

Appendix C
Historic Resource Evaluation

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February 3, 2022

To: City of San Jose, Planning, Building, and Code Enforcement Department
Planning Division, Historic Landmarks Commission
200 E. Santa Clara St., San Jose, CA 95113

From: Meta Bunse, Principal / Historian and Cheryl Brookshear, Historian
JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618

Subject: Historic Resources Study for 1669 Monterey Road, San Jose
APNs 456-01-019 and 456-02-020

Summary of Findings

This is a summary of the results of the inventory and evaluation that JRP Historical Consulting, LLC (JRP) conducted for the motel complex at 1669 Monterey Road in San Jose, California. JRP also reviewed parcels within 200 feet of the subject property to provide a characterization of the surrounding architectural resources and identify any nearby historic properties. The evaluation conclusion for the motel complex is presented on the attached Department of Parks and Recreation 523 (DPR 523) form set (Attachment 1). The characterization of surrounding architectural resources within 200 feet of the complex is described below and in Attachment 2. The conclusions of this analysis are summarized below.

Fieldwork and Research Methodology and Professional Qualifications

JRP professionally qualified staff conducted the field survey on January 14, 2022, and prepared a full property description on DPR 523 Primary and Building, Structure, Object records, including photographs and maps of the property (Attachment 1). Covid related restrictions prevented some in-person research at repositories, however, JRP was able to visit the California Room of the San Jose Public Library and obtained additional information via electronic correspondence with History San Jose. JRP also conducted research in primary and secondary sources online, including county property survey records and building permits, historic aerial photographs, city directories, US Census records, historic newspapers, historic maps, previously collected archival material related to San Jose, and published histories. JRP also reviewed the San Jose Historic Resources Inventory and the California Built Environment Resource Database for Santa Clara County for previously identified resources in the project vicinity. The Casa Linda Motel itself is identified in the San Jose Historic Resources Inventory, as a potential structure of merit, but not as a City Historic Landmark. No historical resources were identified within 200 feet of 1669 Monterey Road in any of these sources. The review did show that beyond the 200-foot buffer, there are five historical resources within about 1,000 feet: the John Webb Residence, a City Historic Landmark at 1636 Pomona Avenue; and three residences at 1605, 1635 and 1639 Pomona Avenue, and the California Motel at 1706 Monterey Road are shown in the San Jose Register without further designation. All but one

are northwest of the studied property; the California Motel is located to the southeast. None are located within 200 feet of the project site.

Background research was used to establish the appropriate historic context and property-specific development history of the parcels and the design and construction history of the buildings. The historic context and site history, along with the evaluation, are presented on a DPR 523 form set. The evaluation applied the significance criteria of the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register) and San Jose City Landmarks.

JRP project lead, Meta Bunse, a JRP principal and historian, oversaw the project; she has more than 30 years of experience in cultural resources compliance. Cheryl Brookshear conducted field recordation and was the primary author of the DPR 523 form set and is a staff historian with more than 15 years of experience in the field. Both meet and exceed the Secretary of the Interior's Professional Qualification Standards for History and Architectural History (48 FR 44738-44739).

Summary of Evaluation Findings for 1669 Monterey Road

The motel complex at 1669 Monterey Road may have once had merit under National Register of Historical Places (NRHP) Criterion C and California Register of Historic Resources (CRHR) Criterion 3, and City of San Jose City Code consideration 6, as an example of the transition from auto court to motel and Googie Roadside Modern architecture, but it lacks the necessary integrity required to convey that potential significance.

The Casa Linda Motel layout with carports attached to each room unit illustrates a blend of the auto camp and the auto court formats, but this element has been diminished through the installation of modern garage doors (and in some cases a gate or complete infilling) in the original open carports. Several of the buildings, particularly Buildings A-D, use the sharp planes and lines of Googie Roadside Modern architecture. Most of the buildings also display aspects of the Ranch style in its overall low horizontal massing, use of brick veneer, and the deep overhanging eaves. The resulting mixture of architectural elements does not present as a strong, historically important example of either style.

Alterations have diluted the impact of the Googie and Ranch design elements of the motel complex. Enclosure of the once open car ports and replacement of nearly all windows and doors throughout the property have resulted in an overall diminishment of design, materials, workmanship, and feeling. The property retains integrity of location, setting, and association, but the diminished integrity renders the property ineligible for listing in the NRHP or CRHR and as a local example of transitional roadside accommodation, therefore, the property is not eligible as a San Jose City Historical Landmark. Please refer to the attached DPR 523 evaluations forms for the full evaluation.

Architectural Character of Parcels within 200 feet of 1669 Monterey Road

The motel at 1669 Monterey Road is located along the general route of the former El Camino Real established in the late sixteenth century to link Spanish missions and settlements. Realigned to its current position in the nineteenth century, the road became a state highway on formation of the state highway system by 1909 and was then included as a US Highway when that system was established. San Jose's early twentieth century expansion was largely east and west and not to the south where the subject property is located because the narrowing of the valley just to the south initially discouraged significant development. Scattered residences were the main built resources in

the area before construction of the Western Pacific Railroad less than a block north of what would become 1669 Monterey Road in the mid-1920s. The arrival of this rail line resulted in light industrial development and increased development of workers' housing along the roadway and this increased demand for highway development and modernization. Leading up to and during World War II the Monterey Road corridor developed a more urban character as it continued to attract light industry and roadside commercial development and the area west of Monterey Road was annexed into the city in 1947.

Within 200 feet of the project parcel, there are 21 legal parcels with buildings or structures on them and of these, nineteen contain buildings that are more than 45 years old; they are listed with photographs in Attachment 2. Most parcels face onto San Jose Avenue on the north side of the proposed project and have light industrial uses such as automotive service and repair, and home maintenance and repair services. One of the light industrial buildings on San Jose Avenue is a converted residence. Two buildings on San Jose Avenue (102 and 110 San Jose Avenue), and 1650 Pamona Avenue retain their residential uses. A trailer park to the southwest of the property at 111 Barnard Avenue contains multiple mobile homes. Two properties facing Monterey Road (1650 and 1651 Monterey Road) have commercial uses, a liquor store and restaurant. The building at 1651 Monterey Road covers two parcels and included both light industrial and commercial uses.

Many of the buildings within 200 feet of the motel property show signs of frequent alterations and lack integrity or are of plain utilitarian design. The long narrow parcel west of the project parcel contains a residence that faces west and carries the address 1650 Pamona Avenue. The residence is located behind a tall metal fence and is not clearly visible from the right-of-way. Assessor record give an estimated construction date of 1920, but visible elements suggest it is older, perhaps dating to the late nineteenth century. The residence and other built elements of the property are not within the 200' buffer because it crosses only the easternmost eighth of the parcel. South of the project parcel were once auto salvage yards that have since been vacated. All that remains there is a metal prefabricated building dating to the 1950s. Across Monterey Road from the project parcel is a series of large modern multi-tenant commercial and light industrial spaces that are less than 45 years old.

As part of the field survey of the project site, JRP conducted a windscreen survey of the buildings described above and presented in the 200-ft buffer report in Attachment 2. Several properties north and south of the project parcel are 45 years old or older but are plain and utilitarian in design or are heavily altered. None appear to have architectural importance that would meet the significance criteria of the National Register, California Register, or San Jose City Landmarks programs. The residence at 1650 Pomona Avenue, west of the project parcel is not clearly visible from the right-of-way and may date to the nineteenth century, but the building itself is located more than 200 feet from the project on a long narrow parcel. In conclusion, the Casa Linda Motel does not meet the criteria for listing in the NRHP, CRHR, or as a City Historic Landmark because it has lost historic integrity.

Sincerely,



Meta Bunse
President / Principal

Attachment 1: DPR 523 Form

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____ 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or # (Assigned by recorder) Casa Linda Motel

P1. Other Identifier: Casa Linda Motel

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

***a. County** Santa Clara County

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

***b. USGS 7.5' Quad** San Jose East **Date** 1961 (photorevised 1980) **T** 7S; **R** 1E; ¼ of Sec ; San Jose Pueblo Lands

c. Address 1669 Monterey Street City San Jose Zip 95112

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, etc., as appropriate)

APN 455-02-020 and 455-02-019 (formerly 456-02-046)

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

This motel property located on a long narrow lot contains six buildings labeled A-F for the purposes of this recordation; see **Photograph 1** through **Photograph 14**, **Sketch Map**, and **Site Map**. The buildings are all arranged along the long sides of the narrow parcel, which is accessed at the east end from Monterey Road. The buildings are generally separated by the asphalt paved driveway and parking lot that covers much of the parcel save for a planted median near the main entrance and sign and more plantings, lawns, and trees along the east half of the north side of the complex. For general views, see **Photograph 1** and **Photograph 14**.

The manager's residence and office (Building A) sits along the southern edge of the parcel with two narrow buildings of room units (Buildings B and C) located to either side, also aligned with the southern side of the parcel. A similar building of room units (Building D) sits along the north side of the parcel farther to the west. Buildings E and F, containing four units each, are at the west end of the parcel. These buildings were built in several phases between 1939 and 1953 (see Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP5 – Hotel/motel

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

P5b. Description of Photo: (View, date, accession #) **Photograph 1:** 1669 Monterey Road, camera facing south; January 14, 2022.

***P6. Date Constructed/Age and Sources:**
 Historic Prehistoric Both
1939-1953 Aerial Photographs

***P7. Owner and Address:**
Casa Linda Motel, LLC
1669 South 1st Street
San Jose, CA 95112

***P8. Recorded by:** (Name, affiliation, address)
C. Brookshear & A. Young
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** January 14, 2022

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



***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") None

***Attachments:** None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record

Other (list) _____

DPR 523A (1/95)

***Required Information**

B1. Historic Name: Casa Linda Motel; 1707 S First Street; Morris-Ried Motel

B2. Common Name: Casa Linda Motel

B3. Original Use: Motel B4. Present Use: Motel

*B5. Architectural Style: Googie Roadside Modern with Ranch influences

*B6. Construction History: (Construction date, alteration, and date of alterations) See Continuation Sheet, Table 1.

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

*B8. Related Features: _____

B9. Architect: Unknown b. Builder: Unknown; Felix H. Morris (attr.)

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

Period of Significance N/A Property Type N/A Applicable Criteria N/A

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

This property may have once had merit under National Register of Historical Places (NRHP) Criterion C and California Register of Historic Resources (CRHR) Criterion 3, and City of San Jose City Code consideration 6, as an example of the transition from auto court to motel and Googie Roadside Modern architecture, but it lacks the necessary integrity required to convey that potential significance. This property has been evaluated in accordance with San Jose ordinance [Chapter 13.48.110(H)], as well as Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

This motel developed from an auto court established in the 1940s on the southern edge of San Jose on what was then the major route leading to areas south of San Jose, Monterey Road. The general alignment of roadway began as a portion of the Spanish El Camino Real that linked Spanish settlements between San Diego and San Francisco and was roughly the same alignment followed by the Monterey branch of Southern Pacific Railroad in the 1860s. Slightly realigned with the San Jose's grid plan in the late nineteenth century, Monterey Road was incorporated into the state highway system around 1909, and then into the federally supported United States Highway system as US 101 in the early 1920s (see Continuation Sheet).

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

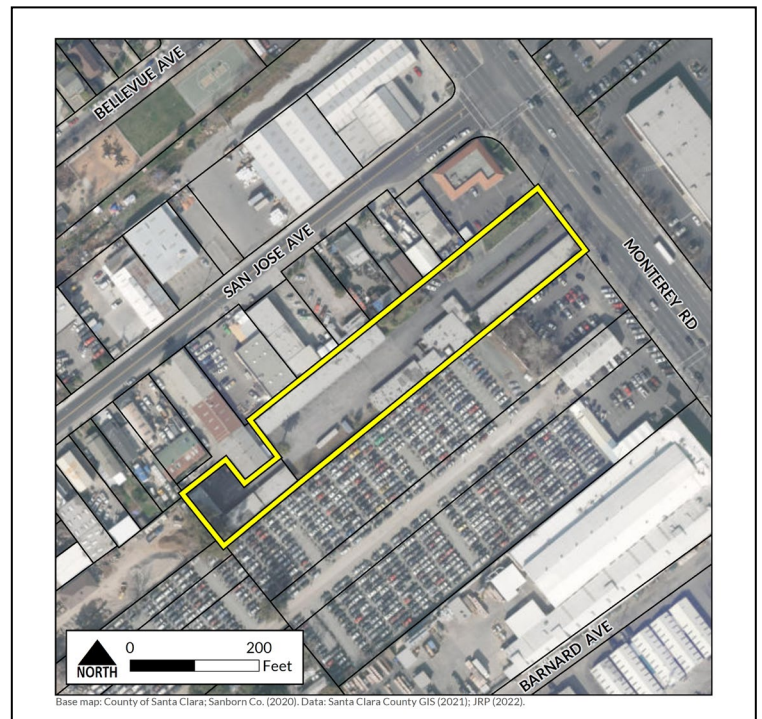
*B12. References: Past Consultants LLC, *San Jose Modernism Historic Context Statement*, for Preservation Action Council of San Jose, June 2009; Glory Anne Laffey, *Historical Overview and Context for the City of San Jose*, Archives and Architecture for Planning Department of the City of San Jose, 1992; Warren James Belasco, *Americans on the Road: From Autocamp to Motel, 1910-1945*, Cambridge: MIT Press, 1997; John A Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* Baltimore, Maryland: The John Hopkins University Press, 1996; also see footnotes.

B13. Remarks:

*B14. Evaluator: Cheryl Brookshear

*Date of Evaluation: February 2022

(This space reserved for official comments.)



P3a. Description (continued):

Building A has an irregular footprint built atop a concrete pad foundation (**Photograph 3**). It is mostly single-story in height, with a rear, two-story element and serves as a manager's residence with the office/reception in the north corner, and a two-story addition at the south corner. The building has varied roof forms, consisting of flat roofs with parapet walls and overhanging boxed eaves, as well as shed roofs. The flat roof above the office projects from the northwest side to create a porte-cochere (**Photograph 4**).

The building is clad in a mixture of stucco, brick veneer, shingle, and vertical groove wood siding. Brick chimneys are attached to the northeast side of the office and the southwest side of the residence, and a shed roof addition is attached to the northeast side of the main section (**Photograph 3** and **Photograph 6**). The main entryways to the office include one on its northwest side consisting of a glazed door within an inset porch accessed by concrete steps and sheltered by the porte-cochere, and another on its southwest side consisting of a glazed door accessed by a concrete ramp with metal rail. Several additional entryways are located around the building, providing access to both residential units and the motel office (**Photograph 4** and **Photograph 2**). Fenestration consists of windows of various types including aluminum sliding as well as replacement vinyl sliding windows.

Building B is a single-story building divided into five motel units (**Photograph 6**). It has a generally rectangular footprint with a projection from its northeast side that ends flush against Building A. It has a flat primary roof with overhanging boxed eaves along the northwest and northeast sides, no eave along the southwest side, and a flat roof over the projection that features an overhanging eave along its northwest side (**Photograph 7**). The building sits atop a concrete pad foundation and is clad in stucco. The façades of the four motel units within the main section feature a flat roof awning with solid angled, or wedge-shaped supports that extend over a molded faux panel replacement door and sliding window. The concrete planter box below each window has an angled front side that echoes the wedge brackets of the awnings. The fifth motel unit within the projection features only a faux panel door and window, but no planter box. The three units on the southwest half were built with carports, but two have been enclosed with modern sectional roll-up garage doors, while the third carport has been enclosed with a stucco-clad wall and a single flush personnel door.

Sited at the parcel's east corner is Building C. It is a single-story building containing seven motel units. It has a rectangular footprint, a concrete foundation, and a flat roof with overhanging boxed eaves (**Photograph 8**). The building is clad in a combination of brick veneer and stucco and an exterior brick chimney is attached to the northeast side. The façades of each motel unit consist of a carport outlined by brick veneer adjacent to a flat roof awning with wedge-shaped supports sheltering a faux panel door and sliding window above a concrete planter box. The motel unit at the southwest end features the addition of a concrete ramp with metal handrails, and its carport has been enclosed with vertical groove wood panels (**Photograph 9**).

Building D is a single-story building divided into ten motel units that sits atop a concrete foundation and is sited near the middle of the parcel's northeast side (**Photograph 10**). Stylistically, it is a mirrored replica of Building C. However, most of its carports are enclosed by modern, sectional roll-up garage doors. One carport one is enclosed by a metal gate.

Building E refers to two adjacent duplexes with rectangular footprints that sit atop concrete foundations (**Photograph 12**). Both are clad in brick veneer and have flat roofs with overhanging open eaves. The roofs project from the northeast and southwest sides to form carports and are supported by metal poles. The main entryways are located in the middle of their northwest sides and consist of inset porches with two faux panel doors for each unit. Additional faux panel doors are located on the northeast and southwest sides of each duplex providing direct access between the carport and unit. Fenestration includes aluminum sliding as well as replacement vinyl sliding replacement windows. Most of these modern windows are smaller than the original openings and have a few inches of infilled framing around them, while others are considerably smaller than the original openings that are partly infilled with plywood panels and stucco. (**Photograph 12**).

Building F is a single-story building divided into four motel units (**Photograph 13**). It has a generally rectangular footprint on a concrete foundation and a flat roof with overhanging, open eaves. the main façade (north side) is clad in brick veneer, while the other walls are clad in stucco. Each unit is accessed by a faux panel door and features an aluminum sliding window.

B.6. Construction History:

Table 1 – Summary of Known Building Alterations

Building	Year Built	Alterations
Building A (Office)	1953-1956	Two-story unit added 1948-1956 Port cochere reduced to one direction, and posts added along north side 1968-1980 Window and door replacement; windows resized at northwest corner ADA ramp constructed on east side Windows removed and resized east side; small addition added Planters adjoining office entrance filled with concrete
Building B (set of rooms)	1939-1945	Reduced by half 1948-1956 Window and door replacement c 2000 Garage doors added to automotive bays c.2000 Small unit added to bridge Buildings A and B
Building C (set of rooms)	1953	Window and door replacement c 2000 Western bay filled and ADA ramp added
Building D (set of rooms)	1948-1956	Window and door replacement c 2000 Gate added to center automotive bay c.2000 Garage doors added to automotive bays c. 2000
Building E (rear four units)	1948-1956	Window replacement late 1960s early 1970s East and west doors removed 1960s early 1970s Doors replaced c. 2000
Building F (two paired units)	1948-1956	Window replacement late 1960s early 1970s Doors replaced c. 2000

B10. Significance (continued):

As the California Division of Highways, and its successor the California Department of Transportation, continued to expand the highway system in the region, Monterey Road was bypassed by a modern route that placed US 101 farther to the east in the late 1940s and the early 1950s.¹

Long before the creation of the modern freeway networks, however, San Jose was a financial and commercial center for the agricultural valley. The city developed spanning the space between Guadalupe River and Coyote Creek, with its commercial center along First Street, south of the main east-west throughfare known as Santa Clara Street. Industry largely clustered around the Southern Pacific Railroad line to the west of downtown, and residences surrounded the core. By the end of the nineteenth century commercial development extended down South First Street as far as Margaret Street and residential development extended as far as Alma Avenue and Almaden Road just a third of a mile north of the property recorded on this form. The Southern Pacific Railroad constructed a line south from San Jose beginning in 1868 that roughly paralleled Monterey Road in this area, which encouraged industrial and shipping businesses to develop on the strip of land between the railroad and Monterey Road. Construction of the Western Pacific Railroad in the 1920s brought even more significant changes to the area. The Western Pacific entered San Jose from the northeast and to serve the extensive industry and agricultural processing established on the western side of San Jose, the railroad constructed its line in an arc around the southern side of the city. This new rail line attracted similar industrial development especially near the intersection of the Western Pacific with Monterey

¹ California Department of Transportation, *State Highway Routes Selected Information*, Division of Highways Office of Highway System Engineering, April 1994; USGS, *San Jose East, 7.5' Quadrangle*, scale 1:24,000 (Washington, DC: USGS, 1947 and 1953).

Road just north of this property and industry then began to spread along the Western Pacific's tracks replacing earlier residential development.²

The arrival of the Western Pacific in San Jose was concurrent with the rise of the automobile and auto related businesses and the existing road infrastructure in southern San Jose was taxed by the demands of industrial, commercial, and general automotive uses of the pre-war roadways. Monterey Road first began to acquire a string of auto camps and courts during this period. The early motorists had to camp between cities and towns using their vehicles to haul their own gear, but by the 1920s, privately owned fee-based auto camps developed to cater to these travelers, providing parking, sanitary facilities, and often gas and other necessities. Auto camps were easily established by entrepreneurs along well traveled routes like Monterey Road. As competition grew, and owners sought to make a year-round business out of the auto camp, small cabins were added to the list of amenities by the mid-1920s. These were either free standing structures or rows of attached rooms, which allowed motorists to park next to or in front of their assigned cabin or room. These new buildings were known as motels or autels, a combination of "motor" or "auto" with "hotel" indicating their mixed origins. The 1930s saw an increase in usage of these tourist camp motels as they became more popular with the traveling public and as other industries wanted to be part of the growing market. Lumber companies, for example, offered credit for the construction of tourist camps, and petroleum businesses encouraged the development as a means to boost auto travel. The low cost of most auto courts also encouraged business travelers and others to try the tourist camp and motel over the city hotels they had previously used. Residents could have either short-term or long-term stays, and the auto camp or motel often offered a family friendly atmosphere compared to city hotels that catered to business clientele of mostly single men. The automobile and auto camps also tended to be accessible to migratory agricultural families seeking greater independence from housing provided by their employers. San Jose business directories did not regularly include auto camps or auto courts as a business class in the advertising section, but a review of actual listings by street, however, showed multiple auto camps and court just along the southern end of First Street, which became Monterey Road south of downtown. In 1938 there were two between Alma Avenue and Oak Hill Cemetery (Curtner Avenue), a distance of just over a mile on the southern edge of the city. By 1943 this grew to five such establishments in the same stretch.³

The exact origin of the auto court at 1669 Monterey Road is not clear. The first mention of such a business is in a 1945 newspaper article describing its sale from Chloe Ball to Felix and Irene Morris and Virginia Reid. The newspaper described nine units (likely Building B) and two larger cottages on the property. As the property was located outside the city limits at the time, no building permits were generated, and directories do not list an auto court at the property prior to the sale. The most definitive information comes from 1939 aerial photographs that show a single building or residence on the property surrounded by cars, which is consistent with James O'Brien's used car business listed in the city directory beginning in 1939. James O'Brien, his wife Mary, and his mother Chloe Ball lived at the property in the early 1940s. James closed his used car business between 1941 and 1943, just as the number of auto camps and courts along Monterey Road expanded rapidly and it appears likely that the first buildings of the auto court were built to respond to the sharp spike in the demand for housing as the US entered World War II and the population in the San Francisco Bay Area ballooned.⁴

² Clyde Arbuckle, *Clyde Arbuckle's History of San Jose* (San Jose, CA: Smith & McKay, 1985), 55-59; Glory Anne Laffey, *Historical Overview and Context for the City of San Jose*, Archives and Architecture for City of San Jose Planning Department, 1992, 7-9, 12-13; John R Signor, *Southern Pacific's Coast Line* (Wilton, CA: Signature Press, 2002), 4; Sanborn Map Company, *San Jose, California* (New York: Sanborn Map Company 1891, 1915) Index, 96, 99, 100; "Western Pacific's San Jose Branch," *The Ferroequinologist*, May 1978 (314): 2-8.

³ Warren James Belasco, *Americans on the Road: From Autocamp to Motel, 1910-1945* (Cambridge: MIT Press, 1997), 130-131, 142-143; John A Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: The John Hopkins University Press, 1996), 38-39; Allan D. Wallis, *Wheel Estate* (Baltimore: John Hopkins University Press, 1991), 42; R.L. Polk & Co., *City Directory for City of San Jose* (Sacramento: R.L. Polk & Co., 1938, 1943).

⁴ "Monterey Road Auto Court Purchased," *San Jose Mercury*, October 27, 1945, 12; R.L. Polk & Co., *City Directory for City of San Jose* (Sacramento: R.L. Polk & Co., 1936, 1937, 1938, 1939, 1941, 1943, 1944, 1945); Fairchild Aerial Surveys, City of San Jose, Flight C-5900, Frame 4 and 5, flown for the City of San Jose 1939; US Census Bureau, Manuscript Population Census 1941, California, Santa Clara County, San Jose, ED 43-123, 12B; "San Jose Resident 15 Years Succumbs," *San Jose Mercury*, August 30, 1947, 12.

The partnership purchase of the property by the Morrises and Reid in 1945 resulted in expansion of the auto court. Irene Morris and Virginia Reid were sisters who had inherited two thirds of a \$33,000 estate following their mother's death in May 1945 and Virginia Reid had already invested in several other local auto courts. The Morrises arrived in California during the 1930s and were living in San Mateo County by 1940, where Felix worked as an oiler in a cement plant and Irene managed a motel. The sisters' inheritance allowed them to jointly purchase the auto court on Monterey Road and make a series of improvements. By 1948 the auto court included the long row of units along the southern side of the lot west of the house (Building B), and a series of small individual cabins along the north side now occupied by Building D. In 1953 a building permit was issued for Building C and by 1956 the property achieved its current complement of buildings including a reduction of the length of Building B and the replacement of individual cabins with Building D. The specific design and construction of these buildings is largely undocumented save for the single permit, but because Felix Morris began advertising himself as a building contractor at this same, it is very likely he was the builder and may have also been the designer of the auto court expansion. The property was briefly known as the Morris-Reid auto court, but by 1949 directories show that the owners named the property the Casa Linda Motel, probably as a reflection of the improvements and presentation as a more business-like but family friendly accommodation.⁵

The Casa Linda Motel is a modest example of Googie roadside architecture, with some influences of the residential Ranch style. Googie architecture was named for Googie's Coffee Shop in Los Angeles designed by John Lautner in 1949, and is an icon of the style, although it also goes by the more prosaic "Roadside Modern" moniker. The flashy and exuberant Googie style was intended to attract attention with its unusual forms, materials, and construction methods. The style utilized abstracted geometric forms; angled, seemingly floating, often disconnected elements; multiple structural systems; and varied traditional and modern materials. The rather futuristic and highly visible style fit well with the automobile culture and suburbia, luring customers in from the road. The Casa Linda Motel as it was expanded in the late 1940s and through the mid 1950s is early in the Googie period, approximately four years after the construction of the Googie Coffee Shop and a year after the style was discussed nationally in *House and Home* magazine in 1952. The main elements that tie the Casa Linda Motel buildings to the style are the street sign with its wedge shape, the angles of the awning brackets, planters, and room/unit dividers and the supports of the port cochere. The motel also incorporates some Ranch style elements (its use of brick and stucco and the horizontal emphasis of the buildings) that tend to tame the overall effect of the Googie elements of the property. This was apparent even in the main sign, which included a wagon wheel that has since been removed, leaving a circular void at the center of the wedge-shaped base of the sign. Ranch style became popular in the 1930s and gained wide popularity for residences following World War II, when the Morrises and Reid were expanding the auto court property.⁶

This evolution of the Casa Linda Motel followed a statewide trend as a new form of lodging called "motels" replaced its predecessors as the most common roadside accommodation by the late 1940s. Typical California motel design in the 1950s and 1960s consisted of a one- or two-story, U-shaped, L-shaped buildings, or buildings with enclosed courtyards, each version incorporating an office, lobby, and sometimes a restaurant facing the street. The most typical designs featured a porte-cochere adjacent to the lobby and parking adjacent to the rooms. The motel proved immensely popular because, like the auto courts and camps before it, it offered comfortable and inexpensive lodging that was easily accessible by the driving public and the number of motels across the country doubled between 1946 and 1953, reaching a peak in the early 1960s.⁷

⁵ "\$33,000 Estate Left," *San Jose Mercury Herald*, June 3, 1945, 4; "Monterey Road Auto Court Purchased," *San Jose Mercury*, October 27, 1945, 12; US Census Bureau, Manuscript Population Census 1940, California, San Mateo County, Redwood City, ED 41-60-13, Sheet 1B; USGS, Aerial Photograph Flight GS-HR, Frame 1-188, 1948, earthexplorer.org, accessed January 2022; Aero Service Corporation, Aerial Photographs Santa Clara County, Flight CIV-1956, frame 6R-145, June 1956, for USDA; City of San Jose Building Department, Building Permit, 1669 S 1st Street/ Monterey Rd, No. 16996, May 29, 1953, as included with Inventory Update Phase II, 1992, by Glory Anne Laffey, History San Jose; R.L. Polk & Co., *City Directory for City of San Jose* (Sacramento: R.L. Polk & Co., 1949, 1950, 1956).

⁶ Past Consultants LLC, *San Jose Modernism Historic Context Statement*, for Preservation Action Council of San Jose, June 2009, 83-84; Alan Hess, *Googie Redux: Ultramodern Roadside Architecture* (San Francisco: Chronicle Books, 2004), 68-69.

⁷ Belasco, *Americans on the Road: From Autocamp to Motel, 1910-1945* 142-145, 155-169; Jakle et al., *The Motel in America*, 20, 45, 46, 49, 82; *Popular Mechanics*, "'Courts' Offer Luxury for Motorists," November 1936.

Rapid changes in San Jose rail and roadway transportation systems, as well as motel development slowly changed the nature of Monterey Road. Regional plans to improve highways before and after World War II especially influenced the development of Monterey Road south of San Jose and it was during this period that the California Division of Highways (the precursor to Caltrans) began planning new modern highways, or freeways, along both sides of San Francisco Bay. Among the first development in the San Jose area was the Bayshore Bypass (US 101), which was designed to take highway traffic around San Jose by skirting the commercial core to the north and east, and thus avoid the congested downtown. The bypass then swung south and west to rejoin the original US 101 several miles to the south, which had the effect of bypassing Monterey Road south of downtown as well. The construction of the initial bypass was complete in 1948 and Caltrans would complete the southern end in 1956. This development significantly reduced traffic, especially personal vehicles, on Monterey Road, which impacted businesses offering roadside lodging like the Casa Linda Motel. The highway bypass also encouraged the growth of light industrial development that ultimately ended the prevalence of roadside commercial businesses along Monterey Road. Concurrently during the late 1950s and early 1960s a new larger motel form developed. The motor inn, as it became known, usually offered more amenities than the earlier motels, including a full restaurant, banquet and meeting rooms, which required more rooms in a two or three-story configuration. San Jose newspapers touted ever larger motel development largely focused north of San Jose on the El Camino Real and along the route of the new Bayshore Freeway.⁸

The Morris and Reid sold the property during the late 1950s, likely because of this change in the type of vehicular traffic passing the motel, and the property then had a succession of owners and operators. In the 1970s the property became one of the many San Jose motels owned and operated by families from India. Like many ethnic groups arriving in the United States these immigrants found a niche within an industry and formed a network that supported new arrivals. Investment in motels provided a path to citizenship, lodging for new arrivals, and a family run business with steady income. Small motels like the Casa Linda, now largely overshadowed by regional and national chains, also often provided low-income housing. This was not a new development as news accounts indicate that since 1949 the motel has served both short and mid-term residents.⁹

Although the motel exterior has not been substantially redecorated since its expansion in the 1950s, it has undergone many other alterations. It is likely the change in traffic patterns that prevented the Casa Linda Motel from being completely renovated as so often happened as motels adopted decorative themes and touted their modernity with the most recent architectural styles. Instead, the subsequent owners of the Casa Linda Motel have made a series of smaller changes over the years that eventually replaced nearly all windows and doors, and most of the carport openings, without addressing the overall style of the buildings. Many of the new window installations involved resizing the original window openings, such as in the office (Building A) and the rear units (Buildings E and F). Buildings E and F have aluminum frame sliding units popular in the late 1960s early 1970s, and a fire in 1978 reportedly damaged two unidentified units, which probably also received new windows. Other window replacements are vinyl-covered metal frame sliding units with false muntins that became popular beginning in the 1990s. Based upon the recessed corner now covered in stucco at the northwest corner of the office, and remaining casement hinges on one of the Building E units these changes apparently replaced metal casement windows integral to the early modern residential styles of the late 1930s and early 1940s. All original room unit doors throughout the property have also been removed and were replaced with molded metal, faux panel doors. Furthermore, the brick veneer used in the office (Building

⁸ Lawrence Barrett, "Bayshore Freeway Plans Shown," *California Highways and Public Works*, Vol 18:8 (August 1940): 6-9; C.H. Purcell, "Engineering Details and Route of Proposed Bayshore Freeway," *California Highways and Public Works*, Vol 18:8 (August 1940): 10-13; J.D. Gallagher, "Progress on U.S. 101," *California Highways and Public Works*, Vol 27: 11-12 (November December 1948): 13; J. P. Sinclair, "Bay Area Report - 1964," *California Highways and Public Works* (May-June 1964): 42; "\$400,000 Motel for The Alameda," *San Jose Mercury News*, March 29, 1955, Motels-General, Clipping File, California Room, San Jose Public Library; "\$2-Million Motel on Bayshore Planned-Biggest in State," *San Jose Mercury News*, June 21, 19[55], Motels-General, Clipping File, California Room, San Jose Public Library; Jakle et al., *The Motel in America*, 49.

⁹ "Families from India in Motel Takeover," *San Jose Mercury News*, July 5, 1978, Motels-General, Clipping File, California Room, San Jose Public Library; Don Keller, "New County Tax, But Reason for it Shelved," *San Jose Mercury News*, April 21, 1976 Motels-General, Clipping File, California Room, San Jose Public Library; [For Sale classifieds], *San Jose Mercury News*, June 10, 1949 and December 17, 1950; "Fire from Tree Damages Motel, Wrecking Yards," *San Jose Mercury News*, July 31, 1978, Motels-Casa Linda, Clipping File, California Room, San Jose Public Library.

A) and the units closest to the street (Building B) and the rear units (Buildings E and F) discouraged changing the exterior of those buildings with new architectural design themes.¹⁰

Evaluation

This property was previously recorded by Glory Anne Laffey as part of the Inventory Update Phase II for the City of San Jose in 1992. That study concluded that the property was a City of San Jose Structure of Merit largely based upon its architecture but did not apply NRHP or CRHR criteria. Archaeologist Robert R. Cartier recorded the property again in 2016. Only the City Historic Landmark designation has status under CEQA, the previous designation of “structure of merit” does not appear to apply, as shown by the additional research and evaluation provided herein. The current inventory was conducted in January 2022 and included preparation of the historic context provided above, and the evaluation applies NRHP, CRHR, and City of San Jose City Landmark criteria.

Under NRHP Criterion C / CRHR Criterion 3 / San Jose considerations 6, this property may have once been a significant local example of the transition between auto camp/court architecture and the motel, and as an example of Googie Roadside Modern architecture, however, the buildings of the motel complex have lost integrity and no longer embody that importance. The architecture of accommodations for automotive travelers developed within three decades from the primitive campground where the car served as part of the camping gear to a comfortable home away from home with various amenities. One of the key transitions was from individual cabins with an emphasis on the automobile to efficient rows of rooms with parking in front. Casa Linda Motel’s format with carports attached to each room unit illustrates a blend of the two, but this element of the layout has been diminished through the installation of modern garage doors (and in some cases a gate or complete infilling) in the original open carports.

Several of the buildings, particularly Buildings A-D, use the sharp planes and lines of Googie Roadside Modern architecture. Casa Linda’s best expression of its architecture is in the office (Building A) and Building C, which is closest to Monterey Road and was constructed around 1953. The style is conveyed most by the deep boxed eaves, the window units with their angled planters, wedge brackets and angled projecting awning. This repetition of angles is used instead of vertical elements to convey Googie concepts. Metal casement windows, the likely originals, would have provided an additional modern touch over traditional wood frames, but windows have been replaced with modern sliding units throughout. Brick towers pierce the roofline at the eastern edge of the two buildings providing some vertical lift, but the motel design avoided the more typical space-age motifs of Googie in favor of a more homelike reference to the Ranch style in its overall low horizontal massing, use of brick veneer, and the deep overhanging eaves. The resulting mixture of architectural elements does not present as a strong, historically important example of either style.¹¹

Alterations have also diluted the impact of the Googie design. Enclosure of the once open car ports along Buildings B and D have greatly reduced the key design feature that allowed them to convey the transition from auto camp/court to motel. Windows and doors throughout the property have been replaced and in many cases the windows resized. This has resulted in an overall diminishment of design, materials, workmanship, and feeling. The property retains integrity of location, setting, and association, but the diminished integrity renders the property ineligible for listing in the NRHP or CRHR under criteria C and 3. The combined loss of windows, doors, and carport openings also reduces the importance of the motel as a local example of transitional roadside accommodation and the property is not eligible as a San Jose City Historical Landmark.

The property is not the work of a master architect or builder (NRHP Criterion C/ CRHR Criterion 3/ San Jose 7). Felix H. Morris is likely the builder who completed most of the motel buildings in the late 1940s and 1950s, bringing it to its current configuration. However, he cannot be definitively identified as the builder and there is no demonstrable evidence that he was a significant builder within San Jose, nor was he documented with association with any significant local construction projects.

¹⁰ “Fire from Tree Damages Motel, Wrecking Yards,” *San Jose Mercury News*, July 31, 1978, Motels-Casa Linda, Clipping File, California Room, San Jose Public Library; Jakle et al., *The Motel in America*, 45-47.

¹¹ Past Consultants, *San Jose Modernism Historic Context Statement*, 83-84; Hess, *Googie Redux*, 68-69.

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*Resource Name or # (Assigned by recorder) Casa Linda Motel

*Recorded by C. Brookshear & A. Young *Date January 14, 2022

Continuation Update

The Casa Linda Motel is not significant for distinct engineering or construction techniques (San Jose 8), nor does it appear to be a part of a historic district or portray the environment of a group of people or era in history (San Jose 5).

This property first developed during a period of slow growth. San Jose development as a commercial and financial hub for the surrounding valley and was substantially expanded during the explosive post war urbanization of the areas surrounding San Jose. It does not have important associations with either significant pattern or trend of development (NRHP Criterion A / CRHR Criterion 1 / San Jose considerations 1, 2, 4). The property was originally developed as rural residence and car sales lot, then as an auto camp, and then was transformed into a motel. During each of these iterations of development, it was located on the major north-south automobile route in San Jose and was one of many such automobile related developments in the vicinity, and throughout the greater San Jose area. It has remained in use as a motel despite the changes in traffic patterns caused by modern highway development. The historic record does not show that the Casa Linda Motel was a leader or specifically influential among the motel businesses located on Monterey Road and did not play an important role in the development of motels in the region.

This property does not have direct, specific association with the life of an individual important to history (NRHP Criterion B / CRHR Criterion 2 / San Jose consideration 3). It does not appear that any specific person associated with this property made demonstrably important contributions to history at the local, state, or national level. Known owners Chloe Ball, Felix and Irene Morris, and Virginia Reid were likely competent businesspeople, but were not long associated with this property and did not make demonstrably important contributions to the ownership and management of motels in San Jose or other communities. None of the subsequent owners of the property are known to have made historically important contributions to history associated with the Casa Linda Motel. Furthermore, many individuals have stayed at this motel over both short term and long-term tenancies, but research did not identify any single person with specific important ties to the motel, or an individual who played an important role in other activities directly associated with the property.

Under NRHP Criterion D / CRHR Criterion 4, this property is not a significant or likely source of important historical information because the motel on this parcel does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Also, the property's land use and the layout of the extant built environment resources, and the relationship the building with the surrounding parcels is typical of the period and does not provide important information within the broader economic, social, and cultural setting of the area since its construction between 1939 and 1956. This evaluation does not address non-built environment resources or pre-historic resources.

Photographs (continued):



Photograph 3: Building A, camera facing east; January 14, 2022.



Photograph 4: Motel office, camera facing south; January 14, 2022.



Photograph 5: Northeast side of main section and rear (southeast) side of office, camera facing west; January 14, 2022.



Photograph 6: Two-story section of Building A, camera facing east; January 14, 2022.



Photograph 7: Building B, camera facing east; January 14, 2022.



Photograph 8: Building B, camera facing south; January 14, 2022.



Photograph 9: Building C, camera facing south; January 14, 2022.



Photograph 10: Building C, camera facing southeast; January 14, 2022.



Photograph 11: Building D, camera facing west; January 14, 2022.



Photograph 12: Building E, camera facing south; January 14, 2022.

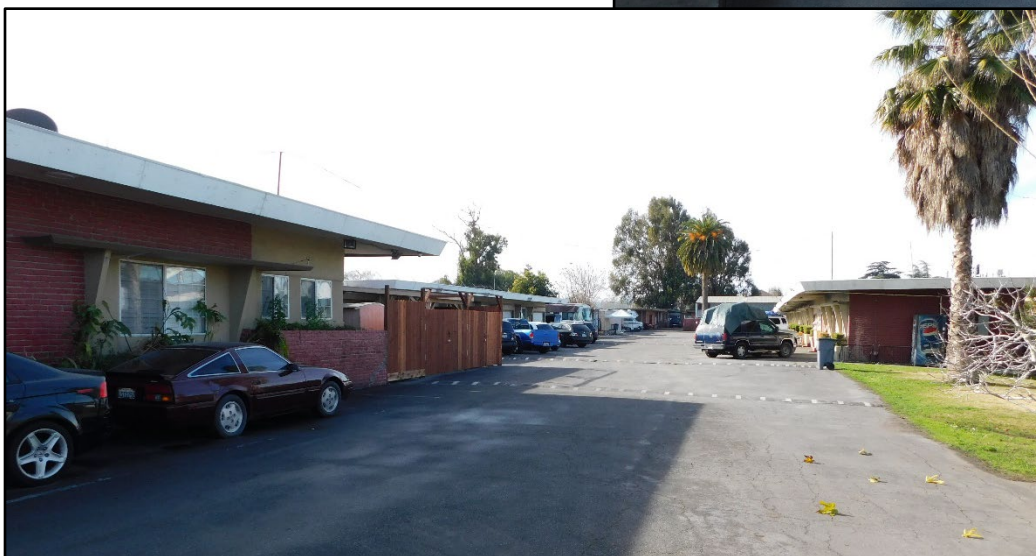


Photograph 13: Building E, camera facing east; January 14, 2022.



Photograph 14: Building F, camera facing west; January 14, 2022.

Photograph 154: Sign and general views, Casa Linda Motel, January 14, 2022.

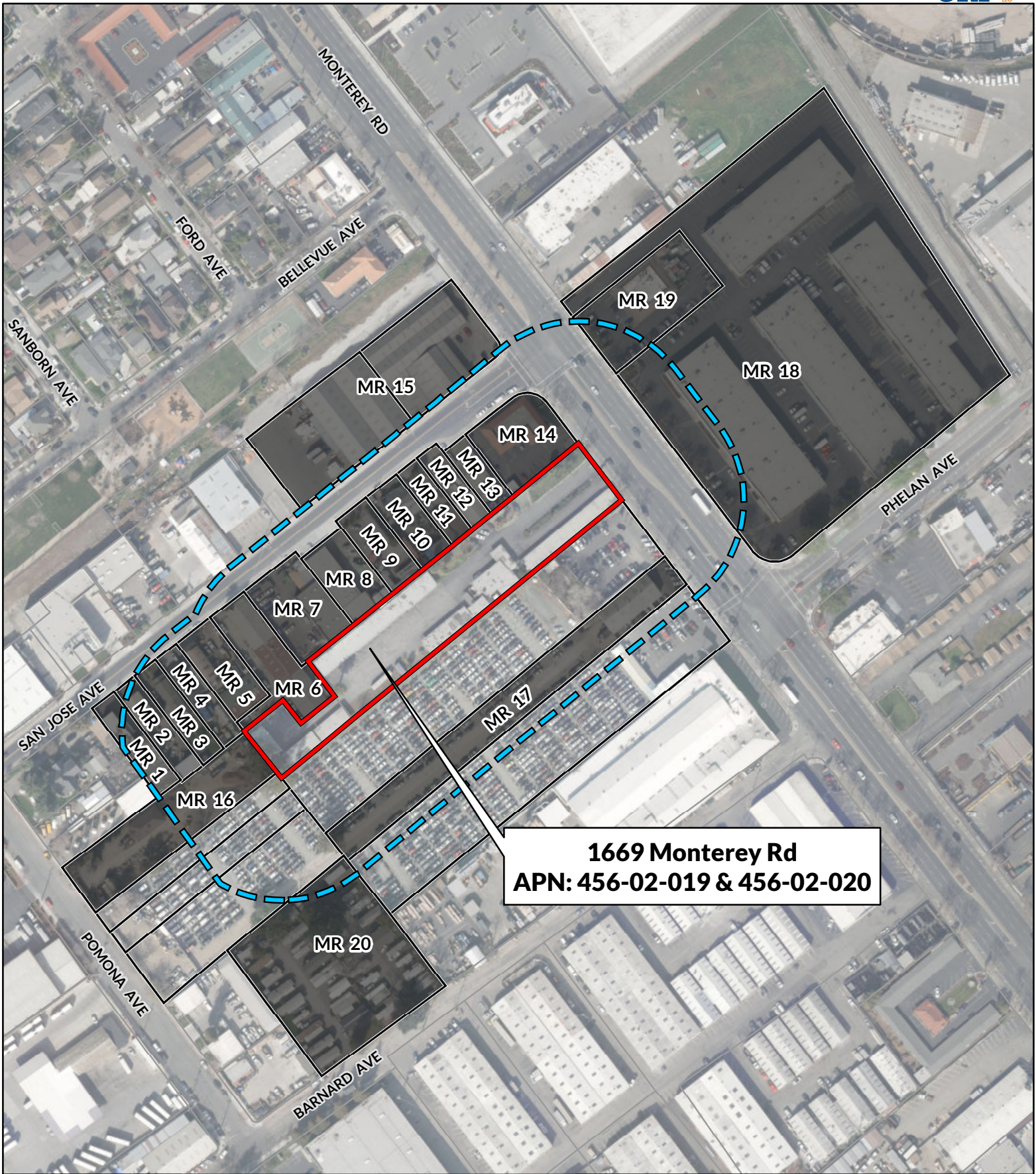


Site Map:

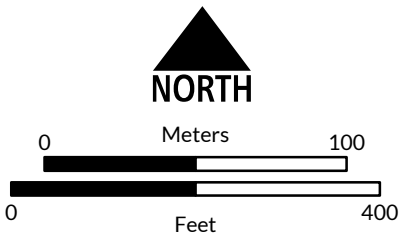


Base map: County of Santa Clara; Sanborn Co. (2020). Data: Santa Clara County GIS (2021); JRP (2022).

Attachment 2: 200-foot Buffer Zone



1669 Monterey Rd
APN: 456-02-019 & 456-02-020



LEGEND	
	Study Area
	200 foot buffer
	Assessor Parcel within buffer (built resources)
	Assessor Parcel within buffer (vacant)

MR Number: 1 APN: 456-02-004
Address: 140 San Jose Ave San Jose 95112
Year Built: 1958 Property Type: Light Industrial
Owner: Altman Vincent and Nancy J Trustee
Description: Stucco clad boxlike industrial with overhead doors.



Date Surveyed: 1/18/2022

MR Number: 2 APN: 456-02-005
Address: 120 San Jose Ave San Jose 95112
Year Built: 1957 Property Type: Light Industrial
Owner: Diesner Darrin
Description: Prefabricated metal building with concrete firewall



Date Surveyed: 1/18/2022

MR Number: 3 APN: 456-02-006
Address: 110 San Jose Ave San Jose 95112
Year Built: 1910 Property Type: Residential
Owner: Hernandez Maria E Trustee
Description: Modified bungalow with all new windows and enclosed porch



Date Surveyed: 1/18/2022

MR Number: 4 APN: 456-02-007

Address: 102 San Jose Ave San Jose 95112

Year Built: 1940 Property Type: Residential

Owner: EMK CPRO LLC

Description: One story residence with replacement siding and windows throughout



Date Surveyed: 1/14/2022

MR Number: 5 APN: 456-02-008

Address: 100 San Jose Ave San Jose 95112

Year Built: 1970 Property Type: Light Industrial

Owner: EMK RPRO LLC

Description: Quonset hut and corrugated metal sheds



Date Surveyed: 1/14/2022

MR Number: 6 APN: 456-02-009

Address: 96 San Jose Ave San Jose 95112

Year Built: 1950 Property Type: Light Industrial

Owner: Greenstar Realty LLC

Description: Corrugated metal building with additions. False façade clad in stucco.



Date Surveyed: 1/14/2022

MR Number: 7 APN: 456-02-010
Address: 60 San Jose Ave San Jose 95112
Year Built: 1972 Property Type: Light Industrial
Owner: Banwait Davinder S and Anita
Description: Concrete masonry unit building



Date Surveyed: 1/14/2022

MR Number: 8 APN: 456-02-011
Address: 40 San Jose Ave San Jose 95112
Year Built: 1970 Property Type: Light Industrial
Owner: Benanti Stephen Trustee
Description: Concrete mansory unit building



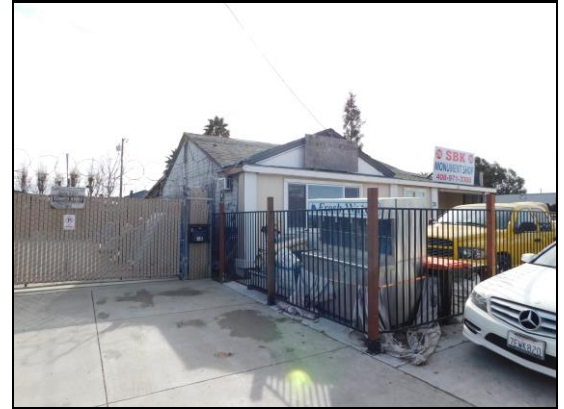
Date Surveyed: 1/14/2022

MR Number: 9 APN: 456-02-012
Address: 34 San Jose Ave San Jose 95112
Year Built: 1925 Property Type: Light Industrial
Owner: Vong Zenh Sau Trustee
Description: Auto service garage with long low form.



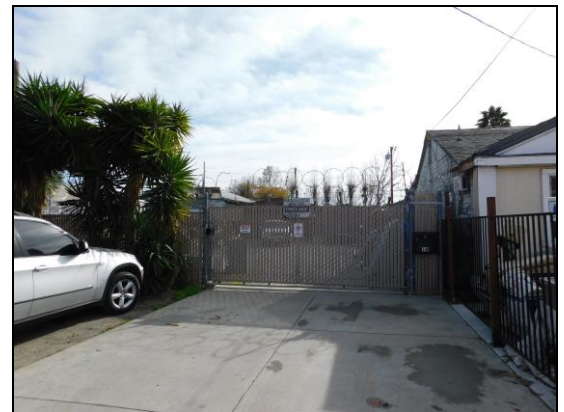
Date Surveyed: 1/14/2022

MR Number: 10 APN: 456-02-013
Address: 26 San Jose Ave San Jose 95112
Year Built: 1938 Property Type: Light Industrial
Owner: Vong Zenh Sau Trustee
Description: Residence converted to light industrial use, highly altered.



Date Surveyed: 1/14/2022

MR Number: 11 APN: 456-02-014
Address: 18 San Jose Ave San Jose 95112
Year Built: 1950 Property Type: Light Industrial
Owner: Saratoga Pools Inc
Description: Former outbuildings used for light industrial surrounded with a fence



Date Surveyed: 1/14/2022

MR Number: 12 APN: 456-02-015
Address: 12 San Jose Ave San Jose 95112
Year Built: 1948 Property Type: Light Industrial
Owner: Benati Stephen P and Edwina J Trustee
Description: Corrugated metal building with modified doors and windows



Date Surveyed: 1/14/2022

MR Number: 13 APN: 456-02-016
Address: 6 San Jose Ave San Jose 95112
Year Built: 1972 Property Type: Light Industrial
Owner: Vernaci Rose M Trustee
Description: Concrete commerical with added front portico



Date Surveyed: 1/14/2022

MR Number: 14 APN: 456-02-017
Address: 1651 Monterey Rd San Jose 95112
Year Built: 1976 Property Type: Commercial
Owner: Panos Enterprises ed al Salos Fontini Trustee
Description: One-story, square commercial building with arched windows



Date Surveyed: 1/14/2022

MR Number: 15 APN: 434-24-076; 434-24-088
Address: 1651 Monterey Rd San Jose 95112
Year Built: 1922 Property Type: Commercial/ Light Ind
Owner: Hua Thanh Minh Trustee Hua Alanna Anh Tr
Description: Accretive plan of corrugated metal buildings with shop front



Date Surveyed: 1/26/2022

MR Number: 16 APN: 456-02-018

Address: 1650 Pomona Ave San Jose 95112

Year Built: 1920 Property Type: Residential

Owner: Medeiros Jose and Amarantina M

Description: Two-story residence with Eastlake or Colonia Revial elements. Not clearly visible because of tall solid fence.



Date Surveyed: 1/14/2022

MR Number: 17 APN: 456-02-025

Address: 1675 Monterey Rd San Jose 95112

Year Built: 1952 Property Type: Commercial

Owner: McRay Barry B Trustee & Et Al

Description: Pre-fabricated corrugated metal building.



Date Surveyed: 1/14/2022

MR Number: 18 APN: 477-08-008

Address: 1660 Monterey St San Jose 95112

Year Built: 1980 Property Type: Commercial/ Light Ind

Owner: 1660 Monterey Street LLC

Description: Large multi-tenant truss buildings.



Date Surveyed: 1/14/2022

MR Number: 19 APN: 477-08-014
Address: 1650 Monterey Rd San Jose 95112
Year Built: 1979 Property Type: Commercial
Owner: 1660 Monterey Street LLC
Description: One story commercial with pent roof



Date Surveyed: 1/14/2022

MR Number: 20 APN: 456-02-029
Address: 111 Barnard Ave San Jose 95112
Year Built: 1955 Property Type: Residential
Owner: Duckgeischel John Charles & Eta Al Trustees
Description: Trailer park first half developed 1955 second half 1956-1953 mix age of trailers



Date Surveyed: n/a