historical resource evaluation report
25 - 31 9th street, san mateo, ca

completed for:
the city of san mateo
community development department

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submitted by:

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I. Introduction

This historical resource evaluation was prepared by architecture + history, llc (a + h) at the request of Lisa Ring, Senior Planner with the City of San Mateo Community Development Department, in order to determine whether the buildings at 25 and 31 9th Avenue (APN 034-200-140 and 034-200-130) in San Mateo qualify as historical resources in accordance with Article 5, §15064.5 of the California Environmental Quality Act (CEQA) Guidelines. At present, there is not a project proposed for the property. However, the current owners are interested in understanding the possible historical significance of the buildings.

II. Methodology

The methodological approach for this historical property evaluation consisted of a site visit and research on the history of both properties, the neighborhood, and associated persons and events at 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 and using the in-house library of architecture + history, llc. Research conducted by planning staff at the San Mateo Community Development Department was provided to a + h and included copies of building permit information for the property at 25 9th Avenue only. There do not appear to be any building permit records for 31 9th Avenue.

The research conducted at the San Mateo Public Library included a review of San Mateo City Directories dating back to 1920, general histories of San Mateo, and the library catalogue for any additional reference resources related to the properties. Additionally, the vertical file within the 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 of the properties and historic photographs of San Mateo.

Historic Sanborn Fire Insurance Company Maps of San Mateo (1908, 1920, and 1950) were viewed online through the San Francisco Public Library’s online catalogue. The 1908 Sanborn Map only mapped the Peninsula Hotel in detail in this area of town. By 1920 more houses and lots are shown.
Research conducted at the San Mateo County Historical Association archives included searching the card index by subject and then reviewing assorted clippings files, maps, photo albums and articles for information about the subject properties, associated persons, and general San Mateo history. Additionally, the 1989 City of San Mateo Historic Building Survey was consulted and the two subject properties were not surveyed in this earlier effort. Lastly, research on associated architects was conducted on-line and through the San Francisco Public Library.

In September 2012, a site visit was conducted to photograph the buildings and the surrounding setting and neighborhood. During the site visit, notes on the architectural features of the buildings were taken for later use to create descriptions. 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. 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 would be become Railroad Avenue. A weekly newspaper, the Leader, was

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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).

established by Richard Jury 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 (1892), Bowie Subdivision (1897), San Mateo Heights (1904) and Hayward’s Addition (1904 - which included the former Peninsula Hotel site). San Mateo Park was laid out in three sections above El Camino Real between 1902 and 1904.

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 barber shops, 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.

4 Ibid, Maps 8, 10 and 13.
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 race track, 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 Race track was a popular entertainment venue for soldiers and civilians alike, looking to forget wartime troubles. The track remained open primarily because portions proceeds of race gambling was 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

Land Use and Residential Development - Hayward Subdivision

The Hayward Park Subdivision is part of the former estate of Alvinza Hayward, which included extensively landscaped gardens and a grand, three-story, Victorian-era house. Hayward had made his fortune mining in Amador County and he built one of the Peninsula’s grandest estates.5 After Hayward’s death in 1905 his lands were subdivided into residential lots, becoming what is known as Hayward Park.6 The estate was subdivided several times. First, in 1904, an area from 5th to 9th Streets between Railroad Avenue and Laurel Street on the east side of the current Central Park was laid out into small lots.7 Next, in 1906, a subdivision consisting of the two blocks from El Camino Real (often called the County Road) to Palm Avenue between 9th and 10th Streets was laid out.8 A year later, in 1907, the area was further subdivided between El Camino Real and B Street between 10th and 16th.9 Hayward Addition lots were advertised for the charm of their "beautiful country estates" and convenience of location due to "the extension of the United Railroads…which afford unexcelled transportation facilities for the businessmen of San Francisco going back and forth every day."10 Finally, the Glazenwood area was designed in 1921 between 9th and 10th and Palm and B Streets. This division is dominated by two small streets forming a U (Laurel and Rosewood).11 The Glazenwood division roughly aligns with the lands that housed the Peninsula Hotel, which had burned a year earlier.

Recreation and Tourism - The Peninsula Hotel

The Peninsula Hotel was also established on a portion of the former estate of Alvinza Hayward. The old mansion and its immediate surroundings between 9th and 10th Avenues and Palm Avenue and B Street were acquired by hotel operators in 1908 and developed as the Peninsula Hotel. Boasting over 100 rooms, the hotel lured visitors from San Francisco with such advertising as: "The temperature varies but a few degrees in all the year and semi tropical verdure grows riotously on every hand, both winter and summer."12 It bragged that each of its guest rooms was equipped with a

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5 Alan Hynding, From Frontier to Suburb, 92.
7 Ibid, Map 16.
8 Ibid, Map 17.
9 Ibid, Map 20.
11 Ibid, Map 27. Glazenwood was identified in the 1989 Historic Resources Survey as a potential historic district.
12 The Peninsula Hotel.” La Peninsula Vol. 23 No. 2 June 1986. Barney C. Williams, Mr. Alvinza Hayward. Student Manuscript.
telephone. Its adjoining Peninsula Club House was furnished with bowling alleys, billiard tables, card rooms and a grille.\textsuperscript{13}

\begin{figure}[h]
\centering
\includegraphics[width=0.5\textwidth]{map1.png}
\caption{1908 Sanborn Map Sheet 1, an overview of San Mateo with the Peninsula Hotel site shown as number 10. 9\textsuperscript{th} Street runs just north and the railroad line runs just east of the hotel.}
\end{figure}

\begin{figure}[h]
\centering
\includegraphics[width=0.5\textwidth]{map2.png}
\caption{The Peninsula Hotel as shown on the 1908 Sanborn.}
\end{figure}

\textsuperscript{13} Ibid.
Recreation, Parks, and Land Use - Central Park

Central Park had its beginnings in the 1860s as the estate home of Charles B. Polhemus, a railroad director and often described as the founder of San Mateo. Polhemus’ estate was sold in 1880 to William Kohl, a sea captain and founding partner of the Alaska Commercial Company. Kohl oversaw extensive plantings and landscaping and reportedly hired John McLaren, head gardener for San Francisco’s Golden Gate Park, to design the estate gardens. Elements of this design remain in the park today, including a stone and iron fence that surrounds portions of the park. The boundaries of the park reflect the Kohl estate with the exception of the lots along the 9th Avenue south edge and the lots along Laurel at the east edge. Palm Avenue essentially continues into the Park as a pedestrian street between these lots.\(^\text{14}\)

Several lots along the south side of Central Park on 9th Avenue between El Camino Real and Palm Avenue appear to have been subdivided around 1920 and are referred to as Oak Lawn Villa.

Subject Properties – 25 and 31 9th Avenue, San Mateo

The subject properties are just off El Camino Real on 9th Avenue. Hayward Park and Glazenwood are to the south and east, while Central Park abuts the properties on the north. The earliest Sanborn Fire Insurance Map for this area of San Mateo is the 1908 map and only the Peninsula Hotel is mapped in the vicinity. The first block of 9th Avenue, located between El Camino and Laurel Avenue, was mostly undeveloped until the mid-1920s. The May 1920 San Mateo Sanborn Map indicates that by that year, the subject block consisted of one residential structure between El Camino and Laurel, a dwelling at 11 9th Avenue. That map shows the subdivided lots and also indicates the site of the Peninsula Hotel, one block away, which had been destroyed by fire in June 1920.

The 1920 Sanborn Map with one house constructed on the 9th Avenue lots.

By the time of the 1950 Sanborn Map almost every subdivided lot in the vicinity had been developed. Central Park remained to the north of the subject blocks and the Glazenwood area of Hayward Park had been laid out and houses constructed. Today, 9th Avenue has commercial buildings on the lots that adjoin El Camino Real and a number of larger apartment buildings were constructed along 9th Avenue as well as down Laurel on the east side of Central Park beginning in the 1960s. These larger residential structures are of varying modern architectural idioms, some sitting on merged lots that once housed single-family residences.
The 1950 Sanborn showing the residential build out that had occurred since 1920.
V. History of Subject Properties

25 9th Avenue, San Mateo

Building Chronology

The two-story apartment building at 25 9th Avenue was constructed in 1938 by Thomas Cook of 730 O'Farrell Street in San Francisco. The building permit from March 3, 1938 indicates that the architect was Donnell E. Jaekle (or Jackle) and the builder was Wilfred H. May.15 The building permit describes the structure as a ten unit apartment building.

D. E. Jaekle is listed in the 1934 City Directory as an architect with offices at 74 New Montgomery Street, San Francisco. He appears in the 1937, 1938, and 1941 San Francisco City Directory with offices at 126 Post Street, San Francisco. Jaekle is not listed in the earlier 1929 or 1932 directories, nor is listed in the later 1944 Directory. Very little information was found on Jaekle’s life and work. 16

The building is not shown on the Sanborn Fire Insurance Maps of 1920, but does appear on the 1950 Sanborn. Building permits from the mid-1950s to the early 1990s indicate a series of alterations, primarily roof repairs or re-roofing projects. 17 There do not appear to have been any major changes to the front façade of the apartment building.

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17 Original Building Permit Records. City of San Mateo. Community Development Department.
Occupants and Owners
The first mention of the residents living at this address was found in the 1939 San Mateo City Directory with Graham Smith identified as the occupant. It is likely Mr. Smith was the building manager, as it was common practice in City Directories during this era to list only the building manager, not every occupant, of larger apartment structures. Smith remains the apartment manager until 1942 when Claire F. Dwyer is identified in the City Directory. The 1952 City Directory again identifies Claire F. Dwyer as the apartment manager, as well as an employee at Bethlehem Steel. Dwyer remains the manager until 1953 when her name no longer appears in the list of residents. The 1953 City Directory does not identify a manager for the building.

1951 was the first year all residents of the apartment structure at 25 9th Avenue are listed in the City Directory. Since this was an apartment structure and residents were fairly transient, only residents who appeared as occupants for relatively long periods were cross referenced in the City Directories. Additionally, not every City Directory was reviewed, only every five years or so were searched. Lastly, Directories after 1970 were not searched. Below is a list of occupants by year with occupation noted if they were longer term residents.

1951
CF Dwyer, manager apartments
Marguerite Ressel
Margaret Caulkins
Leona Weeks
Mrs. M.A. De Nubila
Mildred R. Howard
Edith Nedvick
Virginia Nelson
Jeanette M. Weber

1955
James R. Appenzeller (electrical engineer with Bechtel Corporation; wife Terry)
Mrs. Helena Fink (no occupation listed)
Mrs. Margaret Gunn
Mrs. Bertha J. Hubbell
Mrs. Mary W. Kidd (no occupation listed)
Mrs. Kath Leithold
Mrs. Betty Moore
Edith Nedviek (no occupation listed)
Fred B. Spiess
Jeanette Weber
1960
Helena Fink (operator Bernard Beauty Salon)
Mrs Bernice L. Whitmore
Mrs. Irene Talbot (clerk, Mills Memorial Hospital)
William Herrick
Delos F. Stafford
Mrs. Josephine Blake (no occupation listed)
Mrs. Jeannette Dilley
Mrs. Dorothy S. Close
Mary W. Kidd (no occupation listed)
Mrs. M. F. Brown (teacher)

1965
Mrs. Susan Hamilton
Mrs. Irene Talbot (Irene Talbot electrolysis)
George England
Ralph E. DeLane
Mrs. Josephine Blake (seamstress)
Hazel J. Orre (no occupation listed)
Mrs. Yvonne Feldman
Mrs. Theresa Szabo
Mrs. Elizabeth Brown (page missing from City Directory)

1970
Mrs. Claire Brown
Mrs F. Nora Messner
Mrs. Christine Sorensen
Mrs. Irene Talbot (electrolnogist, 100 S. Ellsworth Room 110, office)
Mary D. Kein
Mrs. Elsie K. Timmen
Hazel J. Orre (no occupation listed)
Ruby Brown
Robert Camp
Anne Hork

From review of building permits and building inspection reports in the records of the City of San Mateo, the owners of the structure appear to be as follows:
1938 – original owner and builder of the apartment building, Thomas Cook
1955 – Terrance O’Conner
1969 – Margaret O’Conner
1986 – A. Higgins
2002 – Bodisco
1999 – Mary Jo Bodisco
No information was found in biographical references at either the San Mateo or San Francisco Public Library files, nor were any of these individuals located through records of the San Mateo Historical Society.

31 9<sup>th</sup> Avenue, San Mateo

Building Chronology

Based on review of the 1920 Sanborn Map and San Mateo City Directories, it appears this Spanish Revival, single-family house was constructed in 1926. Frederick W. and Hulda Loewe are the identified owners and occupants of the house beginning in 1926. 18 The house does not appear on the 1920 Sanborn Map, but is shown on the 1950 Map. The City of San Mateo does not have any building permit records for this property, therefore the exact date of construction and a potential builder or architect have not been identified.

18 1926 San Mateo City Directory.
Owners and Occupants

Frederick W. and Hulda Loewe are the identified owners and occupants of the house beginning in 1926.19 Frederick died in 1941. Hulda Loewe remained living in the house until 1970. Born in Germany in 1873 to August Frederick Loewe and Anna Winkler, Frederick Wilhelm Loewe married Hulda Zwierlein and had one child, Lorraine. His wife, Hulda, was born in San Francisco in 1888 to Casper Zwierlein and Sophie Freudenthal. Hulda died October 10, 1981 in San Mateo.20

A lengthy announcement and description of Frederick and Hulda Loewe’s wedding appeared in the Sunday, January 28, 1912 San Francisco Call. The column noted:

One of the prettiest weddings of the week was that of Miss Hulda Zwierlein and Frederick William Loewe, which was celebrated Wednesday evening in the home of the bride’s parents Mr. and Mrs. Casper Zwierlein in Grove Street. The attractive residence was richly decorated...More than 100 guests witnessed the impressive service...The best man was Emil Zwierlein, a brother of the bride...After a reception and supper the young couple departed for their honeymoon, which will be an extended tour of the southern portion of the state. On their return from their wedding journey they will reside permanently in Alameda where Loewe has built an attractive home for his bride.21

It does not appear that Frederick and Hulda stayed in Alameda for very long. Frederick and his brother-in-law, Emil Zwierlein (Hulda’s brother), formed a dry goods store, Loewe and Zwierlein, which was located at 168 B Street in San Mateo. The brothers-in-law apparently purchased an existing business from the widow of John Suffrin.22 An undated (but pre-1924) historic photograph of the B Street store was located in the files of the San Mateo Historical Association. Located at the corner of 2nd and B, the Hotel St. Matthew can be seen in the background down the street. The 1920 Sanborn Map shows the building at 168 B Street as a Dry Goods Shop (marked DG). This corner later was redeveloped becoming the National Bank of San Mateo in 1924 (this building remains on site).23 Loewe & Zwierlein was one of three dry goods stores listed in the 1928 City Directory, the

19 1926 San Mateo City Directory.
20 www.ancestry.com
21 San Francisco Call. January 28, 1912 (33).
22 http://familytreemaker.genealogy.com/users/s/c/h/Carol-H-Schlim/WEBSITE-0001/UHP-0252.html. This was not verified in any historical documents found at the San Mateo Historical Association.
other two were Levy Brothers and Allen’s. The store seems to have remained in San Mateo until at least the 1950s. Hulda continued to work at the store after her husband passed away. The store moved to 317 B Street and appears on the 1950 Sanborn Map as a Department Store.

![Image](image.png)

*The 1920 Sanborn Maps showing the dry goods shop at the corner of 2nd and B, San Mateo.*

## VI. Architectural Analysis

### Architectural Styles Employed

The apartment building at 25 9th Avenue has elements of both the Minimal Traditional style with a somewhat simplified Colonial Revival treatment at the front facade. Coinciding with the onset of the Great Depression, the Minimal Traditional developed as a simplification of the overly historic styles of the more exuberant 1910s and 20s. This simple, modern style became one of California’s dominant architectural styles for housing in the 1930s and 40s. Generally, architectural detail is kept at a minimum. The restrained use of ornament and space in a traditional form characterize the style and give it its name. This type of house or apartment building was built in great numbers in the years immediately before and after World War II, especially in large tract-housing developments, and it evoked a simple economy that emerged during the Depression. The style

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24 1928 San Mateo City Directory. Levy Brothers has been well documented and appears to have been a major presence in San Mateo.

enjoyed great popularity throughout California where housing construction continued even with the sagging nationwide economy. The Minimal Traditional style was popular for both single and multi-family residences in California.  

The house at 31 9th Avenue is Spanish Colonial Revival in character. This style became hugely popular in California from the 1910s into the 1930s. In 1915, the Panama Canal opened to shipping traffic. To celebrate, San Diego, the first United States port of call on the Pacific Coast, hosted a world’s fair or exposition. The chief designer for the event was Bertram Grosvenor Goodhue, who had a fascination for Spanish or Mediterranean styles of architecture. Goodhue did not want the cold, formal Renaissance and Neoclassical architecture that was normally used for expositions and fairs. Instead, he envisioned a fairytale city with a festive, Mediterranean flavor. As the style developed and became popular as a residential idiom it featured low-pitched roofs with little or no overhang covered with red roofing tiles. Spanish Colonial Revival houses are almost always wood frame with stucco siding. The use of the arch is very common, especially above doors, porch entries and main windows.  

**Building Descriptions**

**25 9th Avenue, San Mateo**

Originally constructed in 1938, this Minimal Traditional, ten-unit apartment building, faces south on 9th Avenue. The two-story, stucco-clad, wood-frame building has a front facing gable roof that is perpendicular to a longer, main gable running east west. The main gable is set back slightly from the east gable. The entry is accessed via a set of low brick stairs to a recessed porch. At the second story, the porch has a cross hatch railing, somewhat Colonial Revival in character, that is mimicked in the porch support. The railing face has a scalloped edging that reflects the siding used on the east end of the structure.

There is vertical, wood siding with scalloped ends at the east end upper story. A simple, round attic vent is located within the apex of the east gable. There are two window openings, one larger than

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27 Ibid.

28 For the purposes of this report, El Camino Real runs north south and is to the west of the subject properties. Central Park is to the north of the properties.
the other at the east end of the facade. The larger window is tripartite in configuration with a window box scalloped similarly to the siding. The smaller window is a sliding aluminum window that matches the one directly below. Simple, wood shutters flank the sides of these smaller windows. At the lower level there is a pedimented, three part, bay window. The windows appear to be metal frame throughout.

At the west end of the front façade, there are corner rounding, metal frame, multi-paned windows at the lower and upper stories. The roof is covered in composition shingles and is flat at the rear portion of the building. The west elevation is simple, unadorned stucco with punched windows. The upper story siding turns the corner at the east elevation and there is another pedimented bay window also at the second story. There is also a chimney on this elevation that may be decorative.

The rear elevation has replacement metal slider windows. There is an exterior, recessed stair that accesses the second floor units. There is no ornamentation on the stuccoed façade. To the rear of the property there are two identical, wood frame, open air carports with five car stalls. These have horizontal wood siding and sit on a concrete drive. The carports run north south along each side of the lot. The first stall of the western car port has been converted to a laundry room. The lot backs up to Central Park on the north side and there are mature trees and plantings at the rear and side yards. There is a small, raised garden with brick detailing at the back of the carport area. A concrete driveway runs along the east side of the property. A tall hedge along the east property line separates this lot from the adjacent 31 9th Street. While no historic photos of the property were found, the building does not seem to have undergone significant alterations other than roof repair and replacement as detailed in building permits.
319th Avenue, San Mateo

This single-family, two-story, Spanish Colonial style house has red tile roofs and a stucco finish common to the style. Three tall, wood-frame casement windows adorn the west end of the front façade. These windows have decorative arches inset in the stucco above and small balconettes below. Two modillions are centered between the three arches. The east end has a tripartite casement window with decorative wood spindles between the windows. An arch is scored in the stucco above this window as well. This front portion of the house has a low pitched hipped roof with red roofing tile.

The house has an irregular plan, and the main entry is tucked behind the front façade off the west elevation. A set of brick stairs lead to a nicely detailed glass door with side lights. Overhanging eaves with decorative brackets, colored tiles, and red tile at the eave line provide further detail at the entry.
The west elevation has a chimney with detailing common to the style including a decorative cap of red tiles. At the end of the driveway is a one car, attached garage. Above the garage door, there is a series of three, double hung, six-over-one, wood-frame windows. An overhanging red tile roof with brackets also adorns this façade. A pathway to the west of the garage leads to a rear yard that has a sitting area, garden and a small garden shed. The rear elevation has been altered, but has a number of wood frame windows and a six light wood door.

A concrete driveway runs along the west side of the property. A tall hedge along the west property line separates this lot from the adjacent 25 9th Street.

While no historic photos of the property were found, the building does not seem to have undergone significant alterations. It is possible that the rear of the structure has been reconfigured over the years, but the front façade appears intact to 1926.

VII. 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.*

Historical research has determined that the buildings at 25 – 32 9th Avenue do not qualify under Register Criterion 1: Event/Patterns of Events. While the buildings possess an association with the development of the Hayward Park area of San Mateo and it’s smaller subdivision Oak Lawn Villa from the 1920s through the 1950s, this “pattern of events” does not reach the level of significance necessary for inclusion in the California Register for an individual property. The entire Hayward Park subdivision has not been evaluated as an historic district. The buildings present on the two subject lots are not linked to the Peninsula Hotel, Central Park or another important event.

**Criterion 2: Important Person(s)**

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

Historical research has determined that the building at 31 9th Avenue is linked to Frederick and Hulda Loewe, owners of Loewe & Zwierlein, a long-time San Mateo dry goods and department store. The house was the family’s residence for a long period of time, with Hulda living there into the 1970s. However, because the Loewe’s resided here does not
result in historic significance for the property. The resources that would most likely be
significance with regard to the Loewe’s and their business contribution to San Mateo
would be the store building that housed their business, not their home. As a result, this
residence does not qualify under California Register Criterion 2: Important Person(s).

With regard to 25 9th Avenue, no individuals of significance were found during historical
research. Consequently, the residence does not qualify under California Register Criterion
2: Important Person(s).

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 25 9th Avenue embodies the characteristics of a 1930s Minimal
Traditional apartment building, its architecture, design and features do not rise to a level
of significance to justify eligibility under Criterion 3. While it was designed by an architect,
the work of Donnell Jaekle does not appear to be master level work. No significant
information about his career and the body of work or projects that he was involved in was
located during research for this report. The apartment building is a good example of the
style, however it does not embody the distinctive characteristics of a type, period, region or
method of construction that would result in historical significance.

The single family house at 31 9th Avenue embodies the characteristics of a Spanish Colonial
style building and it has been minimally altered over the years. However, its architecture,
design and features do not rise to a level of significance to justify eligibility under Criterion
3. No architect has been identified through research.

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.

Since the resources present are not historically significant an analysis of their integrity has not been undertaken. While these buildings are in good condition and have been minimally altered, since they do not possess historic significance, their integrity is not important.

VIII. 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 buildings at 25 and 31 9th Avenue do not meet the level of significance necessary to be eligible for the California Register. The properties are not included in a local register of historic resources or designated as historically significant sites, nor have the properties been identified or documented in previous historic resource survey efforts or documentation projects.
IX. Conclusions & Recommendations

The older residential structures at 25 and 31 9th Avenue do not possess historic significance, they are not strong examples of a style or type, they were not designed by master architects, and are not associated with important events or persons. It is the professional opinion of architecture + history, llc (a + h) that the properties are not eligible for the California Register of Historical Resources and does not qualify as a historic resource under CEQA Guidelines §15064.5(a)(3).

A future potential project on this site should be reviewed for compatibility with Central Park and surrounding context. Central Park was identified in the 1989 San Mateo Survey as potentially eligible for the National Register. Further, the Glazenwood area was also identified as significant. New construction in the vicinity of these two historic areas of San Mateo should be carefully designed. Lastly, there are a number of mature trees and other plantings on these two lots that should be considered for retention wherever possible.
X. Bibliography


City of San Mateo. Community Development Department. Building Permit Records.


Thompson & West. *1868 Historical Atlas of San Mateo County, California*.


Williams, Barney C. “Mr. Alvinza Hayward.” Student Manuscript San Mateo Junior College, On File at the San Mateo County Historical Association Archives.


APPENDIX

Sanborn Fire Insurance Company Maps

1908 Sheet 1 showing extent of city
1908 Sheet 10 showing Peninsula Hotel
1920 Sheet 28 showing 9th and El Camino Real
1950 Sheet 28 showing 9th and El Camino Real