



historical resource evaluation report
435 east third avenue
san mateo, ca

completed for:
the city of san mateo
community development department

may 17, 2021

submitted by:

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I. Introduction

This historical resource evaluation was prepared by architecture + history, llc (a + h) at the request of the City of San Mateo Community Development Department, to determine whether the building at 435 East 3rd Avenue in San Mateo qualifies as an historical resource in accordance with Article 5, §15064.5 of the California Environmental Quality Act (CEQA) Guidelines.

II. Methodology

The methodological approach for this historical property evaluation consisted of a site visit and research on the history of the property, the neighborhood, and associated persons and events through the collections of the San Mateo Public Library, the Redwood City Public Library, the San Francisco Public Library, the San Mateo County Historical Association research archives and with the City of San Mateo. Additional research was conducted online using Ancestry.com (Census Records) and the San Mateo County Genealogical Society databases. Further research was conducted using the in-house library of architecture + history, llc. Planning Staff at the San Mateo Community Development Department provided a + h with copies of building permit information for the property. The research conducted included a review of *San Mateo City Directories*, census records, general histories of San Mateo, and the online library catalogue for any additional reference resources related to the properties. Additionally, the San Mateo Public Library's California Collection was searched. This collection includes clipping files of topics from local newspapers from the 1940's, 1950's and 1960's. A small portion of this collection can be found within the Online Archive of California (OAC). The OAC was consulted with regard to long-term occupants and affiliated business of the properties and historic photographs of San Mateo.

Historic Sanborn Fire Insurance Company Maps of San Mateo for the years 1897 - 1961 were viewed and printed through the San Francisco Public Library's online catalogue for this block of San Mateo. Copies of these maps are provided in an appendix to this report.



Research conducted through the San Mateo County Historical Association archives was via the Online Archive of California. Newspapers.com was consulted for articles in the *San Mateo Times*. Additionally, the 1989 *City of San Mateo Historic Building Survey* was consulted. There is one property in the immediate block that was included in the 1989 survey report: 273 Railroad Avenue. This building is a two-story, wood-frame, circa 1900 building that faces the railroad tracks.

In May 2021, a site visit was conducted. During the site visit, notes on the architectural features of the building were taken and obvious alternations noted for later use to create the building description. Google Street Maps and Google Earth satellite images and maps were utilized for reference.



III. Historical Overview of San Mateo

The City of San Mateo was officially incorporated in 1894.¹ In the late nineteenth and early twentieth centuries, the town of San Mateo was an outpost crossroads connecting the north-south rail lines with the east-west stagecoach route to the Pacific. San Mateo had its beginnings as a small village, with development typical of growth along the Peninsula below San Francisco. Train service to San Mateo commenced in October 1863. A wealthy San Franciscan and railroad director, Charles Polhemus, purchased a large swath of land near what became downtown San Mateo and laid out lots for sale in the late 1860s. As rail service expanded, San Mateo became a frequent stop for travelers. The town was ideally situated mid-point on the Peninsula, where roads and rail lines between San Francisco and San Jose connected. Initially a popular summer community, San Mateo soon became a commuter town, a suburb of San Francisco, with families establishing year-round homes, and businessmen commuting to the city via train service.

By the 1890s, the town had not extended much beyond Polhemus' original lot demarcations. The 1891 Sanborn Maps shows that development was clustered around the Railroad Depot near 2nd Street and what became Railroad Avenue.² Richard Jury established a weekly newspaper, *the Leader*, in 1889. An industrious Irish carpenter, Robert Wisnom, built upon his earlier established lumber business and became a town leader at the turn of the century. The first two decades of the next century brought dramatic change to San Mateo; salt-harvesting operations dominated the Baylands, nurseries cropped up on the hillsides, a country club was founded for affluent weekenders, early large estates were subdivided for suburban residential development and a commercial downtown began to take shape. A large-scale hotel, the Peninsula Hotel, was established in 1908 on the former estate of Alvinza Hayward. The hotel was moderately popular as a destination until it was destroyed by fire in 1920. During this period, residential areas of San Mateo expanded through development of fairly large subdivisions such as the Western Addition (1889), Bowie Subdivision (1897), San Mateo



Heights (1904) and Hayward's Addition (also 1904 - which included the former Peninsula Hotel site).³ San Mateo Park was laid out in three sections above El Camino Real between 1902 and 1904.⁴

By 1900, San Mateo had 1,832 residents. In 1903 the town was linked to San Francisco by an additional mode of transportation, trolleys, which coupled with refugees from the 1906 earthquake, resulted in expanded residential construction in the first two decades of the twentieth century. From 1900 to 1910, the city's population doubled to 4,384. Downtown was growing and City Directories from this period list several general stores, two pharmacies, two bakeries, a jeweler, two furniture stores, three barbershops, and about a dozen saloons.

By 1920 there were almost 6,000 residents living in San Mateo. A second population boom occurred between 1920 and 1929, when San Mateo had 17,109 inhabitants. Building on its reputation as a summer destination for the elite, the town began to attract middle-class residents who desired the recreational opportunities and mild climate afforded along the Peninsula. Also in the 1920s, the extensive William Kohl estate, once part of Polhemus' lands, was subdivided, and an approximately 16-acre portion was purchased by the city to become Central Park, the first municipal park in the county.

During Prohibition, San Mateo and other parts of San Mateo County were known for their rum running, illegal saloons and speakeasies. The money made by transporting illegal liquor was staggering and gambling and prostitution accompanied the contraband. Bay Meadows racetrack, where the famous thoroughbred Seabiscuit won two races, was founded in 1934 and became one of the most successful west coast racing venues.



The expansion of the San Francisco International Airport (located on mudflats adjacent to San Bruno and purchased by the City of San Francisco in 1926) brought jobs and increased economic expansion to San Mateo, even during the Depression. Major Works Progress Administration (WPA) airport projects during the 1930s provided work relief and much needed economic stimulus to both San Francisco and the Peninsula.

World War II brought many service men and women to the Bay Area. Military installations and affiliated businesses further invigorated the post-Depression economy. San Mateo's Bay Meadow Racetrack was a popular entertainment venue for soldiers and civilians alike, looking to forget wartime troubles. The track remained open primarily because portions of the proceeds from race gambling were donated to the War effort.

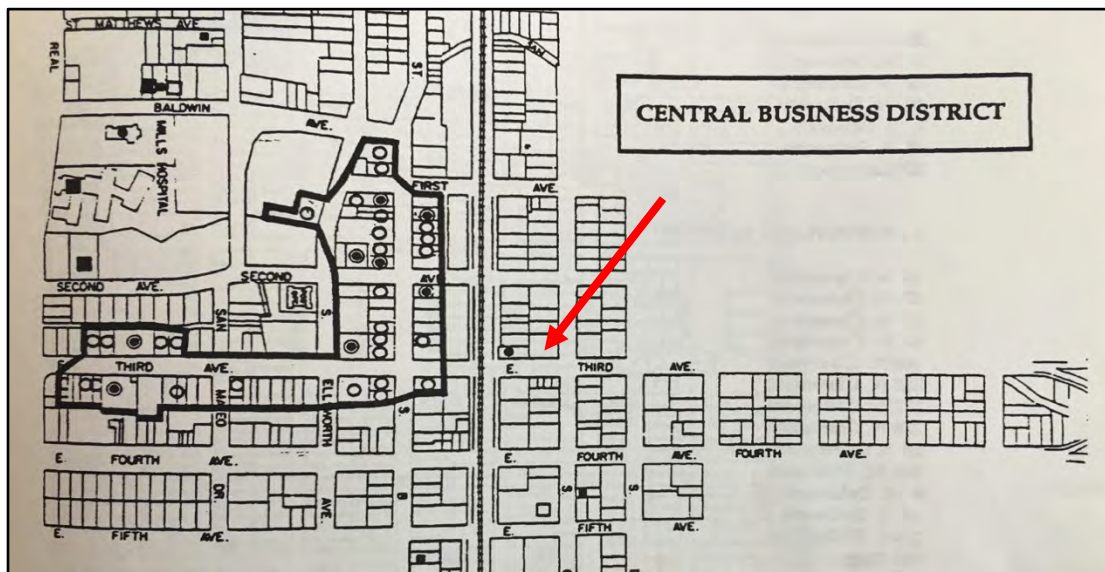
More than 10,000 San Mateo county men entered World War II, with over 300 losing their lives during service. Upon return to California after the war, these former military personnel contributed to major postwar development and expansion that was unprecedented in San Mateo County history. The "build out" of San Mateo and other Peninsula towns was extensive during this period. By the 1960s, the Peninsula's string of commuter towns contributed to the county's population that swelled close to half a million people. El Camino Real, the old county road, became a major thoroughfare lined with early suburban sprawl.



IV. Associated Historic Contexts

Downtown San Mateo Historic District

Downtown San Mateo, like many of the smaller Peninsula suburban enclaves, includes a commercial core with some buildings pre-dating the 1906 earthquake. However, many structures date to the early 1930s and 40s and are generally one to three stories in height, with a few larger-scale exceptions found in older hotel buildings. The 1989 City of San Mateo Historic Building Survey identified a concentrated area of commercial buildings constituting a Downtown Commercial Business Historic District. These buildings are found primarily along East Third Street between Railroad and El Camino Real and along South B Street between Baldwin and East Third Street, with the east side of South Ellsworth Avenue between Baldwin and East Third Street also included in the district.⁵ One could argue that today, the boundaries of this concentrated commercial core might be expanded to include some buildings across Railroad Avenue over to Claremont. However, an expansion of the district has not been fully studied.



The map of the San Mateo Central Business District in the 1989 Survey Report, a red arrow points to the subject block which is located to the east of the business district and railroad tracks.



V. Building / Site Description and Chronology

This portion of San Mateo is within the original San Mateo town grid and is situated adjacent to the railroad tracks. The site was very close to the original San Mateo train station. By 1908 the northwest corner of 3rd Avenue and C Street (later Claremont) was occupied by a small, two-story, wood-frame saloon building and two small sheds at the western end of the lot. The address at that time was 228 C Street.⁶

By the completion of the 1920 San Mateo Sanborn Map the same building was present as was shown on the 1908 Map; however, it was marked “vacant,” and the two sheds had been removed from the western edge of parcel. The 1950 and 1953 Sanborn Maps indicated the parcel was vacant with no buildings or structures. The 1956 and 1961 Sanborn Maps both show the gas or service station building on the lot. These maps do not indicate where the gasoline pumps were located.⁷

The original building permit (#30054) for this gas station is dated June 7, 1956 and was issued to Tide Water Associated Oil. The building cost \$25,000.00. It is assumed that included the gasoline pumps installed at that time.

Tide Water Associated Oil - Flying A Service Station

A City of San Mateo building permit dated June 7, 1956 indicated a new service station on this site to be built by the Tide Water Associated Oil Company. Flying A gasoline was sold by associated dealers of the Tidewater Oil Company on the west coast before and after World War II. In the early 1900's a group of well operators formed the Associated Oil Company to transport oil out of their fields. The pipeline ended at the company's refinery in Martinez, CA. In a few years Associated products were distributed all over the west coast and to Hawaii.



In 1936, Associated joined Tidewater Oil, makers of Tydol and Veedol, to form the Tidewater Associated Oil Company, which was a nationwide firm. The Associated trademark, flying wings attached to a letter 'A' all with a red background, became the company's national marketing emblem. While Tidewater Associated was becoming one of the country's major oil companies, J. Paul Getty bought stock over about 20 years and by 1951 he controlled the company.

In 1966, Phillips 66 bought out the west coast stations and the east coast stations became Getty Oil Stations, bringing an end to the Flying A brand by 1970.⁸



The Flying A Logo

Gas Station Building Type

The American gas or service station came into existence in the first decade of the twentieth century and quickly multiplied as more people purchased automobiles and began driving longer distances. These buildings took on many forms, sometimes employing whimsical styles or architectural features. There were several service and gas stations in the downtown area of San Mateo that were built between the 1920s and into the 1960s.

Flying A developed a specific style of gas station in the 1930s that was emblematic of the Streamline Moderne aesthetic popular in that decade. There is a well-preserved example



of this type of gas station in Truckee, California which is designated as a local historic resource.



Above: The extant Flying A Service Station in Truckee, California. This type of station with the incorporated overhang for the pumps was popular in the 1930s. Source: Town of Truckee.

After World War II the Flying A gas station buildings became more simplified, executed in pure Modern style with minimal decorative features and large expanses of windows and a large roll down door for an automobile service bay. An image of a San Jose Flying A Service Station confirms that in the 1950s the company was building similarly styled service stations in multiple California locations. The building looks very similar to the service station constructed in San Mateo at 345 East Third Avenue. However, the subject building has been modified over the years and does not have many of its original features.





Flying A Service Station in Ann Darling Park, San Jose, 1956, Arnold Del Carlo Photographer, Source: Sourisseau Academy for State and Local History.





The building and site in its present configuration with no gas pumps, but housing an auto repair center.

By 1966, the service station was run by Phillips 66 and by 1985 it was a Shell Oil Company service station. Since at least 1998 it has been the Precision Auto Care Center.

Current Building Description

The building at 435 East 3rd Avenue is one-story with a flat roof. There is a roll down metal door at the service bay on the east side of the south façade. The west side of the south façade is glazed with large panes of glass and has a storefront-type door to the interior office. The building appears to sit on a concrete pad foundation and has various types of veneer at the exterior. The gasoline pumps have been removed, but the pump awning remains in place.



VI. Application of California Register Criteria

Under that California Environmental Quality Act (CEQA) resources that meet the criteria of the California Register of Historical Resources are considered historical resources for the purposes of CEQA. Determinations of historical significance require that several factors are considered including: the property's history (both construction and use); the history and context of the surrounding community; an association with important persons or uses; the number of resources associated with the property; the potential for the resources to be the work of a master architect, builder, craftsman, landscape gardener, or artist; the historical, architectural or landscape influences that have shaped the property's design and its pattern of use; and alterations that have taken place, and lastly how these changes may have affected the property's historical integrity.

These issues must be explored thoroughly before a final determination of significance can be established. To be eligible for the California Register historic resources must possess both historic significance and retain historic integrity. The following are the four significance criteria of the California Register. Upon review of the criteria, if historic significance is identified, then an integrity analysis is conducted. To be eligible for the California Register, an historical resource must be significant at the local, state, or national level under at least one of the following criteria:

Criterion 1: Event or Patterns of Events

It is associated with events or patterns of 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.

The building at 435 East 3rd Avenue is not individually eligible for the California Register of Historical Resources under Criterion 1. While the building is associated



with the Flying A brand and with the expansion of auto related services in this area of San Mateo after World War II, these associations do not rise to a level of significance to justify individual eligibility for the California Register of Historical Resources.

Criterion 2: Important Person(s)

It is associated with the lives of persons important to local, California, or national history.

There are no individuals associated with this property that are significant within local, California, or national history. Therefore, the building is not eligible for the California Register under Criterion 2, important persons.

Criterion 3: Design/Construction

It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

While the building at 435 East 3rd Avenue was built as a Flying A service station, it is not a strong example of that company's post-war, Modern version of a gas or service station. It appears to have been remodeled several times over the years. It does not have distinctive characteristics of a particular style, type or method of construction that would justify individual eligibility for the California Register. It is not the work of a master architect or a master builder. This building does not appear to qualify under California Register Criterion 3.

Criterion 4: Information Potential

It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.



Evaluation of archeological resources was outside the scope of this report. There is the possibility that archaeological resources could be present on the site. This should be taken into consideration and standard monitoring practices should be employed if construction involves extensive excavation.

To be considered a historic resource under CEQA there must be both historic significance and integrity. Since the building at 435 East 3rd Avenue has not been identified as possessing historic significance, an integrity analysis has not been conducted. However, it should be noted that the building appears to have been altered over time and that the gasoline pumps critical to its function as a gas station have been removed.



VII. Application of CEQA

The California Environmental Quality Act (CEQA) Public Resources Code §21084.1 provides that any project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Public Resources Code §5020.1(q) defines "substantial adverse change" as demolition, destruction, relocation, or alteration such that the significance of the historical resource would be impaired. According to Public Resources Code §5024.1, an historical resource is a resource that is listed in, or determined to be eligible for listing in the California Register of Historical Resources; included in a local register of historical resources; or is identified as significant in a historic resource survey if that survey meets specified criteria.

According to CEQA Guidelines §15064.5(a)(3), a lead agency can find a resource has been determined to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the determination is supported by substantial evidence in light of the whole record.

The building at 435 East 3rd Avenue does not possess historical significance within any of the four criteria of evaluation. It is the professional opinion of architecture + history, llc (a + h) that this building is not eligible for the California Register of Historical Resources and therefore does not qualify as an historic resource under CEQA Guidelines §15064.5(a)(3).



VIII. Bibliography

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IX. Endnotes

¹ Research for the Historical Overview section of this report was generally taken from Alan Hynding. *From Frontier to Suburb: the Story of the San Mateo Peninsula* (1982); Mitchell Postel. *San Mateo: A Centennial History* (1994); and Frank Stanger. *A History of San Mateo County* (1938).

² Sanborn Fire Insurance Map Company, 1891 San Mateo Map, Sheet 1.

³ Arthur Schade, “The Development of San Mateo Through Subdivision and the History of the City Limits of San Mateo,” Maps, 1 – 7, 9, and 12.

⁴ Ibid, Maps 8, 10 and 13.

⁵ Linda Wickert. *City of San Mateo Historic Building Survey Final Report*, 1989

⁶ Sanborn Fire Insurance Company Map, 1908.

⁷ Sanborn Fire Insurance Company Maps, 1908-1961.

⁸ <https://www.garagejournal.com/2009/01/the-flying-a/> accessed May 2021. Posted January 20, 2009 by Ryan for Steve Johnson author.



APPENDIX ONE

Sanborn Fire Insurance Company Maps – San Mateo

1908 – Sheet 15

1920 – Sheet 21

1950 – Sheet 21

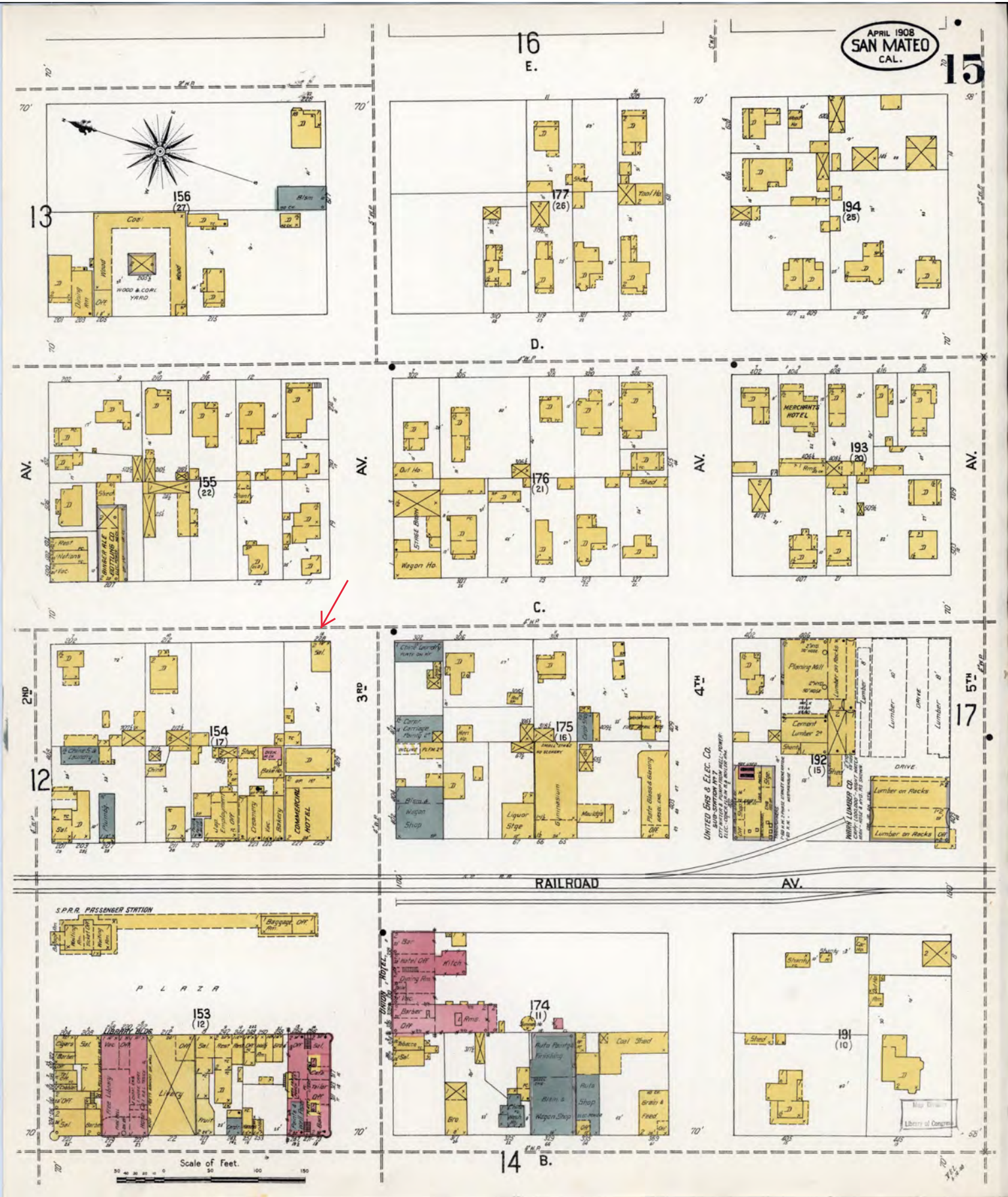
1953 – Sheet 21

1956 – Sheet 21

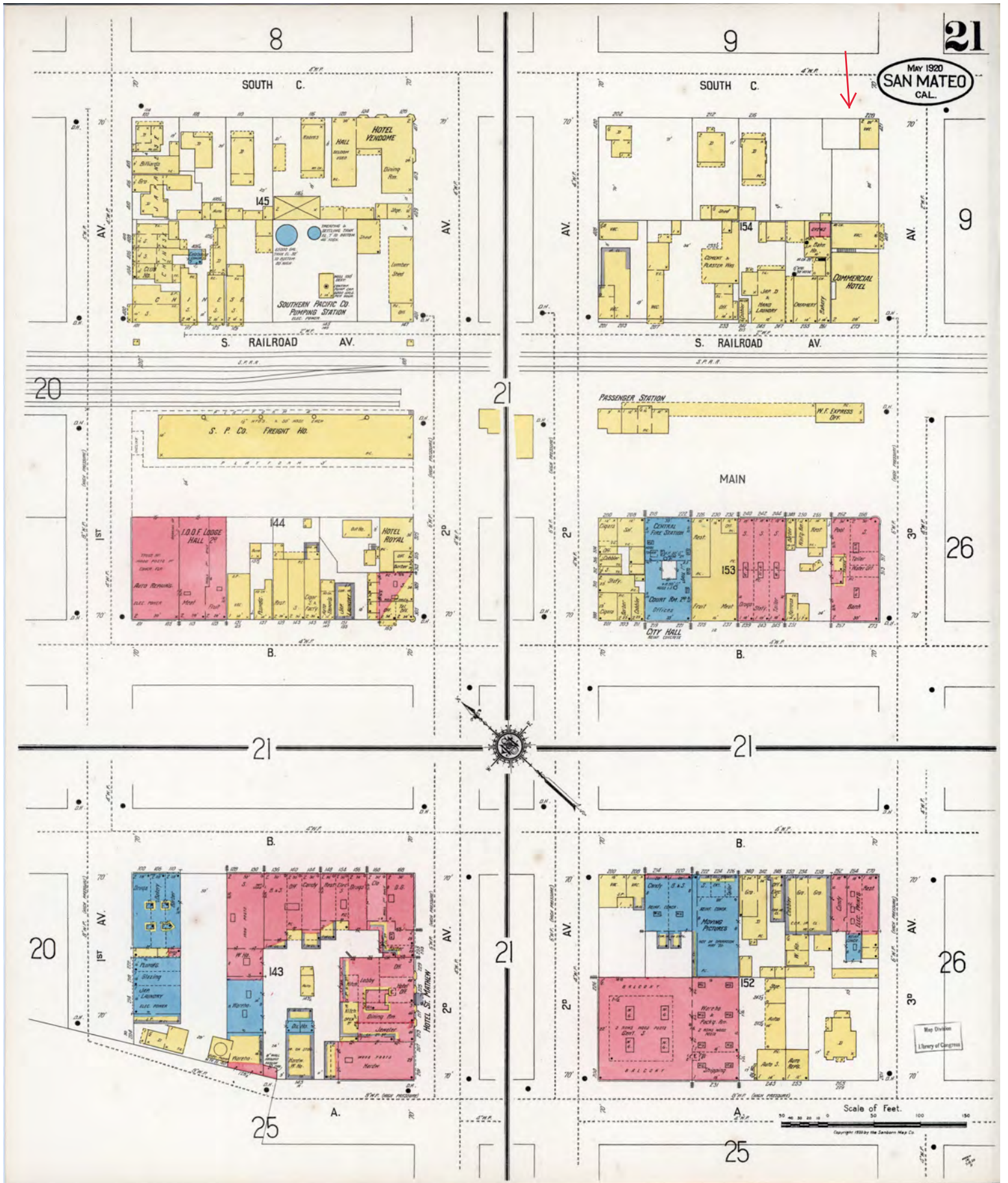
1961 – Sheet 21



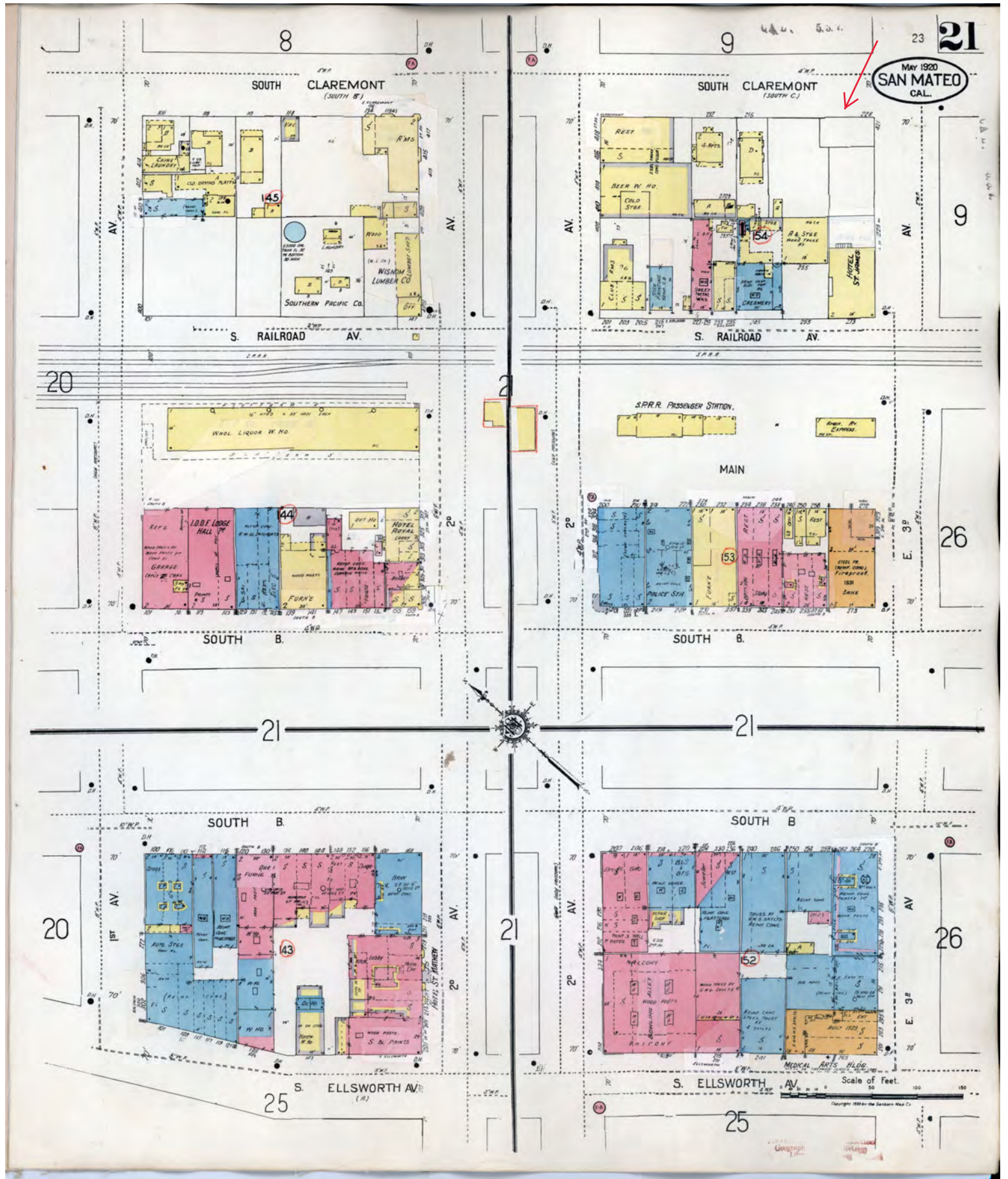
APRIL 1908
SAN MATEO
CAL.



MAY 1920
SAN MATEO
CAL.



May 1920
SAN MATEO
CAL.



8

9

23

21

SOUTH CLAREMONT
(SOUTH B.)

SOUTH CLAREMONT
(SOUTH C.)

AV.

AV.

AV.

9

S. RAILROAD AV.

S. RAILROAD AV.

20

2

WOOD LIQUOR W. NO.

S.P.R. PASSENGER STATION.

MAIN

LOOF LOOSE HALL
GARAGE
FURVE
HOTEL ROYAL

REST
BEER W. NO.
CIGARETTES
HOTEL ST. JAMES

26

SOUTH B.

SOUTH B.

21

21

SOUTH B.

SOUTH B.

20

21

26

1ST AV.
AV. STGE.
FURVE
LOOF LOOSE HALL
GARAGE
S. & PAINTS

AV.
REST
BEER W. NO.
CIGARETTES
HOTEL ST. JAMES
MEDICAL ARTS BLDG.

25

25

S. ELLSWORTH AV.
(A)

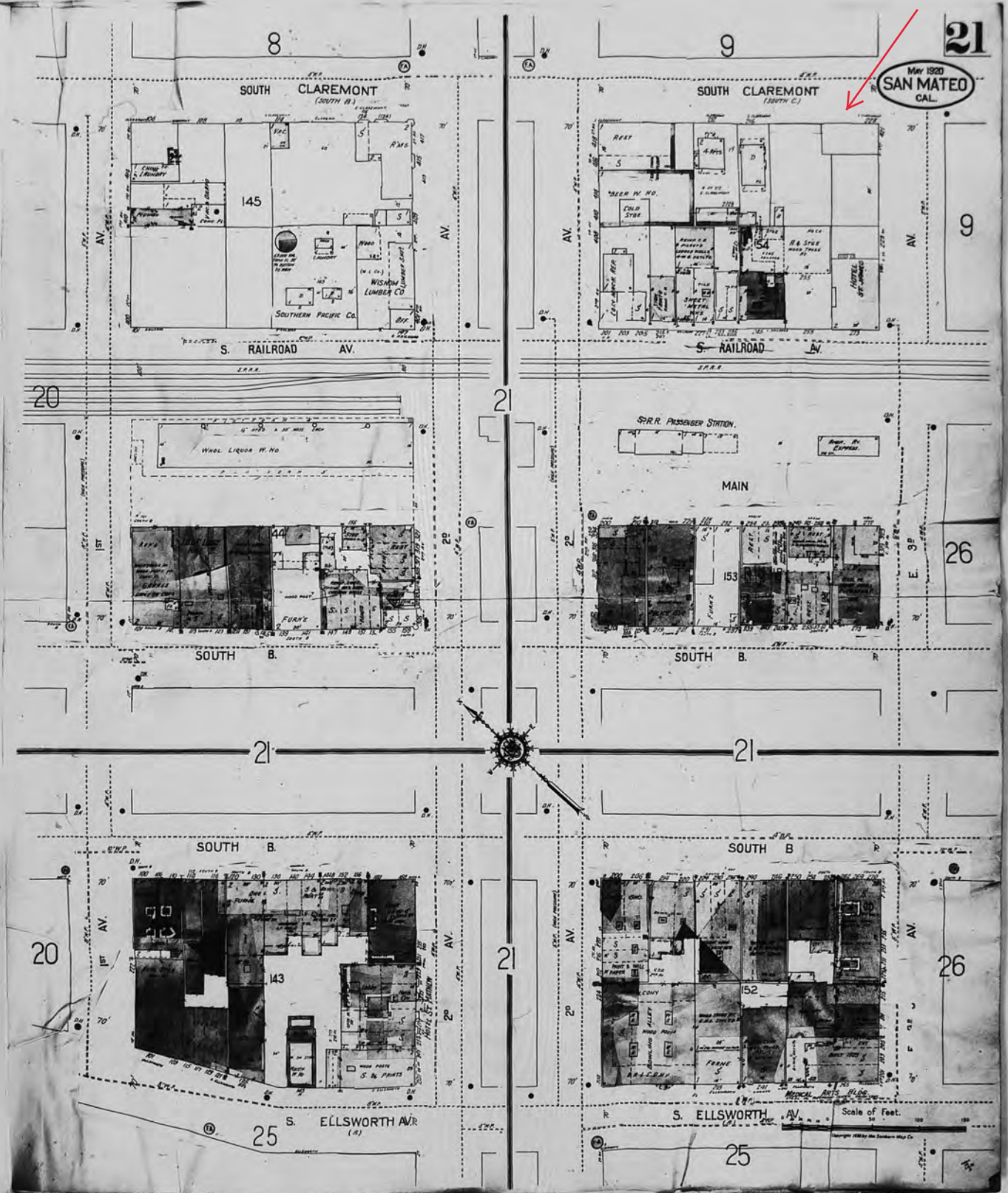
S. ELLSWORTH AV.

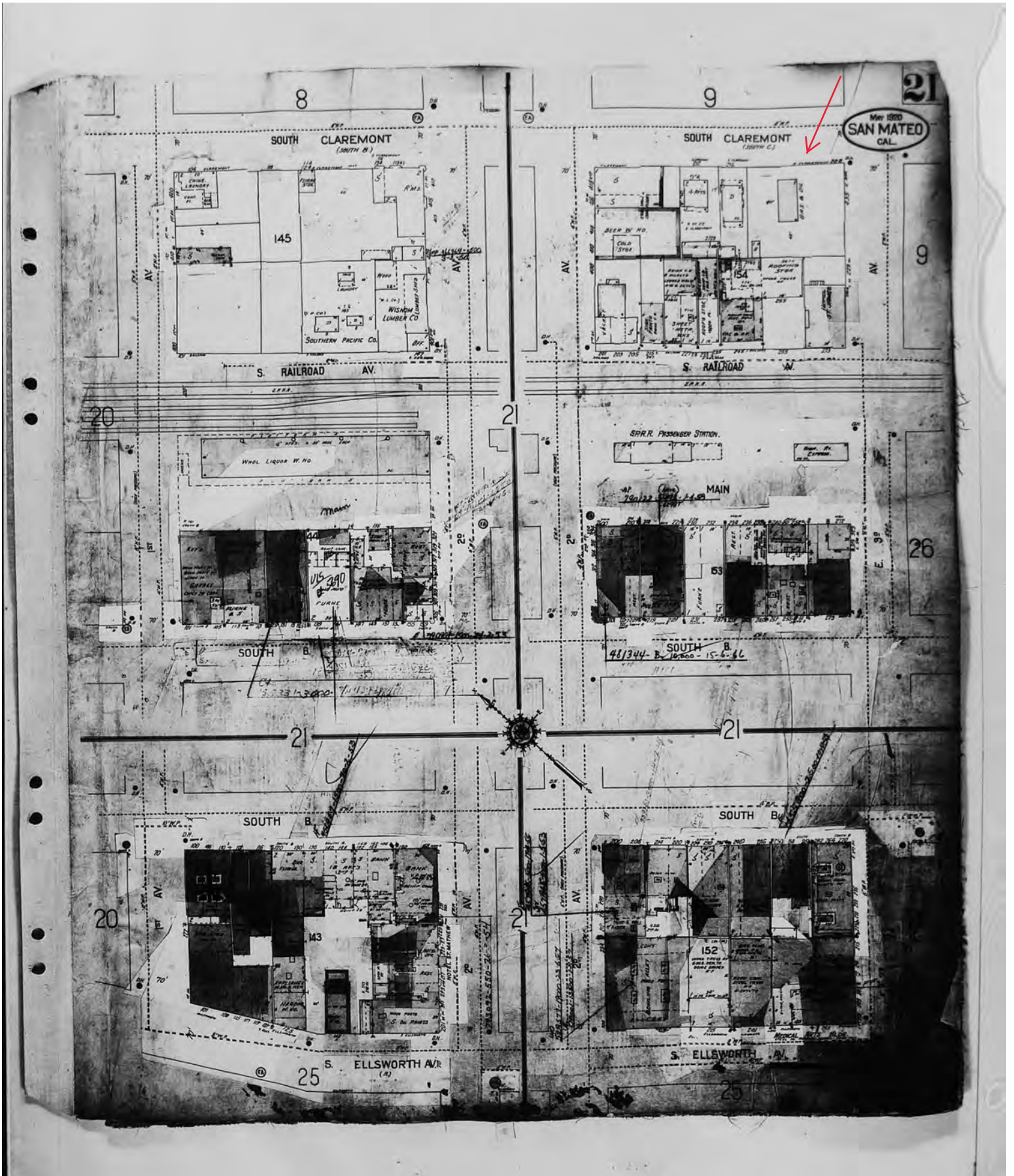
Scale of Feet.
0 50 100

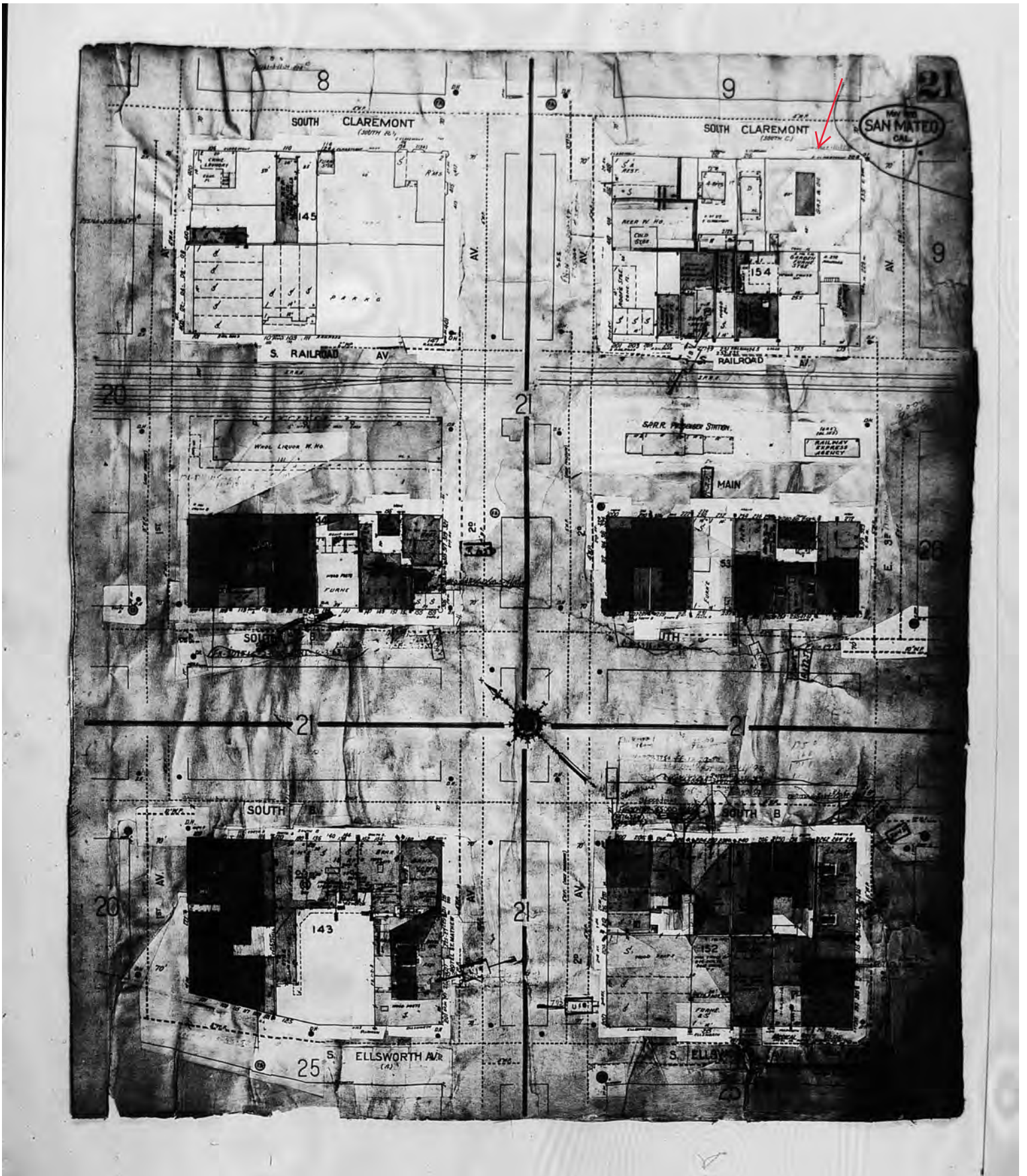
Copyright 1920 by the Sanborn Map Co.

Geograph
J. Vallog

1953 Sanborn Map







APPENDIX TWO

Original Building Permit – June 7, 1956



30054
BLDG. PERMIT NO.

Building Inspector's Field Record
CITY OF SAN MATEO
NEW SERVICE STATION

DATE ISSUED 6-7-56

BUILDING DATA

BUILDING VALUATION \$ 25,000. FEE \$ 54.00

LOCATION 435 East 3rd Avenue ST. AVE.

LOT NO. 1 & 2 BLOCK 17

SUBDIVISION Town of San Mateo

OCCUP. CLASS. USE

SETBACK: FRONT- 1 FT., SIDE- 1776 FT., REAR- 49 FT.

NO. OF STORIES 1 HEIGHT 1316

AREA OF LOT 1176 SQ. FT. FLOOR AREA 762 ZONE 2

OWNER

NAME Tide Water Associated Oil Co.

MAIL ADDRESS 515 Market Street

CITY San Francisco TEL. EX. 2-4800

OWNER

NAME Charles Ewen

MAIL ADDRESS 273 Oakview Drive

CITY San Carlos TEL.

ELECTRICITY

PERMIT NO. 11647*

NUMBER OUTLETS 29 FEE \$ 11.45

CONTRACTOR ATLAS Elec. & Eng.

MAIL ADDRESS 617 7th St. Berkeley

MISC. 1 1/2 HP 1-75; 2-1/2 HP mtr. 504

ELEC. FIXTURES

PERMIT NO. 11647 FEE \$ 11.45

NUMBER FIXTURES 19 PORC

CONTRACTOR Atlas Elec. & Eng.

MAIL ADDRESS S.F.

MISC. 1149 1-33. sign, 3 transp. Elec. Prod. Co.

PLUMBING AND GAS

PLUMBING PERMIT NO. 4516 NO. FIX. 9 FEE 8.75

GAS APPL. PERMIT NO. 2285 NO. FIX. 1 FEE 1.75

SEWER CONNECTION YES NO ()

CONTRACTOR A. M. Harrison

MAIL ADDRESS San Francisco

MISC.

INSPECTION RECORD

DATE	INSPECTOR	REMARKS
7-6-56	Brown	6-14-56 (P.I.R.S. OK)
8-28-56 8-30-56	W.H. Brown	ew. finished house corners
7-14-56	Brown	LATERAL & CO OK
7-31-56	Brown	OK
7-31-56	Brown	OK
8-30-56	Brown	
8-30-56	Brown	#1809 - diagonal

FINAL INSPECTION

DATE 9-12-56

BY *W.H. Brown*

BLDG. INSPECTOR

6-25-56 Murray - Taylor

6-26-56 Sewer Works (cont) OK (cont)

6-27-56 gas line not approved (cont)

6-27-56 Temp checked - 13.0T

6-28-56 GAS LINE CHECKED (cont)

7-30-56 G.F. (cont)

8-2-56 G.D. - (W.M.A.)

BUILDING DEPARTMENT, CITY OF SAN MATEO

BUILDING DEPT. COPY

APPLICATION FOR BUILDING PERMIT

NAME: LIFE WATER ASSOCIATED OIL CO
 ADDRESS: 515 MARKET ST TEL. NO. EX 24800-5411
 CITY: SAN FRANCISCO
 NAME: CHARLES EWEN
 ADDRESS: 273 OAKVIEW DRIVE TEL. NO. 3172
 CITY: SAN CARLOS LICENSE NO. 3172
 NAME: COMPANY
 ADDRESS: TOWN OF S.M.
 CITY: TOWN OF S.M.
 STATE LICENSE NO. 17 BLOCK 110' DEPTH 100'
 LOT 1 & 2 REAR 110' DEPTH 100'
 SIZE 24' x 49' TOTAL FLOOR AREA 1176 sq ft
 STREET WESTERLY CORNER 3RD AVE
 # CLAREMONT STREET
435 EAST 3RD AVE
 INFORMATION FOR PLANNING DEPARTMENT
 TYPE OF OCCUPANCY SEWER STATION
 SIZE OF BUILDING 24' x 49' TOTAL FLOOR AREA 1176 sq ft
 LIVING AREA GARAGE AREA UTILITY AREA
 NUMBER OF STORIES 1 TOTAL HEIGHT 13'-6"
 NUMBER OF ROOMS NUMBER OF FAMILIES
 FRONT YARD SET BACK FROM PROPERTY LINE REAR
 SIDE
 NEW CONSTRUCTION ALTERATION
 CHANGE OF OCCUPANCY FROM
 TO
 BUILDING ZONE C-2
 DESCRIBE PLAINLY IF NO PLANS SUBMITTED

CLASS OF WORK		SPECIFICATIONS	
NEW	ALTERATION	ADDITION	DEMOLISH
<input checked="" type="checkbox"/>			
		REPAIR	MOVING
		EXTERIOR	PIERS
		FOUNDATION	
		MATERIAL	
		WIDTH OF TOP	
		WIDTH OF BOTTOM	
		DEPTH IN GROUND	
		ASSUMED STRENGTH OF CONCRETE AT 28 DAYS	
		GIRDERS	SPAN
		JOISTS - 1ST FL.	SIZE
		JOISTS - 2ND FL.	SPACING
		JOISTS - 3RD FL.	
		JOISTS - CEILING	
		EXTERIOR STUDS	
		INTERIOR STUDS	
		ROOF RAFTERS	
		BEARING WALLS	
		BEARING WALLS MATERIAL	
		COVERING	
		EXTERIOR WALLS	
		INTERIOR WALLS	
		ROOF	FLOORS
		NO. BATH ROOMS	NO. TOILET ROOMS
		TILING	
		BATH FLOOR & WAINSCOT	
		BATH FLOOR	
		TOILET ROOM FL. & WAINSCOT	
		TOILET ROOM FLOOR	
		ST. SHOWER - FLOOR & WALLS	
		ST. SHOWER - FLOOR	
		TOTAL PLUMBING FIXTURES	
		FLUES	
		FIREPLACE	FL. FURNACE
		KITCHEN	WATER HEATER
		FURNACE	GAS OIL

VALUATION \$ 25,000 BUILDING FEE \$ REC. BY BUILDING PERMIT NO. 30054
 PLAN CHECKING FEE \$ DATE 5-20
 TOTAL \$ 59 DATE ISSUED 6-7-56
 DO NOT USE THIS SPACE
 PLAN CHECK PLANNING DEPARTMENT APPROVED
 ELECTRICAL FIRE DEPARTMENT APPROVED
 PLUMBING 6-7-56
 HEATING Sup. C. A. Morro APPROVED
 STRUCTURAL BUILDING DEPARTMENT APPROVED
 STAIRS & EXITS GRADE OF LOT APPROVED
 FIRE PROTECTION See Memo attached
 MISCELLANEOUS APPROVED
 PLANS AND APPLICATION APPROVED SUBJECT TO THE FOLLOWING:
Sign not to be projected past property
BY
 PLANS AND APPLICATION NOT APPROVED FOR THE FOLLOWING REASON:
BUDG LIMIT 1000 @ OR 3500 BACK 20'
FROM PROPERTY LINES (PART)
 NOTICE: This permit does NOT INCLUDE any construction within the public right of way. Attention is particularly called to the curbing up of streets, driveways and curbs, making main sewer, gas or electric connections. Permits must be obtained for all accessory buildings. Certificate of occupancy must be applied for before final inspection. The building law shall be complied with in the erection of the building whether otherwise specified or not.
 That all workmen who are or will be employed in the work applied for hereunder are, or are all times during such employment will be covered by Workmen's Compensation Insurance as required by the laws of the State of California.
 Application to be accompanied by two sets of plans and specifications together with plot plan. I hereby acknowledge that I have read this application and state that the above is correct and further I agree to save, indemnify and keep harmless the City of San Mateo against all liabilities, judgments, costs and expenses which may in any wise accrue against city in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit, the building, fire and zoning ordinances of the City of San Mateo and all applicable state laws.
 BUILDER CHARLES EWEN OWNER LIFE WATER ASSOCIATED
 ADDRESS 373 Oakview - San Carlos ADDRESS 515 MARKET ST.
 ARCHITECT COMPANY BY
 ADDRESS 515 MARKET ST Owner's name must be signed by himself or authorized person.
 SAN FRANCISCO