

TREANORHL

NORTH BAYSHORE FRAMEWORK MASTER PLAN,
MOUNTAIN VIEW, CA
HISTORIC RESOURCE EVALUATION

DRAFT

MARCH 31, 2022



Table of Contents

1.	INTRODUCTION	3
2.	SUMMARY OF FINDINGS	3
3.	METHODOLOGY	3
4.	HISTORIC CONTEXT.....	3
	History of Mountain View	3
	Site History	6
	Architectural Styles	13
	Architect/Builder.....	14
5.	REGULATORY FRAMEWORK.....	14
	California Register of Historical Resources Criteria	14
	City of Mountain View Criteria	15
	California Environmental Quality Act	15
6.	EVALUATION	16
	1161 San Antonio Road and 2761 Marine Way (APN 116-02-037)	18
	2672-2680 Bayshore Parkway (APN 116-02-081).....	22
	1157 San Antonio Road (APN 116-02-083).....	24
	2751 Marine Way (APN 116-02-084).....	26
	1431 Plymouth Street (APN 116-10-088)	28
	1477 Plymouth Street (APN 116-10-101)	30
	1400 N. Shoreline Boulevard (APN 116-13-034).....	31
	1220 Pear Avenue (APN 116-14-028).....	34
	1599 N. Shoreline Boulevard and 1601 N. Shoreline Boulevard (APN 116-14-058)	35
	1340 Space Park Way and 1675 N. Shoreline Boulevard (APN 116-14-066).....	39
	1250 Space Park Way (APN 116-14-070)	43
	1300 Space Park Way (APN 116-14-072)	45
	1230 Pear Avenue (APN 116-14-095).....	46
7.	CONCLUSION	49
	BIBLIOGRAPHY	50
	APPENDIX	52



1. INTRODUCTION

David J. Powers & Associates has requested TreanorHL to evaluate 13 parcels featuring 16 buildings in Mountain View for their potential to be listed in the California Register of Historical Resources and as local landmarks. The subject buildings and parcels include: 1161 San Antonio Road (116-02-037), 2761 Marine Way (116-02-037), 2672-2680 Bayshore Parkway (116-02-081), 1157 San Antonio Road (116-02-083), 2751 Marine Way (116-02-084), 1431 Plymouth Street (116-10-088), 1477 Plymouth Street (116-10-101), 1400 N. Shoreline Boulevard (116-13-034), 1200 Pear Avenue (116-14-028), 1599 N. Shoreline Boulevard (116-14-058), 1601 N. Shoreline Boulevard (116-14-058), 1340 Space Park Way (116-14-066), 1250 Space Park Way (116-14-070), 1300 Space Park Way (116-14-072), and 1230 Pear Avenue (116-14-095). The following report provides an evaluation of the existing properties' potential eligibility to be individually listed in the California Register of Historical Resources (CRHR) and the Mountain View Register of Historic Resources.

2. SUMMARY OF FINDINGS

The subject parcels do not include any previously designated or potential historic resources. An evaluation of the properties in reference to the CRHR criteria indicates that the subject properties do not appear to possess sufficient historical significance for listing. The subject properties also do not appear to be eligible individually for the City of Mountain View Register of Historic Resources as they do not have significance under local criteria. Therefore, the subject properties do not appear to be historic resources as defined by CEQA.

3. METHODOLOGY

TreanorHL conducted a site visit on February 23, 2022 to evaluate the existing conditions, historic features, and architectural significance of the subject properties. To evaluate the historic significance of the properties, online and in-person research was completed including consultation of Santa Clara County/Mountain View directories, historical aerials and photographs, newspaper articles, Santa Clara County Assessor's Office data, available records at the City of Mountain View City Hall, and various online repositories.

4. HISTORIC CONTEXT

History of Mountain View¹

Prehistory through the Mexican Period

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

¹ The "History of Mountain View" section is largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).



Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The study areas are located within the Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas areas, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.² The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.³

² Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

³ *Ibid*, 118.

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric “Mountain View” sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁴

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View’s long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View’s Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View’s residents experienced the war as most other American’s did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city’s population grew to over 6,500 by the end of the 1940s.⁵

Post War

While historians generally mark World War II as a watershed moment in California’s demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁶

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property

⁴ Ibid, 87 and 97.

⁵ Ibid, 124.

⁶ Ibid.

owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁷ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.⁸

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.⁹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

Site History

The project site and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city's northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹⁰

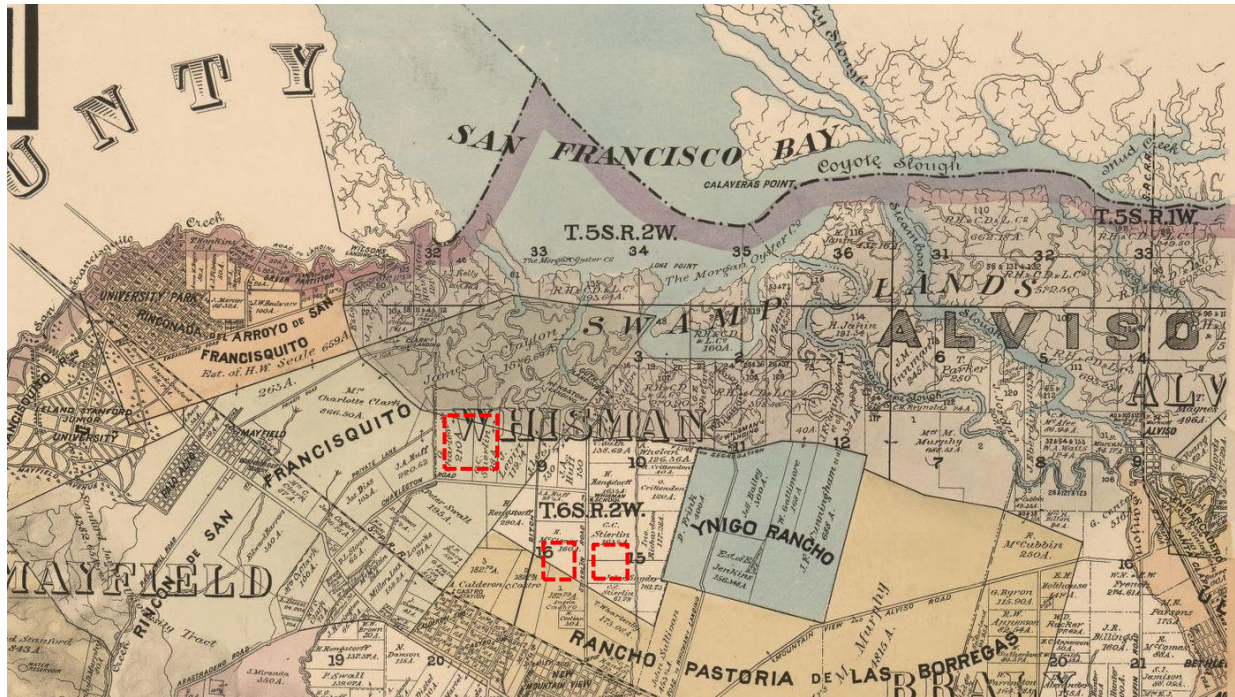


Figure 1. The 1890 map of Santa Clara Ranchos, approximate locations of subject sites in dashed red (Herrmann Bros., Britton & Rey, Library of Congress).

⁷ Ibid, 136-139.

⁸ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

⁹ Ibid.

¹⁰ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹¹ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹²

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹³

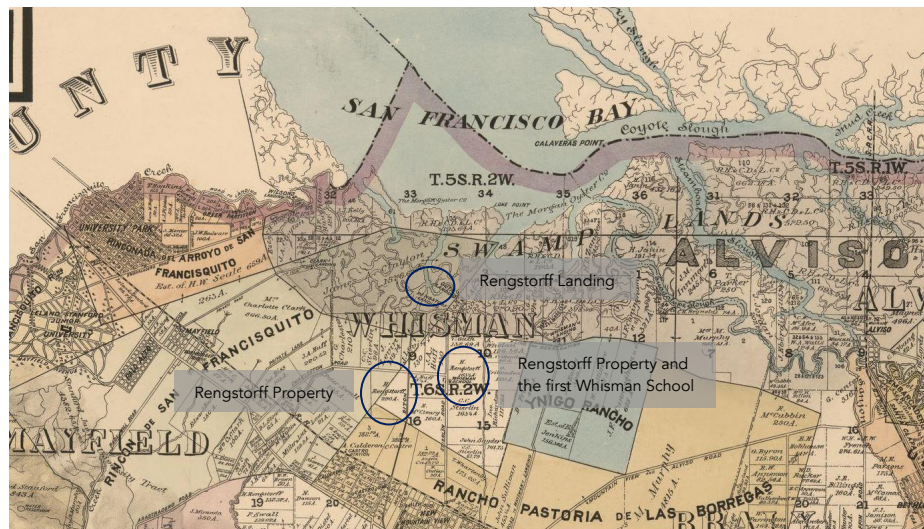


Figure 2. the 1890 map of Santa Clara Ranchos. Rengstorff Properties, Rengstorff Landing, and the Whisman School circled in blue (Herrmann Bros., Britton & Rey, Library of Congress).

¹¹ Perry, *Images of America: Mountain View*, 83.

¹² Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹³ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.



Figures 3 and 4. Left, the Rengstorff House, unknown date (Mountain View Historical Association); right, Josephine Bryant with her students at Whisman School in 1891 (Mountain View Public Library).

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁴ Additionally, Rengstorff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁵

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁶

¹⁴ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁵ Perry, *Images of America: Mountain View*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁶ Ignoffo, *Milestones*, 94-96.



Figure 5. Interior of either the Sanguinetti Cannery or the McCarthy Cannery c. 1915, which took over Sanguinetti's Cannery factory in 1917 (Mountain View Public Library).

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were wary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁷

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.¹⁸ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).¹⁹

¹⁷ Ibid., 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

¹⁸ Perry, *Images of America*, 90-91.

¹⁹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.



Figure 6. Hangar One at the Naval Air Station Sunnyvale, c. 1935 (Mountain View Public Library).

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antigo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²⁰ The 1948 aerial map shows that N. Shoreline Boulevard was extended north of the Bayshore Freeway, and Plymouth Street and Pear Avenue are constructed as side streets. The map also shows that 1431 Plymouth Street was the first of the subject properties to be built, while the immediate surrounding areas remained agricultural.



Figures 7 and 8. Bayshore Freeway and Moffett Boulevard in 1956 (left) and in 1965 (right) (Mountain View Public Library).

²⁰ Ignoffo, *Milestones*, 112; Perry, *Images of America*, 92.



Figures 9 and 10. The San Antonio site in 1948 on the left and the N. Shoreline site in 1948 on the right. The subject property built by then are marked with red dot (Google Earth Historical Imagery).



Figures 11 and 12. The San Antonio site in 1963 on the left and the N. Shoreline site in 1963 on the right. The subject properties built by then are marked with red dots (UCSB Library).



Figures 13 and 14. The San Antonio site in 1968 on the left and the N. Shoreline site in 1968 on the right. The subject properties built by then are marked with red dots (UCSB Library).

The majority of the subject properties were built in the 1960s and 1970s. According to the 1963 aerial map, two partial cloverleaf interchanges on Bayshore Freeway and Space Park Way were developed, including properties at 1675 N. Shoreline Boulevard and 1250 Space Park Way. Additionally, the same map confirms the construction dates for 1599 N. Shoreline Boulevard and 1601 N. Shoreline Boulevard. The 1965 aerial map shows San Antonio Road, Marine Way, and Bayshore Parkway. In 1968, structures appear at 1477 Plymouth Street and 2672-2680 Bayshore Parkway.

Commercial development continued into the 1970s and 1980s, but the North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²¹



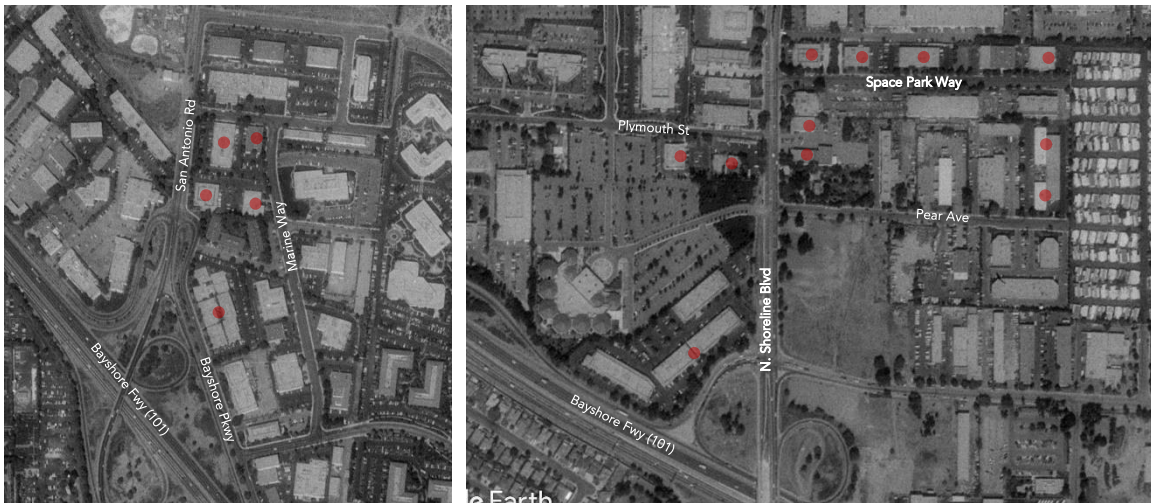
Figure 15. Shoreline Amphitheater, 1987 (Mountain View Public Library).

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Following the trend of development, the final seven of the subject properties were constructed in this decade. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex.

²¹ Ignoffo, *Milestones*, 144-149; Perry, *Images of America*, 93-96.

Google expanded over time, occupying a number of buildings in the North Bayshore district including the subject sites.²²

The 1991 aerial map shows rest of the subject sites that were constructed in the 1970s: 1161 and 1157 San Antonio Road, 2751 and 2761 Marine Way, 1400 N. Shoreline Boulevard, 1220 and 1230 Pear Avenue, and 1300 and 1340 Space Park Way.



Figures 16 and 17. The San Antonio site in 1991 on the left and the N. Shoreline site in 1991 on the right. The subject properties built by then are marked with red dots. (Google Earth Historical Imagery).

Architectural Styles

The buildings at 1161 San Antonio Road, 2761 Marine Way, 2672-2680 Bayshore Parkway, 1157 San Antonio Road, 2751 Marine Way, 1400 N. Shoreline Boulevard, 1599 N. Shoreline Boulevard, 1601 N. Shoreline Boulevard, 1220 Pear Avenue, 1675 N. Shoreline Boulevard, and 1340 Space Park Way are **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²³

The commercial buildings at 1477 Plymouth Street, 1250 Space Park Way, and 1300 Space Park Way are reminiscent of the **Modern** architectural style, embodying the construction methods and materials of their period including simple rectangular massing and concrete masonry unit construction.

The commercial building at 1431 Plymouth Street is **vernacular** without a definite architectural style.

²² Ignoffo, Milestones, 148-149; Perry, *Images of America*, 95.

²³ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

The building at 1230 Pear Avenue is a modest industrial building. It is **utilitarian** without a definite architectural style.

Architect/Builder

5. REGULATORY FRAMEWORK

The regulatory background provided below offers an overview of state and local criteria used to assess historic significance.

California Register of Historical Resources Criteria

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

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.²⁴

For a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."²⁵ While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."²⁶ The CRHR requires the establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet National Register of Historic Places (NRHP) integrity standards may be eligible for listing on the CRHR.²⁷ To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows:

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

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

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

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

²⁴ California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6, (Sacramento, 2001), 1.

²⁵ *How to Apply the National Register Criteria for Evaluation*, 3.

²⁶ *How to Apply the National Register Criteria for Evaluation*, 44.

²⁷ *California Register and National Register: A Comparison*.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory...

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time...

Association is the direct link between an important historic event or person and a historic property.²⁸

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.²⁹

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.³⁰

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process.³¹

City of Mountain View Criteria

According to the City of Mountain View's Code of Ordinances (Division 15, Sec. 36.54.65 – Designation Criteria), a building, structure, site or other improvement may be designated as a historic resource and placed on the Mountain View Register of Historic Resources if it meets one or more of the following criteria:

- a. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the City of Mountain View;
- b. Is the site of a significant historic event in the city's past;
- c. Embodies distinctive characteristics significant to the city in terms of a type, period, region or method of construction or representative of the work of a master or possession of high artistic value; or
- d. Has yielded, or may be likely to yield, information important to the city's prehistory or history.³²

California Environmental Quality Act

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

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et.seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or

²⁸ *How to Apply the National Register Criteria for Evaluation*, 44-45.

²⁹ *How to Apply the National Register Criteria for Evaluation*, 45.

³⁰ *California Register and National Register: A Comparison*.

³¹ All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. California Office of Historic Preservation, *California Register of Historical Resources: The Listing Process*, Technical Assistance Series 5 (Sacramento, n.d.), 1.

³² City of Mountain View, Code of Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR (Public Resources Code Section 5024.1, Title 14 CCR, Section 4800.3) as follows:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - D. Has yielded, or may be likely to yield, information important in prehistory or history. (Guidelines for the California Environmental Quality Act)

6. EVALUATION

Encompassing 13 parcels, the project sites are located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The project site to the west is developed around San Antonio Road and includes properties at 1161 San Antonio Road, 1157 San Antonio Road, 2761 Marine Way, 2751 Marine Way, and 2672-2680 Bayshore Parkway. The project site to the east is developed around N. Shoreline Boulevard and includes properties at 1431 Plymouth Street, 1477 Plymouth Street, 1599 N. Shoreline Boulevard, 1400 Shoreline Boulevard, 1601 N. Shoreline Boulevard, 1675 N. Shoreline Boulevard, 1250 Space Park Way, 1300 Space Park Way, 1350 Space Park Way, 1220 Pear Avenue, and 1230 Pear Avenue. The sites currently feature one- and two-story commercial and light industrial buildings. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

The 13 properties featuring 16 buildings and a few accessory structures are not currently listed on any national, state, or local historic resource registers. Of these sixteen buildings, all were identified as having been constructed over 45 years ago; thus, all properties are individually assessed for historic significance. Typically, the minimum age requirement to be eligible for the National Register of Historic Places or the CRHR is 50 years. However, properties more than 45 years of age are usually identified and evaluated to account for the necessary time to develop a proposed project.



Figure 18. The locations of the project sites circled in dashed red (Google Earth, imagery date September 2021).

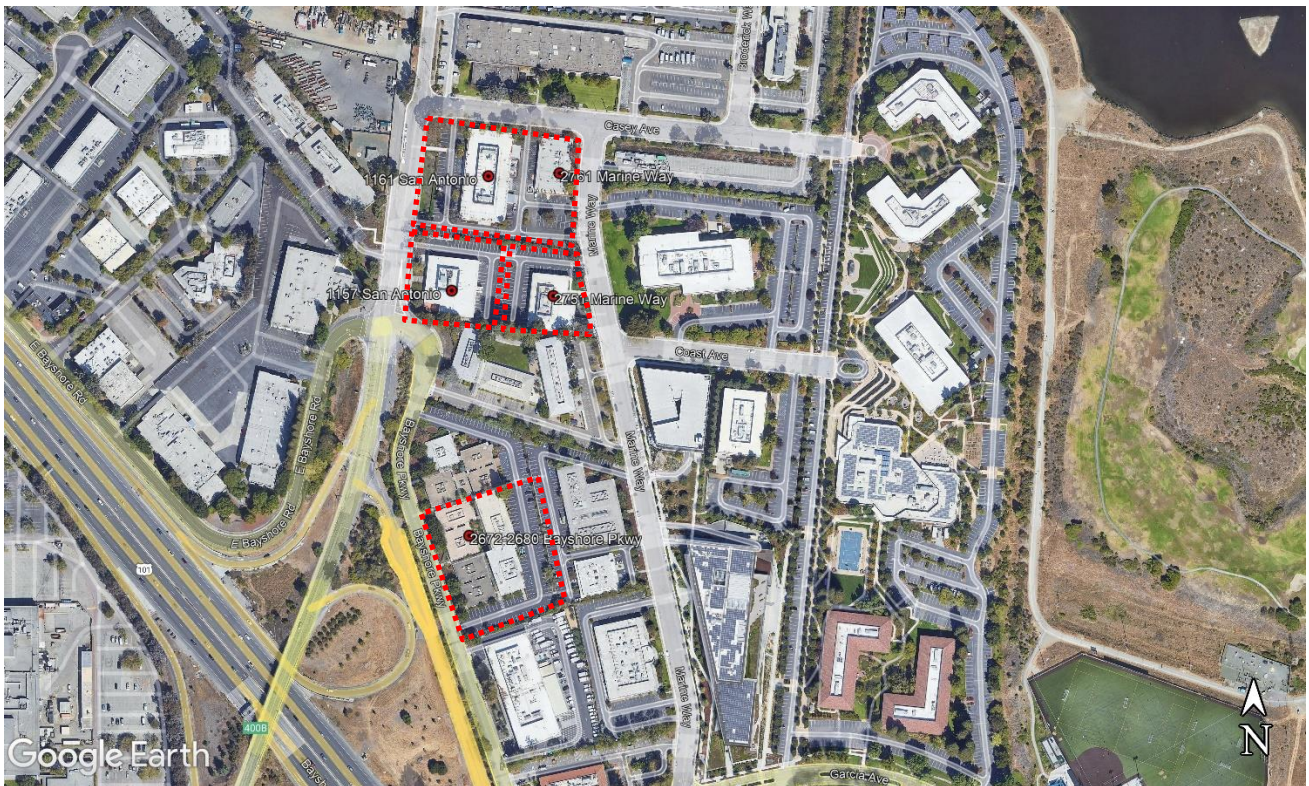


Figure 19. The subject parcels on the San Antonio Road site outlined in dashed red with addresses noted in white (Google Earth, imagery date September 2021).

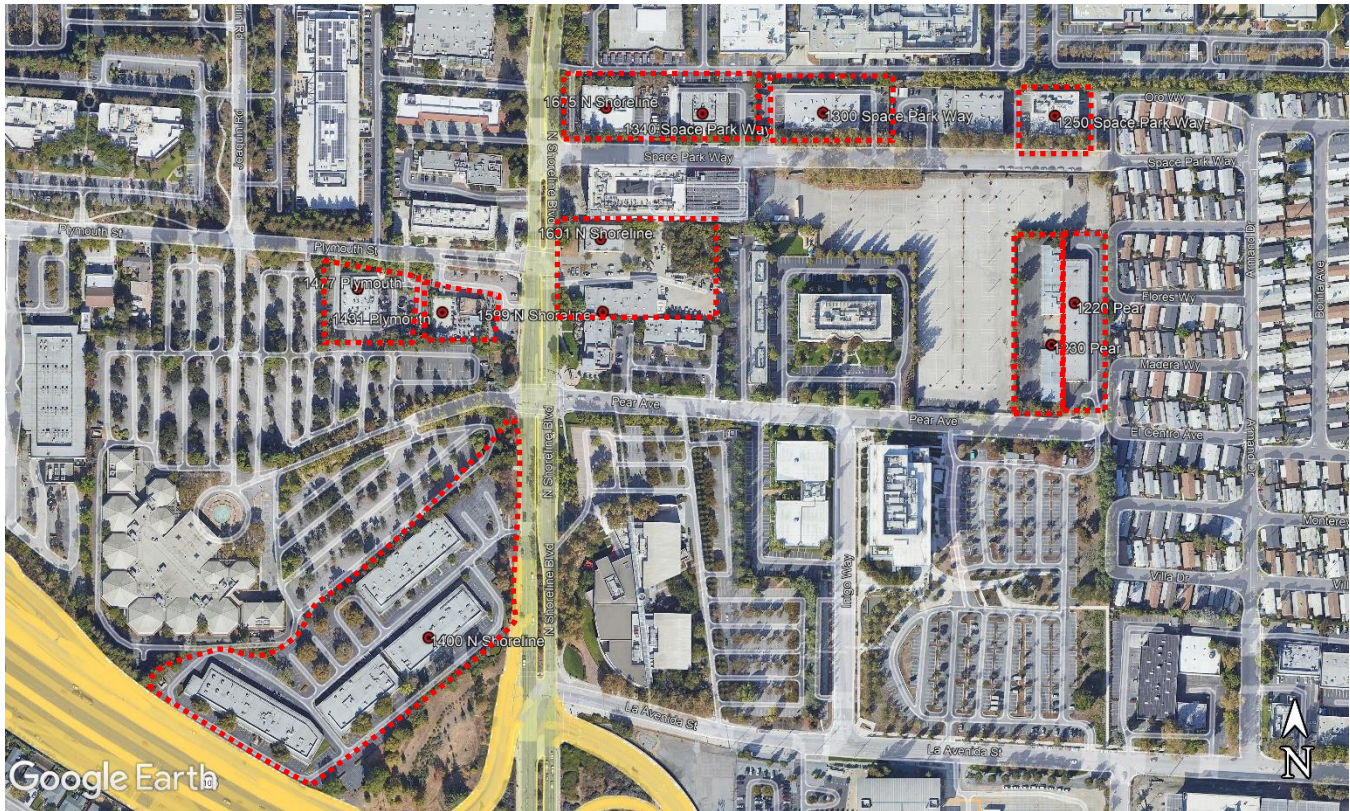


Figure 20. The subject parcels on the N. Shoreline Boulevard site outlined in dashed red with addresses noted in white (Google Earth, imagery date September 2021).

1161 San Antonio Road and 2761 Marine Way (APN 116-02-037)

Two properties sit on the parcel: 1161 San Antonio Road in the middle of the parcel and 2761 Marine Way on the northeast corner.

Constructed in 1974, the one-story Midcentury Modern office building at 1161 San Antonio Road is rectangular in plan with a flat roof.³³ The steel-frame building is clad in stucco with a concrete base, centered on the parcel, and set back approximately 15 feet from the sidewalk. The front (west) façade features two recessed entryways. Each entry features double aluminum-sash glazed doors flanked by sidelites, two single windows on the adjacent walls, and a rectangular transom; windows are clear or frosted glass. 16 vertical rectangular aluminum-sash tinted and frosted windows are on the west façade. The windows are placed as singles or doubles, and set into the stucco in alternating projecting and notched bands. The pattern is repeated on all elevations. A flat cornice runs along the entire roofline.

The north and south façade each feature a deeply recessed space of fixed rectangular security windows, and 12 rectangular vertical windows. The east façade is punctuated by two single doors, a recessed double door entry, and features a gated outdoor seating area on a raised concrete surface.

The building at 1161 San Antonio Road was constructed in 1974.³⁴ According to the permits on file at the City of Mountain View, the building received mechanical and electrical upgrades as well as interior improvements over

³³ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

³⁴ County of Santa Clara, Office of the Assessor.

time.³⁵ The research did not reveal any architects or builders associated with the initial construction of the building. Newspaper advertisements from the late 20th century list Stanford Communications (1975) and Egghead Discount Software (1986-1990) among the occupants.³⁶



Figure 21. The aerial view of the subject parcel, 1161 San Antonio Road to the west and 2761 Marine Way to the east (Google Earth).



Figure 22. The west façade of 1161 San Antonio Road.

³⁵ City of Mountain View Building Division.

³⁶ Newspapers.com.



Figures 23 and 24. The north façade (left) and southeast corner of exterior (right).



Figure 25. The gated outdoor eating area, east façade.

The single-story rectangular-plan office building at 2761 Marine Way was constructed in 1974, sits on the northeast corner of the parcel, and is a scaled-down version of the structure at 1161 San Antonio Road.³⁷ This Midcentury Modern building maintains the same style and materials, but with fewer windows and doors, and no additional outdoor seating. All windows are aluminum-sash with either tinted, frosted, or clear glass. The main (east) façade is symmetrical with a recessed entryway and five rectangular vertical windows on either side. Leading to the main entrance is a red brick stairway with a simple metal railing. The north façade is asymmetrical with an off-center recessed entryway and six windows. The west façade features two windows, two single-doors, and one double door entryway that is not recessed.

According to the records at the County of Santa Clara, Office of the Assessor, the 2761 Marine Way building was constructed in 1974.³⁸ It received interior improvements and mechanical upgrades over time.³⁹ The research did not reveal any architects or builders associated with the initial construction of the building. Newspaper advertisements from the 1980s and 1990s list Mission Computer Centers (1983), Computer Craft (1985-1986), and Emphyrean Diagnostics (1993-1995) among the occupants.⁴⁰

³⁷ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

³⁸ County of Santa Clara, Office of the Assessor.

³⁹ City of Mountain View Building Division.

⁴⁰ Newspapers.com.



Figure 26. East façade of 2761 Marine Way.



Figures 27 and 28. South façade (left) and west façade (right).

The properties at 1161 San Antonio Road and 2761 Marine Way (APN 116-02-037) do not appear to be individually eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. Neither property played a significant role in the development of the City of Mountain View. Both buildings on the parcel were constructed in 1974, likely simultaneously, during a period of expansion for the North Bayshore area. They were one of many buildings constructed for the same purpose at the time and the property's individual association with the expansion is marginal. Therefore, the subject properties does not appear individually eligible for listing under Criterion 1/b. The properties do not appear eligible for individual listing under Criterion 2/a since no persons associated with the properties have been identified that appear to have made a significant contribution to state or local history. Both buildings on the subject parcel are Midcentury Modern in architectural style but fail to be distinctive representations of the style and appear to be of common construction and materials with no notable or special attributes. The buildings are not the works of a master, or architecturally significant in any other respect. Therefore, the properties do not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the properties have the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, they do not appear eligible for individual listing under Criterion 4/d. In conclusion, the subject properties at 1161 San Antonio Road and 2761 Marine Way do not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it do not qualify as historic resources.

2672-2680 Bayshore Parkway (APN 116-02-081)

Constructed in 1972, these four Midcentury Modern one- and two-story structures are steel frame and clad in stucco and vertical clapboard.⁴¹ The commercial buildings are made up of simple horizontal forms with no ornamentation. Three of the structures are rectangular in plan while the northwest building is L-shaped. All buildings feature a flat roof that is clad in rolled roofing and gravel. The roof has wide closed overhangs, some of which project to cover corridors and are supported by square wooden posts. Skylights puncture long corridors. Windows and doors are full-height, and aluminum is used for the sashes, jambs, and casings. The doors are all wooden single doors.

The structures are set within the landscape and vary in height; small steps accommodate change in height amongst the structures. The four structures are centered around an open landscaped plaza which features running water, a rounded garden bridge, stones, and a variety of plants. Open areas on the ground floor also have fixed wooden benches with tile tabletops. Natural stone and pebble flooring is used around the landscaped areas and on the stairs. The stairs are open, double stringer with simple metal railings. A wood pergola frames the entrance on the south façade.

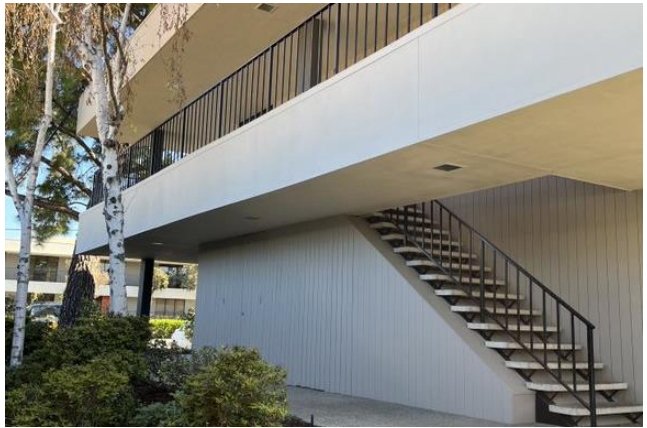


Figure 29. The aerial view of the 2672-2680 Bayshore Parkway (Google Earth, image date September 2021).

⁴¹ The Santa Clara Assessor's Office lists the construction date as 1972, but the northern buildings of the property first appear on a 1968 aerial map.



Figure 30. The east façade of the southeast building.



Figures 31 and 32. The interior area (left) and the open corridors and stairs (right).



Figure 33. The north façade.



Figures 34 and 35. The south façade (left) and center garden area with east buildings (right).

According to the County of Santa Clara, Office of the Assessor, the building complex at 2672-2680 Bayshore Parkway was constructed in 1972. The northernmost two buildings of the complex are visible on the 1968 aerial photograph of the area, so the property was possibly developed over a span of several years. The permits on file at the City of Mountain View consist of multiple interior improvements and reroofing over time. The property was also noted as “Bayside Business Plaza” in a 2010 permit.⁴² The research did not reveal any architects or builders associated with the initial constructions of the buildings. The property has been operated as an office park/business plaza accommodating businesses such as law, advertising, and telecommunications firms as well as some organizations.⁴³

The property at 2672-2680 Bayshore Parkway does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate businesses during a period of expansion for North Bayshore, the subject property did not play a marginal role in the development of the area. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The building complex is Midcentury Modern in architectural style but fails to be a distinctive representation of its style and appears to be of common construction and materials with no notable or special attributes. The building complex is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. In conclusion, the property at 2672-2680 Marine Way does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1157 San Antonio Road (APN 116-02-083)

The one-story (possibly over basement) Midcentury Modern office building was constructed in 1969.⁴⁴ It is clad in stucco with decorative stacked bond brick, and has a flat roof. The steel-frame structure is rectangular in plan. The building is set within the landscape and has a processional long-run pebbled stairway leading to the main

⁴² City of Mountain View Building Division.

⁴³ Newspapers.com.

⁴⁴ Construction date confirmed by a phone call with the Santa Clara County Assessor’s Office, 2/24/2022.

(west) entryway. The entry includes glazed double doors with a pair of sidelites and a transom. All windows and doors have aluminum sashes, jambs, and casings. Two pairs of double full-height narrow windows flank the centered entryway.

The north façade has three full-height windows and three blind windows of the same size. The east façade is the only façade in stucco without brick veneer and includes multi-pane glazed garage doors on either end. The south façade has three full-height windows, and a single door that opens to a rest area with two brick benches.



Figures 36 and 37. The west façade (left) and the southwest corner of 1157 San Antonio Road (right).



Figure 38. The east façade.

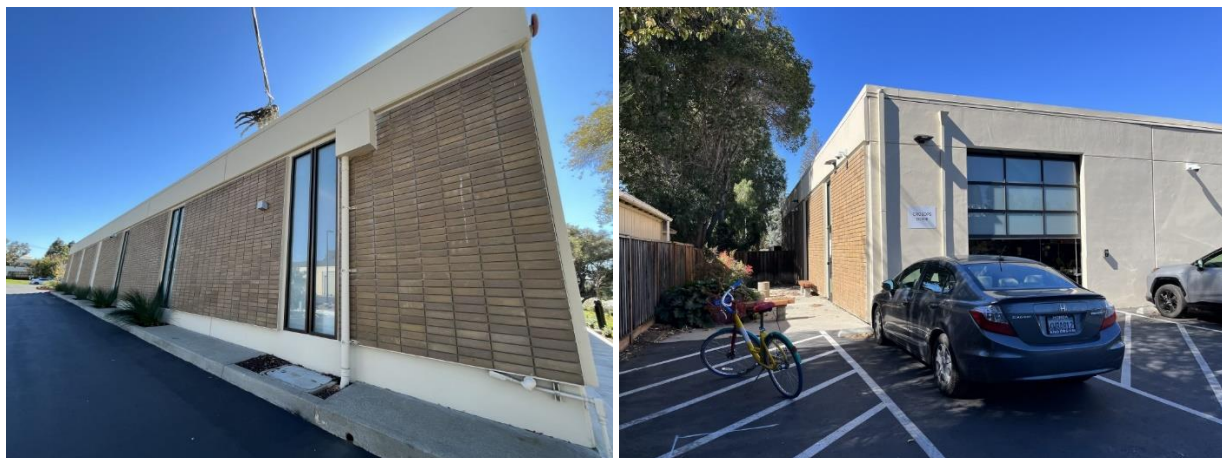


Figure 39. The north façade (left) and southeast corner (right).

According to the County of Santa Clara, Office of the Assessor, the building at 1157 San Antonio Road was constructed in 1969. The permits on file at the City of Mountain View include minor interior and exterior alterations in 1995 and 2005.⁴⁵ The research did not reveal any architects or builders associated with the initial construction. An opto-electronics manufacturer, Scientific Technology Inc., was listed at this address in 1974.⁴⁶

The property at 1157 San Antonio Road does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1157 San Antonio Road was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Overall, the property at 1157 San Antonio Road does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

2751 Marine Way (APN 116-02-084)

The single-story over basement Midcentury Modern office building was constructed in 1969.⁴⁷ L-shaped in plan, the steel-frame structure is clad in stucco and has a flat roof. The exterior is divided by simple double pilasters that span the height of the building. Three decorative panels fit into each division and run the entire circumference of the crown. Each division features a multi-pane fixed window; and all windows on the building are aluminum sash. The east façade is punctuated by four windows, and three entryways: two recessed doorways and a raised garage. Concrete walkways terminate at the doorways, which are framed with full height sidelites and a transom window. The garage is covered by a rolling steel door. The north façade is comparatively plain and features by one four-pane fixed window. The south façade is obscured by vegetation.

⁴⁵ City of Mountain View Building Division.

⁴⁶ Newspapers.com.

⁴⁷ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.



Figure 40. The east façade.



Figure 41. The north façade.

According to the County of Santa Clara, Office of the Assessor, the building at 2751 Marine Way was constructed in 1969. The permits on file at the City of Mountain View include interior improvements in 2000.⁴⁸ The research did not reveal any architects or builders associated with the initial construction.

The property at 2751 Marine Way does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. Constructed during a period of expansion for North Bayshore, the property at 2751 Marine Way was one of many buildings constructed for the same purpose at the time. Its individual association with the expansion is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The building is Midcentury Modern in architectural style but fails to be a distinctive representation of its style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 2751 Marine Way does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

⁴⁸ City of Mountain View Building Division.

1431 Plymouth Street (APN 116-10-088)

The parcel at 1431 Plymouth Street has a one- and two-story structure that is roughly rectangular in plan. The wood-framed vernacular commercial building was constructed in 1945 and is clad in stucco with diagonal wood wainscot running the lower half of the walls.⁴⁹ The exterior walls terminate at a simple cornice. The north façade has three aluminum-sash multi-pane casement windows with wood trim on the first floor, and an aluminum-sash one-over-one window with wood trim on the second floor. The northwest corner of the structure is two-stories, while the rest of the building is one-story. A concrete ramp leads from the parking lot to the main entryway, a single wood door. The east façade includes the same type of multi-pane casement window and a single wood door. All doors and windows are capped with a fabric awning. A high wood fence blocks off the outdoor dining area to the south of the structure and the volleyball area to the west of the structure.



Figure 42. The north façade.



Figure 43. The east façade.

⁴⁹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.



Figure 44. Outdoor seating area taken from north façade.

The County of Santa Clara, Office of the Assessor records the construction date of the building at 1431 Plymouth Street as 1945. The research did not reveal any architects or builders associated with the initial construction. A building permit application was filed at the City of Mountain View in 1957 to add foundation to a one-story single-family house at this address.⁵⁰ It appears that the building was converted to a tavern by the early 1960s; The Mountain View Park tavern was at the property in 1962 and the Ernie & Lou's Mountain View Park tavern in 1964 – 1968.⁵¹ The current business, Sports Page Bar & Grill, has been operating here since the late 1980s.⁵² Accessible parking and a ramp entrance were added in 2008.⁵³

The property at 1431 Plymouth Street does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. Constructed in 1945 as a single-family house and converted to a tavern by the early 1960s, it was among many structures built in the area before the commercial development of the North Bayshore area. Within the broader context of early 20th century development of the area, the subject property does not stand out among many that were built during this period. The property is not associated with the agricultural, residential, or commercial development of the area in an individually significant way. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The building is vernacular in style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 1431 Plymouth Street does not appear individually eligible for

⁵⁰ City of Mountain View Building Division.

⁵¹ 1962 Mountain View City Directory via Ancestry.com.

⁵² Newspapers.com.

⁵³ City of Mountain View Building Division.

listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1477 Plymouth Street (APN 116-10-101)

Constructed in c. 1963, the steel-frame commercial building with some Modern features is rectangular in plan and clad in stucco.⁵⁴ The building is one story and has a flat roof with flat parapets on the corners. The corners are emphasized by taller square masses, which project slightly from the central portions of the facades. A simple cornice runs on the recessed sections of all four facades. The east façade has five sections and two pilasters. One of the sections includes a fixed door-height multi-lite window, and the other four include double doors with one sidelite and two single doors with two sidelites. All windows and doors have aluminum sashes or jambs and frames.

The west façade features two pilasters, a garage with a steel rolling door, a two-lite sliding window, a three-lite slider, a single glazed door, and a solid double door. Two multi-lite windows, a glazed door with a transom, and two solid single doors punctuate the south façade. The north façade features two blind arches at either end, two multi-pane door-height windows and two single doors that open up to an outdoor seating area.



Figure 45. The east façade.



Figure 46. The north and west facades.

⁵⁴ The Santa Clara Assessor's Office lists the construction date as 1975, but the property at 1477 Plymouth Street first appears on a 1963 aerial photograph.



Figure 47. West and south facades.

The 1477 Plymouth Street building was constructed c. 1963. The Santa Clara Assessor's Office lists the construction date as 1975 but the property at 1477 Plymouth Street first appears on a 1963 aerial photograph; it is possible that the building received a major remodel in 1975. The research did not reveal any architects or builders associated with the initial construction. The building has received interior alterations over time.⁵⁵ It appears that restaurants or food establishments occupied the building during the last decades.⁵⁶

The property at 1477 Plymouth Street does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. Although it was constructed c. 1963, during a period of expansion for the North Bayshore district, it is not associated with the history of the neighborhood or Mountain View in a significant way. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The building is most indicative of Modern commercial construction but not an outstanding example of the type. It is of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the building has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 1477 Plymouth Street does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1400 N. Shoreline Boulevard (APN 116-13-034)

Four rectangular-plan steel-frame Midcentury Modern commercial buildings sit on the subject parcel. Constructed in 1973, the buildings are one story and feature flat roofs.⁵⁷ Clad in stucco, each has a wide cornice, and between buildings B and C, the cornice extends to create an open corridor. The buildings are otherwise not connected. Windows are fixed and vertical, either single or paired. All windows are aluminum sash, set within the stucco, and are framed by decorative vertical bands. The garages are closed with rolling steel doors and are

⁵⁵ City of Mountain View Building Division.

⁵⁶ Newspapers.com.

⁵⁷ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

separated by the same decorative vertical bands. Main entries are recessed. Tinted glazed double door entries have transoms and multi-pane sidelites extending the width of the entryway. Two unadorned square supports at each end of the recessed entryways rise into the cornice. Single and double glazed doors are capped with awnings.



Figure 48. The aerial view of 1400 N. Shoreline Boulevard; the subject parcel outlined in dashed red with buildings labeled in black (Google Earth Imagery Date March 2021).



Figure 49. Building A, south façade.



Figure 50. Building B, north façade.



Figure 51. Corridor between buildings B and C (left) and Building C, east corner (right).



Figure 52. Building D, south façade.



Figure 53. Building A, north façade, detail of entryway.

The County of Santa Clara, Office of the Assessor records the construction date of the building complex at 1400 N. Bayshore Boulevard as 1973. *San Francisco Examiner* announced that "Ground has been broken for the seven-acre Lester-Orosel Business Park at 1400 Stierlin [N. Shoreline] Road, Mountain View. The project is by Richard J. Orosel Enterprises."⁵⁸ According to the newspaper advertisements of the period, Orosel was a general contractor and a commercial/industrial developer active in California in the 1960s and 1970s.⁵⁹ The occupants of the property include World Publications (1976-1979), Anderson World Books (1979-1986), Medical Life Systems, sales and service of medical electronic equipment (1976-1977), and Ujena, clothing company (1986-1987).⁶⁰

⁵⁸ "The Building Scene," *San Francisco Examiner*, January 28, 1973.

⁵⁹ Newspapers.com.

⁶⁰ Newspapers.com.

The property at 1400 N. Bayshore Boulevard does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. Constructed in 1973, the property did not play a significant role in the development of the City of Mountain View. It was one of many buildings constructed during a period of expansion for North Bayshore, and its individual association with the expansion is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not architecturally significant. The general contractor associated with the property, Richard J. Orosel, does not appear to be a master. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the building has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 1400 N. Bayshore Boulevard does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1220 Pear Avenue (APN 116-14-028)

Constructed in 1977, the Midcentury Modern commercial building is rectangular in plan and features a flat roof.⁶¹ Four vertical bands divide the main (south) façade into four parts. Seven aluminum-sash vertical fixed windows and a single boarded door are on the façade. The east façade is divided into five sections by four projecting vertical strips. Three sections each feature two single doors and one garage. The north sections of the east façade feature a single door and one garage, and a tinted double door with a multi-pane sidelite and two transoms. All doors are glazed with aluminum jambs and casings, and all garage doors are steel rolling with four lites each. The north elevation is blind, and the west façade abuts the building at 1230 Pear Avenue.



Figure 54. The south façade.

⁶¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.



Figure 55. The east façade.



Figure 56. The north façade.

The 1220 Pear Avenue building was constructed in 1975. The research did not reveal any architects or builders associated with the initial construction.

The 1220 Pear Avenue property does not appear eligible for listing in the local or state historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the growth of the North Bayshore district. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The simple building is most indicative of Midcentury Modern office/commercial architecture but not an outstanding example of its style or type. It appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 1220 Pear Avenue does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1599 N. Shoreline Boulevard and 1601 N. Shoreline Boulevard (APN 116-14-058)

Two buildings occupy the subject parcel: 1599 N. Shoreline Boulevard on the southwest and 1601 N. Shoreline Boulevard on the northwest. Two chain link rolling gates divide the parcel: one runs north to south on the western end and the another runs east to west separating the properties.

Constructed in 1962, the one- and two-story steel-frame Midcentury Modern commercial building at 1599 N. Shoreline Boulevard is complex in plan and features a flat roof.⁶² The building is clad in stucco with wood and brick details. The main (west) façade has an enclosed corridor with five brick piers, a plywood roof and wood beams extending over the walkway. The porch is penetrated by two aluminum-sash casement windows and three aluminum-sash sliding windows, one two-lite and one three-lite. The main entryway is an aluminum-jamb and casing single glazed door with a sidelite and a transom. The entryway opens to a full-height multi-pane window on the interior.

The north façade has a multi-lite sectional garage door, four aluminum-sash two- or three-lite sliding windows, and a single metal door. The east façade is plain and blocked by vegetation. The south façade is not visible from the street.



Figure 57. The aerial view of the subject parcel outlined in dashed red with buildings labeled in black (Google Earth).



Figure 58. The north and west facades of 1599 N. Shoreline Boulevard.

⁶² Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.



Figure 59. The north façade of 1599 N. Shoreline Boulevard.



Figure 60. The west and east façades of 1599 N. Shoreline Boulevard.

Constructed in 1962, the one- and two- story commercial Midcentury Modern steel-frame building at 1601 N. Shoreline Boulevard is roughly rectangular in plan and features a flat roof.⁶³ The building is clad in stucco with wood and brick details. The main (west) façade features a closed corridor with five brick piers, and five aluminum-sash windows—three two-pane sliders and two casements. The corridor has a flat roof with exposed beams that extend to cover the walkway. The main entryway opens up to a portico made up of four brick piers with wood posts under the same roof on the south façade. The single glazed door is aluminum sash and has two sidelites and a transom. The eastern side of the south façade includes two steel rolling garage doors, three aluminum-sash two-pane sliding windows, and a single metal door. A partial brick gate and a chain link rolling fence close off the parking lot. The north façade is plain, and the east façade is not visible to public view.

⁶³ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.



Figure 61. The south façade of 1601 N. Shoreline Boulevard.



Figure 62. The west façade of 1601 N. Shoreline Boulevard.



Figure 63. The north and west facades of 1601 N. Shoreline Boulevard.

The County of Santa Clara, Office of the Assessor records the construction date of the buildings at 1599 and 1601 N. Shoreline Boulevard as 1962. The research did not reveal any architects or builders associated with the initial construction. Tranex Inc., transformer manufacturers occupied 1599 N. Shoreline Boulevard from 1964 to 1968. A number of businesses occupied 1601 N. Shoreline Boulevard including Don Gordon, building contractor (1964-1966), Andy's Roofing Co. (1966), Belco Chemical Co. (1968), Photophysics Incorporation (1973), and Tranex (1982).⁶⁴

The property at 1599-1601 N. Shoreline Boulevard does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. Constructed in 1962, the subject buildings did not play a significant role in the development of the City of Mountain View. They

⁶⁴ Mountain View City Directories via Ancestry.com; Newspapers.com.

were one of many buildings constructed during a period of expansion for North Bayshore. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. No persons have been identified that appear to have made a significant contribution to state or local history, so the subject property does not appear individually eligible for listing under Criterion 2/a. The buildings are Midcentury Modern in architectural style but are not distinctive representations of the style and appear to be of common construction and materials with no notable or special attributes. The buildings are not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the building has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear individually eligible for listing under Criterion 4/d. In conclusion, the property at 1599-1601 N. Shoreline Boulevard does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1340 Space Park Way and 1675 N. Shoreline Boulevard (APN 116-14-066)

Two properties sit on the parcel: 1340 Space Park Way on the east and 1675 N. Shoreline Boulevard on the west.

Constructed in c. 1970, the one-story steel-frame commercial Midcentury Modern building is rectangular in plan.⁶⁵ Clad in stucco, the building has a concrete base and features a flat roof. A concrete walkway runs approximately 35 feet to the main (south) façade. Two flat roofs shelter the main entryways. Positioned on either side of the façade's center, both entries have single glazed doors with aluminum jambs and casings, multi-pane sidelites, and a transom. Six vertical aluminum-sash casement windows punctuate the façade. A signband and simple cornice run on all facades. The signband on the south façade features five rectangular reliefs.

The west façade is divided into four sections by two full-story vertical strips and a partial-height strip that terminates at the signband. Four rectangle reliefs decorate the signband. Six vertical aluminum-sash casement windows, a pair of double metal doors, and a single metal door are on this façade.

The east façade mimics the west but has no doors. The north façade features one garage with a steel door and four rectangle reliefs on the sign band.

The County of Santa Clara, Office of the Assessor records the construction date of 1340 Space Park Way as 1958. The research did not reveal any architects or builders associated with the initial construction. The address was not listed in the 1960s Mountain View city directories. The building was reroofed in 1998 and received tenant improvements in 2000.⁶⁶

⁶⁵ The Santa Clara Assessor's office lists the construction date as 1958, but the property does not appear on any aerial photographs of the 1960s. Based on the development of the area, the property was likely constructed in the 1970s.

⁶⁶ City of Mountain View Building Division.

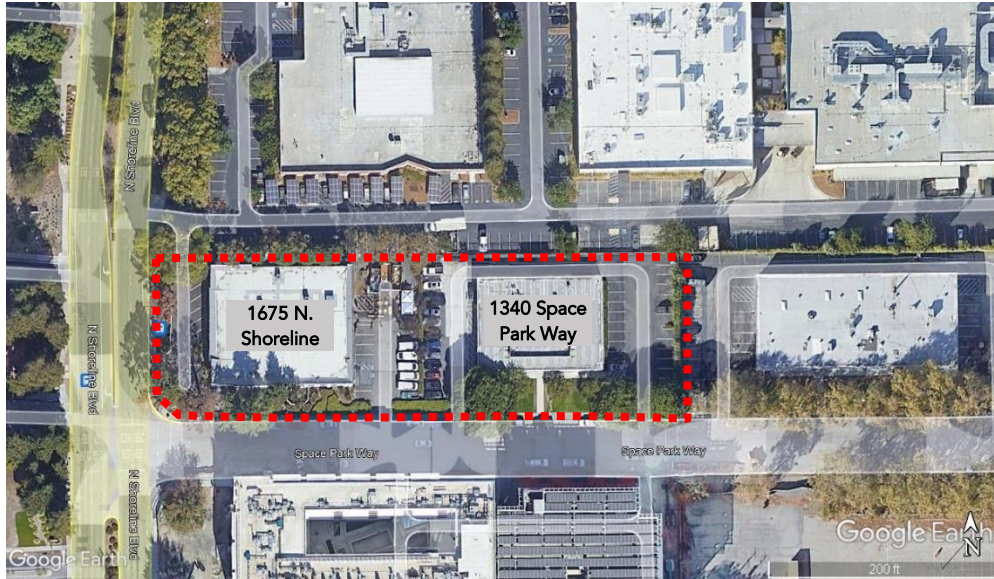


Figure 64. The aerial view of the subject parcel outlined in dashed red with properties labeled in black (Google Earth).



Figure 65. 1340 Space Park Way south façade.



Figure 66. 1340 Space Park Way west and south facades.



Figure 67. 1340 Space Park Way east and north facades.

Constructed in 1958, the steel-frame two-story Midcentury Modern commercial building at 1675 N. Shoreline Boulevard is rectangular in plan.⁶⁷ Clad in stucco and marble veneer, the building has a flat roof with a slight flat parapet. The main (west) façade is divided into five sections by five raised pilasters with plain capitals. The middle section of the wide cornice projects outward. Two bands of fenestration run along the façade: one band of four wide aluminum-sash casement windows on each floor. The eastern end of the façade features a horizontal massing that projects up past the roofline. Sheltered under this corner element is the recessed main entryway with a one and a half story four-pane tinted window with wide aluminum sash. The area is made distinct with blue marble veneer.

The doorway faces Space Park Way, and is an aluminum-jamb and -casing tinted glaze double door with two door-height transoms. The blue marble veneer details continue onto this façade. The south façade is partially obscured by vegetation. A mix of small casement windows and picture windows, all with wide aluminum sash, penetrate the façade. Six raised pilasters with simple capitals terminate at the partial-width cornice.

Six pilasters of the same type punctuate the east façade. The cornice runs the full width of the façade. The first floor has two single metal doors, one garage with a steel rolling door, and a large picture window. Three casement windows with wide aluminum sashes are on the second floor. The north façade is comparatively plain and features two aluminum-sash two-lite slider windows.



Figure 68. 1675 N. Shoreline Boulevard west façade.

⁶⁷ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.



Figure 69. 1675 N. Shoreline Boulevard east façade.



Figures 70 and 71. 1675 N. Shoreline Boulevard south façade (left) and north façade (right).

According to the County of Santa Clara, Office of the Assessor the building at 1675 N. Shoreline Boulevard was constructed in 1958. The research did not reveal any architects or builders associated with the initial construction. The address was not listed in the 1962 city directory, but the later occupants include Gilbert Roland (painter), Menalto Development Corp. (building contractors), Schmailing & Stenbit (building contractors), Signetics Corporation (electronics) in 1964; Endevco Laboratories, Gilbert Roland (painter), Menalto Development Corp. (building contractors), Schmailing & Stenbit (general contractors) in 1966-1968; and TCI, signal and antenna systems in 1978-1982.⁶⁸

Signetics, a contraction of Signal Network Electronics, was founded in 1961 in Mountain View, California by former Fairchild employees David Allison, David James, Lionel Kartner, and Mark Weisenstein. It was the first company in the world established expressly to make and sell integrated circuits. Within a year of its founding, the company's first family of bipolar digital diode transistor logic circuits had gained market acceptance and were finding initial application in military and space systems.⁶⁹ The company occupied a building on N. Shoreline Boulevard (known as Stierlin Road back then) in 1963, possibly the subject building, that housed the Research & Development and Sales & Marketing departments. They moved to a new Sunnyvale plant in 1964-1965.⁷⁰

The subject property featuring two buildings at 1340 Space Park Way and 1675 N. Shoreline Boulevard does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. Constructed during a period of expansion for North Bayshore, the subject property was among

⁶⁸ Mountain View City Directories via Ancestry.com; Newspapers.com.

⁶⁹ "Guide to the Don Liddie papers on Signetics," Online Archive of California, https://oac.cdlib.org/findaid/ark:/13030/kt9m3nf315/entire_text/ (accessed March 4, 2022).

⁷⁰ "Signetics Corporation Key Event Chronology," Computer History Museum, <http://archive.computerhistory.org/resources/still-image/PENDING/X3665.2007/Signetics/SIGNETICS%20Timeline.pdf> (accessed March 4, 2022).

many developed for the same purpose at the time. Its individual association with the expansion is marginal. Signetics, a notable electronics company, briefly occupied the 1675 N. Shoreline Boulevard building in 1963-1964. While the company has been featured in publications as a well-known Silicon Valley business, it is not associated with the structure or the development of Silicon Valley in an individually significant way. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. No persons have been identified that appear to have made a significant contribution to state or local history, so the subject property does not appear individually eligible for listing under Criterion 2/a. The commercial buildings on the parcel are Midcentury Modern in architectural style, but they are not significant examples of their style or type. The buildings are not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Overall, the property at 1340 Space Park Way and 1675 N. Shoreline Boulevard does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1250 Space Park Way (APN 116-14-070)

Constructed in 1959, this steel-frame two-story commercial building with Modern features has a concrete base and flat roof.⁷¹ Clad in stucco, the building is set back approximately 10 feet from the sidewalk. An accessible ramp leads up to the main (south) façade. 15 aluminum-sash two-lite slider windows, one single glazed door, one single glazed door with multi-pane sidelites on either side punctuate this façade. The main facade has vertical bands of projecting and recessed parts that terminate at the cornice. The east and west façades each have a garage with a steel rolling door and a single metal door. The north façade features a single metal door.



Figure 72. The south façade.

⁷¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.



Figure 73. The east façade.



Figure 74. The west façade.

According to the County of Santa Clara, Office of the Assessor the building at 1250 Space Park Way was constructed in 1959. The research did not reveal any architects or builders associated with the initial construction. The building received seismic upgrades in 1998.⁷² The address was not listed in the 1962 and 1964 city directories, but the later occupants include Peninsula Metal Fabrication and Gail B. Rathbun Co. Inc. (electrical products) in 1968.⁷³

The property at 1250 Space Park Way does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. Constructed during a period of expansion for North Bayshore, the subject property was one of many buildings constructed for commercial use at the time. Its individual association with the expansion is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The commercial building exhibits a few features of the Midcentury Modern architectural style, but it is not a significant example of its type or style. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 1250 Space Park Way does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

⁷² City of Mountain View Building Division.

⁷³ Mountain View City Directories via Ancestry.com.

1300 Space Park Way (APN 116-14-072)

Constructed in 1970, the steel-frame one-story Modern commercial building has a flat roof and is rectangular in plan.⁷⁴ Clad in stucco, the structure is set back approximately 30 feet from the sidewalk. Two concrete walkways with two steps and a simple metal railing lead from the sidewalk to two entries on the main (south) façade. The entryways are single tinted glazed doors with multi-pane sidelites on either side; a third glazed single door with a transom sits between. Six blind triangular arches with two vertical aluminum-sash casement windows set within them relieve the façade. A simple cornice runs on all facades.

The east façade has one vertical aluminum-sash window, one blind arch, and one segmental garage door with three lites. The west façade is nearly identical, except it features two vertical windows. The north façade features two blind triangular arches, two solid segmental garage doors, and a single metal door.



Figure 75. The south façade.



Figures 76 and 77. The west façade (left) and the north façade (right).



Figure 78. The east and south façades.

⁷⁴ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

Constructed in 1970, the building at 1300 Space Park Way was reroofed in 1978 and received tenant improvements in 2000.⁷⁵ The research did not reveal any architects or builders associated with the initial construction.

The property at 1300 Space Park Way does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. The subject property was one of many commercial buildings constructed for the same purpose at the time and its individual association with the expansion of the North Bayshore area is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. The building is most indicative of a Modern commercial structure; however, it is not an outstanding example of the style or the type. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 1300 Space Park Way does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

1230 Pear Avenue (APN 116-14-095)

Four structures sit on this parcel: two industrial buildings and two accessory structures. Constructed in 1976, the one- and two- story, industrial buildings are both rectangular in plan and have a metal frame. Both buildings have low-pitched gable roofs and are clad in metal panels. The building that sits on the south portion of the parcel has two brick corners on the south façade and is otherwise plain. The west façade of this building is penetrated by three metal rolling garage doors, two aluminum-sash two-lite windows, one boarded up window, and three single metal doors. The north façade of this building has one metal rolling garage door. The east facades of both buildings are blocked by the building at 1220 Pear Avenue.

The south façade of the north building is plain. The west façade features four metal rolling garage doors, four single metal doors, and four two-lite aluminum sash sliding windows on the first floor. The second floor has two tinted two-pane aluminum sliders. The north façade is comparatively plain but features a shed-roof supported by two metal poles and set against the façade. Between the buildings sit two utilitarian wood structures with flat roofs. A wood-slatted rolling chain link fence closes off this area.

⁷⁵ City of Mountain View Building Division.



Figure 79. Aerial view of 1230 Pear Avenue (Google Earth Imagery Date September 2021).



Figure 80. The south façade of the building on the south end of the parcel.



Figure 81. The west façade of the building on the south end of the parcel.



Figures 82 and 83. The west façade of the north building (left) and the west façade of the south building (right).



Figure 84. Two accessory structures between the buildings.



Figures 85 and 86. The north façade of the north building with attached shed-roofed area (left) and the north façade of the south building (right).

According to the County of Santa Clara, Office of the Assessor the buildings at 1230 Pear Avenue were constructed in 1976. The research did not reveal any architects or builders associated with the initial construction.

The property at 1230 Pear Avenue does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria. The property did not play a significant role in the development of the City of Mountain View. The subject property was one of many commercial developments constructed for the same purpose at the time and its individual association with the growth of the North Bayshore area is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b. The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history. Constructed in 1976, the commercial buildings do not appear to be significant examples of an architectural type. The utilitarian buildings appear to be of common construction and materials with no notable or special attributes. They are not works of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c. Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. Therefore, the property at 1230 Pear Avenue does not appear individually eligible for listing in the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

7. CONCLUSION

An evaluation of the 13 parcels featuring 16 buildings in reference to the CRHR criteria indicates that the subject properties do not appear to possess sufficient historical significance for individual listing. The subject properties also do not appear to be eligible individually for the City of Mountain View Register of Historic Resources as they do not have significance under local criteria. Therefore, the subject properties do not appear to be historic resources as defined by CEQA.

BIBLIOGRAPHY

Ancestry.com.

Brown, Mary. *San Francisco Modern Architecture and Landscape Design 1935-1970*. San Francisco, CA: January 12, 2011.

California Office of Historic Preservation. *California Register and National Register: A Comparison, Technical Assistance Series 6*. Sacramento, CA: California Department of Parks and Recreation, 2001.

----. *California Register and National Register: A Comparison, Technical Assistance Series 6, Update*. Sacramento, CA: California Department of Parks and Recreation, 2011.

Carey & Co. *Citywide Historic Properties Survey*, San Francisco, California, September 1, 2008.

City of Mountain View Building Division.

City of Mountain View Community Development. *Mountain View 2030 General Plan*. Mountain View: July 10, 2012.

City of Mountain View. *City of Mountain View Historic Resources Inventory*. September 20, 2017.
<https://www.livablemv.org/wp-content/uploads/2018/09/MV-Local-Historic-Registry-List.pdf>.

Computer History Museum.

Google Earth.

Google Maps.

Harris, Cyril M. *American Architecture: An Illustrated Encyclopedia*. New York: W.W. Norton & Co., 1998.

Ignoffo, Mary Jo. *Milestones: A History of Mountain View, California*. Cupertino, CA: California History Center & Foundation, 2002.

Library of Congress.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1986.

Mountain View City Directories.

Mountain View City Code.

Mountain View Historical Association.

Mountain View Public GIS Viewer. <https://data-mountainview.opendata.arcgis.com/>.

Mountain View Public Library.

Newspapers.com.

Online Archive of California.

PAST Consultants. *San Jose Modernism, Historic Context Statement*. June 2009.

Perry, Nicholas. *Images of America: Mountain View*. San Francisco, CA: Arcadia Publishing, 2006.

Sanborn Fire Insurance Maps.

Santa Clara County Assessor's Office.

Santa Clara County Building Inspection Department.

TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, June 2020.

University of California Santa Barbara Library Geospatial Collection.

APPENDIX

DPR 523 FORMS

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1161 San Antonio Road

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 1161 San Antonio Road City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11602037

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1974, the one-story Midcentury Modern office building at 1161 San Antonio Road is rectangular in plan with a flat roof.¹ The steel-frame building is clad in stucco with a concrete base, centered on the parcel, and set back approximately 15 feet from the sidewalk. The front (west) façade features two recessed entryways. Each entry features double aluminum-sash glazed doors flanked by sidelites, two single windows on the adjacent walls, and a rectangular transom; windows are clear or frosted glass. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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



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

*P5b. Description of Photo: (view, date, accession #)
The front (west) façade, TreanorHL, February 2022.

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both
1974, Santa Clara County Assessor's Office

*P7. Owner and Address: _____

*P8. Recorded by: (Name, affiliation, and address)
TreanorHL
550 Montgomery St. Suite 500 San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1161 San Antonio Road *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1161 San Antonio Road
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Midcentury Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
The building at 1161 San Antonio Road was constructed in 1974.² (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period³

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

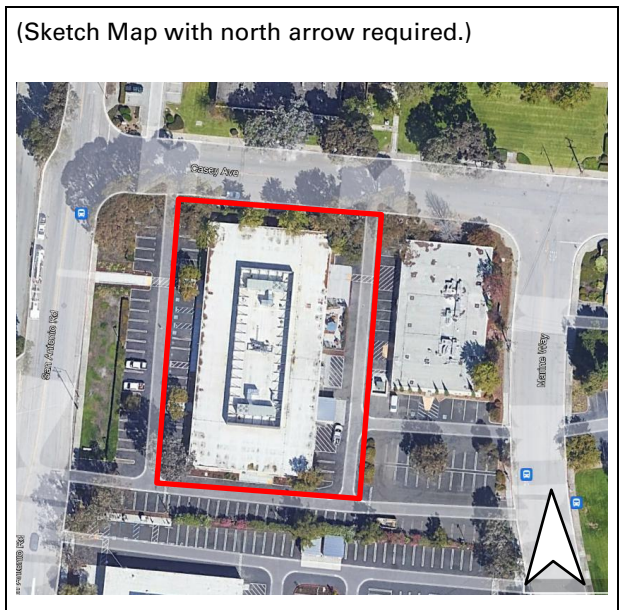
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1161 San Antonio Road

Page 3 of 9

***P3a. Description, Continued:**

16 vertical rectangular aluminum-sash tinted and frosted windows are on the west façade. The windows are placed as singles or doubles, and set into the stucco in alternating projecting and notched bands. The pattern is repeated on all elevations. A flat cornice runs along the entire roofline.

The north and south façade each feature a deeply recessed space of fixed rectangular security windows, and 12 rectangular vertical windows. The east façade is punctuated by two single doors, a recessed double door entry, and features a gated outdoor seating area on a raised concrete surface.

***B6. Construction History, Continued:**

According to the permits on file at the City of Mountain View, the building received mechanical and electrical upgrades as well as interior improvements over time.⁴

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated

CONTINUATION SHEET

Property Name: 1161 San Antonio Road

Page 4 of 9

for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁵ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁶

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁷

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁸

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁹

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley

CONTINUATION SHEET

Property Name: 1161 San Antonio Road

Page 5 of 9

co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.¹⁰ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹¹

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹² The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹³

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹⁴ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁵

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today’s N. Shoreline Boulevard), and two more schools, one on Charleston Road and

CONTINUATION SHEET

Property Name: 1161 San Antonio Road

Page 6 of 9

Shoreline Boulevard, were built close by in the early 20th century.¹⁶

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁷ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁸

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁹

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.²⁰

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²¹ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²²

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²³

CONTINUATION SHEET

Property Name: 1161 San Antonio Road

Page 7 of 9

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to a 1965 aerial map, San Antonio Road was developed and the subject property was constructed in 1974. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²⁴

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district including the subject property.²⁵

Architect/Builder

The research did not reveal any architects or builders associated with the initial constructions of the property.

Architectural Style

The building at 1161 San Antonio Road is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁶

Occupants

The newspaper advertisements from the 1980s and 1990s list Mission Computer Centers (1983), Computer Craft (1985-1986), and Empeyrean Diagnostics (1993-1995) among the occupants.²⁷

CONTINUATION SHEET

Property Name: 1161 San Antonio Road

Page 8 of 9

Current Historic Status

The property at 1161 San Antonio Road does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁸

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1161 San Antonio Road was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1161 San Antonio Road in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² County of Santa Clara, Office of the Assessor.

³ The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

⁴ City of Mountain View Building Division.

CONTINUATION SHEET

Property Name: 1161 San Antonio Road

Page 9 of 9

- ⁵ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.
- ⁶ Ibid, 118.
- ⁷ Ibid, 87 and 97.
- ⁸ Ibid, 124.
- ⁹ Ibid.
- ¹⁰ Ibid, 136-139.
- ¹¹ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.
- ¹² Perry, *Images of America: Mountain View*, 8.
- ¹³ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.
- ¹⁴ Perry, *Images of America*, 83.
- ¹⁵ Perry, *Images of America*, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.
- ¹⁶ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.
- ¹⁷ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).
- ¹⁸ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.
- ¹⁹ Ignoffo, *Milestones*, 94-96.
- ²⁰ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.
- ²¹ Perry, *Images of America*, 90-91.
- ²² Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.
- ²³ Ibid, 112; Ibid, 92.
- ²⁴ Ibid, 144-149; Ibid, 93-96.
- ²⁵ Ibid, 148-149; Ibid, 95.
- ²⁶ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.
- ²⁷ Newspapers.com.
- ²⁸ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 2761 Marine Way

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 2761 Marine Way City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11602037

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

The single-story rectangular-plan office building at 2761 Marine Way was constructed in 1974.¹ The steel-frame building is clad in stucco with a concrete base. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (east) façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1974, Santa Clara County Assessor's Office

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery St. Suite 500 San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)

Intensive survey
 *P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 2761 Marine Way *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 2761 Marine Way
B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Midcentury Modern

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

According to the records at the County of Santa Clara, Office of the Assessor, the 2761 Marine Way building was constructed in 1974.² (See Continuation Sheet.)

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period³

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

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

*B12. References:

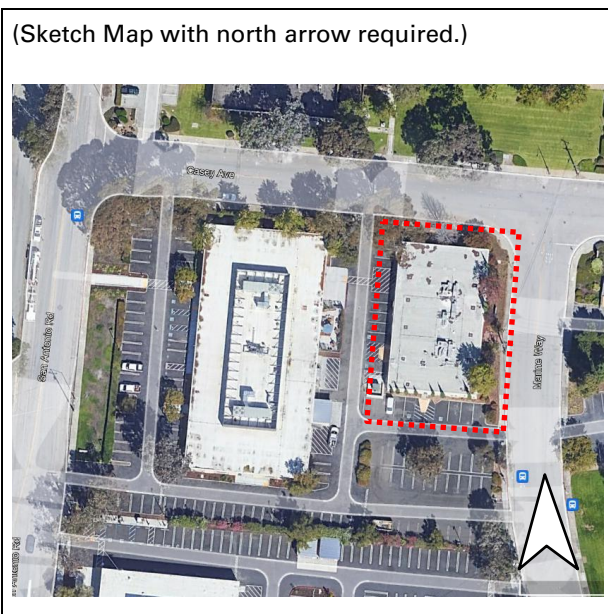
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL

*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 2761 Marine Way

Page 3 of 9

***P3a. Description, Continued:**

The front (west) façade features two recessed entryways. Each entry features double aluminum-sash glazed doors flanked by sidelites, two single windows on the adjacent walls, and a rectangular transom; windows are clear or frosted glass. 16 vertical rectangular aluminum-sash tinted and frosted windows are on the west façade. The windows are placed as singles or doubles, and set into the stucco in alternating projecting and notched bands. The pattern is repeated on all elevations. A flat cornice runs along the entire roofline.

The north and south façade each feature a deeply recessed space of fixed rectangular security windows, and 12 rectangular vertical windows. The east façade is punctuated by two single doors, a recessed double door entry, and features a gated outdoor seating area on a raised concrete surface.

***B6. Construction History, Continued:**

It received interior improvements and mechanical upgrades over time.⁴ The research did not reveal any architects or builders associated with the initial construction of the building.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

CONTINUATION SHEET

Property Name: 2761 Marine Way

Page 4 of 9

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁵ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁶

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁷

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁸

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field,

CONTINUATION SHEET

Property Name: 2761 Marine Way

Page 5 of 9

Ames Laboratories, and the Pacific Press.⁹

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.¹⁰ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹¹

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹² The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹³

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹⁴ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁵

CONTINUATION SHEET

Property Name: 2761 Marine Way

Page 6 of 9

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁶

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁷ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁸

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁹

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.²⁰

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²¹ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²²

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was

CONTINUATION SHEET

Property Name: 2761 Marine Way

Page 7 of 9

used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiguo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²³

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to a 1965 aerial map, Marine Way was developed and the subject property was constructed in 1969. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²⁴

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district including the subject property.²⁵

Architect/Builder

No architects or builders were found to have been associated with the initial construction of the property at 2761 Marine Way.

Architectural Style

The building at 2761 Marine Way is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁶

Occupants

Newspaper advertisements from the 1980s and 1990s list Mission Computer Centers (1983), Computer

CONTINUATION SHEET

Property Name: 2761 Marine Way

Page 8 of 9

Craft (1985-1986), and Emphyrean Diagnostics (1993-1995) among the occupants.²⁷

Current Historic Status

The property at 2761 Marine Way does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁸

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 2761 Marine Way was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 2761 Marine Way in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² County of Santa Clara, Office of the Assessor.

³ The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

CONTINUATION SHEET

Property Name: 2761 Marine Way

Page 9 of 9

⁴ City of Mountain View Building Division.

⁵ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁶ Ibid, 118.

⁷ Ibid, 87 and 97.

⁸ Ibid, 124.

⁹ Ibid.

¹⁰ Ibid, 136-139.

¹¹ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹² Ibid.

¹³ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹⁴ Perry, *Images of America*, 83.

¹⁵ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁶ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁷ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁸ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁹ Ignoffo, *Milestones*, 94-96.

²⁰ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²¹ Perry, *Images of America*, 90-91.

²² Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²³ Ibid, 112; Ibid, 92.

²⁴ Ibid, 144-149; Ibid, 93-96.

²⁵ Ibid, 148-149; Ibid, 95.

²⁶ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁷ Newspapers.com.

²⁸ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 10 *Resource Name or #: (Assigned by recorder) 2672-2680 Bayshore Parkway

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T ____; R ____; ____ of ____ of Sec ____; B.M.

c. Address 2672-2680 Bayshore Parkway City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone __, ____ mE/ ____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 116102081

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1972, these four Midcentury Modern one- and two-story structures are steel frame and clad in stucco and vertical clapboard.¹ The commercial buildings are made up of simple horizontal forms with no ornamentation. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (north) façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1972, Santa Clara Assessor's Office, aerial maps.

*P7. Owner and Address: _____

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

TreanorHL 550 Montgomery Street, Suite 500 San Francisco, CA

*P9. Date Recorded: March 23, 2023

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location

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

*Resource Name or # (Assigned by recorder) McGarvey Residence *NRHP Status Code _____
Page 2 of 10

B1. Historic Name: None
B2. Common Name: 2672-2680 Bayshore Parkway, Bayside Business Plaza
B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Midcentury Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
According to the County of Santa Clara, Office of the Assessor, the building complex at 2672-2680 Bayshore Parkway was constructed in 1972. (See Continuation Sheet.)

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos. (See Continuation Sheet.)

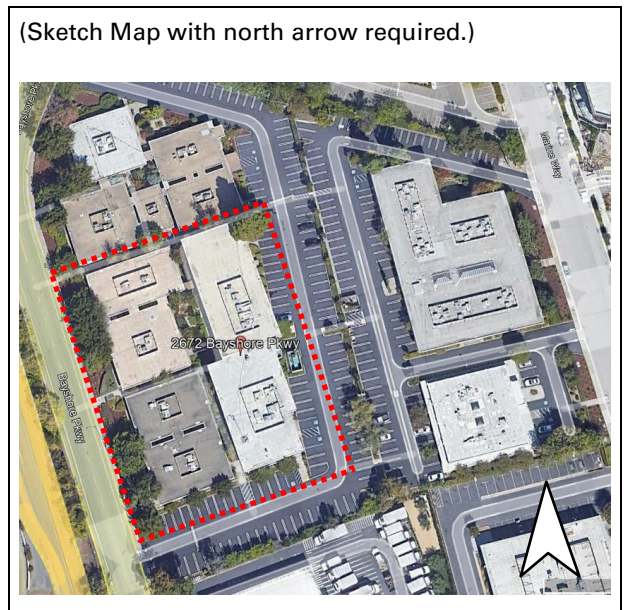
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 3 of 10

***P3a. Description, Continued:**

Three of the structures are rectangular in plan while the northwest building is L-shaped. All buildings feature a flat roof that is clad in rolled roofing and gravel. The roof has wide closed overhangs, some of which project to cover corridors and are supported by square wooden posts. Skylights puncture long corridors. Windows and doors are full-height, and aluminum is used for the sashes, jambs, and casings. The doors are all wooden single doors.

The structures are set within the landscape and vary in height; small steps accommodate change in height amongst the structures. The four structures are centered around an open landscaped plaza which features running water, a rounded garden bridge, stones, and a variety of plants. Open areas on the ground floor also have fixed wooden benches with tile tabletops. Natural stone and pebble flooring is used around the landscaped areas and on the stairs. The stairs are open, double stringer with simple metal railings. A wood pergola frames the entrance on the south façade.

***B6. Construction History, Continued:**

The northernmost two buildings of the complex are visible on the 1968 aerial photograph of the area, so the property was possibly developed over a span of several years. The permits on file at the City of Mountain View consist of multiple interior improvements and reroofing over time. The property was also noted as “Bayside Business Plaza” in a 2010 permit.³ The research did not reveal any architects or builders associated with the initial constructions of the buildings.

***B10. Significance, Continued:**

Mountain View’s present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today’s city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro’s death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro’s Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town’s main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town’s commercial center from “Old” Mountain View north to “New” Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift

CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 4 of 10

northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁴ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁷

Post War

CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 5 of 10

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a "rehabilitation" program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the "rehabilitation" program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city's northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by "open space resources, high-technology office campuses, and suburban-style office parks."¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided

CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 6 of 10

in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁴

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstorff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and

CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 7 of 10

hangar were given to the National Aeronautics and Space Administration (NASA).²¹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. Bayshore Parkway appears on a 1965 aerial map. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²⁴

Architect/Builder

No architects or builders were found to have been associated with the initial construction of the property at 2672-2680 Bayshore Parkway.

Architectural Style

The building at 2672-2680 Bayshore Parkway is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply

CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 8 of 10

recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁵

Occupants

The property has been operated as an office park/business plaza accommodating businesses such as law, advertising, and telecommunications firms as well as some organizations.²⁶

Current Historic Status

The property at 2672-2680 Bayshore Parkway does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁷

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 2672-2680 Bayshore Parkway was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 2672-2680 Bayshore Parkway in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ The Santa Clara Assessor's Office lists the construction date as 1972, but the northern buildings of the property first appear on a 1968 aerial map.

CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 9 of 10

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ City of Mountain View Building Division.

⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁵ Ibid, 118.

⁶ Ibid, 87 and 97.

⁷ Ibid, 124.

⁸ Ibid.

⁹ Ibid, 136-139.

¹⁰ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹¹ Ibid.

¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹³ Perry, *Images of America*, 83.

¹⁴ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁶ Newspapers.com.

CONTINUATION SHEET

Property Name: 2672-2680 Bayshore Parkway

Page 10 of 10

²⁷ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1157 San Antonio Road

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara County and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; B.M.

c. Address 1157 San Antonio City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11602083

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

The one-story (possibly over basement) Midcentury Modern office building was constructed in 1969.¹ It is clad in stucco with decorative stacked bond brick and has a flat roof.
 (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (west) façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1969, Santa Clara County Assessor's Office

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1157 San Antonio Road *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1157 San Antonio Road
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Midcentury Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
According to the County of Santa Clara, Office of the Assessor, the building at 1157 San Antonio Road was constructed in 1969. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

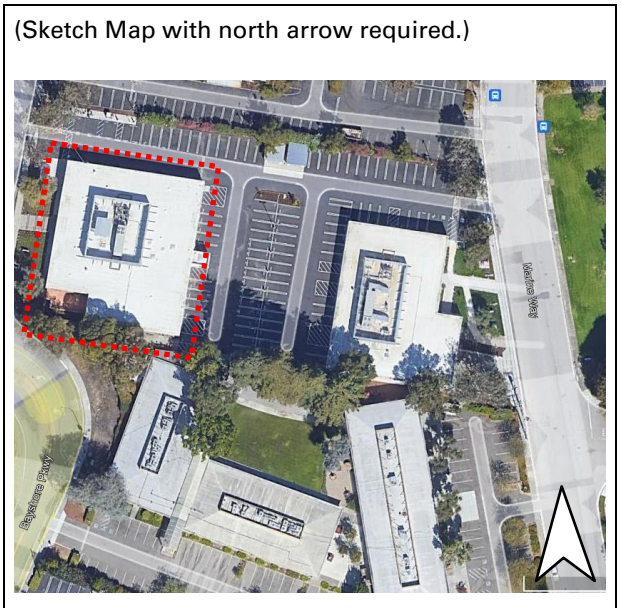
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1157 San Antonio Road

Page 3 of 9

***P3a. Description, Continued:**

The steel-frame structure is rectangular in plan. The building is set within the landscape and has a processional long-run pebbled stairway leading to the main (west) entryway. The entry includes glazed double doors with a pair of sidelites and a transom. All windows and doors have aluminum sashes, jambs, and casings. Two pairs of double full-height narrow windows flank the centered entryway.

The north façade has three full-height windows and three blind windows of the same size. The east façade is the only façade in stucco without brick veneer and includes multi-pane glazed garage doors on either end. The south façade has three full-height windows, and a single door that opens to a rest area with two brick benches.

***B6. Construction History, Continued:**

The permits on file at the City of Mountain View include minor interior and exterior alterations in 1995 and 2005.³

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoria de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View

CONTINUATION SHEET

Property Name: 1157 San Antonio Road

Page 4 of 9

sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁴ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁷

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

CONTINUATION SHEET

Property Name: 1157 San Antonio Road

Page 5 of 9

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁴

CONTINUATION SHEET

Property Name: 1157 San Antonio Road

Page 6 of 9

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²¹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway

CONTINUATION SHEET

Property Name: 1157 San Antonio Road

Page 7 of 9

followed the route of the Camino Antiguo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to a 1965 aerial map, San Antonio Road was developed and the subject property was constructed in 1969. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district including the subject property.²⁴

Architect/Builder

The research did not reveal any architects or builders associated with the initial constructions of the property.

Architectural Style

The building at 1157 San Antonio Road is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁵

Occupants

An opto-electronics manufacturer, Scientific Technology Inc., was listed at this address in 1974.²⁶

CONTINUATION SHEET

Property Name: 1157 San Antonio Road

Page 8 of 9

Current Historic Status

The property at 1157 San Antonio Road does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁷

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1157 San Antonio Road was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1157 San Antonio Road in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ City of Mountain View Building Division.

⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

CONTINUATION SHEET

Property Name: 1157 San Antonio Road

Page 9 of 9

⁵ Ibid, 118.

⁶ Ibid, 87 and 97.

⁷ Ibid, 124.

⁸ Ibid.

⁹ Ibid, 136-139.

¹⁰ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹¹ Perry, *Images of America: Mountain View*, 8.

¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹³ Perry, *Images of America*, 83.

¹⁴ Perry, *Images of America*, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁶ Newspapers.com.

²⁷ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 2751 Marine Way

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; B.M.

c. Address 2751 Marine Way City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11602084

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

The single-story over basement Midcentury Modern office building was constructed in 1969.¹ L-shaped in plan, the steel-frame structure is clad in stucco and has a flat roof. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (east) façade, TreanorHL, February 2022.

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1969, Santa Clara County Assessor's Office

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500
San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location Map Continuation Sheet

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



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

*Resource Name or # (Assigned by recorder) 2751 Marine Way *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 2751 Marine Way
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Midcentury Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
According to the County of Santa Clara, Office of the Assessor, the building at 2751 Marine Way was constructed in 1969. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
*Prehistory through the Mexican Period*²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos. (See Continuation Sheet.)

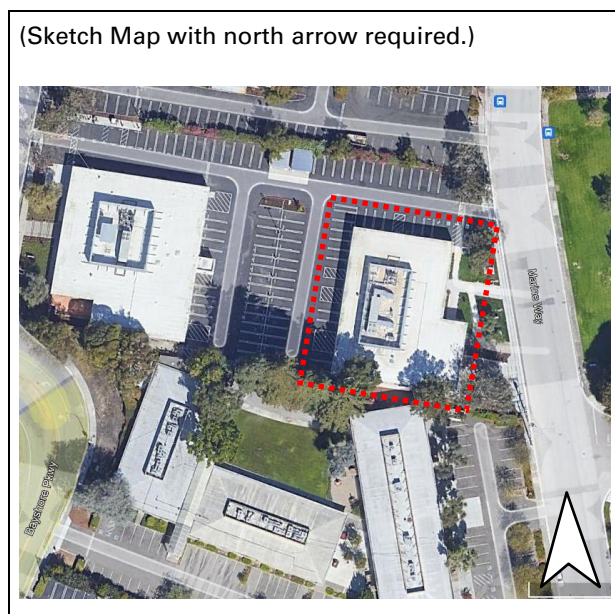
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 2751 Marine Way

Page 3 of 9

***P3a. Description, Continued:**

The exterior is divided by simple double pilasters that span the height of the building. Three decorative panels fit into each division and run the entire circumference of the crown. Each division features a multi-pane fixed window; and all windows on the building are aluminum sash. The east façade is punctuated by four windows, and three entryways: two recessed doorways and a raised garage. Concrete walkways terminate at the doorways, which are framed with full height sidelites and a transom window. The garage is covered by a rolling steel door. The north façade is comparatively plain and features by one four-pane fixed window. The south façade is obscured by vegetation.

***B6. Construction History, Continued:**

The permits on file at the City of Mountain View include interior improvements in 2000.³ The research did not reveal any architects or builders associated with the initial construction.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated

CONTINUATION SHEET

Property Name: 2751 Marine Way

Page 4 of 9

for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁴ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁷

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley

CONTINUATION SHEET

Property Name: 2751 Marine Way

Page 5 of 9

co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁴

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along

CONTINUATION SHEET

Property Name: 2751 Marine Way

Page 6 of 9

Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²¹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for

CONTINUATION SHEET

Property Name: 2751 Marine Way

Page 7 of 9

California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to a 1965 aerial map, Marine Way was constructed. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district including the subject property.²⁴

Architect/Builder

No architects or builders were found to have been associated with the initial construction of the building at 2751 Marine Way.

Architectural Style

The building at 2751 Marine Way is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁵

Occupants

The building is currently occupied by Google, but research reveal no previous occupants.

CONTINUATION SHEET

Property Name: 2751 Marine Way

Page 8 of 9

Current Historic Status

The property at 2751 Marine Way does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁶

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 2751 Marine Way was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 2751 Marine Way in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ City of Mountain View Building Division.

⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

CONTINUATION SHEET

Property Name: 2751 Marine Way

Page 9 of 9

⁵ Ibid, 118.

⁶ Ibid, 87 and 97.

⁷ Ibid, 124.

⁸ Ibid.

⁹ Ibid, 136-139.

¹⁰ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹¹ Ibid.

¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹³ Perry, *Images of America*, 83.

¹⁴ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁶ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1431 Plymouth Street

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 1431 Plymouth Street City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11610088

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

The parcel at 1431 Plymouth Street has a one- and two-story structure that is roughly rectangular in plan. The wood-framed vernacular commercial building was constructed in 1945 and is clad in stucco with diagonal wood wainscot running the lower half of the walls.¹ (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (east) façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1945, Santa Clara Assessor's Office

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500 San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1431 Plymouth Street *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1431 Plymouth Street
B3. Original Use: Residential B4. Present Use: Commercial

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations)
The County of Santa Clara, Office of the Assessor records the construction date of the building at 1431 Plymouth Street as 1945. (See Continuation Sheet.)

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

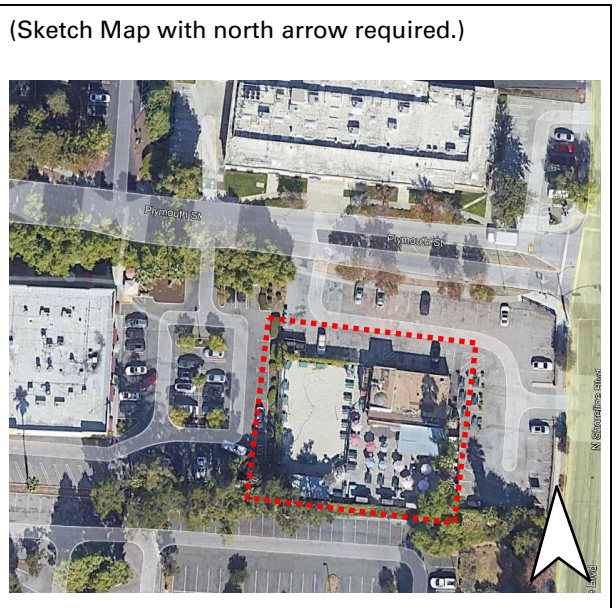
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1431 Plymouth Street

Page 3 of 9

***P3a. Description, Continued:**

The exterior walls terminate at a simple cornice. The north façade has three aluminum-sash multi-pane casement windows with wood trim on the first floor, and an aluminum-sash one-over-one window with wood trim on the second floor. The northwest corner of the structure is two-stories, while the rest of the building is one-story. A concrete ramp leads from the parking lot to the main entryway, a single wood door. The east façade includes the same type of multi-pane casement window and a single wood door. All doors and windows are capped with a fabric awning. A high wood fence blocks off the outdoor dining area to the south of the structure and the volleyball area to the west of the structure.

***B6. Construction History, Continued:**

A building permit application was filed at the City of Mountain View in 1957 to add foundation to a one-story single-family house at this address.³

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated

CONTINUATION SHEET

Property Name: 1431 Plymouth Street

Page 4 of 9

for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁴ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁷

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley

CONTINUATION SHEET

Property Name: 1431 Plymouth Street

Page 5 of 9

co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁴

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along

CONTINUATION SHEET

Property Name: 1431 Plymouth Street

Page 6 of 9

Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²¹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for

CONTINUATION SHEET

Property Name: 1431 Plymouth Street

Page 7 of 9

California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to an aerial map, Plymouth Street was constructed in 1948. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²⁴

Architect/Builder

The research did not reveal any architects or builders associated with the initial constructions of the property.

Architectural Style

The commercial building at 1431 Plymouth Street is **vernacular** without a definite architectural style.

Occupants

It appears that the building was converted to a tavern by the early 1960s; The Mountain View Park tavern was at the property in 1962 and the Ernie & Lou's Mountain View Park tavern in 1964 – 1968.²⁵ The current business, Sports Page Bar & Grill, has been operating here since the late 1980s.²⁶ Accessible parking and a ramp entrance were added in 2008.²⁷

Current Historic Status

The property at 1431 Plymouth Street does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁸

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the

CONTINUATION SHEET

Property Name: 1431 Plymouth Street

Page 8 of 9

property at 1431 Plymouth Street was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is vernacular in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d. 1431 Plymouth Street San Antonio Road in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ City of Mountain View Building Division.

⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁵ Ibid, 118.

⁶ Ibid, 87 and 97.

⁷ Ibid, 124.

⁸ Ibid.

⁹ Ibid, 136-139.

¹⁰ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹¹ Ibid.

¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

CONTINUATION SHEET

Property Name: 1431 Plymouth Street

Page 9 of 9

¹³ Perry, *Images of America*, 83.

¹⁴ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ 1962 Mountain View City Directory via Ancestry.com.

²⁶ Newspapers.com.

²⁷ City of Mountain View Building Division.

²⁸ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1477 Plymouth Street

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; B.M.

c. Address 1477 Plymouth Street City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11610101

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in c. 1963, the steel-frame commercial building with some Modern features is rectangular in plan and clad in stucco.¹ The building is one story and has a flat roof with flat parapets on the corners. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (east) façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1963, Santa Clara County Assessor's Office, aerial maps

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500 San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1477 Plymouth Street *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1477 Plymouth Street
B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Modern

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

Constructed c. 1963. (See Continuation Sheet.)

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

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

*B12. References:

See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL

*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Property Name: 1477 Plymouth Street

Page 3 of 9

***P3a. Description, Continued:**

The corners are emphasized by taller square masses, which project slightly from the central portions of the facades. A simple cornice runs on the recessed sections of all four facades. The east façade has five sections and two pilasters. One of the sections includes a fixed door-height multi-lite window, and the other four include double doors with one sidelite and two single doors with two sidelites. All windows and doors have aluminum sashes or jambs and frames.

The west façade features two pilasters, a garage with a steel rolling door, a two-lite sliding window, a three-lite slider, a single glazed door, and a solid double door. Two multi-lite windows, a glazed door with a transom, and two solid single doors punctuate the south façade. The north façade features two blind arches at either end, two multi-pane door-height windows and two single doors that open up to an outdoor seating area.

***B6. Construction History, Continued:**

The 1477 Plymouth Street building was constructed c. 1963. The Santa Clara Assessor's Office lists the construction date as 1975 but the property at 1477 Plymouth Street first appears on a 1963 aerial photograph; it is possible that the building received a major remodel in 1975. The research did not reveal any architects or builders associated with the initial construction. The building has received interior alterations over time.³

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train

CONTINUATION SHEET

Property Name: 1477 Plymouth Street

Page 4 of 9

station for “New Mountain View.” A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city’s population to over 1,600 by 1910.⁴ The Seventh Day Adventist’s Pacific Press’ arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric “Mountain View” sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View’s long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View’s Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View’s residents experienced the war as most other American’s did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city’s population grew to over 6,500 by the end of the 1940s.⁷

Post War

While historians generally mark World War II as a watershed moment in California’s demographic and

CONTINUATION SHEET

Property Name: 1477 Plymouth Street

Page 5 of 9

economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships

CONTINUATION SHEET

Property Name: 1477 Plymouth Street

Page 6 of 9

brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁴

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstorff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²¹

CONTINUATION SHEET

Property Name: 1477 Plymouth Street

Page 7 of 9

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiguo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. The 1948 aerial map shows that N. Shoreline Boulevard was extended north of the Bayshore Freeway, and Plymouth Street is constructed. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²⁴

Architect/Builder

No architects or builders were found to have been associated with the construction of the building at 1477 Plymouth Street.

Architectural Style

The commercial building at 1477 Plymouth Street is reminiscent of the **Modern** architectural style, embodying the construction methods and materials of their period including simple rectangular massing and concrete masonry unit construction.

Occupants

It appears that restaurants or food establishments occupied the building during the last decades.²⁵

Current Historic Status

The property at 1477 Plymouth Street does not appear to be eligible for listing in the state or local historic

CONTINUATION SHEET

Property Name: 1477 Plymouth Street

Page 8 of 9

inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁶

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1477 Plymouth Street was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building features elements of Modern architectural styles but is not a distinctive representation and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1477 Plymouth Street in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ The Santa Clara Assessor's Office lists the construction date as 1975, but the property at 1477 Plymouth Street first appears on a 1963 aerial photograph.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ City of Mountain View Building Division.

⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

CONTINUATION SHEET

Property Name: 1477 Plymouth Street

Page 9 of 9

⁵ Ibid, 118.

⁶ Ibid, 87 and 97.

⁷ Ibid, 124.

⁸ Ibid.

⁹ Ibid, 136-139.

¹⁰ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹¹ Ibid.

¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹³ Perry, *Images of America*, 83.

¹⁴ Perry, *Images of America*, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ The Santa Clara Assessor's Office lists the construction date as 1975, but the property at 1477 Plymouth Street first appears on a 1963 aerial photograph.

²⁶ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1400 N. Shoreline Boulevard

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 1400 N. Shoreline Boulevard City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11613034

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Four rectangular-plan steel-frame Midcentury Modern commercial buildings sit on the subject parcel. Constructed in 1973, the buildings are one story and feature flat roofs.¹ (See Continuation Sheet.)

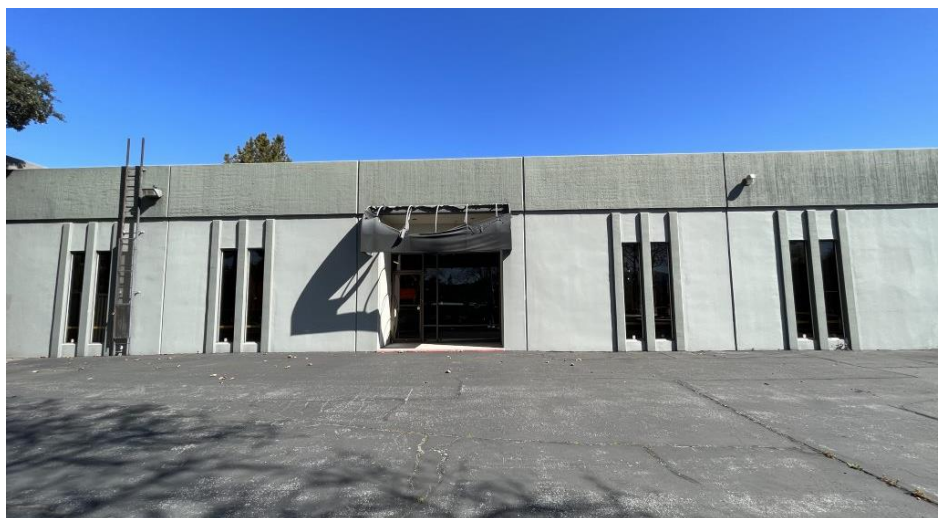
*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The east façade of building D, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1973, Santa Clara County Assessor's Office

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500 San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1400 N. Shoreline Boulevard *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1400 N. Shoreline Boulevard
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Midcentury Modern
*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in 1973. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

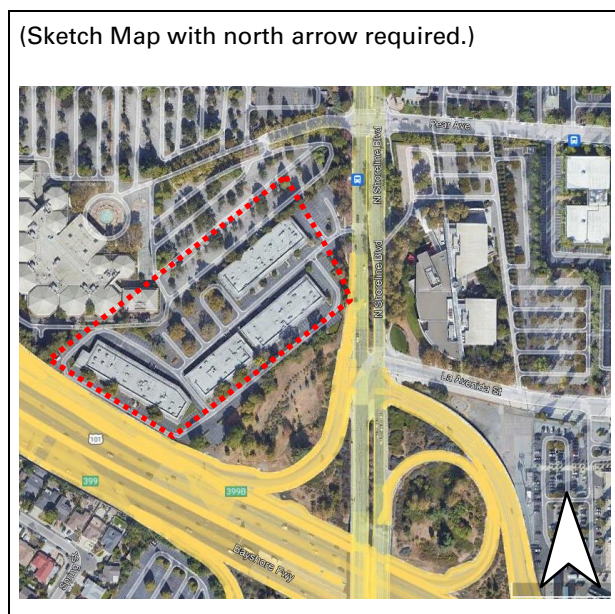
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1400 N. Shoreline Boulevard

Page 3 of 9

***P3a. Description, Continued:**

Clad in stucco, each has a wide cornice, and between buildings B and C, the cornice extends to create an open corridor. The buildings are otherwise not connected. Windows are fixed and vertical, either single or paired. All windows are aluminum sash, set within the stucco, and are framed by decorative vertical bands. The garages are closed with rolling steel doors and are separated by the same decorative vertical bands. Main entries are recessed. Tinted glazed double door entries have transoms and multi-pane sidelites extending the width of the entryway. Two unadorned square supports at each end of the recessed entryways rise into the cornice. Single and double glazed doors are capped with awnings.

***B6. Construction History, Continued:**

The County of Santa Clara, Office of the Assessor records the construction date of the building complex at 1400 N. Bayshore Boulevard as 1973. *San Francisco Examiner* announced that “Ground has been broken for the seven-acre Lester-Orosel Business Park at 1400 Stierlin [N. Shoreline] Road, Mountain View. The project is by Richard J. Orosel Enterprises.”³ According to the newspaper advertisements of the period, Orosel was a general contractor and a commercial/industrial developer active in California in the 1960s and 1970s.⁴

***B10. Significance, Continued:**

Mountain View’s present-day boundaries fall within three former ranchos: Rancho Pastoria de las Borregas, also known as Rancho del Refugio where the majority of today’s city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro’s death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro’s Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town’s main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town’s commercial center from “Old” Mountain View north to “New” Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for “New Mountain View.” A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

CONTINUATION SHEET

Property Name: 1400 N. Shoreline Boulevard

Page 4 of 9

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁵ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁶

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁷

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁸

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a

CONTINUATION SHEET

Property Name: 1400 N. Shoreline Boulevard

Page 5 of 9

high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁹

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.¹⁰ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹¹

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹² The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹³

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹⁴ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The

CONTINUATION SHEET

Property Name: 1400 N. Shoreline Boulevard

Page 6 of 9

house was restored in the late 1990s and is now a museum.¹⁵

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁶

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁷ Additionally, Rengstorff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁸

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁹

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.²⁰

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²¹ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²²

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called

CONTINUATION SHEET

Property Name: 1400 N. Shoreline Boulevard

Page 7 of 9

the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiguo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²³

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to a 1965 aerial map, San Antonio Road was developed and the subject property was constructed in 1969. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²⁴

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²⁵

Architect/Builder

No architects or builders were found to have been associated with the initial construction of the buildings at 1400 N. Shoreline Boulevard.

Architectural Style

The building at 1400 N. Shoreline Boulevard is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁶

CONTINUATION SHEET

Property Name: 1400 N. Shoreline Boulevard

Page 8 of 9

Occupants

The occupants of the property include World Publications (1976-1979), Anderson World Books (1979-1986), Medical Life Systems, sales and service of medical electronic equipment (1976-1977), and Ujena, clothing company (1986-1987).²⁷

Current Historic Status

The property at 1400 N. Shoreline Boulevard does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁸

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1400 N. Shoreline Boulevard was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1400 N. Shoreline Boulevard in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco,

CONTINUATION SHEET

Property Name: 1400 N. Shoreline Boulevard

Page 9 of 9

California (June 2020).

³ “The Building Scene,” *San Francisco Examiner*, January 28, 1973.

⁴ Ibid.

⁵ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁶ Ibid, 118.

⁷ Ibid, 87 and 97.

⁸ Ibid, 124.

⁹ Ibid.

¹⁰ Ibid, 136-139.

¹¹ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹² Ibid.

¹³ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹⁴ Perry, *Images of America*, 83.

¹⁵ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁶ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁷ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁸ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁹ Ignoffo, *Milestones*, 94-96.

²⁰ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²¹ Perry, *Images of America*, 90-91.

²² Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²³ Ibid, 112; Ibid, 92.

²⁴ Ibid, 144-149; Ibid, 93-96.

²⁵ Ibid, 148-149; Ibid, 95.

²⁶ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁷ Newspapers.com.

²⁸ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1220 Pear Avenue

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; B.M.

c. Address 1220 Pear Avenue City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11614028

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1977, the Midcentury Modern commercial building is rectangular in plan and features a flat roof.¹ Four vertical bands divide the main (south) façade into four parts. Seven aluminum-sash vertical fixed windows and a single boarded door are on the façade. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (south) façade. TreanorHL, February 2022.

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1977, Santa Clara County Assessor's Office

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500 San Francisco, CA

*P9. Date Recorded: Nov 3, 2021

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location

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



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

*Resource Name or # (Assigned by recorder) 1220 Pear Avenue *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1220 Pear Avenue
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Midcentury Modern
*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in 1977. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

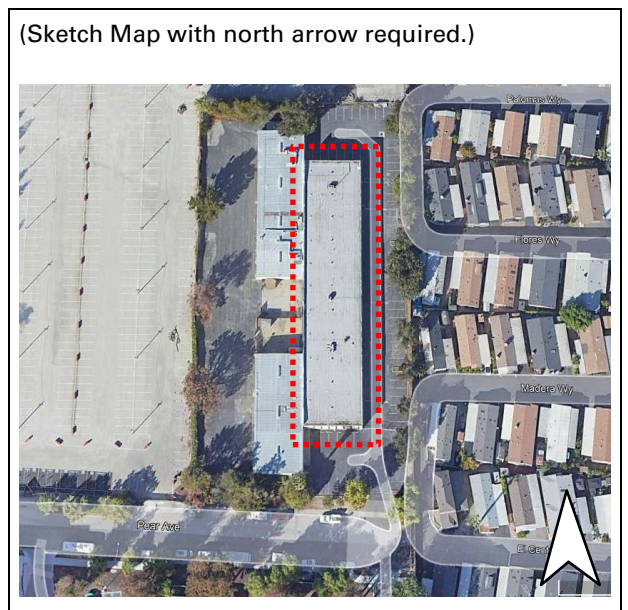
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1220 Pear Avenue

Page 3 of 9

***P3a. Description, Continued:**

The east façade is divided into five sections by four projecting vertical strips. Three sections each feature two single doors and one garage. The north sections of the east façade feature a single door and one garage, and a tinted double door with a multi-pane sidelite and two transoms. All doors are glazed with aluminum jambs and casings, and all garage doors are steel rolling with four lites each. The north elevation is blind, and the west façade abuts the building at 1230 Pear Avenue.

***B6. Construction History, Continued:**

Aside from the construction date, research revealed no construction history.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was

CONTINUATION SHEET

Property Name: 1220 Pear Avenue

Page 4 of 9

booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.³ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁴

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁵

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁶

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁷

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first

CONTINUATION SHEET

Property Name: 1220 Pear Avenue

Page 5 of 9

Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁸ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.⁹

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹⁰ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹¹

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹² One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹³

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today’s N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁴

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th

CONTINUATION SHEET

Property Name: 1220 Pear Avenue

Page 6 of 9

century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁵ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁶

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁷

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁸

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.¹⁹ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²⁰

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²¹

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made

CONTINUATION SHEET

Property Name: 1220 Pear Avenue

Page 7 of 9

plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²²

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²³

Architect/Builder

The research did not reveal any architects or builders associated with the initial constructions of the property.

Architectural Style

The building at 1220 Pear Avenue is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁴

Occupants

The research did not reveal occupants.

Current Historic Status

The property at 1220 Pear Avenue does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

CONTINUATION SHEET

Property Name: 1220 Pear Avenue

Page 8 of 9

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁵

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1220 Pear Avenue was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1220 Pear Avenue in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁴ Ibid, 118.

⁵ Ibid, 87 and 97.

⁶ Ibid, 124.

CONTINUATION SHEET

Property Name: 1220 Pear Avenue

Page 9 of 9

⁷ Ibid.

⁸ Ibid, 136-139.

⁹ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹⁰ Perry, *Images of America: Mountain View*, 8.

¹¹ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹² Perry, *Images of America*, 83.

¹³ Perry, *Images of America*, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁴ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁵ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁶ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁷ Ignoffo, *Milestones*, 94-96.

¹⁸ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

¹⁹ Perry, *Images of America*, 90-91.

²⁰ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²¹ Ibid, 112; Ibid, 92.

²² Ibid, 144-149; Ibid, 93-96.

²³ Ibid, 148-149; Ibid, 95.

²⁴ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁵ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1599 N. Shoreline Boulevard

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; B.M.

c. Address 1599 N. Shoreline Boulevard City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11614058

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1962, the one- and two-story steel-frame Midcentury Modern commercial building at 1599 N. Shoreline Boulevard is complex in plan and features a flat roof.¹ The building is clad in stucco with wood and brick details. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

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



The north and west façades,
TreanorHL, February 2022.

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1962, Santa Clara County Assessor's Office, aerial maps

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location

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

*Resource Name or # (Assigned by recorder) 1599 N. Shoreline Boulevard *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1599 N. Shoreline Boulevard
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Midcentury Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
The County of Santa Clara, Office of the Assessor records the construction date of the buildings at 1599 N. Shoreline Boulevard as 1962. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
*Prehistory through the Mexican Period*²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

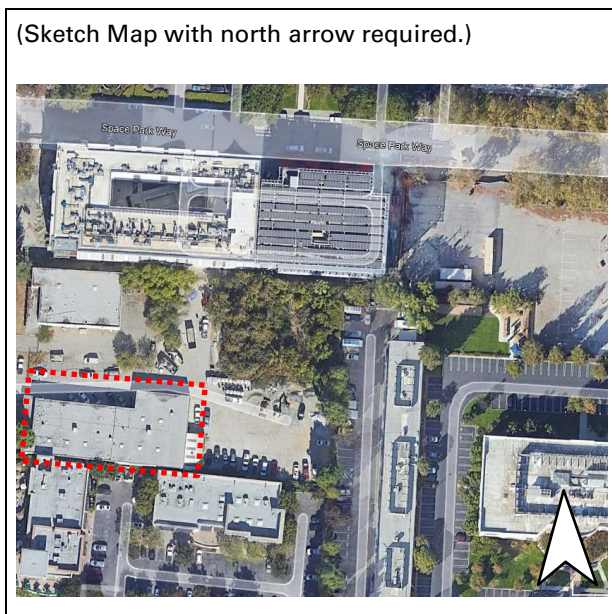
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1599 N. Shoreline Boulevard

Page 3 of 9

***P3a. Description, Continued:**

The main (west) façade has an enclosed corridor with five brick piers, a plywood roof and wood beams extending over the walkway. The porch is penetrated by two aluminum-sash casement windows and three aluminum-sash sliding windows, one two-lite and one three-lite. The main entryway is an aluminum-jamb and casing single glazed door with a sidelite and a transom. The entryway opens to a full-height multi-pane window on the interior.

The north façade has a multi-lite sectional garage door, four aluminum-sash two- or three-lite sliding windows, and a single metal door. The east façade is plain and blocked by vegetation. The south façade is not visible from the street.

***B6. Construction History, Continued:**

The research did not reveal any architects or builders associated with the initial construction.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real

CONTINUATION SHEET

Property Name: 1599 N. Shoreline Boulevard

Page 4 of 9

estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.³ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁴

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁵

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁶

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁷

CONTINUATION SHEET

Property Name: 1599 N. Shoreline Boulevard

Page 5 of 9

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁸ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.⁹

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹⁰ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹¹

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹² One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹³

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the

CONTINUATION SHEET

Property Name: 1599 N. Shoreline Boulevard

Page 6 of 9

north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁴

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁵ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁶

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁷

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁸

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.¹⁹ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²⁰

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly

CONTINUATION SHEET

Property Name: 1599 N. Shoreline Boulevard

Page 7 of 9

known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²¹

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²²

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²³

Architect/Builder

No architects or builders were found to have been associated with the construction of the building at 1599 N. Shoreline Boulevard.

Architectural Style

The building at 1599 N. Shoreline Boulevard is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁴

Occupants

Tranex Inc., transformer manufacturers occupied 1599 N. Shoreline Boulevard from 1964 to 1968.

CONTINUATION SHEET

Property Name: 1599 N. Shoreline Boulevard

Page 8 of 9

Current Historic Status

The property at 1599 N. Shoreline does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁵

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1599 N. Shoreline Boulevard was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1599 N. Shoreline Boulevard in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

CONTINUATION SHEET

Property Name: 1599 N. Shoreline Boulevard

Page 9 of 9

⁴ Ibid, 118.

⁵ Ibid, 87 and 97.

⁶ Ibid, 124.

⁷ Ibid.

⁸ Ibid, 136-139.

⁹ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹⁰ Ibid.

¹¹ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹² Perry, *Images of America*, 83.

¹³ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁴ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁵ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁶ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁷ Ignoffo, *Milestones*, 94-96.

¹⁸ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

¹⁹ Perry, *Images of America*, 90-91.

²⁰ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²¹ Ibid, 112; Ibid, 92.

²² Ibid, 144-149; Ibid, 93-96.

²³ Ibid, 148-149; Ibid, 95.

²⁴ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁵ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1601 N. Shoreline Boulevard

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 1601 N. Shoreline Boulevard City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11614058

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1962, the one- and two- story commercial Midcentury Modern steel-frame building at 1601 N. Shoreline Boulevard is roughly rectangular in plan and features a flat roof.¹ The building is clad in stucco with wood and brick details. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The south façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1962, Santa Clara County Assessor's Office, aerial maps

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location

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

*Resource Name or # (Assigned by recorder) 1601 N. Shoreline Boulevard *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1601 N. Shoreline Boulevard
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Midcentury Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
The County of Santa Clara, Office of the Assessor records the construction date of the building at 1601 N. Shoreline Boulevard as 1962. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos. (See Continuation Sheet.)

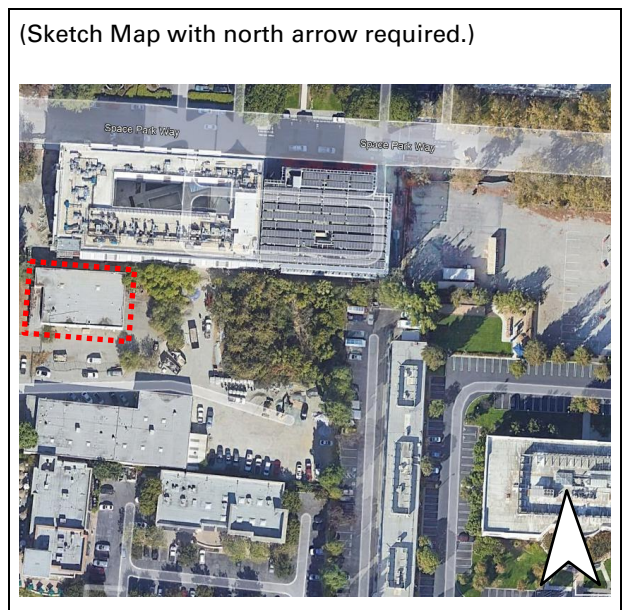
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1601 N. Shoreline Boulevard

Page 3 of 9

***P3a. Description, Continued:**

The main (west) façade features a closed corridor with five brick piers, and five aluminum-sash windows—three two-pane sliders and two casements. The corridor has a flat roof with exposed beams that extend to cover the walkway. The main entryway opens up to a portico made up of four brick piers with wood posts under the same roof on the south façade. The single glazed door is aluminum sash and has two sidelites and a transom. The eastern side of the south façade includes two steel rolling garage doors, three aluminum-sash two-pane sliding windows, and a single metal door. A partial brick gate and a chain link rolling fence close off the parking lot. The north façade is plain, and the east façade is not visible to public view.

***B6. Construction History, Continued:**

The research did not reveal any architects or builders associated with the initial construction.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated

CONTINUATION SHEET

Property Name: 1601 N. Shoreline Boulevard

Page 4 of 9

for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.³ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁴

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁵

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁶

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁷

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley

CONTINUATION SHEET

Property Name: 1601 N. Shoreline Boulevard

Page 5 of 9

co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁸ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.⁹

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹⁰ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹¹

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹² One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹³

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along

CONTINUATION SHEET

Property Name: 1601 N. Shoreline Boulevard

Page 6 of 9

Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁴

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁵ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁶

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁷

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁸

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.¹⁹ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²⁰

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for

CONTINUATION SHEET

Property Name: 1601 N. Shoreline Boulevard

Page 7 of 9

California's first stagecoach road.²¹

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²²

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²³

Architect/Builder

No architects or builders were found to have been associated with the construction of the building.

Architectural Style

The building at 1601 N. Shoreline Boulevard is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁴

Occupants

A number of businesses occupied 1601 N. Shoreline Boulevard including Don Gordon, building contractor (1964-1966), Andy's Roofing Co. (1966), Belco Chemical Co. (1968), Photophysics Incorporation (1973), and Tranex (1982).²⁵

Current Historic Status

The property at 1601 N. Shoreline Boulevard does not appear to be eligible for listing in the state or local

CONTINUATION SHEET

Property Name: 1601 N. Shoreline Boulevard

Page 8 of 9

historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁶

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate businesses during a period of expansion for North Bayshore, the property at 1601 N. Shoreline Boulevard was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1601 N. Shoreline Boulevard in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁴ Ibid, 118.

⁵ Ibid, 87 and 97.

⁶ Ibid, 124.

CONTINUATION SHEET

Property Name: 1601 N. Shoreline Boulevard

Page 9 of 9

⁷ Ibid.

⁸ Ibid, 136-139.

⁹ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹⁰ Ibid.

¹¹ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹² Perry, *Images of America*, 83.

¹³ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁴ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁵ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁶ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁷ Ignoffo, *Milestones*, 94-96.

¹⁸ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

¹⁹ Perry, *Images of America*, 90-91.

²⁰ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²¹ Ibid, 112; Ibid, 92.

²² Ibid, 144-149; Ibid, 93-96.

²³ Ibid, 148-149; Ibid, 95.

²⁴ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁵ Mountain View City Directories via Ancestry.com; Newspapers.com.

²⁶ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1340 Space Park Way

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 1340 Space Park Way City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11614066

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in c. 1970, the one-story steel-frame commercial Midcentury Modern building is rectangular in plan.¹ Clad in stucco, the building has a concrete base and features a flat roof. A concrete walkway runs approximately 35 feet to the main (south) façade. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (south) façade. TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1970, Santa Clara County Assessor's Office and aerial maps.

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location

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

*Resource Name or # (Assigned by recorder) 1340 Space Park Way *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1340 Space Park Way
B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Midcentury Modern

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

The County of Santa Clara, Office of the Assessor records the construction date of 1340 Space Park Way as 1958.
(See Continuation Sheet.)

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

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

*B12. References:

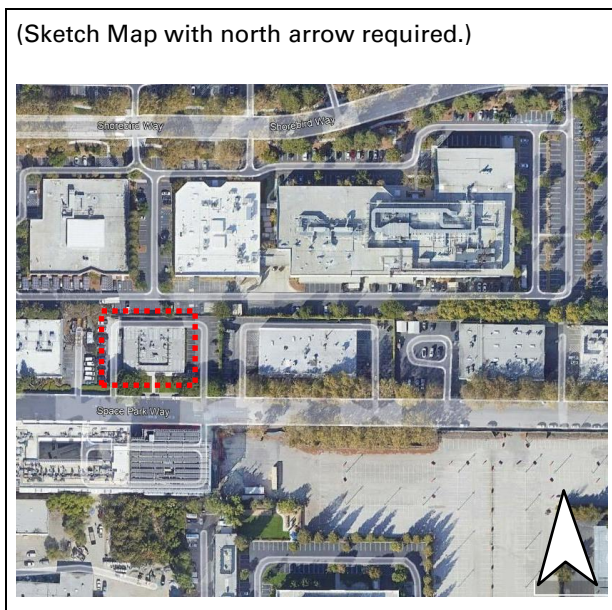
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL

*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1340 Space Park Way

Page 3 of 9

***P3a. Description, Continued:**

Two flat roofs shelter the main entryways. Positioned on either side of the façade's center, both entries have single glazed doors with aluminum jambs and casings, multi-pane sidelites, and a transom. Six vertical aluminum-sash casement windows punctuate the façade. A signband and simple cornice run on all facades. The signband on the south façade features five rectangular reliefs.

The west façade is divided into four sections by two full-story vertical strips and a partial-height strip that terminates at the signband. Four rectangle reliefs decorate the signband. Six vertical aluminum-sash casement windows, a pair of double metal doors, and a single metal door are on this façade.

The east façade mimics the west but has no doors. The north façade features one garage with a steel door and four rectangle reliefs on the sign band.

***B6. Construction History, Continued:**

The address was not listed in the 1960s Mountain View city directories. The building was reroofed in 1998 and received tenant improvements in 2000.³

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

CONTINUATION SHEET

Property Name: 1340 Space Park Way

Page 4 of 9

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁴ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁷

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a

CONTINUATION SHEET

Property Name: 1340 Space Park Way

Page 5 of 9

high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The

CONTINUATION SHEET

Property Name: 1340 Space Park Way

Page 6 of 9

house was restored in the late 1990s and is now a museum.¹⁴

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstorff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²¹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called

CONTINUATION SHEET

Property Name: 1340 Space Park Way

Page 7 of 9

the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiguo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to the 1963 aerial map, two partial cloverleaf interchanges on Bayshore Freeway and Space Park Way were developed. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²⁴

Architect/Builder

The research did not reveal any architects or builders associated with the initial construction.

Architectural Style

The building at 1340 Space Park Way is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁵

Occupants

The research yield no information on occupants of 1340 Space Park Way.

CONTINUATION SHEET

Property Name: 1340 Space Park Way

Page 8 of 9

Current Historic Status

The property at 1340 Space Park Way does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁶

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1340 Space Park Way was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1340 Space Park Way in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ The Santa Clara Assessor's office lists the construction date as 1958, but the property does not appear on any aerial photographs of the 1960s. Based on the development of the area, the property was likely constructed in the 1970s.

² The sections, *Prehistory through the Mexican Period* to *Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

CONTINUATION SHEET

Property Name: 1340 Space Park Way

Page 9 of 9

³ City of Mountain View Building Division.

⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁵ Ibid, 118.

⁶ Ibid, 87 and 97.

⁷ Ibid, 124.

⁸ Ibid.

⁹ Ibid, 136-139.

¹⁰ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹¹ Perry, *Images of America: Mountain View*, 8.

¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹³ Perry, *Images of America*, 83.

¹⁴ Perry, *Images of America*, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁶ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 10 *Resource Name or #: (Assigned by recorder) 1675 N. Shoreline Bouelvard

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 1675 N. Shoreline Boulevard City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11614066

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1958, the steel-frame two-story Midcentury Modern commercial building at 1675 N. Shoreline Boulevard is rectangular in plan.¹ Clad in stucco and marble veneer, the building has a flat roof with a slight flat parapet. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The east façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1958, Santa Clara County Assessor's Office.

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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): _____

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

Primary #
 HRI#

*Resource Name or # (Assigned by recorder) 1675 N. Shoreline Boulevard *NRHP Status Code _____
 Page 2 of 10

B1. Historic Name: None
 B2. Common Name: 1675 N. Shoreline Boulevard
 B3. Original Use: Commercial B4. Present Use: Commercial
 *B5. Architectural Style: Midcentury Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
 Constructed in 1958. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features:

B9a. Architect: _____ b. Builder: _____
 *B10. Significance: Theme _____ Area _____
 Period of Significance. _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

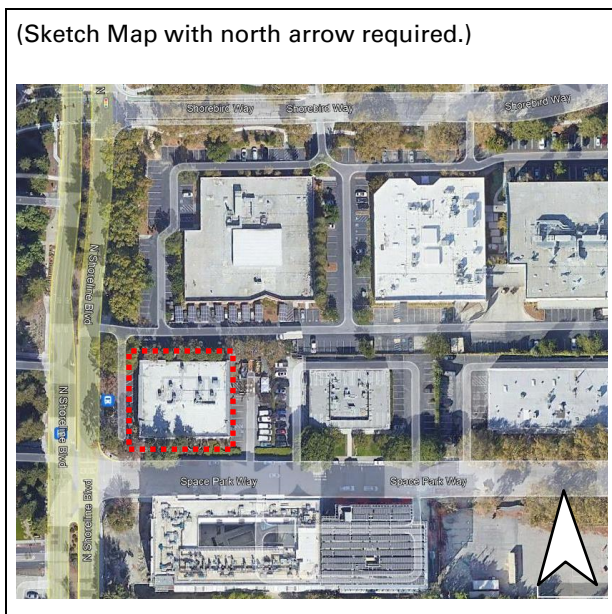
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
 See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
 *Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 3 of 10

***P3a. Description, Continued:**

The main (west) façade is divided into five sections by five raised pilasters with plain capitals. The middle section of the wide cornice projects outward. Two bands of fenestration run along the façade: one band of four wide aluminum-sash casement windows on each floor. The eastern end of the façade features a horizontal massing that projects up past the roofline. Sheltered under this corner element is the recessed main entryway with a one and a half story four-pane tinted window with wide aluminum sash. The area is made distinct with blue marble veneer.

The doorway faces Space Park Way, and is an aluminum-jamb and -casing tinted glaze double door with two door-height transoms. The blue marble veneer details continue onto this façade. The south façade is partially obscured by vegetation. A mix of small casement windows and picture windows, all with wide aluminum sash, penetrate the façade. Six raised pilasters with simple capitals terminate at the partial-width cornice.

Six pilasters of the same type punctuate the east façade. The cornice runs the full width of the façade. The first floor has two single metal doors, one garage with a steel rolling door, and a large picture window. Three casement windows with wide aluminum sashes are on the second floor. The north façade is comparatively plain and features two aluminum-sash two-lite slider windows.

***B6. Construction History, Continued:**

According to the County of Santa Clara, Office of the Assessor the building at 1675 N. Shoreline Boulevard was constructed in 1958. The research did not reveal any architects or builders associated with the initial construction.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San

CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 4 of 10

Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for “New Mountain View.” A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city’s population to over 1,600 by 1910.³ The Seventh Day Adventist’s Pacific Press’ arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁴

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric “Mountain View” sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁵

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View’s long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View’s Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View’s residents experienced the war as most other American’s did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in

CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 5 of 10

Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁶

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁷

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a "rehabilitation" program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the "rehabilitation" program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁸ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.⁹

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹⁰ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city's northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by "open space resources, high-technology office campuses, and suburban-style office parks."¹¹

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹² One of these people was

CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 6 of 10

German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹³

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁴

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁵ Additionally, Rengstorff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁶

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁷

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁸

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and

CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 7 of 10

USS Macon.¹⁹ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²⁰

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiguo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²¹

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²²

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²³

Architect/Builder

The research did not reveal any architects or builders associated with the initial constructions of the property.

Architectural Style

The building at 1675 N. Shoreline Boulevard is **Midcentury Modern** in architectural style.

Midcentury Modern, commonly found in the decades following the end of World War II, was among the primary styles applied to everyday residential, commercial, and institutional buildings. A commonly used construction technique for this style is reinforced concrete or steel frame. Characterized by an absence of ornamentation, the style incorporates an array of design elements including cantilevered roofs and

CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 8 of 10

overhangs, projecting eaves, canted windows, stucco siding, large expanses of windows, flat or shed roof forms, stacked roman brick cladding or brick veneer, and occasionally vertical wood siding. The commercial applications of the Midcentury Modern style incorporated new elements to urban retail spaces and storefronts, including sleek aluminum signage, aluminum awnings and canopies, deeply recessed or angled vestibules, floor to ceiling window walls, integrated planters, and projecting vertical elements. Historic references are absent.²⁴

Occupants

The address was not listed in the 1962 city directory, but the later occupants include Gilbert Roland (painter), Menalto Development Corp. (building contractors), Schmailing & Stenbit (building contractors), Signetics Corporation (electronics) in 1964; Endevco Laboratories, Gilbert Roland (painter), Menalto Development Corp. (building contractors), Schmaling & Stenbit (general contractors) in 1966-1968; and TCI, signal and antenna systems in 1978-1982.²⁵

Signetics, a contraction of Signal Network Electronics, was founded in 1961 in Mountain View, California by former Fairchild employees David Allison, David James, Lionel Kartner, and Mark Weisenstein. It was the first company in the world established expressly to make and sell integrated circuits. Within a year of its founding, the company's first family of bipolar digital diode transistor logic circuits had gained market acceptance and were finding initial application in military and space systems.²⁶ The company occupied a building on N. Shoreline Boulevard (known as Stierlin Road back then) in 1963, possibly the subject building, that housed the Research & Development and Sales & Marketing departments. They moved to a new Sunnyvale plant in 1964-1965.²⁷

Current Historic Status

The property at 1675 N. Shoreline Boulevard does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁸

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1675 N. Shoreline Boulevard was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The

CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 9 of 10

building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1675 N. Shoreline Boulevard in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁴ Ibid, 118.

⁵ Ibid, 87 and 97.

⁶ Ibid, 124.

⁷ Ibid.

⁸ Ibid, 136-139.

⁹ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹⁰ Ibid.

¹¹ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹² Perry, *Images of America*, 83.

¹³ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁴ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁵ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁶ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁷ Ignoffo, *Milestones*, 94-96.

¹⁸ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical->

CONTINUATION SHEET

Property Name: 1675 N. Shoreline Boulevard

Page 10 of 10

buildings-in-mountain-view-ca/.

¹⁹ Perry, *Images of America*, 90-91.

²⁰ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²¹ Ibid, 112; Ibid, 92.

²² Ibid, 144-149; Ibid, 93-96.

²³ Ibid, 148-149; Ibid, 95.

²⁴ Mary Brown, *San Francisco Modern Architecture and Landscape Design, 1935-1970, Historic Context Statement* (January 12, 2011), 2, 121-125.

²⁵ Mountain View City Directories via Ancestry.com; Newspapers.com.

²⁶ "Guide to the Don Liddie papers on Signetics," Online Archive of California, https://oac.cdlib.org/findaid/ark:/13030/kt9m3nf315/entire_text/ (accessed March 4, 2022).

²⁷ "Signetics Corporation Key Event Chronology," Computer History Museum, <http://archive.computerhistory.org/resources/still-image/PENDING/X3665.2007/Signetics/SIGNETICS%20Timeline.pdf> (accessed March 4, 2022).

²⁸ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1250 Space Park Way

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T ____; R ____; ____ of ____ of Sec ____; ____ B.M.

c. Address 1250 Space Park Way City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11614070

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1959, this steel-frame two-story commercial building with Modern features has a concrete base and flat roof.¹ Clad in stucco, the building is set back approximately 10 feet from the sidewalk. An accessible ramp leads up to the main (south) façade. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) _____

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

P5b. Description of Photo: (view, date, accession #)

The front (south) façade, TreanorHL, February 2022.

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



*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1959, Santa Clara County Assessor's Office.

*P7. Owner and Address: _____

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation – Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1250 Space Park Way *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1250 Space Park Way
B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Modern

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

Constructed in 1959. (See Continuation Sheet.)

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

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

*B12. References:

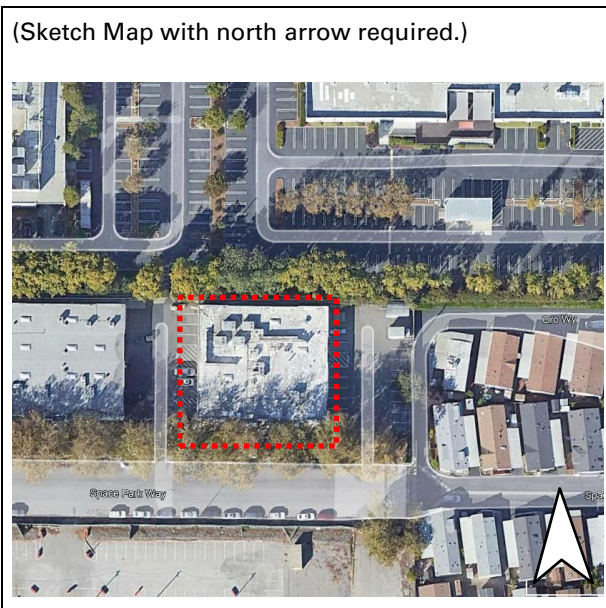
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL

*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1250 Space Park Way

Page 3 of 9

***P3a. Description, Continued:**

15 aluminum-sash two-lite slider windows, one single glazed door, one single glazed door with multi-pane sidelites on either side punctuate this façade. The main facade has vertical bands of projecting and recessed parts that terminate at the cornice. The east and west façades each have a garage with a steel rolling door and a single metal door. The north façade features a single metal door.

***B6. Construction History, Continued:**

According to the County of Santa Clara, Office of the Assessor the building at 1250 Space Park Way was constructed in 1959. The building received seismic upgrades in 1998.³

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was

CONTINUATION SHEET

Property Name: 1250 Space Park Way

Page 4 of 9

booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁴ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁷

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first

CONTINUATION SHEET

Property Name: 1250 Space Park Way

Page 5 of 9

Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Rincon de San Francisquito and Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁴

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today’s N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

CONTINUATION SHEET

Property Name: 1250 Space Park Way

Page 6 of 9

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstorff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²¹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to

CONTINUATION SHEET

Property Name: 1250 Space Park Way

Page 7 of 9

the 1963 aerial map, two partial cloverleaf interchanges on Bayshore Freeway and Space Park Way were developed. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²⁴

Architect/Builder

The research did not reveal any architects or builders associated with the initial construction.

Architectural Style

The commercial building at 1250 Space Park Way is reminiscent of the **Modern** architectural style, embodying the construction methods and materials of their period including simple rectangular massing and concrete masonry unit construction.

Occupants

The address was not listed in the 1962 and 1964 city directories, but the later occupants include Peninsula Metal Fabrication and Gail B. Rathbun Co. Inc. (electrical products) in 1968.²⁵

Current Historic Status

The property at 1250 Space Park Way does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁶

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1250 Space Park was one of many buildings constructed for the same purpose at the time. Its individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

CONTINUATION SHEET

Property Name: 1250 Space Park Way

Page 8 of 9

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building features Modern architectural style elements but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1250 Space Park in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.

² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

³ City of Mountain View Building Division.

⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

⁵ Ibid, 118.

⁶ Ibid, 87 and 97.

⁷ Ibid, 124.

⁸ Ibid.

⁹ Ibid, 136-139.

¹⁰ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

¹¹ Perry, *Images of America: Mountain View*, 8.

¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

CONTINUATION SHEET

Property Name: 1250 Space Park Way

Page 9 of 9

¹³ Perry, *Images of America*, 83.

¹⁴ Perry, *Images of America*, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ Mountain View City Directories via Ancestry.com.

²⁶ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
HRI #
Trinomial
NRHP Status Code

Other
Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1300 Space Park Way

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T ____; R ____; ____ of ____ of Sec ____; ____ B.M.

c. Address 1300 Space Park Way City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 11614072

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Constructed in 1970, the steel-frame one-story Modern commercial building has a flat roof and is rectangular in plan.¹ Clad in stucco, the structure is set back approximately 30 feet from the sidewalk. Two concrete walkways with two steps and a simple metal railing lead from the sidewalk to two entries on the main (south) façade. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes)

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

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



P5b. Description of Photo: (view, date, accession #)

The front (south) façade. TreanorHL, February 2022.

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1970, Santa Clara County Assessor's Office.

*P7. Owner and Address:

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation –

Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1300 Space Park Way *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1300 Space Park Way
B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Modern

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

Constructed in 1970. (See Continuation Sheet.)

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

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

Prehistory through the Mexican Period²

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos. (See Continuation Sheet.)

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

*B12. References:

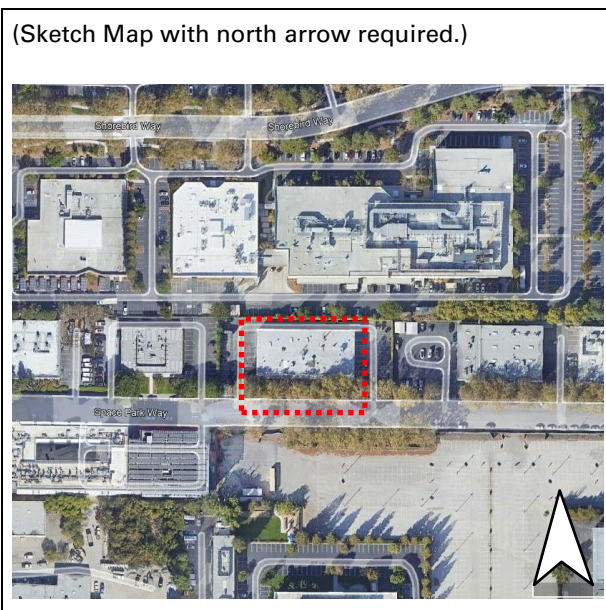
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL

*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 1300 Space Park Way

Page 3 of 9

***P3a. Description, Continued:**

The entryways are single tinted glazed doors with multi-pane sidelites on either side; a third glazed single door with a transom sits between. Six blind triangular arches with two vertical aluminum-sash casement windows set within them relieve the façade. A simple cornice runs on all facades.

The east façade has one vertical aluminum-sash window, one blind arch, and one segmental garage door with three lites. The west façade is nearly identical, except it features two vertical windows. The north façade features two blind triangular arches, two solid segmental garage doors, and a single metal door.

***B6. Construction History, Continued:**

Constructed in 1970, the building at 1300 Space Park Way was reroofed in 1978 and received tenant improvements in 2000.³ The research did not reveal any architects or builders associated with the initial construction.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoría de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real

CONTINUATION SHEET

Property Name: 1300 Space Park Way

Page 4 of 9

estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.⁴ The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.⁵

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁶

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁷

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field, Ames Laboratories, and the Pacific Press.⁸

CONTINUATION SHEET

Property Name: 1300 Space Park Way

Page 5 of 9

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁹ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.¹⁰

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.¹¹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹²

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹³ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹⁴

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along

CONTINUATION SHEET

Property Name: 1300 Space Park Way

Page 6 of 9

Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹⁵

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁶ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁷

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁸

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁹

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.²⁰ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).²¹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway followed the route of the Camino Antiquo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for

CONTINUATION SHEET

Property Name: 1300 Space Park Way

Page 7 of 9

California's first stagecoach road.²²

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. According to the 1963 aerial map, two partial cloverleaf interchanges on Bayshore Freeway and Space Park Way were developed. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²³

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²⁴

Architect/Builder

No architects or builders were found to have been associated with the initial construction of the property at 1300 Space Park Way.

Architectural Style

The commercial buildings at 1300 Space Park Way is reminiscent of the **Modern** architectural style, embodying the construction methods and materials of their period including simple rectangular massing and concrete masonry unit construction.

Occupants

Research did not reveal information on occupants.

Current Historic Status

The property at 1300 Space Park does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²⁵

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed during a period of expansion for North Bayshore, the property at 1300 Space Park Way was one of many buildings constructed for the same purpose at the time. Its individual association with the

CONTINUATION SHEET

Property Name: 1300 Space Park Way

Page 8 of 9

development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building features elements of the Modern architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1300 Space Park Way in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

- ¹ Construction date confirmed by a phone call with the Santa Clara County Assessor's Office, 2/24/2022.
- ² The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).
- ³ City of Mountain View Building Division.
- ⁴ Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.
- ⁵ Ibid, 118.
- ⁶ Ibid, 87 and 97.
- ⁷ Ibid, 124.
- ⁸ Ibid.
- ⁹ Ibid, 136-139.
- ¹⁰ Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.
- ¹¹ Ibid.
- ¹² City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10,

CONTINUATION SHEET

Property Name: 1300 Space Park Way

Page 9 of 9

2012), 20.

¹³ Perry, *Images of America*, 83.

¹⁴ Ibid, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹⁵ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁶ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁷ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁸ Ignoffo, *Milestones*, 94-96.

¹⁹ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

²⁰ Perry, *Images of America*, 90-91.

²¹ Ibid; Ignoffo, *Milestones*, 105-112.

²² Ibid, 112; Ibid, 92.

²³ Ibid, 144-149; Ibid, 93-96.

²⁴ Ibid, 148-149; Ibid, 95.

²⁵ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).

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

Primary #
 HRI #
 Trinomial
NRHP Status Code

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 9 *Resource Name or #: (Assigned by recorder) 1230 Pear Avenue

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T ____; R ____; of of Sec ____; _____ B.M.

c. Address 1230 Pear Avenue City Mountain View Zip 94043

d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 APN 11614095

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

The subject property is located to the north of Bayshore Freeway in the North Bayshore district of Mountain View. The surrounding area consist of a mix of commercial buildings, particularly along N. Shoreline Boulevard, residential buildings to the east and west, and Shoreline Park to the north.

Four structures sit on this parcel: two industrial buildings and two accessory structures. Constructed in 1976, the one- and two- story industrial buildings are both rectangular in plan and have a metal frame. Both buildings have low-pitched gable roofs and are clad in metal panels. The building that sits on the south portion of the parcel has two brick corners on the south façade and is otherwise plain. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes)

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

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



P5b. Description of Photo: (view, date, accession #)

The west facade, TreanorHL, February 2022.

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1976, Santa Clara County Assessor's Office.

*P7. Owner and Address:

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

TreanorHL
550 Montgomery Street, Suite 500, San Francisco, CA

*P9. Date Recorded: March 23, 2022

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

TreanorHL, N. Bayshore Mountain View, Historic Resource Evaluation –

Draft, March 23, 2022.

*Attachments: NONE Location 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

*Resource Name or # (Assigned by recorder) 1230 Pear Avenue *NRHP Status Code _____
Page 2 of 9

B1. Historic Name: None
B2. Common Name: 1230 Pear Avenue
B3. Original Use: Industrial B4. Present Use: Industrial
*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in 1976. (See Continuation Sheet.)

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Prehistory through the Mexican Period¹

The era prior to European settlement in California is known as the Prehistory era. During this time, Native American peoples known as Ohlone lived in the vicinity of the study area. The area would have been characterized as flat grassland interspersed with oak forests. At least two native settlements were located within the present city limits of Mountain View.

In the mid-18th century, the Spanish moved to settle California. Members of two of the early pioneering Spanish families, Mariano Castro and Maria Peralta, married and eventually came to own over eight thousand acres of land in the area where Mountain View was later founded. The Mexican Period officially started in the first half of the 19th century, as the Mexican government created laws that encouraged civilian settlement in California by creating guidelines for the establishment of land grants and ranchos.

(See Continuation Sheet.)

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

*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: March 23, 2022

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Property Name: 1230 Pear Avenue

Page 3 of 9

***P3a. Description, Continued:**

The west façade of this building is penetrated by three metal rolling garage doors, two aluminum-sash two-lite windows, one boarded up window, and three single metal doors. The north façade of this building has one metal rolling garage door. The east facades of both buildings are blocked by the building at 1220 Pear Avenue.

The south façade of the north building is plain. The west façade features four metal rolling garage doors, four single metal doors, and four two-lite aluminum sash sliding windows on the first floor. The second floor has two tinted two-pane aluminum sliders. The north façade is comparatively plain but features a shed-roof supported by two metal poles and set against the façade. Between the buildings sit two utilitarian wood structures with flat roofs. A wood-slatted rolling chain link fence closes off this area.

***B6. Construction History, Continued:**

According to the County of Santa Clara, Office of the Assessor the buildings at 1230 Pear Avenue were constructed in 1976.

***B10. Significance, Continued:**

Mountain View's present-day boundaries fall within three former ranchos: Rancho Pastoria de las Borregas, also known as Rancho del Refugio where the majority of today's city is located; Rancho Rincon de San Francisquito; and Rancho Posolmi, also known as Rancho Ynigo. The subject site is located within the Rancho Rincon de San Francisquito area, north of present-day Bayshore Freeway.

After Mexico ceded California to the United States in 1848, Mariano Castro willingly sold the southern half of his land—the land to the south of Permanente Creek (and now Sunnyvale)—to a man named Martin Murphy, Jr., in 1849. Castro fought for his right to title of land on the north side of the creek where homesteaders were squatting. In 1871, after nineteen years of litigation and fifteen years after Mariano Castro's death, the Castro family won its claim.

Early American

In 1852, a stagecoach stop was established southeast of Stevens Creek, within the boundaries of the Castro's Rancho Pastoria de las Borregas, which gave rise to a small settlement located just west of the creek. The settlement became known as Mountain View which soon grew into a community, complete with stores, saloons, inns, a church, a social hall, a school, and homes. Early settlers established residences and businesses along the El Camino Real between Grant Road and Calderon Street, the town's main thoroughfare.

The arrival of the railroad in the 1860s spurred the relocation of the town's commercial center from "Old" Mountain View north to "New" Mountain View. Beginning in the spring of 1861, the San Francisco and San Jose Railroad laid tracks through land to the north of the original Mountain View settlement. Train service between San Francisco and San José began in 1864, rendering obsolete the stagecoach stop around which the original town had grown and causing the center of the town to shift northward from El Camino Real. Crisanto Castro subsequently plotted streets and established a train station for "New Mountain View." A box car served as the original train station until a permanent depot building was erected in 1888. Castro Station remained the official stop for train traffic through Mountain View for 135 years and the center of town permanently shifted northward from Old Mountain View.

CONTINUATION SHEET

Property Name: 1230 Pear Avenue

Page 4 of 9

Through the latter half of the 19th century, the agricultural landscape that surrounded Mountain View sustained the local economy and helped to spur the population growth. Beginning in the 1880s, real estate developers, city boosters, business and political leaders, and civic-minded residents advocated for and sometimes succeeded in realizing improvements that attracted further settlement and development. They focused on everything from business and residential developments, road improvements, sewer systems, and educational and cultural institutions. By 1887, Mountain View was booming, led by the sale of new lots in the downtown area.

Mountain View officially incorporated in 1902. Large groups of Japanese, Filipino, Spanish, Eastern European, Italian, Portuguese and Mexican immigrants, who came to the area for agricultural work, greatly expanded the city's population to over 1,600 by 1910.² The Seventh Day Adventist's Pacific Press' arrival in 1908, soon changed the social, cultural, and economic character of the city and introduced an entirely new industry of religious book printing to Mountain View.³

Twentieth Century

During the first third of the 20th century as development of the city continued, new commercial buildings, a city hall, churches, and schools that were constructed in the downtown tended to follow the Mission architectural style to varying degrees. Castro Street underwent major improvements with the construction of these new buildings, such as the installation of new cement sidewalks replacing the wood-planked walkways in 1909, the erection of an electric "Mountain View" sign over the street at the railroad tracks in 1915 and finally street paving by 1920.⁴

The next significant institution to bring industry to and spur growth in the area was the United States Navy. In 1931, the Naval Air Station Sunnyvale (NAS Sunnyvale) was established to house the dirigible USS Macon. Later rechristened Moffett Field, the Navy facility inaugurated Mountain View's long history with the aeronautics industry. The air station brought economic viability to the Mountain View area during the Great Depression, providing jobs for many local residents, and marked a shift away from the previously agricultural emphasis of the area. In 1939, the Ames Research Center (National Advisory Committee for Aeronautics Laboratory) grew up beside Moffett Field.

World War II

World War II changed the landscape of Mountain View. In response to the bombing of Pearl Harbor in December of 1941, most of Mountain View's Japanese residents were forced to leave and spent the duration of the war at incarceration camps. The rest of Mountain View's residents experienced the war as most other Americans did: planting victory gardens, submitting to food and gasoline rationing, and hoping that the war would end soon. The most enduring legacy of World War II in Mountain View, however, was the increased activity at Moffett Field and the Ames Research Center. With the addition of residents at Moffett the city's population grew to over 6,500 by the end of the 1940s.⁵

Post War

While historians generally mark World War II as a watershed moment in California's demographic and economic growth, it was during the postwar period that Mountain View and the Santa Clara Valley experienced phenomenal change and population growth. In the second half of the 20th century, the economic landscape of the Santa Clara Valley transformed from an agricultural-based economy to a high-technology one. The primary economic drivers of Mountain View in the 1950s were Moffett Field,

CONTINUATION SHEET

Property Name: 1230 Pear Avenue

Page 5 of 9

Ames Laboratories, and the Pacific Press.⁶

Mountain View played a significant role in the high-tech revolution. Inventor William Shockley co-invented the transistor, which revolutionized computer technology. In 1955 he established the first silicon-device research and manufacturing laboratory in an apricot storage barn on San Antonio Road in Mountain View. The following year, he and two colleagues shared the Nobel Prize in physics, the first Nobel laureates to come out of the Silicon Valley.

Redevelopment and Beyond

During the early 1960s, Mountain View initiated a “rehabilitation” program, calling for city inspection of all buildings in the name of public safety: if a building was determined beyond repair, then the property owner was required to demolish it. Possibly triggered by the “rehabilitation” program and numerous significant local demolitions, a new historical awareness developed locally, and some buildings were designated as historic landmarks and began being listed on the state and national historic registers.⁷ While many historic buildings were lost during this effort, apartment complexes were constructed in large numbers during the 1960s and 1970s. People of all backgrounds flocked to the affordable city and population increased from 6,562 in 1950 to 54,131 in 1970.⁸

Agricultural land north of Highway 101 (now the Bayshore Freeway) was the last to be developed in Mountain View. In the late 1980s, the area was replaced by technology campuses and Shoreline Park. Redevelopment began in the 1990s with no new land to expand on. The trend continues to today with technology companies stimulating new construction in the city.⁹ The past several decades has seen unprecedented growth in Silicon Valley with the success of new technologies and Mountain View now boasts a population of over 81,000.

The property and its immediate surroundings developed in the mid- to late 20th century with a mix of industrial, commercial, and recreational uses. The area, now known as the North Bayshore district, was originally part of Rancho Pastoria de las Borregas. The district is at the city’s northern boundary between Highway 101 and the San Francisco Bay, and the Bayshore Freeway separates it from the rest of the city. Some of the last agricultural land in Mountain View and the Santa Clara Valley was located here and in the neighboring Moffett Field, but today the area is characterized by “open space resources, high-technology office campuses, and suburban-style office parks.”¹⁰

In 1848 when much of California was taken from Mexico by the U.S. government, the rancho lands in Mountain View were purchased by an influx of settlers and immigrants.¹¹ One of these people was German immigrant Henry Rengstorff, who moved to the San Francisco Bay Area in 1850 to pursue the Gold Rush wealth. Arriving too late, Rengstorff worked as a farm laborer, saving enough money to purchase farmland in San Jose where he raised cattle and grew grain. As his fortune increased so did his land holdings, and he acquired land in San Mateo and San Francisco. In 1864, he purchased 164 acres of land in Mountain View where he grew crops and established a ship landing. The Rengstorff landing aided in the growth of Mountain View; while ships to San Francisco brought fruits, lumber and grain, the ships brought back supplies and hardware for constructing buildings. Rengstorff built his 12-room Victorian mansion, the first in Mountain View to have electricity and plumbing, on the 164 acres of land near his landing. The house was vacant by the mid-20th century, and by the 1970s had fallen into disrepair. The house was restored in the late 1990s and is now a museum.¹²

CONTINUATION SHEET

Property Name: 1230 Pear Avenue

Page 6 of 9

In the late 1860s and early 1870s, Rengstorff assisted in creating a school for families with children in the north Mountain View area. The original Whisman School was built on land donated by Rengstorff along Stierlin Road (today's N. Shoreline Boulevard), and two more schools, one on Charleston Road and Shoreline Boulevard, were built close by in the early 20th century.¹³

Rengstorff was just one of many who benefited from the agricultural boom in Mountain View of the 19th century. Grazing lands and woodlands were cultivated in the North Bayshore district for crops of fruits, grain, and hay. By the late 19th century, farmers had turned their lands into profitable orchards and vineyards.¹⁴ Additionally, Rengstroff Landing was one of several ports that were established in this area of Mountain View. The South Shore Port Company, located on what is now Moffett Field, was the last active landing that functioned as a passenger ferry and freight port. Plans for the port began in 1920 and was opened by 1923. Developers included an amusement park and saltwater pool, and named it the Kingsport Plunge after the proprietors, Charles and Clara King. The South Shore Port Company fell into bankruptcy by the end of 1920s, partially due to competition from railroads.¹⁵

At the turn of the century, the process of urbanization crept into the northern areas of Mountain View. While the N. Bayshore area remained primarily agricultural, factories were beginning to be established. A handful of canneries opened in Mountain View, including one in the North Bayshore district. The Sanguinetti Cannery was built on Bailey Avenue (now Bailey Road) east of N. Shoreline and north of Bayshore Freeway in 1907. World War I spurred the demand for canned goods, and due to the draft, women were needed for work in these factories. To draw interest and as an incentive for women, the Sanguinetti Cannery built a bungalow court south of the North Bayshore district. The company continued to hire women for seasonal work after the war ended.¹⁶

Two projects reenergized business in Mountain View during the period of the Great Depression: the Bayshore Freeway and the Naval Air Station. In 1929, Congress approved \$5 million for a West Coast Navy air base and discussions began in Mountain View regarding offering approximately 1,000 acres of land located north of the Bayshore Freeway. At the end of 1929, the Federal government and Navy were determining if they wanted to station the air base in San Diego or in Mountain View. A collective Bay Area effort to raise money, and influence from the city's supporters in Washington D.C. ultimately led to the decision of stationing the base in Mountain View. Officials at the Capital were weary of the city's name, believing mountains to be nearby and obstructing the flight plan for the dirigibles. As such, the Navy base was named Naval Air Station Sunnyvale.¹⁷

In 1932, construction was completed for Hangar One to house the Navy's dirigibles: the USS Akron and USS Macon.¹⁸ The USS Akron crashed in 1933, never making back to Mountain View after its first departure. The landing was renamed Moffett Field in 1942 after Admiral William Moffett who died aboard the Akron. The USS Macon crashed in 1935, and the Navy transferred usage rights to the Army. In the 1940s, the National Advisory Committee on Aeronautics established the Ames Research Center at the base. During World War II, Moffett Field was given back to the Navy until 1992, when the area and hangar were given to the National Aeronautics and Space Administration (NASA).¹⁹

Two important roadways were completed in the North Bayshore district in the 1930s. A road was needed for the arrival of the USS Akron in 1932, but construction for the Bayshore Freeway, at the time called the Great Bayshore Highway, begun in 1924 but did not reach Mountain View in time. A paved road was used to guide traffic around till it was upgraded to Moffett Boulevard in 1933. Bayshore Freeway

CONTINUATION SHEET

Property Name: 1230 Pear Avenue

Page 7 of 9

followed the route of the Camino Antiguo Vernano, established during the Mexican Period. Commonly known as the Old Summer or Lower San Francisco Road, Pioneer John Whisman later used the route for California's first stagecoach road.²⁰

Development of North Bayshore slowly began in the 1940s, but accelerated in the 1960s. The North Bayshore District and Moffett Field underwent a larger project development in 1969 when the city made plans for Shoreline Regional Park. Much of the land in the north was low-lying bay lands and needed to be filled. To address this, Mountain View agreed to take garbage for marshland fill from San Francisco. The area functioned as a landfill until 1982 when it was transformed into Shoreline Park. The original 1968 plans for the park included shopping areas, a zoo, a small amusement park, and a hotel amongst other commercial spaces, however the wildlife and land preservation movements of the 1970s halted most of these developments. Several large structures, however, were still built in the park, including Shoreline Amphitheater in 1986 and Shoreline Golf Links in the mid-1980s.²¹

In the 1970s the Santa Clara Valley received the nickname Silicon Valley, when a flood of technology-based companies moved to the area. Amongst the company types were those specializing in computers, aerospace engineering, biotechnology, and telecommunications. Silicon Graphics Incorporated (now SGI) was one of these companies, founded in 1982, establishing itself as a multimillion dollar company. In 1997, SGI leased Farmer's Field, a city-owned plot of land along Charleston Avenue in the North Bayshore district. Up to the late 1990s, the plot was still used for farming. SGI built their headquarters and stayed till 2001-2002 when the U.S. economy hit a downturn. In 2003 Google moved its headquarters into the site, where it now has the nickname Googleplex. Google expanded over time, occupying a number of buildings in the North Bayshore district.²²

Architect/Builder

The research did not reveal any architects or builders associated with the initial constructions of the property.

Architectural Style

The building at 1230 Pear Avenue is a modest industrial building. It is **utilitarian** without a definite architectural style.

Occupants

No occupants were revealed in the research of 1230 Pear Avenue.

Current Historic Status

The property at 1230 Pear Avenue does not appear to be eligible for listing in the state or local historic inventories, as it does not appear to be eligible under any of the established criteria.

Significance Evaluation –California Register of Historical Resources (CRHR) and City of Mountain View Evaluation²³

Criterion 1/b – Association with significant events

The property did not play a significant role in the development of the City of Mountain View. Constructed to accommodate technology businesses during a period of expansion for North Bayshore, the property at 1230 Pear Avenue was one of many buildings constructed for the same purpose at the time. Its

CONTINUATION SHEET

Property Name: 1230 Pear Avenue

Page 8 of 9

individual association with the development is marginal. Therefore, the subject property does not appear individually eligible for listing under Criterion 1/b.

Criterion 2/a – Persons

The property does not appear individually eligible for listing under Criterion 2/a since no persons have been identified that appear to have made a significant contribution to state or local history.

Criterion 3/c – Architecture and Construction

The building is Midcentury Modern in architectural style but is not a distinctive representation of the style and appears to be of common construction and materials with no notable or special attributes. The building is not the work of a master, or architecturally significant in any other respect. Therefore, the property does not appear individually eligible for listing under Criterion 3/c.

Criterion 4/d – Information Potential

The property does not appear to possess the potential to yield information important to the prehistory or history of Mountain View, the local area, or California; thus, it does not appear eligible for individual listing under Criterion 4/d.

Based on the above evaluation of the property at 1230 Pear Avenue in Mountain View, it does not appear that the subject property possesses sufficient historical significance for listing on the CRHR or the Mountain View Register of Historic Resources, and it does not qualify as a historic resource.

***B12. References (Endnotes):**

¹ The sections, *Prehistory through the Mexican Period to Redevelopment and Beyond*, are largely taken from the Carey & Co., *Citywide Historic Properties Survey*, San Francisco, California (September 1, 2008); and the TreanorHL, *City of Mountain View Downtown Precise Plan Area Historic Resource Survey Report*, San Francisco, California (June 2020).

² Mary Jo Ignoffo, *Milestones: A History of Mountain View, California* (Cupertino, CA: California History Center & Foundation, 2002), Appendix.

³ Ibid, 118.

⁴ Ibid, 87 and 97.

⁵ Ibid, 124.

⁶ Ibid.

⁷ Ibid, 136-139.

⁸ Nicholas Perry, *Images of America: Mountain View*, (San Francisco, CA: Arcadia Publishing, 2006), 8.

⁹ Perry, *Images of America: Mountain View*, 8.

¹⁰ City of Mountain View Community Development, *Mountain View 2030 General Plan*, (Mountain View: July 10, 2012), 20.

¹¹ Perry, *Images of America*, 83.

CONTINUATION SHEET

Property Name: 1230 Pear Avenue

Page 9 of 9

¹² Perry, *Images of America*, 83-84; City of Mountain View Government website, <https://www.mountainview.gov/depts/cs/shoreline/rengstorff/rengstorff.asp>.

¹³ Perry, *Images of America*, 86; Ignoffo, *Milestones*, 46, 106.

¹⁴ City of Mountain View Government website, <https://www.mountainview.gov/about/history.asp> (accessed March 10, 2022).

¹⁵ Perry, *Images of America*, 88-90; Ignoffo, *Milestones*, 99-101.

¹⁶ Ignoffo, *Milestones*, 94-96.

¹⁷ Ibid, 105-112; City of Mountain View Government website, <https://mountainviewhistorical.org/historical-buildings-in-mountain-view-ca/>.

¹⁸ Perry, *Images of America*, 90-91.

¹⁹ Ignoffo, *Milestones*, 105-112; Perry, *Images of America*, 90-91.

²⁰ Ibid, 112; Ibid, 92.

²¹ Ibid, 144-149; Ibid, 93-96.

²² Ibid, 148-149; Ibid, 95.

²³ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, California Register and National Register: A Comparison, Technical Assistance Series 6 (Sacramento, 2001), 1; City of Mountain View, Code or Ordinances, Division 15. – Designation and Preservation of Historic Resources, Sec. 36.54.65. – Designation Criteria (Ord. No. 18.13, § 1, 12/10/13).