JRP investigation. The 2012 JRP investigation concluded that the NWP Railroad Depot does not qualify as a CEQA historical resource despite its 1970s survey, evaluation, and finding of significance. (JRP Historical Consulting 2012)

Architectural historian Richard Brandi prepared a peer review of the 2012 JRP investigation at the request of San Rafael Heritage. Brandi provided opinions on JRP's evaluations of the NWP Railroad Depot's significance under National Register/California Register evaluative criteria, as well as the assessment of integrity. Brandi's peer review concluded that JRP did not adequately support the assertion that the building lacks significance under Criteria A/1 (Events). Brandi also argued that JRP had not sufficiently considered whether the building's architect, Frederick H. Meyer, qualifies as a master architect, and did not perform a comparative analysis to determine whether the subject building is a good example of Meyer's design work. Brandi presented information supporting the argument that Meyer is a master architect. Furthermore, Brandi pointed out that the JRP investigation assessed the integrity of the depot building without first establishing an area of significance or a period of significance, but rather assessed integrity only relative to the building's 1929 date of construction. Brandi proposed a period of significance of 1929 to at least 1974 (the end of railroad service on the adjacent trackage) and possibly until 1980, the year the railroad sold the building. As such, Brandi argued that alterations to the building that occurred during a 1929-1974 period of significance would still contribute to the building's historical significance, thus countering JRP's argument that the building was not eligible for historic register listing because it had lost integrity relative to its 1929 construction date.

In 2013, Monte Kim of ICF International surveyed the NWP Railroad Depot in support of the *Cultural Resources Inventory and Evaluation Report for SMART, the Sonoma-Marin Area Rail Transit Downtown San Rafael to Petaluma, Sonoma County*. ICF International completed an update to site record P-21-001015 (amounting to the City of San Rafael's 1978 HRI form but not the 2012 JRP investigation or associated peer reviews). The 2013 investigation evaluated the NWP Railroad Depot against the National Register and California Register criteria,

<sup>1</sup> The San Rafael Historical/Architectural Survey assigned ratings of "Good," "Excellent," and "Exceptional" to all surveyed resources.

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\*Resource Name or # (Assigned by recorder) Northwestern Pacific Railroad Depot

\*Recorded by Jon Rusch, ICF

\*Date January 15, 2021

Continuation  Update

finding the building to have “associative importance” with the NWP Railroad, thus significance under National Register/California Register Criteria A/1. ICF did not propose a period of significance for this area of significance. ICF International furthermore concluded the building lacked significance under National Register/California Register Criteria B/2, C/3, and D/4. Despite identifying historical importance under Criteria A/1, ICF International assessed the integrity of the resource and concluded it had diminished integrity of setting, design, materials, workmanship, feeling, and association. Therefore, the 2013 evaluation found the building to be ineligible for listing in the National Register or California Register under any evaluative criteria. ICF International does not appear to have been aware of the 2012 JRP investigation and its assessment of the building’s CEQA historical resource status. ICF International incorrectly stated the depot building was designated as a historic landmark under local ordinance and did not consider evidence relative to its 1976 local survey evaluation. ICF International updated the status code of P-21-001015 from 3S to 6Z/5S1 (individual property that is listed or designated locally), reflecting the incorrect understanding of its local designation status. The SHPO concurred with the 2013 finding of National Register ineligibility (California OHP 2013); however, the OHP Built Environment Resource Directory continues to reflect a 3S status code for the property.

In 2014, Patricia Ambacher of AECOM updated P-21-001015 for the *Cultural Resources Inventory and Evaluation Report for the Sonoma-Marin Area Rail Transit (SMART) Rail Corridor San Rafael to Larkspur Project, Marin County, California*. The 2014 AECOM update confirmed the building had not undergone any physical changes since its previous recordation and did not propose any adjustments to the 2013 ICF International evaluation (AECOM 2014).

In 2020, San Rafael Heritage prepared a DPR form set documenting the NWP Railroad Depot, in support of a request to designate the building as a landmark under the City of San Rafael’s historic preservation ordinance. The 2020 DPR form provides a detailed description and construction chronology. It also states the depot building is significant under California Register Criterion 1 (Events), with “Transportation” as the area of significance. The 2020 recordation also proposes a period of significance of 1929-1971, the years in which the building supported rail transportation on the adjacent track corridor. The 2020 DPR form did not provide justification for the Criterion 1 significance or the identified period of significance but did present a finding that the building retains all seven aspects of integrity relative to the proposed 1929-1971 period of significance. (San Rafael Heritage 2020)

Diana Painter of Painter Preservation prepared a letter in support of the landmark designation application by San Rafael Heritage. Painter supported the NWP Railroad Depot’s eligibility under California Register Criterion 1 (Events) with a period of significance of 1929-1971. Painter recommended the building as not eligible under Criterion 3 (Architecture/Design) (Painter Preservation 2020). (As of the preparation of the current investigation, there is no active designation application for the NWP Railroad Depot with the City of San Rafael.)

Also in 2020, the City of San Rafael assessed the NWP Railroad Depot as part of the Downtown San Rafael Precise Plan Historic Resources Survey. This assessment assigned the building a preliminary rating of “E” (ineligible for landmark designation) and states the building’s “integrity had been compromised by prior alterations and additions, making it ineligible for landmark status” (City of San Rafael 2020a:4-15). However, the 2020 survey did not document a new evaluation of the building’s eligibility for listing in the California Register, establish a period of significance of the building, or document its integrity assessment in detail.

#### Overview of National Register/California Register Eligibility

Given that multiple investigators have prepared differing evaluations regarding the NWP Railroad Depot’s eligibility for listing in the National Register and California Register, the current update to P-21-001015 synthesizes the previous evaluations and presents ICF’s opinion regarding the building’s National Register/California Register eligibility under Criteria A/1 and Criteria C/3, as well as its historical integrity relative to applicable areas of significance. This synthesis is meant to inform environmental review and potential impacts to CEQA historical resources that will be analyzed in the *San Rafael Transit Center Replacement Project Draft Environmental Impact Report*.

Regarding Criteria A/1 (associations with significant events), the San Rafael Historical/Architectural Survey did not present a finding on the depot building’s significance related to broad patterns of events. The 2012 JRP investigation stated, “There is no evidence in the historical record that suggests that this depot was significant within the context of the transportation system in the North Bay in the 1920s or 1930s that would rise to the threshold of significance required under [Criteria A/1]” (JRP 2012:7). ICF International’s subsequent evaluation, however, posited that the depot “played an important role in promoting the economic development of the community” and therefore has significance under Criteria A/1 (ICF International 2013:2). The significance of the building under Criteria A/1 is borne out by Brandi peer review, and San Rafael Heritage’s 2020 recordation also proposes a Criterion 1 area of significance. For the purposes of the current evaluation, ICF agrees that the building has significance under National Register/California Register Criteria A/1 as related to the role of the NWP Railroad in the development of San Rafael during the twentieth century.

To support an assessment of integrity (presented below), it is necessary to establish a period of significance for this theme. Richard Brandi has previously proposed 1929-1974, ending with the curtailing of freight service along the adjacent rail corridor, and San Rafael Heritage has proposed 1929-1971, corresponding to the building’s use as an active rail facility and ending when the Whistlestop Senior Center began operations in the building. It could be argued that an earlier end date to the period of significance is appropriate. For instance, the opening of the Golden Gate Bridge in 1937 facilitated direct automobile transportation between San Francisco and Marin County communities served by the NWP Railroad, such that San Rafael’s reliance on rail for regional passenger and freight transportation decreased. Alternately, 1958

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\*Resource Name or #(Assigned by recorder) Northwestern Pacific Railroad Depot

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marked the end of passenger service along the NWP Railroad through San Rafael; and it remains unclear if freight rail service on the NWP corridor continued to have a demonstrable, significant effect on San Rafael's growth or community life in subsequent years. However, for the purposes of the current evaluation, ICF adopts 1929-1971 as the period of significance, as proposed by San Rafael Heritage. The physical features of the NWP Railroad Depot dating to this period are discussed in the integrity discussion, below.

Regarding Criteria B/2 (associations with significant persons), ICF agrees with prior assessments that the NWP Railroad Depot does not appear to have a direct association with individuals who made significant contributions to local, state, or national history.

Regarding Criteria C/3 (significant design/construction), ICF agrees with previous assertions that the original design of the NWP Railroad Depot, as developed by Frederick H. Meyer and constructed in 1929, originally had significant design quality that embodied the characteristics of the Mission Revival architectural style. ICF also agrees that Meyer should be considered a master architect. The original one-story building featured numerous features and materials that typify the style, including smooth stucco cladding, arched Mission belltower-type parapet details, rounded-arch arcades, molded stucco decorative elements, and clay barrel roof tiles covering the gable-roofed passenger waiting room at the northern half of the building. The original building design was furthermore characterized by its low-slung massing and horizontal orientation, which was emphasized by its arcades along the east and west façades.

For a built environment resource to be significant under Criteria C/3, however, it must meet at least one of three tests: the resource must embody the distinctive characteristics of a type, period, region, or method of construction; the resource must represent the work of a master; and/or the resource must possess high artistic value. A resource must be evaluated in its current physical condition rather than in consideration of an earlier design or state. As a result, ICF agrees with the findings or recommendations made by JRP in 2012, ICF International in 2013, and Painter in 2020 that the depot building does not appear eligible under Criteria C/3, given substantial alterations to its design since its construction and use as a railroad depot. Construction of the Whistlestop's ground-floor addition at the north façade in the 1970s (replacing an earlier office addition) and construction of upper-story additions during the 1980s that cover most of the building's original roof plate removed a number of additional features belonging to Meyer's design, which had contributed to its unified expression of the Mission Revival architectural style. No façade retains its original appearance that reflects the 1929 Meyer design. Although features remain that identify the building as generally Mission Revival in style, and although the 1980s additions stylistically match the building's original architectural aesthetic, the building has been so altered from its early appearance that it no longer embodies the distinctive characteristics of a Mission Revival-style depot dating to the 1920s. For the same reasons, the NWP Railroad Depot no longer represents the work of its master architect, and does not possess high artistic value. The NWP Railroad Depot is not significant under Criteria C/3.

Regarding Criteria D/4 (information potential), ICF agrees with prior assessments that the NWP Railroad Depot is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies.

In summary, ICF agrees with prior assessments that the NWP Railroad Depot in San Rafael appears to have sufficient historical associations with local transportation history and community development to meet the significance threshold established by Criteria A/1. The current investigation adopts 1929-1971 as the resource's period of significance.

### Integrity

In addition to meeting at least one of the National Register/California Register evaluative criteria, it must also be demonstrated that a resource retains adequate historical integrity. Integrity is the measure by which a resource is evaluated based on that resource's ability to convey its historical significance. To retain historic integrity, a resource must possess several (and usually most) of the following aspects: location, design, materials and workmanship, setting, feeling, and association. Furthermore, the NPS presents the following guidance regarding properties eligible under National Criterion A (the equivalent of California Criterion 1): "A property important for association with an event, historical pattern, or person(s) ideally might retain some features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Integrity of design and workmanship, however, might not be as important to the significance" (NPS 1995:48). The current investigation generally agrees with the 2013 ICF International evaluation, which the State Historic Preservation Officer reviewed and concurred upon, which found the building lacks sufficient integrity to convey Criteria A/1 significance. However, the 2013 evaluation did not establish a period of significance. San Rafael Heritage has presented a positive integrity assessment using a 1929-1971 period of significance. The following expands the discussion of the NWP Railroad Depot's integrity relative to a potential 1929-1971 period of significance and provides ICF's opinion regarding San Rafael Heritage's assessment. This period of significance encompasses several extant alterations to the building, including the large office addition constructed at the south end of the building in the 1940s and the incremental enclosure of open archways in the eastern façade in 1950s and 1960s.

*Location:* ICF agrees that the subject building's integrity of location is intact. The building has not been relocated and remains in its original location bounded by Tamalpais Avenue to the west, 4th Street to the north, the historic alignment of the NWP Railroad to the east, and 3rd Street to the south.

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*Setting:* The building's integrity of setting is low to moderate. The building remains adjacent to San Rafael's downtown commercial district; however, numerous adjacent buildings along Tamalpais Avenue to the east and west are no longer extant, replaced by surface parking lots and the Citibank building standing at the intersection of 3rd Street and Tamalpais Avenue. As such, the depot building now lacks the physical context that expresses a close connection to San Rafael's historic downtown, which it originally served. A rail corridor remains immediately east of the building, but currently consists of the modern SMART trackage and raised passenger loading platforms. No such raised platforms existed historically. ICF disagrees with San Rafael Heritage's assessment that the presence of the trackage is sufficient to allow the building to retain integrity of setting. Rather, the trackage may indicate the building's past use, but there is no longer a concentration of original setting elements that would support a strong integrity of setting and help convey the building's historical significance.

*Design:* The building has low to moderate integrity of design. As discussed under Criteria C/3 significance, above, several features original to the depot building, and belonging to architect Frederick H. Meyer's Mission Revival-style design, are no longer extant. In some instances, these features were removed or altered during the 1929-1971 period of significance, such as the enclosure of arches at the east façade and subsuming of the original southern portion of the building with the office addition. Even in consideration of the altered and expanded depot building in 1971, numerous subsequent and substantial alterations have occurred that further diminish its integrity of design. The 1970s-era north addition and 1980s-era upper-story additions can be seen as compatible with the original building's architectural style and exterior materials, but required the removal of original features (i.e., gabled roof of the passenger waiting room) and disrupted the building's generally one-story height and horizontal orientation that characterized it during the period of significance. Furthermore, the additions utilize cladding materials, roofing materials, and decorative features (such as the Mission-style shaped parapet at the north façade) that do not date to the period of significance but are virtually indistinguishable from historic elements, thus creating a false sense of historical development. At the west façade, the north and upper-story additions are continuous with the original stuccoed walls of the building, such that it may not be apparent to the untrained eye where the earlier depot building ends and the additions begin. As a result, these additions do not follow historic preservation best practices and confuse an impression of the building's earlier design.<sup>2</sup>

*Materials and workmanship:* Integrity of materials and workmanship are moderate. ICF agrees with San Rafael Heritage's 2020 assessment that the current building retains numerous elements that date to the period of significance and express the building's historic material palette and construction techniques: several shaped parapet details, stucco cladding, molded window and door treatments, and multi-lite windows. However, various additions that postdate the 1971 end-year of the period of significance involved the removal of decorative elements from the north façade, as well as the gabled roof of the passenger waiting room (the only portion of the original roof that featured clay tiles).

*Feeling:* Integrity of feeling refers to "a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character" (NPS 1995:45). In the case of the NWP Railroad Depot, the "historic character" of the building refers to its physical characteristics during its 1929-1971 period of significance. Relative to this period, the subsequent repurposing of the building to house a community services organization has resulted in low integrity of feeling. Given the building's diminished integrity of setting, design, materials, and workmanship, it no longer expresses the feeling of a significant railroad depot constructed in 1929 and used for railroad operations for more than four decades. Richard Brandi has asserted the building "still looks like a railroad station" (Brandi 2012:6), but for the current evaluation ICF argues it has limited ability to express its historic use. Its physical proximity to the SMART passenger platforms and trackage, as well as the enclosed arcade at the east façade that previously sheltered a passenger waiting room, are extant clues as to its historic purpose. However, the building does not retain any historic-era signage identifying the building as the San Rafael NWP depot (as it had historically), and original NWP Railroad crests affixed to the façades are no longer extant. The removal of the original passenger waiting room roof to accommodate the 1980s upper-story additions furthermore removed features that once expressed the building's historic role supporting the NWP Railroad. Furthermore, the upper-story additions create a larger massing than the depot building originally had, meaning the building is now out of scale relative to comparable depot buildings constructed elsewhere in California that supported similar mid-sized cities. The 1980s-era additions create a false sense of the railroad station's design across its 1929-1971 period of significance.

San Rafael Heritage's 2020 assessment proposes that "the building continues to convey the artistic sense of the original design, through the retention of the arches (now enclosed but still visible), roof pitch, roof materials, and other related features" (San Rafael Heritage 2020). However, because the proposed area of significance is its transportation support role under Criteria A/1, rather than its original design under Criteria C/3, its integrity of feeling should convey a sense of its historic use. For the reasons described above, ICF does not agree with San Rafael Heritage's assessment that the building retains integrity of feeling.

<sup>2</sup> In particular, the 1980s upper-story additions do not appear to comply with Standard 3 and Standard 9 of the Secretary of the Interior's Standards for Rehabilitation. Standard 3 stipulates, "Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken." Standard 9 states, "New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment." The National Park Service website presents the full list of rehabilitation standards: <https://www.nps.gov/tps/standards/rehabilitation.htm>.

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*Association:* Integrity of association draws on the other aspects of integrity and is a measure of whether a “direct link” exists between the current building and its significant historic context. The NWP Railroad Depot retains its historic location and therefore continues to be the site where the NWP Railroad operated in San Rafael between the late 1920 and early 1970s. However, location is the only aspect of integrity that has not been diminished through changes to the building’s physical characteristics and setting. As stated in the discussion of feeling above, the building has a diminished ability to convey its historic rail support role, and its setting does not support an understanding of the building’s historic relationship to the historic downtown commercial district. It is important to note that other NWP depot buildings—such as those in Petaluma and Santa Rosa—remain more intact and can more clearly express their original railroad support role dating to the first half of the twentieth century.

San Rafael Heritage’s 2020 assessment states the building’s relationship to the adjacent, modernized rail trackage is sufficient for the building to retain integrity of association. However, ICF finds, in consideration of the other changes to the building and its setting described above, that the NWP Railroad Depot does not easily read as a NWP facility that served the passenger service and freight needs of a growing community for several decades in the mid-twentieth century

Due to the building’s diminished integrity of setting, design, materials, workmanship, feeling, and association, ICF finds the NWP Railroad Depot does not have sufficient integrity overall to convey its significance under National Register/California Register Criteria A/1, relative to a 1929-1971 period of significance. This evaluation therefore finds the building to be not eligible for listing in the National Register or California Register.

#### CEQA Historical Resource Status

As presented by JRP in 2012, the NWP Railroad Depot does not meet any additional criteria that would qualify it as a historical resource under CEQA. ICF is in agreement with JRP’s assessment and presents an updated summary of the subject building’s CEQA historical resource status pursuant to the CEQA Guidelines (14 CCR § 15064.5).

#### **14 CCR § 15064.5(a)(1)**

*A resource listed in, or determined by the State Historical Resources Commission to be eligible for listing in, the California Register of Historical Resources shall be considered to be historically significant[.]*

The resource has not been formally listed in the California Register or subject to State Historical Resources Commission review. Listing in the California Register occurs through a voluntary nomination process; resources are also automatically listed in the California Register if they are listed in the National Register or formally found eligible for National Register listing with SHPO review and concurrence. None of these scenarios has taken place regarding the NWP Railroad Depot.

#### **14 CCR § 15064.5(a)(2)**

*A resource included in a local register of historical resources, as defined in Public Resources Code section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of Public Resources Code section 5024.1(g) 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.*

The NWP Railroad Depot is not currently listed in a local register of historical resources. Sixteen individual properties and three historic districts are included in San Rafael’s local register, which appears to meet Public Resources Code section 5020.1(k), but the NWP Railroad Depot is not among them (City of San Rafael 2020b).

The building received an overall rating of “Good” in the San Rafael Historical/Architectural Survey, updated in 1986. (The survey update does not appear to have involved an update to the documentation of the subject building.) Public Resources Code section 5020.1(k) specifies, however, “If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.” Furthermore, the City of San Rafael specifies that any resource recorded in the San Rafael Historical/Architectural Survey “must be presumed a significant resource, unless evidence to the contrary is provided” (City of San Rafael 2015). The 2020 assessment of the building for the Downtown San Rafael Precise Plan Historic Resources Survey states the building is no longer eligible for local landmark designation. The current site record documents an updated evaluation of the building and presents a preponderance of evidence demonstrating that, due to changed circumstances, the NWP Railroad Depot’s ability to convey its significance is diminished and does not qualify as a historical resource under 14 CCR § 15064.5(a)(2).

#### **14 CCR § 15064.5(a)(3)**

*Any object, building, structure, site, area, place, record, or manuscript that 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 a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole*

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*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 California register[.]*

In consideration of ICF's evaluation documented above, the NWP Railroad Depot does not meet the requirements for listing in the California Register and does not qualify as a historical resource under 14 CCR § 15064.5(a)(3).

#### 14 CCR § 15064.5(a)(4)

*The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.*

Although 14 CCR § 15064.5(a)(4) allows a CEQA lead agency to consider any resource as a CEQA historical resource, the lead agency for the current study relies upon the preceding criteria of the CEQA guidelines to determine the historical resource status of the NWP Railroad Depot.

#### Conclusion

Based on the discussion above of the NWP Railroad Depot relative to National Register/California Register Criteria A/1-D/4, the subject building is not eligible for individual listing in the National Register or California Register. 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)(1)-(4) of the CEQA Guidelines. The current investigation assigns an updated status code of 6Z (ineligible for National Register, California Register, or Local designation through survey evaluation) to the resource. If the NWP Railroad Depot were to be listed in a local register of historical resources in the future, an updated status code of 5S1 would be appropriate at that time.

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Additional figures:



**Figure 2.** Aerial photograph showing the footprint of NWP Railroad Depot, 1931; visible are the passenger waiting room (with raised, gabled roof), passenger arcade facing the tracks, and south warehouse wing. Source: University of California, Santa Barbara Library (Flight C\_1595, Frame 28), edited by ICF.



**Figure 3.** 1935 photo of unenclosed passenger arcade, viewed facing southwest. The gabled roof to the passenger waiting room is visible behind the mission-style parapets near the center of the image. Source: Northwest Pacific Railroad Historical Society, via San Rafael Heritage.

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**Figure 4.** c.1930s photograph of the depot building (left) and unenclosed passenger arcade, with trackage, viewed facing north. Buildings historically located east of the depot, which are no longer extant, are also visible at right. Source: San Rafael Heritage.



**Figure 5.** Depot building, viewed facing northwest, shows the c.1940s NWP office addition, which blocked the south end of the passenger arcade. The northernmost arches in the arcade had also been enclosed at this time (at far right of image). Source: Anne T. Kent California Room, Marin County Free Library, via San Rafael Heritage.

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**Figure 6.** 1965 aerial image. The red border represents the remaining original passenger waiting room and enclosed passenger arcade along its east side; the blue border represents the south office addition (1940s); the yellow border represents the north office addition (1950s). Source: University of California, Santa Barbara Library (Flight CAS\_65\_130, Frame 39-185), edited by ICF.



**Figure 7.** The c.1970s north addition, which replaced an earlier north addition dating to the 1950s (outlined in yellow in Figure 6 above). Viewed facing south.

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**Figure 8.** North end of the building, viewed facing southeast. The non-historic north addition is at left, and the 1980s-era upper-story addition is visible at the center of the image. The three divided-lite arched windows that originally belonged to the passenger waiting room are located at right; the original roof of that volume was removed to accommodate the second-story addition.



**Figure 9.** South and east façades, viewed facing northwest.

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\*Resource Name or # (Assigned by recorder) San Rafael Passenger Depot, Northwestern Pacific Railroad

\*Recorded by Patricia Ambacher, AECOM

\*Date February 5, 2014  Continuation  Update

**P1. Other Identifier:** Northwest Pacific Railroad Depot

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

This property was surveyed on February 5, 2014, and no physical changes were noted from its last recordation on April 22, 2013, by ICF International.

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

P5b. Description of Photo: (View, date, accession #) Depot's north and west façades, camera facing southeast, February 5, 2014



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

Patricia Ambacher

AECOM

2020 L Street, Suite 400

Sacramento, CA 95811

**\*P9. Date Recorded:**

February 5, 2014

**\*P10. Survey Type:** (Describe)

Intensive

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") AECOM. *Historic Architectural Survey Report for the Sonoma-Marin Area Rail Transit (SMART) Rail Corridor San Rafael to Larkspur Project, Marin County, California*. Prepared for Sonoma-Marin Rail Transit District. 2014.

**\*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

Other (list) California Department of Parks and Recreation (DPR) 523 Form Set for P-21-001015 Prepared by ICF International, 2013; DPR Historic Resources Inventory Form for P-21-001015 Prepared by City of San Rafael, 1978

**\*B10. Significance:**

This property was evaluated for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) by ICF International (ICF) in 2013 as part of the *Cultural Resources Inventory and Evaluation Report for SMART, the Sonoma-Marin Area Rail Transit Downtown San Rafael, Marin County (MP 17 to Petaluma, Sonoma County (MP 38.5))*. ICF determined that the property appeared to meet NRHP/CRHR Criterion A/1. However, because of a loss of integrity workmanship, design, and materials, the property no longer could convey its significance. Therefore, it appeared ineligible for the NRHP/CRHR. The State Historic Preservation Officer agreed with this analysis and concurred that the property is not eligible.

**P1. Other Identifier:** Whistlestop

**P2c. Address:** 930 Tamalpais Avenue, San Rafael, CA 94901-3325

**P2e. Other Locational Data:** Assessor Parcel Number: 01127702

**\*P3a. Description:** The subject property has been field checked, and the building appears to have been substantially altered since its last recordation in January of 1978. The last recordation was very brief in its description. Since 1978, a two-story addition with a gable roof at the south bay appears to have been added to the original one-and-one-half-story pavilion. The west façade of this two-story addition features a second story balcony with a solid stucco wall and a row of vinyl-frame, single-hung windows and a glazed single-entry door at the north end of the windows. The first story below the balcony extends out from the rest of the building and features a row of wood-frame, multi-paned single-hung windows. A styled bell-tower parapet at the south end of the windows features pilasters on either side of the recessed opening, which contains a paneled wood door flanked by sidelights, as well as protruding Moderne style curvilinear brick walls. A fabric awning shelters this entrance. The west elevation of this second-story elevation contains the original bell-tower shaped parapets and the former arched breezeway arcade, which has been filled-in and sheathed with stucco. Wood-frame and steel-frame windows have also been placed in the former openings of the arcade. The two-story addition is attached to and flush with these former openings.

The original portion facing 4<sup>th</sup> Street has also been elevated slightly and converted into two stories. The façade features rows of tall, non-original metal-frame, double-casement windows along the second story of the east and west elevations. South of the bell tower along the west elevation are two, vinyl-frame single-hung windows. The previous recordation noted that there were additions on 3<sup>rd</sup> and 4<sup>th</sup> Streets. The addition facing 3<sup>rd</sup> Street is one story in height and has a flat roof, stucco siding, vinyl-frame windows, and clay tile awnings above the south elevation windows. The 4<sup>th</sup> Street addition has a gap between the flat roof extension and the current flat roof portion along the west elevation. This gap has been filled with the second story addition and extension of the original pavilion.



Photograph 1. San Rafael depot, 1938. Courtesy of Yesteryear.com



Photograph 2. East elevation of San Rafael depot showing infill of the arched arcade and an addition at the north end. Photograph taken on April 22, 2013.

A photograph taken in 1938, nine years after the Depot's construction, shows the east elevation facing the railroad tracks as an open arched breezeway separated by columns used as a waiting area enclosing the original pavilion (Photograph 1). The breezeway arcade has been filled and sheathed in stucco. Steel-sash windows, five of which have steel-sash transoms, now punctuate the former arched openings (Photograph 2). The flanking, styled parapets have also been filled in and centered with single and double flush metal doors. A 1942 photograph shows the north elevation featuring the typical styled parapet and arch opening flanked by the same styled parapets and a flat roof extension at the west bay of the north elevation with two filled arched openings centered with two multi-paned steel-sash windows. The west flanking parapet has been removed since the photograph was taken.

**\*P3b. Resource Attributes:** HP 17 – Railroad Depot

**\*P8. Recorded by:** Monte Kim, ICF International, 630 K Street, Suite 400, Sacramento, CA 95818

**\*P11. Report Citation:** *Cultural Resources Inventory and Evaluation Report for SMART, the Sonoma-Marin Area Rail Transit Downtown San Rafael, Marin County (MP 17) to Petaluma, Sonoma County (MP 38.5)*. Prepared for the Sonoma-Marin Area Rail Transit District. Prepared by ICF International, April 2013.

**\*B10. Significance:** The City of San Rafael evaluated this property in 1978 as part of its —Historical/Architectural Survey” (see attached inventory form). The evaluator for the City, Niki Simons, determined that the depot appeared to be individually eligible for listing in the National Register of Historic Places (NRHP) because of its Mission Revival architecture, and she assigned a California Historical Resource status code of 3S to the property. In 1986, the City updated its list of —architecturally interesting” resources from the 1978 survey. The list contains 305 properties, including the depot, all of which the City considers historical resources for the purposes of the California Environmental Quality Act (CEQA). The property is currently listed in the California Historical Resources Inventory Database with a 3S status code and has been assigned the Primary Number P-21-001015.

On April 22, 2013, an ICF architectural historian field checked the subject property as part of an intensive level survey to identify cultural resources located within the study area of the proposed Sonoma-Marín Area Rail Transit corridor. After completing the field check and reviewing the previous recordation, the present evaluation concludes that the Northwestern Pacific (NWP) passenger depot in San Rafael lacks sufficient integrity to warrant inclusion in the NRHP or the CRHR. Historic photos and aeriáis indicate that the building has been substantially altered by modifications completed outside of the building’s historic period, which this evaluation has established as the period between 1929—the year the passenger depot was constructed—and 1958, the year passenger service ended between San Rafael and Eureka.

The NWP grew out of a consolidation of 42 separate lines built between 1864 and the early twentieth century. The NWP was officially incorporated in 1907, when the Southern Pacific and the Santa Fe railroads decided to end their competition with each other in northwestern California and establish a joint line known as the Redwood Empire Route. The NWP constructed a number of passenger depots along the Redwood Empire Route, including the San Rafael passenger depot, which it built in 1929. The depot played an important role in promoting the economic development of the community. As such, the passenger depot possesses associative importance under NRHP Criterion A and CRHR Criterion 1. The building, however, lacks significance under NRHP Criterion B and CRHR Criterion 2, since it is not associated with the singular efforts of any individual important to the development of the passenger depot or the economic development of the community. The San Rafael passenger depot also lacks significance under NRHP Criterion C and CRHR Criterion 3, since its physical integrity has been substantially compromised by the numerous alterations it has incurred. Finally, the depot does not appear to be significant under NRHP Criterion D and CRHR Criterion 4 as a source or likely source of important historical information, construction methods, materials, or technologies.

With regard to integrity considerations, the passenger depot retains its integrity of location, but its setting has been adversely affected by the demolition or replacement of surrounding buildings. Additionally, its integrity of workmanship, design, and materials has been severely compromised by numerous additions, façade alterations, and fenestration modifications, all of which diminish the building’s ability to convey the feeling of a late 1920s passenger depot and make it more difficult to see its original association with the NWP. Because of its compromised integrity, the San Rafael passenger depot does not appear to meet the minimum eligibility criteria for listing in the NRHP or the CRHR.

The depot is, however, a historical resource for the purposes of CEQA. It is included in the City of San Rafael’s list of locally designated resources, and it was evaluated for this update recordation 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.

In conclusion, the NWP San Rafael depot is an individual property that is locally-designated and listed in the San Rafael —Historical/Architectural Survey,” but it is also proposed to be ineligible for listing in the NRHP and the CRHR due to its lack of integrity. As such, the present evaluation has assigned two status codes to this property, 5S1 and 6Z.

**\*B12. References:** Historic aeriáis (1946, 1987, 2002, 2005) on file at [historicaeriáis.com](http://historicaeriáis.com); *Historic Architectural Resources Report, October 2004*, Prepared for Parsons Brinckerhoff Quade & Douglas, Inc. by Garcia and Associates.

**\*B14. Evaluators:** Aisha Rahimi-Fike and Monte Kim, Ph.D., ICF International, 620 Folsom Street, 2<sup>nd</sup> Floor, San Francisco, CA 94107

**\*Date of Evaluation:** April 23, 2013



Photographs:



Photograph 3.  
Northwestern Pacific Depot. 930 Tamalpais Ave. View south.



Photograph 4.  
Northwestern Pacific Depot. 930 Tamalpais Ave. View southeast.



Photograph 5.  
Northwestern Pacific Depot. 930 Tamalpais Ave. View northwest.



Photograph 6.  
Northwestern Pacific Depot. 930 Tamalpais Ave. View southwest.

**P1. Other Identifier:** 930 Tamalpais Avenue

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Marin

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

\*b. USGS 7.5' Quad San Rafael Date 1954 revised 1980 T 2N; R 6W; \_\_\_ ¼ of Sec \_\_\_; \_\_\_\_\_ B.M.

c. Address 930 Tamalpais Avenue City Rafael Zip 94901

d. UTM: (give more than one for large and/or linear resources) Zone 10; 542000 mE/ 4202610 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 011-277-01

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

The former San Rafael Depot located at 930 Tamalpais Avenue, between 3<sup>rd</sup> and 4<sup>th</sup> Streets, in San Rafael is a one and two-story stucco-clad building with a generally rectangular footprint and multiple gable and flat roof elements (**Photograph 1**). Originally designed in the Mission Revival architectural style, it retains few characteristics of that style. All of the arched parapets on the building are replacements designed to look like the original parapets of the building. The north end of the building consists of a single-story element with a second-story gable-roof addition sited west of the midline and flush with the west side of the building. The east side of the single story section was formerly an open arcade; however, all of the arches have been enclosed with multi-pane windows, doors, and/or stucco, and new arched parapets have been constructed above two door openings (**Photograph 2**). (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) HP6 – 1-3 Story Commercial Building; HP17 – Railroad Depot (former)

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

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



P5b. Description of Photo: (View, date, accession #) **Photograph 1. July 31, 2012, camera facing northwest.**

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
1929 (Marin Journal)

\*P7. Owner and Address:  
Marin Senior Coordinating Council  
Inc.,  
930 Tamalpais Avenue  
San Rafael, CA 94901-3325

\*P8. Recorded by: (Name, affiliation, address)  
Heather Norby and Leslie Trew  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

\*P9. Date Recorded: July 31, 2012

\*P10. Survey Type: (Describe)  
Intensive

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

\*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  
 Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

B1. Historic Name: San Rafael Depot

B2. Common Name: Whistlestop

B3. Original Use: Railroad Depot B4. Present Use: Senior Center

\*B5. Architectural Style: Mission Revival

\*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1929. Please see Table 1 in "Section B10 Significance (continued)" for a list of alterations.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: Frederick H. Meyer b. Builder: Leibert and Trobock, contractors

\*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.)

The property at 930 Tamalpais Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated 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 (see Tables 2 and 3 for more information about CEQA Guidelines and California Public Resources Codes).

Historic Context

The former San Rafael Depot at 930 Tamalpais Avenue was constructed by the Northwestern Pacific Railroad (NWPRR) in 1929 to replace an older depot building constructed in about 1880 by the San Francisco and North Pacific Railroad Company (SF&NP). Peter Donahue, who by the 1870s owned controlling interests in a few small railroads serving the "redwood empire" of the north San Francisco Bay, consolidated his interests and created SF&NP. SF&NP reached San Rafael in 1879, connecting with the narrow gauge San Rafael and San Quentin Railroad. In 1880 this line was extended a half mile to the North Pacific Coast "B" Street Station. Still seeking a better commuter connection to San Francisco, in 1882, Donahue organized the San Francisco & San Rafael Rail Road Company to build south from San Rafael to a terminus at Tiburon Point. The railroad depot on Tamalpais Avenue served the line from Tiburon Point north to Fulton.<sup>1</sup>

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

\*B12. References: San Rafael Planning Department files for 930 Tamalpais Avenue; San Rafael Building Department permits for 930 San Rafael Avenue; *Marin Journal*; Marin History Museum Library historic photograph collection; Fred A. Stindt and Guy L. Dunscomb, *The Northwestern Pacific Railroad: Redwood Empire Route* (Stindt and Dunscomb: Redwood City, CA, 1964); and see footnotes.

B13. Remarks:

\*B14. Evaluator: Heather Norby

\*Date of Evaluation: August 2012

(This space reserved for official comments.)



<sup>1</sup> Fred A. Stindt and Guy L. Dunscomb, *The Northwestern Pacific Railroad: Redwood Empire Route* (Stindt and Dunscomb: Redwood City, CA, 1964), 13-15; *Marin Journal*, 24 January 1929.

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

The north end of the building, from the northernmost parapet on the east side to the north end of the building, is an addition constructed in 1987. The north façade was entirely redesigned from its original configuration during this remodel. It has an arched, decorative parapet centered above a symmetrical façade featuring a raised arch over a three-part window set between two 12-light windows in alcoves with red clay tile shed-roof extensions (**Photograph 2**). The second-story addition has a red clay tile gable roof with overhang and exposed eaves and rafter tails. A clock-tower with a pyramidal roof is integrated into the east side of the addition. A series of three-part windows line the east side between the clock tower and the northeast corner of the addition (**Photograph 3**). On the west side, the second-story addition has a series of three-part modern windows above a series of arches on the first floor that are filled with a combination of multi-pane metal windows, stucco, a metal entry door, and a six-over-six double-hung wood-sash window (**Photograph 4**).

The mid-section of the building has a two-part second-story addition flush with the west side of the building. This addition has two red tile clay gable-roof elements, one larger element to the north and a smaller element to the south. Both have overhanging eaves and exposed rafter tails. A series of modern double-hung windows line the west side of the addition above a series of heavily modified arches. The arches are mostly filled with metal entry doors, and eight-over-eight metal hopper windows. Two of the arches have multi-pane metal windows present in the arches above the metal entry doors (**Photograph 5**). Also on the west side, two of the doorways have arched parapets centered above and flush with the second-story addition. The east side of this addition has a row of six modern double-hung windows and a single entry door accessing a long porch contained by a low horizontal wall. Below the second-story porch is a series of seven six-over-six double-hung wood-sash windows above a brick apron; this part of the ground-level was an addition to the building constructed between 1939 and 1946 (**Photograph 6**).

The southern end of the building is a single-story flat-roof addition with modern multi-pane windows on all three sides. The south side, fronting 3<sup>rd</sup> Street, has two pairs of windows with red clay tile awnings supported by decorative knee braces (**Photograph 7**). Two main entries are located on the east side of the building. The southernmost entry is located beneath an arched parapet and inset into an alcove with rounded corners clad with a brick façade. The door with transom is a modern glazed door flanked by sidelights (**Photograph 8**). The northernmost door is located at the point where the original arcade abuts the portion of the building constructed between 1939 and 1946 and consists of modern double doors beneath a modern parapet (**Photograph 9**).

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

In 1907, the Northwestern Pacific Railroad formed when Southern Pacific and Atchison, Topeka & Santa Fe combined forces to unify the railroads running through the redwoods in the North Bay. After the merger, the terminal at Tiburon was converted to freight use only and the Sausalito station became the main passenger terminal. Commuter service continued to operate under NWPRR through the stations at San Rafael, Sausalito, Mill Valley, San Anselmo, Fairfax, and Manor.<sup>2</sup>

NWPRR constructed its new San Rafael station in 1929 as part of an extensive improvement project undertaken for the system. The company simultaneously constructed a new depot at Ross and both were touted as “thoroughly modern in every respect.”<sup>3</sup> In its coverage of the opening of the new San Rafael Depot, the local newspaper provided a description of the building (**Figure 1**):

The waiting rooms are excellently finished in concrete and tile with attractive lighting arrangements and large arched windows. Built-in phone booths, a well arranged cigar stand and large low benches have been incorporated for the comfort of the passengers. Large double doors lead from the waiting room to the wide arch covered platform. The platform is built of concrete and extends the entire length of the depot.<sup>4</sup>

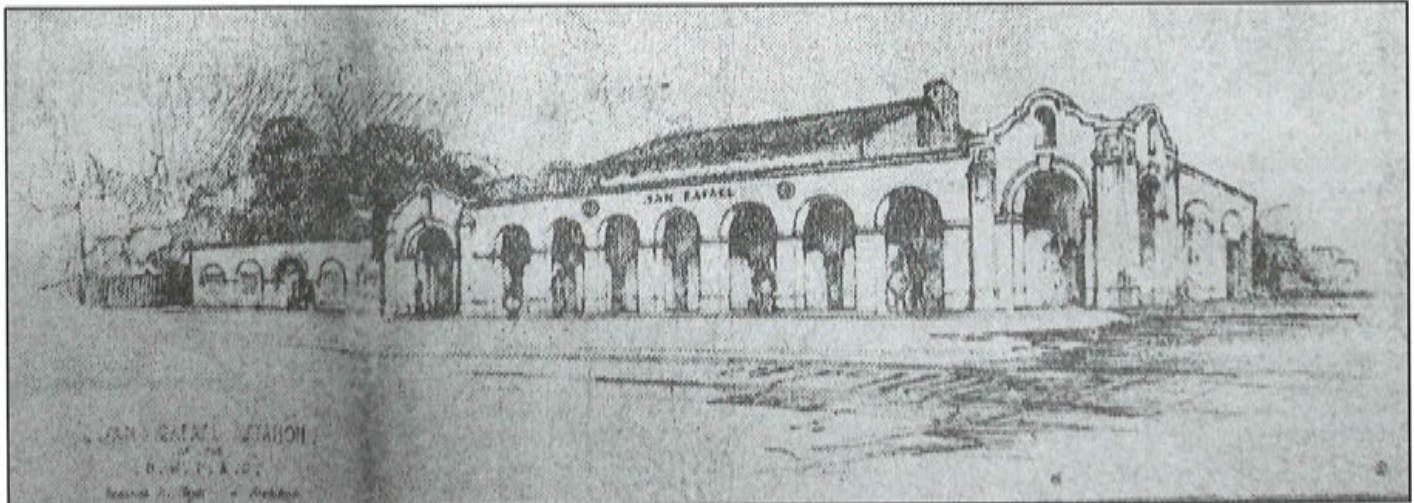
And:

<sup>2</sup> Harre W. Demorro and Vernon J. Sappers, *Rails to the San Francisco Bay* (Quadrant Press: New York, n.d.), 80.

<sup>3</sup> “New San Rafael Station to Open Early Next Week,” *Marin Journal*, 24 January 1929.

<sup>4</sup> “New San Rafael Station to Open Early Next Week,” *Marin Journal*, 24 January 1929.

A large warehouse for freight and express consignments forms the southern wing of the building and this is separated from main building by a passageway from the street to the station platform.<sup>5</sup>



**Figure 1:** Drawing by architect Frederick H. Meyer of the San Rafael depot as it was originally designed. Fourth Street end at right. This drawing illustrated the article “New San Rafael Station to Open Early Next Week” that appeared on the front page of the *Marin Journal* on January 24, 1929.

Both stations were designed in the Mission Revival style of architecture that was popular in California from the 1880s through the 1930s. The style was a romanticized interpretation of the Spanish Missions built in colonial California and was characterized by shaped parapets, porch roofs, red clay tile roof cladding, widely overhanging eaves, and smooth stucco exterior walls. Railroad companies adopted the style in the early decades of the twentieth century and many depots were built throughout California and the West in the Mission Revival Style.<sup>6</sup>

Architect Frederick H. Meyer of San Francisco designed both the San Rafael and Ross depots. Meyer, a native San Franciscan born in 1876, began working as a draftsman for builders Campbell and Pettus in 1896 without any formal architectural training. Over the course of his career, he partnered with several architects including Samuel Newsom, Smith O’Brien, John Galen Howard, John Reid, Albin R. Johnson, and Albert J. Evers to design offices, hotels, schools, and houses. Meyer had a particular interest in transportation and designed a garage for a single family residence at 2756 Steiner in San Francisco, which was an early innovation for a house in 1910. His designs were consistent with the architectural style of the eras within which he worked. His San Francisco designs include the Cadillac Hotel (San Francisco Landmark 176), the Rialto Building, and the Auditorium on the south side of the Civic Center. He was a Regional Director for the American Institute of Architects and became a Fellow in 1934. Meyer was a member of the State Board of Architects for 15 years, an early member of California State Automobile Association founded in 1907, and founder of the Redwood Empire Association in 1920. Meyer died in 1961 at Marin General Hospital.<sup>7</sup>

Since the original depot was constructed in 1929 it has undergone a series of alterations that have left little of Meyer’s original design intact and that dramatically changed the building’s footprint and form (see **Figures 1** and **2** and **Table 1**). The first of the major additions occurred sometime between 1939 and 1946 when a large rectangular addition was

<sup>5</sup> “San Rafael and Ross Depots to Open on Jan. 25,” *Marin Journal*, 17 January 1929.

<sup>6</sup> Karen J. Weitze, *California’s Mission Revival*, (Hennessey & Ingalls, Inc.: Los Angeles, 1984), x-xii; Virginia & Lee McAlester, *A Field Guide to American Houses* (Alfred A. Knopf: New York, 2011), 408-410.

<sup>7</sup> *Encyclopedia of San Francisco*, “Frederick Herman Meyer,” [www.sfhistoryencyclopedia.com/articles/m/meyerFrederick.html](http://www.sfhistoryencyclopedia.com/articles/m/meyerFrederick.html), accessed August 1, 2012; “New San Rafael Station to Open Early Next Week,” *The Marin Journal*, January 24, 1929, front page.

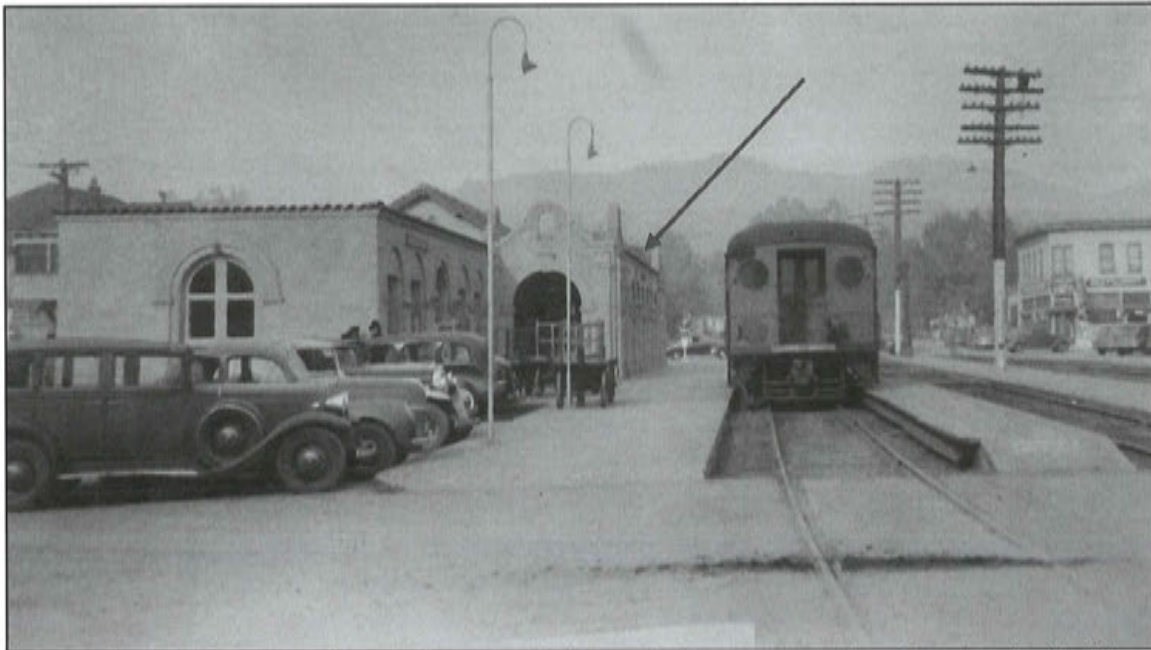
Page 5 of 17

\*Resource Name or # (Assigned by recorder) APN: 011-277-01

\*Recorded by H. Norby and L. Trew \*Date July 31, 2012

Continuation  Update

constructed that completely enveloped the original warehouse on the south end of the depot.<sup>8</sup> The addition abutted the south end of the open arcade, closing the south-facing arch shown in **Figure 2**.



**Figure 2:** San Rafael Depot, circa 1939, camera facing north. Note open arcade and south end of building in foreground (Photograph courtesy of Marin History Museum Library, J.G. Graham collection). Arrow indicates original arcade wall (above) and largely surrounded by new construction (below).



**Figure 3:** Former San Rafael Depot, July 31, 2012, camera facing northwest. Note extensive additions to the second story, enclosed arcade at right, and additions to south end at left.

A series of three small additions, each under 400-square-feet, were constructed between 1949 and 1953. In 1955, a portion the trackside arcade was enclosed by the construction of three partitions. Two more entry arches were enclosed in 1964. Another small addition of 300-square-feet was constructed in 1978.<sup>9</sup>

<sup>8</sup> 1946 aerial photograph of 930 Tamalpais Avenue, accessed at <http://www.historicaerials.com/> on August 2, 2012; "NWP Single car at San Rafael Station," circa 1939, Marin History Museum Library, J.G. Graham Collection.

<sup>9</sup> San Rafael Building Department permits. Please see **Table 1** for permit numbers.

NWP stopped offering service through San Rafael in 1974 and by 1984, no portion of their system was still in operation.<sup>10</sup> In 1980, the Marin Senior Coordinating Council purchased the depot to use as a senior center known as the "Whistlestop." After purchasing the property, the council made two large additions to the former depot, one in 1985 and another in 1987. By the time these two extensive additions and remodels were proposed, the San Rafael Depot had been modified to such a degree that the building no longer retained much of its original appearance. In fact, in 1987 planning staff from the City of San Rafael wrote to the city's Design Review Board regarding the proposed 1,390-square-foot addition that "any architectural significance of the original building has long been lost by the many additions that have occurred through the years." Review of the planning department file on the depot did not find that the Design Review Board had any disagreement with that conclusion.<sup>11</sup>

Alteration Date	Description of Alteration	Source
1939 - 1946	Large addition on south end subsumed the original southern end of the building.	1939 historic photograph; 1946 aerial photograph <sup>12</sup>
1949	Enlarge telephone room on east side of building with 8' x 10' addition	Building Permit 7064
1951	Construct 391-square-foot addition for office space	Building Permit 8474
1953	Construct 200-square-foot addition	Building Permit 8199
1955	Portion of arcade enclosed by construction of three partitions	Building Permit 962
1964	Enclose two entrance arches	Building Permit 842
1978	Construct 300-square-foot addition	Building Permit 10574
1981	Interior remodeling; construct exterior refuse enclosure	Building Permit 15974
1985	2,550-square-foot second-story addition	Building Permit 19506; Report to Mayor and City Council, Apr. 2, 1987 located in Planning Dept. file for 930 Tamalpais Ave.
1987	Construct 1,390-square-foot addition; redesign north end of existing ground floor	Building Permit 26423

**Table 1:** Date and description of alterations to San Rafael Depot with source material.

The first of the major 1980s remodels to the former San Rafael Depot was a 2,550-square-foot second story addition and remodel designed by architect Edward Hageman. One original arch on the east side of the building was used as a model for new arches constructed at various points around the building. Two new canopies were added to the windows on the south end (3<sup>rd</sup> Street) of the building.<sup>13</sup> The 1987 addition, also designed by Edward Hageman, added 1,390-square-foot to the building with a second-story addition, a new clock tower integrated into the addition, and an addition and redesign of the north end of the. The addition on the north façade added a rectangular space with windows on the east and west sides and a main symmetrical façade with an arched parapet and three windows. The second story addition consisted of a rectangular mass with a gable-roof structure and a new clock tower with a pyramidal roof.<sup>14</sup>

<sup>10</sup> Charles Hall Page & Associates, Inc., "Historic/Architectural Survey Form, 930 Tamalpais Avenue," October 1976.

<sup>11</sup> Demoro and Sappers, *Rails to San Francisco Bay*, 80; Scwieterman, Joseph P., *When the Railroad Leaves Town: American Communities in the Age of Rail Line Abandonment* (Truman State University Press: Kirksville, Missouri, 2004), 73; Marin History Museum, *Images of America: Modern San Rafael, 1940 – 2000* (Arcadia: Charleston, South Carolina, 2012), 91; San Rafael Planning files, 930 Tamalpais Avenue, Correspondence from Planning Staff to Design Review Board, 29 May 1987.

<sup>12</sup> "NWP Single car at San Rafael Station," circa 1939, Marin History Museum Library, J.G. Graham Collection; 1946 aerial photograph of 930 Tamalpais Avenue, accessed at <http://www.historicaerials.com/> on August 2, 2012.

<sup>13</sup> Edward Hageman, "Addition and Alterations for The Whistlestop," drawing, January 20, 1983.

<sup>14</sup> Edward Hageman, "Addition and Alterations for The Whistlestop," drawing, April 30, 1987, sheet 7.

### Previous and Current Evaluations

The San Rafael Depot was constructed in 1929, approximately 50 years after SF&NP first constructed a rail line through San Rafael, therefore, this building is not directly associated with the early history of SF&NP or with the early development of railroads in or around San Rafael. Rather, this depot was constructed as a railroad depot to replace an older structure during a phase of system improvement implemented by NWP. There is no evidence in the historical record that suggests that this depot was significant within the context of the transportation system in the North Bay in the 1920s or 1930s that would rise to the threshold of significance required under NRHP Criterion A/CRHR Criterion 1, therefore the San Rafael Depot does not appear eligible under these criteria.

Research did not reveal direct associations between the former depot and any individual significant to history at the local, state, or national level that might imbue this building with significance under NRHP Criterion B/CRHR Criterion 2. Because the San Rafael Depot was constructed over 50 years after the initial development of the NWP system, it has no association with early railroad developer Peter Donahue, nor is there evident that the building has specific associations with any other historically important railroad official.

This building is not significant under NRHP Criterion C/CRHR Criterion 3 because it does not embody the distinctive characteristics of its type of architecture – Mission Revival – nor is it an important work of a master architect. Because of multiple additions and renovations since the depot was constructed, this building has lost most of the elements that originally defined its Mission Revival Style (see integrity discussion below). The original architect of the building, Frederick H. Meyer was a prolific architect who designed buildings in San Francisco and in the Bay Area in various professional partnerships in the first decades of the twentieth century. Accounts of his work and contributions do not substantiate that he should be considered a master architect, however, even if he were, this building with its multiple alterations to his original design would not be considered a good example of his work.

The San Rafael Depot is well documented in the historical record through textual records, photographs, and drawing, and is not significant under NRHP Criterion D/CRHR Criterion 4 because it does not have the potential to yield important historical information.

In addition to lacking significance under any of the criteria for evaluation under the NRHP or CRHR, the San Rafael Depot has suffered very substantial losses of integrity that prevent it from conveying its association with its original date of construction, 1929. The building has not been moved or relocated so it retains integrity of location, the setting of which is still in downtown San Rafael. In all other five integrity considerations, however, it has lost virtually all of its ability to convey any association with its historic period. The original design of the building is nearly impossible for an observer to discern from the current exterior configuration because of the first large addition built between 1939 and 1946 that enveloped the freight warehouse, as well as the subsequent series of smaller additions, the enclosing of the arcade, and the two large additions in the 1980s. All of these changes represent a significant loss of integrity of original design, materials and workmanship of the building. The depot has also lost integrity of association because it has not served as a railroad depot since 1974 and has subsequently been converted to use as a senior center. And finally, feeling, the most subjective of all integrity considerations, refers to the sense of time and place the building might convey to a visitor. This building does not have the feeling of a 1920s railroad depot. Even if this building met the criteria of significance, the original depot has been obscured and altered so completely that it would not be eligible for listing in the NRHP or CRHP because of its substantial loss of integrity. Under CEQA guidelines, Section 15064.5(a)(3), a building is considered an “historical resource” if it meets the criteria for listing on the CRHR; this building meets none of the criteria and is not an historical resource for the purposes of CEQA under this section of the guidelines (see Table 2).

The Whistlestop Depot at 930 Tamalpais has also been the subject of previous local historical analysis and studies. In 1976 Charles Hall Page & Associates, Inc., surveyed 930 Tamalpais Avenue for architectural and historical significance and found that the building had “fair” architectural significance and “major” historical/cultural significance. Ten years later the same company conducted the “San Rafael Historical/Architectural Survey” which identified structures and areas in San Rafael considered to have historical or architectural significance, including the Whistlestop Depot building. The city council adopted the list. Each structure or area in the survey was given a property classification of good, excellent, or exceptional



and, although the depot was rated good, it was not placed on the City of San Rafael's list of designated landmarks. According to the City of San Rafael's historic preservation ordinance, the purpose of listing buildings with "historic, architectural, or aesthetic merit" (referred to in the ordinance as "structures of merit") that are not designated landmarks, is to "recognize and encourage the protection, enhancement, perpetuation and the use of such structures."<sup>15</sup> The ordinance further states that "Nothing in this chapter shall be construed to impose any regulations or controls upon such structures of merit included on the said list and neither designated as landmarks nor situated in historic districts."<sup>16</sup> None of the previous studies identified 930 Tamalpais Avenue as part of any locally designated historic district, nor are any locally designated historic districts in its immediate vicinity.

Since the last field recordation of the former depot in 1976, the building has undergone extensive alterations and modifications and this current evaluation concludes that it does not meet the threshold of integrity necessary for conveying architectural significance to its date of construction under the NRHP or CRHR.<sup>17</sup> Under CEQA guidelines, Section 15064.5(a)(2), a building is considered an "historical resource" if it is included in a local register of historical resources as defined by the Public Resources Code (see Tables 2 and 3). Although the building was recognized as a potential historic resource in previous surveys, it has subsequently lost integrity to such a degree that the preponderance of evidence now demonstrates that the building no longer meets the definition of a local "structure of merit" and it is not an historical resource under this section of the CEQA guidelines. Because 930 Tamalpais Avenue is not eligible for the NRHP or CRHR, and because the building no longer meets the definition of a local "structure of merit," it is not an historical resource for the purposes of CEQA compliance.

<sup>15</sup> San Rafael, California, Code of Ordinances. 2.18.069(a).

<sup>16</sup> San Rafael, California, Code of Ordinances. 2.18.069(b).

<sup>17</sup> Charles Hall Page & Associates, Inc., "Historical/Architectural Survey Form, 930 Tamalpais Avenue," October 1976; Charles Hall Page & Associates, Inc., "City of San Rafael, San Rafael Historical/Architectural Survey, Final Inventory List of Structures and Areas," September 1986.

**Table 2: CEQA Guidelines applied to 930 Tamalpais Avenue.**

Title 14. California Code of Regulations

Chapter 3. Guidelines for Implementation of the California Environmental Quality Act

Article 5. Preliminary Review of Projects and Conduct of Initial Study

(Sections 15060 to 15065)

**15064.5. Determining the Significance of Impacts to Archeological and Historical Resources**

(a) For purposes of this section, 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, 5024.1, 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 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 on the California Register of Historical Resources (Pub. Res. Code, 5024.1, Title 14 CCR, Section 4852) including the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

15062.5a(1) does not apply to the subject building because it has not been subject to Commission action.

Although the building was recognized as a potential historic resource in previous surveys (see pages 7-8 of the DPR 523 form), it has lost substantial historic integrity and no longer meets the definition of a local structure of merit.

The previous surveys may have met PRC 5024.1(g), but the building has lost substantial historic integrity since the time of those surveys. (See separate table below for PRC 5024.1).

In compliance with 15064.5a(2), the project proponent conducted a survey to address the extensive changes to the building since the previous surveys. The survey and evaluation conducted and presented on the DPR 523 form for this project meets the survey guidelines and concludes that with consideration of all of the alterations to the building, the preponderance of evidence now demonstrates that the building is not eligible for listing locally, or in the CRHR, or NRHP.

The current survey and evaluation concluded that the building is not historically significant because it does not meet any of the criteria for listing on the CRHR (see DPR 523 form, pages 7-8).

- 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.

**Table 3: California Public Resources Code applied to 930 Tamalpais Avenue.**

**California Public Resources Code Section 5024.1**

(a) A California Register of Historical Resources is hereby established. The California Register is an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The commission shall oversee the administration of the California Register.

(b) The California Register shall include historical resources determined by the commission, according to procedures adopted by the commission, to be significant and to meet the criteria in subdivision (c).

(c) A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) 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.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

The building does not meet 5024.1c, see DPR523 form, pages 7-8.

(d) The California Register shall include the following:

- (1) California properties formally determined eligible for, or listed in, the National Register of Historic Places.
- (2) State Historical Landmark No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the office shall review their eligibility for the California Register in accordance with procedures to be adopted by the commission.
- (3) Points of historical interest which have been reviewed by the office and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.

This section (5024.1d) does not apply to the building because it is not listed in the California Register, see DPR523 form.

(e) If nominated for listing in accordance with subdivision (f), and determined to be significant by the commission, the California Register may include the following:

- (1) Individual historical resources.
- (2) Historical resources contributing to the significance of an historic district under criteria adopted by the commission.
- (3) Historical resources identified as significant in historical resources

This section (5024.1e) does not apply to the building because it is not being nominated for the California Register.

<p>surveys, if the survey meets the criteria listed in subdivision (g).</p> <p>(4) Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria adopted by the commission.</p> <p>(5) Local landmarks or historic properties designated under any municipal or county ordinance.</p>	
<p>(f) A resource may be nominated for listing as an historical resource in the California Register in accordance with nomination procedures adopted by the commission, subject to all of the following:</p> <p>(1) If the applicant is not the local government in whose jurisdiction the resource is located, a notice of nomination in the form prescribed by the commission shall first be submitted by the applicant to the clerk of the local government. The notice shall request the local government to join in the nomination, to provide comments on the nomination, or if the local government declines to join in the nomination or fails to act upon the notice of nomination within 90 days, the nomination may be submitted to the office and shall include any comments of the local government.</p> <p>(2) Prior to acting on the nomination of a survey, an individual resource, an historic district, or other resource to be added to the California Register, the commission shall notify property owners, the local government in which the resource is located, local agencies, other interested persons, and members of the general public of the nomination and provide not less than 60 calendar days for comment on the nomination. The commission shall consider those comments in determining whether to list the resource as an historical resource in the California Register.</p> <p>(3) If the local government objects to the nomination, the commission shall give full and careful consideration to the objection before acting upon the nomination. Where an objection has been raised, the commission shall adopt written findings to support its determination concerning the nomination. At a minimum, the findings shall identify the historical or cultural significance of the resource, and, if applicable, the overriding significance of the resource that has resulted in the resource being listed in the California Register over the objections of the local government.</p> <p>(4) If the owner of a private property or the majority of owners for an historic district or single property with multiple owners object to the nomination, the commission shall not list the property as an historical resource in the California Register until the objection is withdrawn. Objections shall be submitted to the commission by the owner of the private property in the form of a notarized statement certifying that the party is the sole or partial owner of the property, and that the party objects to the listing.</p> <p>(5) If private property cannot be presently listed in the California Register solely because of owner objection, the commission shall nevertheless designate the property as eligible for listing.</p>	<p>This section (5024.1f) does not apply to the building because it is not being nominated for the California Register.</p>

(g) A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- (1) The survey has been or will be included in the State Historic Resources Inventory.
- (2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.
- (3) The resource is evaluated and determined by the office to have a significance rating of Category 1 to 5 on DPR Form 523.
- (4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Although the building was recognized as a potential historic resource in previous surveys that may have met 5024.1g, it has lost substantial historic integrity since that time. As such, the project proponent has complied with 5024.1g (2) and (4) to address the extensive changes to the building since the previous surveys.

The current survey and evaluation of the building concluded that it no longer meets the definition of a local structure of merit, and it is not eligible for listing locally or in the CRHR or NRHP, which is a Category 6Z rating for "not eligible." Therefore, the building does not meet 5024.1g(1), or 5024.1g(3).

(h) Upon listing an historical resource or determining that a property is an historical resource that is eligible for listing, in the California Register, the commission shall notify any owner of the historical resource and also the county and city in which the historical resource is located in accordance with procedures adopted by the commission.

This section (5024.1h) does not apply to the building because it is not eligible for listing in the California Register.

(i) The commission shall adopt procedures for the delisting of historical resources which become ineligible for listing in the California Register.

This section (5024.1i) does not apply to the building because it is not being delisted from the California Register.

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\*Resource Name or # (Assigned by recorder) APN: 011-277-01

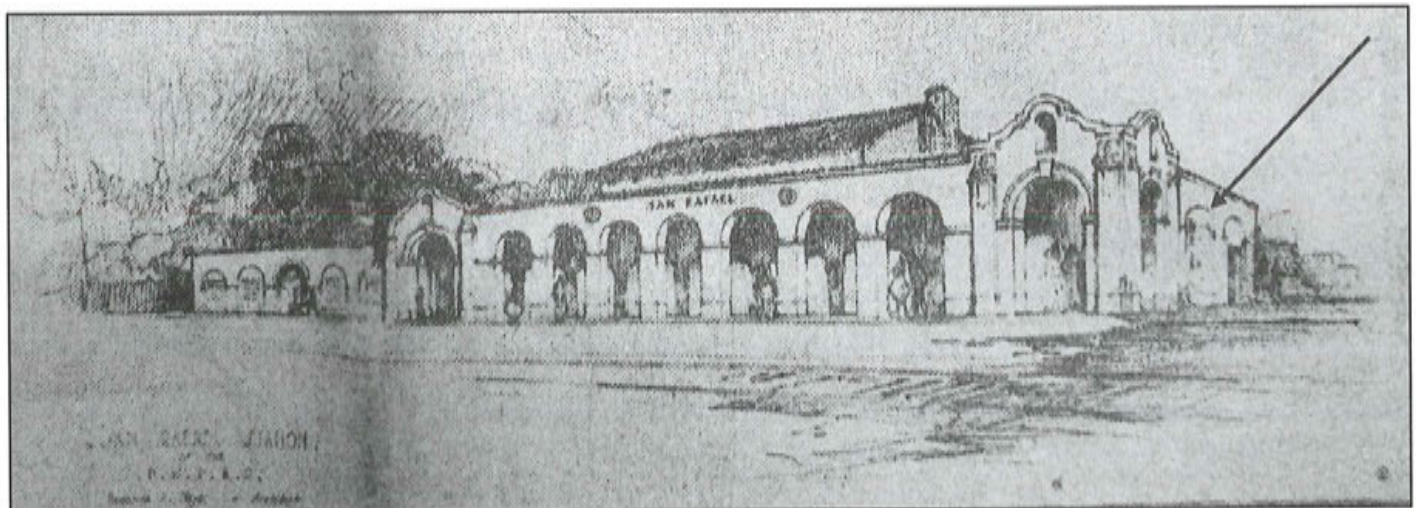
\*Recorded by H. Norby and L. Trew \*Date July 31, 2012

Continuation  Update

**Photographs (continued):**



**Photograph 2:** North end of building (indicated by red arrow) is an addition constructed in 1987 (see red arrow below indicating original design of north end). Row of arches at left was originally an open arcade. Camera facing southwest.



**Figure 4:** Drawing by architect Frederick H. Meyer, *Marin Journal*, January 24, 1929. Red arrow indicates original north end of the depot building. Also note the open arcade.

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\*Resource Name or # (Assigned by recorder) APN: 011-277-01

\*Recorded by H. Norby and L. Trew \*Date July 31, 2012

Continuation  Update

**Photographs (continued):**



**Photograph 3:** Second-story addition and clock tower were constructed in 1987. Also note arched windows that were formerly an open arcade.



**Photograph 4:** West side of the building, camera facing northeast. Note second-story addition, parapet flush with addition, and various treatments of ground-level arches.

Page 15 of 17

\*Resource Name or # (Assigned by recorder) APN: 011-277-01

\*Recorded by H. Norby and L. Trew \*Date July 31, 2012

Continuation  Update

**Photographs (continued):**



**Photograph 5:** West side showing 1985 second-story addition, camera facing southeast. Also note various treatments of ground-level arches.



**Photograph 6:** Mid-section of east side. 1985 second-story addition above 1939-1946 addition, camera facing west.



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\*Resource Name or # (Assigned by recorder) APN: 011-277-01

\*Recorded by H. Norby and L. Trew \*Date July 31, 2012

Continuation  Update

**Photographs (continued):**



**Photograph 7:** South end of building, camera facing northwest.



**Photograph 8:** Southernmost entry on east side, camera facing west.

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\*Resource Name or # (Assigned by recorder) APN: 011-277-01

\*Recorded by H. Norby and L. Trew \*Date July 31, 2012

Continuation  Update

**Photographs (continued):**



**Photograph 9:** Entry at south end of former arcade on east side, camera facing west.

P-21-001015

HISTORIC RESOURCES INVENTORY

(State use only)

UTM \_\_\_\_\_ G \_\_\_\_\_ NR 43 SHL \_\_\_\_\_  
 Lat \_\_\_\_\_ Lon \_\_\_\_\_ Era \_\_\_\_\_ Sig \_\_\_\_\_  
 Adm \_\_\_\_\_ T2 \_\_\_\_\_ T3 \_\_\_\_\_ Cat \_\_\_\_\_ HABS \_\_\_\_\_ HAER \_\_\_\_\_ Fed \_\_\_\_\_  
 UTM 10/542000/4202610

IDENTIFICATION

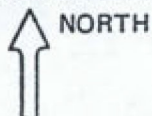
- Common name: "Whistlestop" 21-4902-284
- Historic name, if known: Northwest Pacific Railroad Depot
- Street or rural address: 930 Tamalpais (NAD27: 542000 m E / 4202608 m N)  
 City: San Rafael ZIP: 94901 County: Marin
- Present owner, if known: Northwestern Pac. R.R. Address: \_\_\_\_\_  
 City: San Rafael ZIP: \_\_\_\_\_ Ownership is: Public  Private
- Present Use: Offices for Marin Senior Coordinating Council, Inc. Original Use: R.R. Station  
 Other past uses: \_\_\_\_\_

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

One story stucco Mission Revival Style. Main, gabled pavilion with red tile roof, copper gutter and three large arches. Arcade continues down long facade with bell tower parapets, prominent arch and flanking pilasters. Entrances awnings, additions on 3rd St. and 4th St. The building is in the center of the street.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



8. Approximate property size:

Lot size (in feet) Frontage \_\_\_\_\_'  
 Depth \_\_\_\_\_';  
 or approx. acreage \_\_\_\_\_.

9. Condition: (check one)

- a. Excellent  b. Good  c. Fair   
 d. Deteriorated  e. No longer in existence

10. Is the feature a. Altered?  b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land  b. Scattered buildings   
 c. Densely built-up  d. Residential   
 e. Commercial  f. Industrial   
 g. Other  Parking

12. Threats to site:

- a. None known  b. Private development   
 c. Zoning  d. Public Works project  a  
 e. Vandalism  f. Other

13. Date(s) of enclosed photograph(s): 1978

NOTE: The following (Items 14-19) are for structures only.

P-21-001015

14. Primary exterior building material: a. Stone  b. Brick  c. Stucco  d. Adobe  e. Wood   
f. Other  \_\_\_\_\_
15. Is the structure: a. On its original site?  b. Moved?  c. Unknown?
16. Year of initial construction 1929 This date is: a. Factual  b. Estimated
17. Architect (if known): \_\_\_\_\_
18. Builder (if known): \_\_\_\_\_
19. Related features: a. Barn  b. Carriage house  c. Outhouse  d. Shed(s)  e. Formal garden(s)   
f. Windmill  g. Watertower/tankhouse  h. Other  \_\_\_\_\_ i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

Downtown  
930 Tamalpais

This railroad depot served San Rafael train passengers from 1929 until passenger service was ended in 1974. It replaced a large shed structure which was the depot from very early days. This shed was removed to the Smith Ranch in West Marin and is reported to be still in use on the ranch. The early shed structure had been built in 1890.

21. Main theme of the historic resource: (Check only one): a. Architecture  b. Arts & Leisure   
c. Economic/Industrial  d. Exploration/Settlement  e. Government  f. Military   
g. Religion  h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Railroad archives

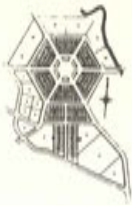
23. Date form prepared: 1/13/78 By (name): Niki Simons  
Address: 23 Scenic City San Rafael ZIP: 94901  
Phone: 454-2168 Organization: City of San Rafael

(State Use Only)

*Spanish Colonial Revival with Mission Revival influence.*

P-21-001015





# CHARLES HALL PAGE & ASSOCIATES, INC.

Urban & Environmental Planning & Design/Architecture

364 Bush Street • San Francisco, California 94104 • (415) 362-5154

## HISTORICAL/ARCHITECTURAL SURVEY FORM

Street Address: *930 Tamalpais*  
 Name of Structure: *North West Pacific Railroad Depot*  
 Occupant(s): *Marian Senior Coordinating Council, Inc.*  
 Present Use: *Offices*  
 Original Use: *R.R. Station*

Date of Construction: *1929 (Railroad archives)*  
 Building Type: *1 story*  
 Building Material: *Stucco*  
 Architect/Builder:  
 Style: *Mission Revival*

Additions & Alterations: *Entrances, awnings, additions on 3rd St. & 4th.*

### Significant Architectural/Environmental Features:

*Main, gabled parlor w/ cast-iron roof, copper gutter & 3 ggs. arches. Arcade continues down long facade. Decorative entrance on long facade w/ bell tower parapets, prominent arch, & flanking pilasters.*

Ancillary Structures: *None*

Adjacent Land Uses: *Comm / parking*

Landscaping and Grounds: *NA - building in center of street*

### Evaluation

#### Architectural Significance

Exceptional	—	—
Excellent	—	—
Good	—	—
Fair	✓	—
Poor	—	—

#### Environmental Significance

Exceptional	—	—
Major	✓	—
Contributing	—	—
Non-Contributing	—	—

#### Desecration of Original Design

None or Little	—	—
Moderate	✓	—
Considerable	—	—

#### Historical/Cultural Significance

Exceptional	—	—
Major	✓	—
Moderate	—	—
Minor	—	—

*good*



Photo Number: *4979-7*

Date: *10/11/76* By: *EL*

--	--	--	--	--	--	--	--

Physical Condition	Building	Grounds
Excellent	—	—
Good	✓	—
Fair	—	— <i>NA</i>
Poor	—	—

Historical Information:

Original Owner:

Significant Occupants:

*Opened for service March 11, 1929. Closed in 1974*

Summary and Analysis:

**Memo** 728 A St  
**FROM JOAN BLUM**

*Train depot*

*Built 1890*

*Retired 1929*

*old depot*  
~~\_\_\_\_\_~~

Additional Comments:

*Source - Railroad archives  
(Northwestern Pacific)*

Present Owner:

Present Zoning:

Lot Size:

Assessed Value - Land:  
Improvements:  
Total:

UTM:

# Memo

FROM JOAN BLUM

Replaced old depot & shed  
which was moved to Smith  
Ranch in West Marin

9-28-1989

Miki Simons borrowed 2 items = survey sheet  
& orig C.H. Page survey  
form & photo

for 2 days  
will return Fri 9-29

M-HIST  
INT.

Y  
Y  
-  
Y



XX

XX



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

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

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

Page 1 of 9

\*Resource Name or # (Assigned by recorder) 1001 Irwin Street

P1. Other Identifier: Firestone; Bridgestone

\*P2. Location:  Not for Publication  Unrestricted \*a. County Marin

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

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

c. Address: 1001 Irwin Street City San Rafael Zip 94901

d. UTM: (give more than one for large and/or linear resources) Zone 10S 542072.83 m E/ 4202874.08m N

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 014-085-09

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

The square parcel that contains the subject building contains a paved parking to the east and minimal landscaping including ivy and a few trees. The property is located on Irwin Street, a commercial thoroughfare, between 4th Street to the south and Fifth Avenue to the north. A viaduct carrying U.S. Route 101 (Redwood Highway) is approximately 65 feet west of the subject property.

1001 Irwin Street is a one-story Mid-Century Modern style commercial building in San Rafael, California that is currently unoccupied (**Figure 1**). The rectangular-plan building sits on an at-grade foundation and is primarily clad in stone veneer and what appears to be smooth stucco over concrete. The building expresses general characteristics of the Midcentury Modern style through minimal ornamentation, flat roof, large storefront windows, and extended fascia and soffit. 1001 Irwin Street's primary facade faces east and contains most of the building's fenestration.

(See continuation sheet)

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

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

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



P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (east) and south façades looking north, 8/11/2020

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

1971, original building permit (Source: City of San Rafael Community Development 2020)

\*P7. Owner and Address:

Alexander Fund PAC V CA LLC  
2521 Fairmount Street  
Dallas, TX 75201

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

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

\*P9. Date Recorded: 8/17/20

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: ICF. 2021. San Rafael Transit Center Replacement Project Draft Environmental Impact Report. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

\*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

Page 2 of 9

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 1001 Irwin Street

B1. Historic Name: Firestone Tire and Rubber Co.; San Rafael Firestone

B2. Common Name: 1001 Irwin Street

B3. Original Use: Tire Shop, Auto Service Station, and Showroom

B4. Present Use: Vacant

\*B5. Architectural Style: Mid-Century Modern

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

The original 1971 building permit for 1001 Irwin Street shows that the one-story building was constructed using the tilt-up construction method to house a Firestone tire retail store (City of San Rafael Community Development 2020). Online permits reveal the following building alterations occurred in 2016: re-roofing; installation of two oil tanks; and sign installation. Visual inspection reveals the previous commercial signage on the primary façade's fascia was removed at an unknown date and the signage on the stand-alone metal sign within the parking lot was replaced at an unknown date. Since its construction, the building footprint appears to have remained unchanged.

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

Original Location: N/A

\*B8. Related Features: paved parking lot

B9a. Architect: William H. McDevitt Co. (Building design)

b. Builder: William H. McDevitt Co. (Contractor); David Alan Welisch (Engineer)

\*B10. Significance: Theme N/A

Area N/A

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

Historic Context: San Rafael

Surveyors first laid out the San Rafael town site in 1850; it became the county seat soon after and has remained so since that time. San Rafael grew quickly as it benefited from a flourishing cattle trade and its connectivity to San Francisco and other urban centers via steamboat (Levy 1976:16B). Growth patterns were further accelerated by the completion of the San Rafael & San Quentin Railroad in 1870. This railroad increased access to and from San Francisco and popularized Marin County as a retreat for San Francisco families (GANDA 2004:11). The rail line was 3.5 miles in length and traversed marshy conditions between San Rafael and Corte Madera Creeks in order to bring passengers to the ferry landing in present-day San Quentin. The line's tracks roughly followed what is now Anderson Drive (Marin History Museum 2020).

(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: 1/15/2021

(This space reserved for official comments.)



Page 3 of 9

\*Resource Name or #(Assigned by recorder) 1001 Irwin Street

\*Recorded by Andrea Dumovich, ICF

\*Date August 17, 2020

Continuation  Update

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

The subject building is divided into a showroom space at its south end (corresponding to the primary and south façades) and six automobile service bays at its north end (accessed through the primary façade) (**Figure 2**). Wide, stucco-clad fascia wraps around most of the primary and south façades with extended fascia and soffit over the recessed showroom space. Stone veneer clads both the southwest and northeast corners of the building (**Figure 3**).

The showroom contains a band of large, aluminum-frame storefront windows at the building's southeast corner that rise from foundation to fascia (**Figure 4**). The main entrance to the building is incorporated into the band of storefront windows on the primary façade. The entrance features fully glazed, aluminum-frame, double pedestrian doors below a large, fixed transom. A partially glazed aluminum-frame pedestrian door and transom is located on the primary façade between the showroom and the automobile service bays. The automobile service bays each contain a single roll-down vehicular door that has three-over-three aluminum frame windows over a larger aluminum panel at the door's base. The north end of the primary façade terminates with a panel featuring stone veneer cladding that surrounds a metal-framed double pedestrian door and rises above the primary roofline (**Figure 5**). The rear (west) façade features smooth stucco cladding and no openings.

A stand-alone, double-sided metal sign with two attached lights stands at the southeast corner of the property's parking lot.

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

A separate regional line called the North Pacific Coast Railroad was founded in 1874 and became the North Shore Railroad in 1902. The North Shore Railroad operated across Marin and Sonoma counties, transporting both goods and passengers between Sausalito and Cazadero. In 1884, the Santa Fe and North Pacific Railroad built the shed-style San Rafael Union Station west of Tamalpais Ave at the east end of the city's downtown commercial district (DeGeorgey 2010). Multiple branches served San Rafael, with the tracks aligning along Tamalpais Ave. In 1884, residences simultaneously developed adjacent to San Rafael's rail depot building and continued to fill nearby lots through the 1890s and early 1900s (ProQuest Digital Sanborn Maps 1894:13; ProQuest Digital Sanborn Maps 1907:17).

Under a larger consolidation effort undertaken by the Southern Pacific Railroad and Santa Fe Railway, the North Shore Railroad merged with the San Rafael & San Quentin Railroad in 1907 and became the Northwestern Pacific Railroad (NWP), a regional rail line that served the north coast of California (PacificNG 2015). NWP facilitated the transport of redwood timber from northern California to markets in San Francisco and came to be known as the Redwood Empire Route (GANDA 2011; AECOM 2014). The Southern Pacific Railroad acquired the NWP line in full in 1929, the same year that Sir Francis Drake Boulevard was extended west to Point Reyes Station. Southern Pacific built several depots along the route and also replaced the San Rafael Union Station in 1929 with an updated Mission Revival-style depot building that included expanded indoor waiting areas and a café (ICF International 2013).

The federal government authorized funding in 1925 to establish U.S. Route 101. The federal highway generally followed existing state and local routes between San Diego, California and Seattle, Washington; its route passed through Marin County. Construction of the portion of U.S. Route 101 in Marin County was completed in 1931 with the construction of a bridge over Richardson Bay near Mill Valley. Immediately east of downtown San Rafael, U.S. Route 101 followed a route between Tamalpais Avenue and Irwin Street. Construction of the highway required the demolition of residences and commercial properties in its path, including part of the early 1900s lumber yards (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19). At the same time, the Great Depression led to a significant decline in passenger use on the NWP and an almost complete halt in freight transportation (AECOM 2014). This, in combination with the rise in personal automobile ownership and the expanding highway system across the region, led to the decommissioning of several branch lines in Marin and Sonoma counties. By the mid-1930s, the automobile had replaced rail as the preferred mode of travel and the NWP had abandoned over 138 miles of track (AECOM 2014). The construction of the Golden Gate Bridge in 1937 connected Marin to San Francisco via U.S. Route 101 and solidified the transition in regional transportation from combined rail/ferry to automobiles. Commuter rail service in Marin County was discontinued altogether in 1941 (Landecker 2016).

That same year, the portion of U.S. Route 101 in San Rafael was elevated via a two-lane viaduct to accommodate the increase in automobile traffic along the highway (Caltrans 1999). World War II brought an increased military presence to southern Marin County: shipyard jobs and the establishment of the United States Army Hamilton Field north of San Rafael resulted in an economic boon to the area (Levy 1976: 16B). Following the end of World War II, many of the local war-time workers decided to stay in the Bay Area and settled in Marin County. Sanborn maps reveal that residential construction increased within a few blocks of the San Rafael depot between the 1920s-1950s (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19).

Traffic through San Rafael continued to increase in tandem with the local postwar population boom and associated residential development in the 1950s. The Richmond-San Rafael bridge opened in 1956, which increased congestion in the city. The original raised viaduct was converted to northbound-only lanes, and a parallel southbound viaduct was built in 1964, encroaching upon the air space near Tamalpais Avenue in San Rafael. The southbound viaduct was widened further in 1971 (Caltrans 1999).

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\*Date August 17, 2020

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The City's existing downtown commercial and railroad corridors, both located just off the highway, made it an opportune location for the establishment of service stations and other automobile related businesses in the 20th century. A Sanborn fire insurance map from 1924 shows two gasoline stations within the area surrounding the original San Rafael Union Station building on Tamalpais Avenue. After commuter rail service was discontinued, Greyhound Lines constructed a bus station adjacent to the current depot building that provided connectivity between San Francisco and NWP's northern California lines that terminated at San Rafael at that time (Baseline Environmental Consulting 2020). The 1950 Sanborn fire insurance map illustrates a transit hub adjacent to the highway centered around the Greyhound bus station, with eight additional gas stations having been established as well as several car washes and auto sales lots in the area (Baseline Environmental Consulting 2020; ProQuest Digital Sanborn Maps 1950:19).

Residential and commercial development picked up in downtown San Rafael after 1970 (Baseline Environmental Consulting 2020). The San Rafael depot closed in 1974, when local freight service was discontinued, and NWP halted rail service south of San Rafael altogether in 1981 when the railroad tunnel between San Rafael and Larkspur closed (AECOM 2014). Residents today depend on a combination of bus lines, personal vehicles, and ferry transit to commute to San Francisco. However, some sections of the NWP line remain in use in Marin County. In 2017, renewed interest in passage service led the Sonoma-Marin Area Rail Transit (SMART) agency to begin its operations in San Rafael (City of San Rafael 2020).

#### Site History

In 1941, the elevated U.S. Route 101 (Redwood Highway) was constructed through San Rafael, just one parcel west of where the subject property was later built (Caltrans 1999; ProQuest Digital Sanborn Maps 1950: 19). Sanborn maps from 1950 also show the subject parcel contained one gas station and two automobile-related buildings fronting 4th Street, and two one-and-a-half story residences fronting Irwin Street (ProQuest Digital Sanborn Maps 1950:19). Those five buildings were demolished to accommodate the subject building, which was constructed in 1971 as a Firestone showroom and automobile service station, designed by the firm William H. McDevitt Co. The building's engineer was David Alan Welisch (**Figure 6**) (City of San Rafael Community Development 2020; *San Rafael Daily Independent Journal* 1971a:6). Research uncovered no substantial information on Welisch.

The firm of William H. McDevitt Co., established in 1956, was a one-stop shop for residential, commercial, and industrial buildings in San Rafael (*San Rafael Daily Independent Journal* 1956:8). The firm specialized in project engineering, architectural design, land acquisition, financing, and construction, noting in a 1967 advertisement that they "employ the services of A.I.A. architects and licensed civil, structural and soils engineers...in our lump sum package plan" (*San Rafael Daily Independent Journal* 1967:20). Newspaper research indicates that William H. McDevitt Co. designed numerous Moderne-style residences and commercial properties in Marin County between the late 1950s through early 1970s, including the Harbor Point apartments in Marin (*San Rafael Daily Independent Journal* 1959:38).

Permits and newspaper research reveal the following owners associated with the property: Firestone Rubber Co. (1971); Grady Kromer and Herbert Zuniga (1971); BFS Retail & Commercial Operations (2009-2016) (City of San Rafael Community Development 2020; *San Rafael Daily Independent Journal* 1971b:40). Alexander Fund PAC V CA LLC currently owns the property (ParcelQuest 2020). No pertinent information was uncovered regarding the subject building's known owners. Based on permits, Google street view, and historic newspaper research, Firestone was the primary occupant of the property following its construction in 1971 (City of San Rafael Community Development 2020). While newspaper research identified Grady Kromer and Herbert Zuniga as owners and employees of Firestone in 1971, research did not reveal information regarding them or any Firestone employees (*San Rafael Daily Independent Journal* 1971c:35). At some point between 2019 and 2020, Firestone vacated the building, and it has since been vacant.

#### Evaluation of 1001 Irwin Street

The subject property is not currently listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor was it previously evaluated and/or found eligible for listing. The following discussion provides an evaluation of the subject property under NRHP Criteria A-D and CRHR Criteria 1-4 for individual eligibility.

#### CRITERIA A/1 (Events):

1001 Irwin Street is not associated with any event(s) of historical significance. The subject commercial tire shop and showroom was constructed in 1971, in the post-World War II era, in order to serve automobile growth in San Rafael, which was a common and broad historical trend both locally and throughout the nation during that time. In San Rafael, gas stations and automobile-related properties were developed starting in the early twentieth century and were situated near the original San Rafael Union Station building on Tamalpais Avenue. In the post-World War II era, the city's transit hub was mostly concentrated in the area adjacent to the elevated U.S. Route 101, and it included at least eight gas stations by 1950. Research did not yield evidence that the building is associated with more specific events or patterns of events that have historical significance. In order to be eligible under NRHP/CRHR Criteria A/1, a commercial automobile-related property would need to be directly associated with an important historic context, such as being one of the first such automobile-related property in San Rafael or the wider region. Additionally, research conducted on the building's occupants did not reveal that the commercial building fostered early or remarkable business growth for Firestone Tires, its primary tenant, or for San Rafael at large. The commercial

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building does not appear to be associated with significant patterns of local or regional history or with the cultural heritage of California or the United States. Therefore, the subject building at 1001 Irwin Street is not significant under NRHP/CRHR Criteria A/1.

CRITERIA B/2 (Person):

Research uncovered that for approximately 48 years, between circa 1971-2019, Firestone was the building's only tenant. No pertinent information was uncovered regarding any of Firestone's identified employees, including Grady Kromer and Herbert Zuniga, who owned the building in 1971, or any of the known building owners. Therefore, 1001 Irwin Street is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (Design/Construction):

1001 Irwin Street is not significant under NRHP/CRHR Criteria C/3 because the commercial building lacks distinctive architectural character. The subject building was built in 1971 by the firm William H. McDevitt Co. Although William H. McDevitt Co. designed numerous residential and commercial properties throughout Marin County, research uncovered no information on the architects who were employed by the firm. Additionally, the subject building does not appear to be the work of a master design professional or builder. While the subject building exhibits some general characteristics of the Midcentury Modern style through its use of minimal ornamentation, flat roof, large storefront windows, and extended fascia and soffit, these characteristics are not employed in an innovative fashion and by themselves do not qualify the building as significant under NRHP/CRHR C/3. Furthermore, the building's tilt-up concrete construction was typical in the post-World War II period for industrial and commercial properties and does not distinguish the subject building from countless other similar examples constructed during the same period. The commercial building does not embody a noteworthy type, period, region, or method of construction. As a result, the subject building does not have high architectural value and is not significant under NRHP/CRHR Criterion C/3.

CRITERIA D/4 (Information Potential):

The subject property at 1001 Irwin Street 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 NRHP/CRHR Criteria D/4.

#### Conclusion

Based on an evaluation of the building under NRHP/CRHR Criteria A/1-D/4, 1001 Irwin Street 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.

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

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Baseline Environmental Consulting. 2020. *Phase I Environmental Site Assessment: San Rafael Transit Center Project*, San Rafael, California. Prepared for Kimley-Horn and Associates, Inc., Oakland, California. May.

Caltrans. 1999. San Rafael Viaduct, P-21-002513. Department of Parks and Recreation form, DPR 523A, 523B, 523L, 523J. August.

City of San Rafael. 2020. "Sonoma Marin Area Rail Transit (SMART)." Accessed: August 20, 2020. Available: <https://www.cityofsanrafael.org/departments/smart/>.

City of San Rafael Community Development. 2020. "Online Records Search." Accessed: August 19, 2020. Available: <https://www.cityofsanrafael.org/online-records-search/>. Various building permits issued for the subject parcel.

DeGeorgey, Alex. 2010. *NWP Railroad, CA-MRN-699H, Department of Parks and Recreation form, DPR 523A, 523J, 523L*. NCRM. March.

Garcia and Associates (GANDA). 2004. *Historic Architectural Resources Technical Report for the Sonoma-Marin Area Rail Transit (SMART) Project*. Prepared for Parsons Brinckerhoff Quade & Douglas. Report on file, Sonoma Marin Area Rail Transit, Petaluma, California.

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\*Date August 17, 2020

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ParcelQuest. 2020. "1001 IRWIN ST SAN RAFAEL CA 94901-3319." Accessed: August 20, 2020. Available: [www.parcelquest.com](http://www.parcelquest.com).

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*San Rafael Daily Independent Journal*. 1956. "Licenses Issued to Contractors." March 22.

———.1959. "Site of New Home Development on Peninsula." September 11.

———.1967. "William H. McDevitt Co." June 17.

———.1971a. "Work Advancing on Firestone Tire Showroom, Service Shop." January 28.

———.1971b. "New Facility in Downtown San Rafael." July 21.

———.1971c. "New Firestone Tire Dealership Features Large Showroom." July 1.

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Additional Figures:



Figure 2. View of primary (east) façade facing northwest, showing the showroom at the south end and the automobile service bays at the north end. Source: ICF 8/11/2020.

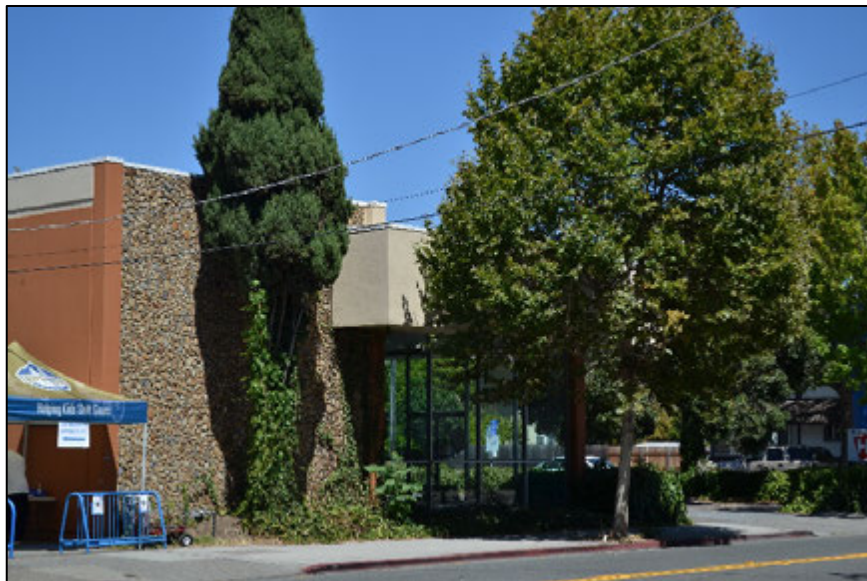


Figure 3. View of south façade, facing northeast, showing the stone veneer cladding and glazed showroom. Source: ICF 8/11/2020.

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Figure 4. View of the south end of the primary façade, facing west, showing the showroom and main entrance. Source: ICF 8/11/2020.



Figure 5. View of north end of primary façade and north façade, facing west, showing the stone veneer cladding at the building's north end. Source: ICF 8/11/2020.



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Figure 6. Newspaper advertisement of Firestone's grand opening at 1001 Irwin Street. View of primary façade, facing northwest. Source: *San Rafael Daily Independent Journal* 1971b: 40.

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) 1015 Irwin Street

P1. Other Identifier: None

\*P2. Location:  Not for Publication  Unrestricted \*a. County Marin

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

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

c. Address: 1015 Irwin Street City San Rafael Zip 94901

d. UTM: (give more than one for large and/or linear resources) Zone 10S 542094.10 m E / 4202913.16 m N

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 014-085-11

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

The parcel that contains the subject building is an L-shaped lot with a paved parking lot to the rear (west) of the subject building. The property is located on Irwin Street, a commercial thoroughfare, between Fifth Avenue to the north and 4th Street to the south; a viaduct carrying U.S. Route 101 (Redwood Highway) is to the property's immediate west.

1015 Irwin Street is a one-and-one-half-story commercial building in San Rafael, California that currently houses a law firm office (**Figure 1**). The rectangular-plan, cross-gabled building sits on a raised foundation and is primarily clad in a mix of non-original smooth stucco and brick. The roof is a steeply pitched gabled front with wings on either side, and is covered in asphalt shingles. The primary facade faces east towards Irwin Street (**Figure 2**). The north end of the primary façade contains a front porch and main entrance that is accessible by a set of stairs.

(See continuation sheet)

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

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

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



P5b. Description of Photo: (View, date, accession #) Figure 1: Primary (east) façade looking west, 8/11/2020

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both  
Circa 1907, Sanborn Map (Source: ProQuest Digital Sanborn Maps 1907a:10)

\*P7. Owner and Address:

Brady 2011 Family Trust; Brady Steven J Trust  
20 Bayshore Ter  
Tiburon, CA 94920

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

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

\*P9. Date Recorded: 10/15/20

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: ICF. 2021. San Rafael Transit Center Replacement Project Draft Environmental Impact Report. April. (ICF 748.17.) San Rafael, CA. Prepared for Golden Gate Bridge, Highway and Transportation District.

\*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

- B1. Historic Name: None
- B2. Common Name: 1015 Irwin Street
- B3. Original Use: Residence      B4. Present Use: Commercial office
- \*B5. Architectural Style: None
- \*B6. Construction History: (Construction date, alteration, and date of alterations)

The City of San Rafael's online permit portal did not contain the original building permit from circa 1907 (City of San Rafael Community Development 2020). Online permits and plans reveal the following building alterations occurred over time: Sign installation (1978); electric sign (1978); office remodeling (1978); reroofing (1982 and 1999); construction of a second-story addition for office use (2008); and wall repair due to fire damage (2018) (City of San Rafael Community Development 2020; City of San Rafael 2020a). Although the 2008 permit for a second-story addition does not state where the addition was built, historic aerial photographs show that that it was likely a new side-facing gable at the south façade (NETR 2020). Sanborn maps also reveal that between 1924 and 1950, the building received an addition at its northwest corner and an added porch on the north façade (both additions are extant); however, the 1950 Sanborn map shows an added one-story porch at the building's rear that is no longer extant (ProQuest Digital Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19). (See continuation sheet.)

\*B7. Moved?  No  Yes  Unknown      Date: N/A      Original Location: N/A

\*B8. Related Features: Rear parking lot

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme N/A      Area N/A  
 Period of Significance N/A      Property Type N/A      Applicable Criteria N/A

Historic Context: San Rafael

Surveyors first laid out the San Rafael town site in 1850; it became the county seat soon after and has remained so since that time. San Rafael grew quickly as it benefited from a flourishing cattle trade and its connectivity to San Francisco and other urban centers via steamboat (Levy 1976:16B). Growth patterns were further accelerated by the completion of the San Rafael & San Quentin Railroad in 1870. This railroad increased access to and from San Francisco and popularized Marin County as a retreat for San Francisco families (GANDA 2004:11). The rail line was 3.5 miles in length and traversed marshy conditions between San Rafael and Corte Madera Creeks in order to bring passengers to the ferry landing in present-day San Quentin. The line's tracks roughly followed what is now Anderson Drive (Marin History Museum 2020). (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: 1/15/2021

(This space reserved for official comments.)



(Sketch Map with north arrow required.)

\*Required Information

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\*Recorded by Andrea Dumovich, ICF

\*Date October 15, 2020

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

The main entrance is a single, pedestrian door. Although it is not entirely clear from the public right of way, the door appears to be made of contemporary wood with three small upper lites. Additional, secondary doors are located at the rear (west) façade, which appear to be contemporary doors similar to that of the main entrance, at the first, second, and third stories (**Figure 3**).

Windows throughout the first story of the primary (north and east) façades include two on the north façade, near the main entrance and porch, and three on the east façade. All of these windows except for one on the east façade are single, double-hung wood-sash windows set in wood casing and appear to be original. The original windows' upper windowpanes contain a decorative came pattern on clear glass. The single outlier window on the east façade is a smaller, rectangular hopper window situated between two original double-hung windows. It appears there are no windows at the rear façade's first story. The south façade's first story is not visible from the public-right-of-way.

Second story windows on the primary (east) façade appear to be a pair of metal-sash, horizontal slider replacement windows. Second story windows at the primary (north) façade are not visible due to tree coverage. At the rear façade, second story windows appear to be smaller vinyl-sash slider windows. Additional window openings also appear to have been covered over at the rear façade's second story. Aerial imagery of the south façade shows windows are located at the second and third story, however the window type and materials are not discernable.

The porch at the primary (north) façade is partially enclosed by two brick-clad rectangular columns supported by a partial brick-clad wall that is attached to the north façade. It appears there is at least one brick-clad pilaster fixed to the north façade, closer to the building's rear. The porch steps are also clad in brick. A single metal handrail is fixed to the north façade, adjacent to the porch steps.

Both the primary and north facades contain landscaped vegetation consisting of low ornamental hedges, bushes, and a few trees, and minimal vegetation is also located near the rear façade. A double-sided commercial sign for the law firm tenant, stating, "BLG" and "Brady Law Group Trial Lawyers," is fixed into the landscape adjacent to the building's primary façade. A wood fence is affixed adjacent to the building's primary façade, near the neighboring property at 1011 Irwin Street, and an additional wood fence is located near the building's northwest corner which may provide an enclosed patio space.

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

Visual inspection and review of Google street view images reveal the following alterations: change of use from residence to commercial use; replacement of original siding (unconfirmed but likely horizontal wood siding) for smooth stucco; removal of three windows in the primary façade gable end and addition of two metal-sash horizontal slider windows (occurring sometime between 2008-2019); addition of brick staircase at the north façade and brick veneer siding along north façade; window replacement within north façade porch; main entrance door replacement; metal hand rail along north façade addition; addition of roof skylights; and west façade additions, including: the exterior staircase, windows, siding, and doors.

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

A separate regional line called the North Pacific Coast Railroad was founded in 1874 and became the North Shore Railroad in 1902. The North Shore Railroad operated across Marin and Sonoma counties, transporting both goods and passengers between Sausalito and Cazadero. In 1884, the Santa Fe and North Pacific Railroad built the shed-style San Rafael Union Station west of Tamalpais Ave at the east end of the city's downtown commercial district (DeGeorgey 2010). Multiple branches served San Rafael, with the tracks aligning along Tamalpais Ave. In 1884, residences simultaneously developed adjacent to San Rafael's rail depot building and continued to fill nearby lots through the 1890s and early 1900s (ProQuest Digital Sanborn Maps 1894:13; ProQuest Digital Sanborn Maps 1907b:17).

Under a larger consolidation effort undertaken by the Southern Pacific Railroad and Santa Fe Railway, the North Shore Railroad merged with the San Rafael & San Quentin Railroad in 1907 and became the Northwestern Pacific Railroad (NWP), a regional rail line that served the north coast of California (PacificNG 2015). NWP facilitated the transport of redwood timber from northern California to markets in San Francisco and came to be known as the Redwood Empire Route (GANDA 2011; AECOM 2014). The Southern Pacific Railroad acquired the NWP line in full in 1929, the same year that Sir Francis Drake Boulevard was extended west to Point Reyes Station. Southern Pacific built several depots along the route and also replaced the San Rafael Union Station in 1929 with an updated Mission Revival-style depot building that included expanded indoor waiting areas and a café (ICF International 2013).

The federal government authorized funding in 1925 to establish U.S. Route 101. The federal highway generally followed existing state and local routes between San Diego, California and Seattle, Washington; its route passed through Marin County. Construction of the portion of U.S. Route 101 in Marin County was completed in 1931 with the construction of a bridge over Richardson Bay near Mill Valley. Immediately east of downtown San Rafael, U.S. Route 101 followed a route between Tamalpais Avenue and Irwin Street. Construction of the highway required the demolition of residences and commercial properties in its path, including part of the early 1900s lumber yards (ProQuest Digital

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Sanborn Maps 1924:19; ProQuest Digital Sanborn Maps 1950:19). At the same time, the Great Depression led to a significant decline in passenger use on the NWP and an almost complete halt in freight transportation (AECOM 2014). This, in combination with the rise in personal automobile ownership and the expanding highway system across the region, led to the decommissioning of several branch lines in Marin and Sonoma counties. By the mid-1930s, the automobile had replaced rail as the preferred mode of travel and the NWP had abandoned over 138 miles of track (AECOM 2014). The construction of the Golden Gate Bridge in 1937 connected Marin to San Francisco via U.S. Route 101 and solidified the transition in regional transportation from combined rail/ferry to automobiles. Commuter rail service in Marin County was discontinued altogether in 1941 (Landecker 2016).

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Traffic through San Rafael continued to increase in tandem with the local postwar population boom and associated residential development in the 1950s. The Richmond-San Rafael bridge opened in 1956, which increased congestion in the city. The original raised viaduct was converted to northbound-only lanes, and a parallel southbound viaduct was built in 1964, encroaching upon the air space near Tamalpais Avenue in San Rafael. The southbound viaduct was widened further in 1971 (Caltrans 1999).

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Residential and commercial development picked up in downtown San Rafael after 1970 (Baseline Environmental Consulting 2020). The San Rafael depot closed in 1974, when local freight service was discontinued, and NWP halted rail service south of San Rafael altogether in 1981 when the railroad tunnel between San Rafael and Larkspur closed (AECOM 2014). Residents today depend on a combination of bus lines, personal vehicles, and ferry transit to commute to San Francisco. However, some sections of the NWP line remain in use in Marin County. In 2017, renewed interest in passage service led the Sonoma-Marin Area Rail Transit (SMART) agency to begin its operations in San Rafael (City of San Rafael 2020b).

#### Site History

Sanborn maps from 1894 show the subject property's location was vacant at that time, with a creek to the west and a mix of one and two-story residences in the vicinity (ProQuest Digital Sanborn Maps 1894:13). By the time of the 1907 Sanborn map publication, the subject property appeared as a residential building (ProQuest Digital Sanborn Maps 1907a: 10). Newspaper and online research revealed no information regarding the building's architect. The earliest historic aerial photograph verifying the subject building's footprint is dated 1931 (UC Santa Barbara 2020). A 1941 USGS map indicates that the Northwestern Pacific train tracks ran approximately 460 feet to the west of the subject building at that time (USGS 1941). That same year, the elevated U.S. Route 101 (Redwood Highway) was constructed through San Rafael, built just west of the subject property as later shown in 1950 Sanborn maps (Caltrans 1999; ProQuest Digital Sanborn Maps 1950:19).

Newspaper research indicates that Fabian (Fred) Cebalo and wife Martha Cebalo, of Scotland, lived at the subject property for approximately 57 years, from circa 1917 to 1974 (*San Rafael Daily Independent Journal* 1974:4). In 1914, the couple moved to Marin County and by 1917 they purchased the subject property, where they resided for the remainder of their lives (*San Rafael Daily Independent Journal* 1974:4). Fred Cebalo worked for Packard automobile dealership and was the first person to become a Packard dealer in Northern California in 1921 (*San Rafael Daily Independent Journal* 1974:4; *Oakland Tribune* 1923:76; *Oakland Tribune* 1941:32). By 1923, there were 24 Packard dealers throughout Northern California (*Oakland Tribune* 1923:76). For Fred's twentieth work anniversary with Packard in 1941, a newspaper article notes that he "established an outstanding Packard sales record" and that "this service has won Cebalo many friends and this friendship of the Packard owners in Marin County is the underlying reason for his outstanding success" (*Oakland Tribune* 1941:32). During his career, Fred also held the position as President of the San Rafael Chamber of Commerce. In 1956, Fred retired from Packard (*San Rafael Daily Independent Journal* 1959:2).

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Newspaper and permit research reveal that by circa 1978, 1015 Irwin Street had been converted from residential to commercial use (City of San Rafael Community Development 2020; *San Rafael Daily Independent Journal* 1974:4). Permits reveal the following additional owners associated with the property: Mac Elhenny Realty (1978); Merrill Lynch Realty (1982); and Roger Smith (1999). Brady 2011 Family Trust currently owns the property (ParcelQuest 2020). Aside from the building's current tenant, Brady Law Group, research uncovered no additional building tenants.

#### Evaluation of 1015 Irwin Street

The subject property is not currently listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor was it previously evaluated and found eligible. The following discussion provides an evaluation of the subject property under NRHP Criteria A-D and CRHR Criteria 1–4 for individual eligibility.

#### CRITERIA A/1 (Events):

1015 Irwin Street is not associated with any event(s) of historical significance. In order to be eligible under NRHP/CRHR Criteria A/1, a residence or commercial building would need to be directly associated with an important event that made a significant contribution to the broad patterns of state or national history. The subject building was constructed in circa 1907 as a home that contributed to gradual residential growth in and around downtown San Rafael. As early as the 1880s, residences within a few blocks of the San Rafael depot housed members of the city's growing population. As such, the subject building does not appear to be an early or influential example of residential construction in San Rafael. Research did not yield evidence that the building is associated with more specific events or patterns of events that have historical significance. Although early building owner Fabian (Fred) Cebalo contributed to the Packard Motor Car Company's sales success in San Rafael and Northern California between the 1920s and 1950s, Cebalo's work relating to Packard is not directly associated with the subject property, which was his family's residence for several decades. The subject 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 subject building at 1015 Irwin Street is not significant under NRHP/CRHR Criteria A/1.

#### CRITERIA B/2 (Person):

Research uncovered that for approximately 57 years, from circa 1917 to 1974, Fabian (Fred) Cebalo and wife Martha Cebalo owned the subject building as their residence. Research identified Fred Cebalo as the first Packard dealer in Northern California in 1921, who contributed to Packard's sales success in San Rafael through much of the mid-twentieth century. In order for someone to be found significant under NRHP/CRHR Criteria B/2, a person would have associations with the subject building (such as being where the person lived or worked) and be individually significant within a historic context. Although Fred owned 1015 Irwin Street, Fred's work relating to Packard is not directly associated with the subject property, as he would likely have conducted his sales at a Packard dealership location or an office outside of his home (*San Rafael Daily Independent Journal* 1974:4; *Oakland Tribune* 1923: 76; *Oakland Tribune* 1941:32). Although two years following Fred's employment as the first Northern California Packard dealer the company expanded to 24 dealers in the region, research did not uncover that Fred's work alone directly contributed to the business's expansion in Northern California (*Oakland Tribune* 1923:76). No pertinent information was uncovered regarding Fred's position as president of the San Rafael Chamber of Commerce, nor were details uncovered regarding Fred's wife Martha (*San Rafael Daily Independent Journal* 1959: 2). Finally, no relevant information was found pertaining to the building's later owners: Mac Elhenny Realty (1978); Merrill Lynch Realty (1982); Roger Smith (1999); and current owner Brady 2011 Family Trust. Therefore, 1015 Irwin Street is not significant under NRHP/CRHR Criteria B/2.

#### CRITERIA C/3 (Design/Construction):

1015 Irwin Street is not significant under NRHP/CRHR Criteria C/3 because the building lacks distinctive architectural character. The architect of the subject building built in circa 1907 is unknown; however, it does not appear to be the work of a master design professional or builder due to its relatively modest design and lack of notable features. It no longer retains any features distinct enough to classify it within a certain style or period. Alterations over the years, including the addition of stucco and brick veneer siding, as well as the removal of many of its original windows and construction of an upper-story side addition, have substantially altered its original design and made it so it no longer retains enough of its original characteristics to be considered significant under NRHP/CRHR Criteria C/3. The building does not embody a noteworthy type, period, region, or method of construction. As a result, the subject building does not have high architectural value and is not significant under NRHP/CRHR Criteria C/3.

#### CRITERIA D/4 (Information Potential):

The subject property at 1015 Irwin Street 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 NRHP/CRHR Criteria D/4.

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Conclusion

Based on an evaluation of the building under NRHP/CRHR Criteria A/1-D/4, 1015 Irwin Street 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 the primary (north) façade, facing south. Source: ICF 8/11/2020.



Figure 3. View of rear (west) façade, facing southeast. Source: Google, April 2019.

