

HISTORIC RESOURCES ELEMENT

PURPOSE

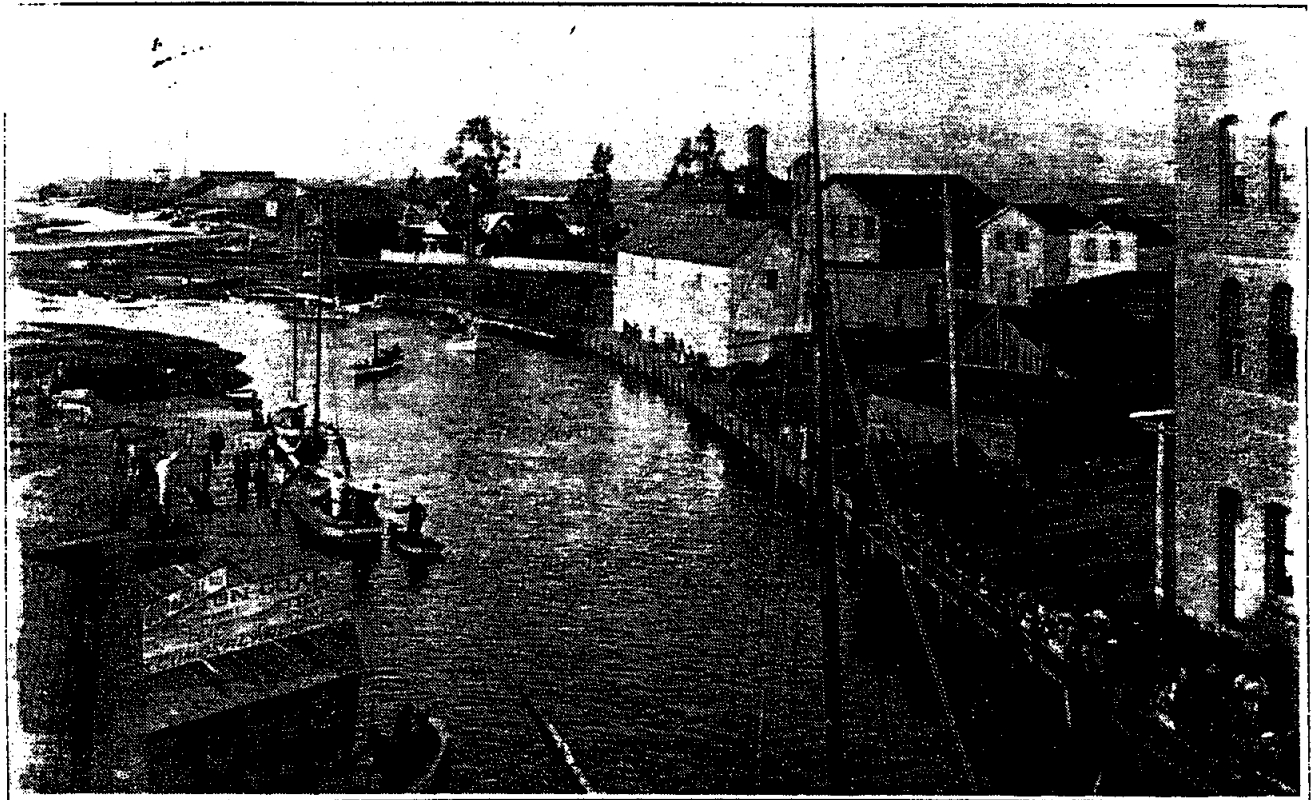
The Historic Landmarks Element is a statement of policy, adopted by the Planning Commission and the City Council, which prescribes the course of development of the City into the future with respect to preservation, extent and nature of development, and use of historic landmark sites and districts. It has been conceived as a civic response to the community's growing awareness and desire to preserve Redwood City's rich heritage.

Today a nation-wide historic renaissance is occurring. This reverses a long-standing American

trend of demolition and replacement of old historic structures with new structures and uses.

Historic buildings offer something which their contemporaries do not. They offer a sense of time, a standard against which we can measure progress in our society. They provide textures, workmanship, details, and scale, concepts which are not found in more recent Redwood City buildings. The success of the re-use of historic buildings can be traced to America's thirst for those things which contemporary architecture lacks.

Historic preservation programs, particularly historic district projects can be seen as a means of achieving many varied objectives beyond protection of landmarks. These programs can provide an alternative for development of Downtown Redwood City and they can provide a way to rehabilitate depressed old residential neighborhoods. As a



ORIGINAL TURNING BASIN AT REDWOOD CITY

result of public interest in restoration and adaptive use of historic structures, there are several other good reasons for restoration. Historic preservation efforts can help to improve the City in the following ways:

a. Cultural Development

- 1) Improves the visual qualities of many neglected areas.
- 2) Increases awareness of Redwood City's historic and architectural heritage.
- 3) Gives Redwood City positive identifiable character.

b. Economic Development

- 1) Provides Downtown with additional forces of attraction for trade.
- 2) Encourages development of different activity modes in the core area.
- 3) Attracts new varieties of commercial enterprises to the core area.
- 4) Provides additional commercial and office space by changing the existing use of structures.
- 5) Increases land values.
- 6) Increases improvement values.
- 7) Increases tax revenues.
- 8) Increases employment.

c. Conservation

- 1) Retains existing historic values.
- 2) Saves building materials by in effect recycling those materials which otherwise would have been discarded.
- 3) Arrests decline of parts of Downtown and the fringe residential areas.
- 4) Preserves Redwood City's housing stock.

d. Safety

- 1) Restoration efforts cause improvement of structural and fire safety conditions.
- 2) Blanket restoration in historic districts allows a unified approach to code enforcement in certain depressed areas.

The Redwood City Historic Landmarks Element is a policy statement addressing methods of implementing a successful preservation program which is suited to meet many varied community needs. It was tailored in response to conditions in this city.

EXISTING CONDITIONS

Since the end of the Second World War change has been so profound in Redwood City that the city at the present time only vaguely resembles a "1940 Redwood City". Changes downtown were rather slow until following the war. A person living here in 1910 would have easily recognized his town in 1940 in spite of the passage of three decades. Familiar landmarks remained everywhere. Development pressures were so intense following World War II that virtually all developable sites in the city were gobbled up. Many old landmarks were razed so that the lots they occupied could be put to more contemporary use. Demolition of old structures and replacement by new structures and uses reached frenzy proportions here by 1950 and continued at a fast rate up until circa 1975. Many significant buildings and sites have disappeared, and in areas where concentrations of old buildings do remain, post-war development has had marked impact. Redwood City now has a fraction of the significant early landmarks that it once had.

Recognizing the nearly catastrophic loss of historic landmark structures and sites, we can consider ourselves fortunate to have the sites that still remain. The old city character is presently difficult to identify by the remaining landmarks because of development efforts which have obscured them. Development of a higher profile for these sites can and should be achieved.

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Historic preservation efforts in Redwood city might be considered of marginal value if the City were located elsewhere, considering the limited number of sites that remain and the problems of development. But certain factors tied to the City's location make historic preservations highly advantageous. Redwood City was the oldest and earliest to develop of the bay side towns between San Francisco and San Jose and, as a result, has the largest number and most workable concentrations of historic landmarks in bay side San Mateo County. Its role as the County Government Center has endowed it with several structures which have not only architectural significance but a major place in the history of San Mateo County. Also, within a reasonable distance of Downtown live many people who would be attracted by districts and sites with historic and architectural character, and the types of businesses that are common of commercial developments in these districts. Main Street's proven success as an "antique row" of shops with a regional attraction of patrons underscores this.

Thus far restoration efforts in Redwood City have been primarily private restorations of old dwellings for continued use as residences. There have been some attempts at restoration of commercial buildings, but structural problems, building code requirements, and high cost brought on by these conditions have stymied all projects. Restoration of an early residence, the 1857 Offerman House and conversion of this building to commercial use, was successfully undertaken by a private party. The Lathrop House, an 1863 "Gothic Carpenter" marvel has been restored with San Mateo County and private funds—thanks to the efforts of the Redwood City Heritage Association.

The City's oldest structures and sites are generally concentrated in Downtown and on its fringes. Redwood City was basically limited to this area until 1910. Spread throughout the "old city" are many structures dating as far back as the 1860's with concentrations at certain locations. There are many early residences throughout this area with a notable concentration in the Middlefield neighborhood in the area of Stambaugh and Maple Streets and between Middlefield Road and the railroad.

Several early commercial buildings stand in the vicinity of Main Street at Broadway. One significant public building, the old County Court House, stands in the center of the core area. Two important early sites have positions on the periphery of the "old city." These are Union Cemetery and the Frank's Tannery site. Other areas and sites with unique and colorful character can be identified outside of the "old city" area. These include portions of the Arlington, Sequoia, Oakwood, Selby, Fair Oaks, and Emerald Hills neighborhoods. Most of these areas outside of the "old city" are of more recent origin. However, the oldest house still standing in Redwood City, the "Finger House" (1855), is in the Arlington neighborhood at 90 Finger Avenue.

There still exists at least one example of most architectural styles popular in Redwood City from the lumber boom days up to the present. These styles were local adaptations of national or regional architectural styles. Noticeably missing in Redwood City's residential architecture is the use of brick or stone in such things as walls or foundation footings. Wood, the least expensive commodity in a lumber town, was used almost exclusively in Redwood City homes and had wide-spread use even in the commercial district on Main Street. Brick was used extensively in the commercial district to lessen the fire hazard. Structures built here in the early years were usually of modest size and modest ornamentation. The architecture of this early period clearly states that Redwood City was a working man's town. Homes were built by and for people of modest means. Examples of the architectural styles popular throughout the nation during Redwood City's early years are present. These include generally more simple examples of Gothic revival, Italianate, and American colonial residences. Architectural styles popular in San Francisco during the 1880's and early 1890's such as "Victorian" residences with stick or eastlake details are not as common in Redwood City as earlier or later architectural styles. This may indicate a slow down in the town's growth rate during the years when lumber export dropped. Virtually every architectural style popular in the Bay Region since 1895 exists in Redwood City or

its Sphere of Influence. These include Queen Ann "Victorian", Mission revival, California bungalow, Monterey revival, and the different bay region styles. (More specific information about sites of architectural and/or historical significance and the history of Redwood City can be found in Appendix A and B of this element which is available at the Redwood City Public Library or the Redwood City Planning Division).

GOALS

1) Environmental Goals and Principles:

Preserve and enhance the aesthetic quality, architectural character, cohesiveness, historic character, and human scale of designated landmarks, districts, and sites. Bring about development of landmarks which centers on sound economic considerations, authentic historic character, public safety, and Redwood City's land use policy. Recognize sound landmark maintenance and development as an alternative for urban design in the Downtown.

a. Strictly enforce the Historic Preservation Ordinance to preserve and enhance the city's most significant landmark districts and sites, preventing demolition or alteration which would detract from their value to the community.

b. Promote improvement and development of structures in landmark districts which may have only slight historic or architectural significance but are of compatible or potentially compatible design to the character being developed in landmark districts.

c. Encourage removal of structures in landmark districts and sites which are not of compatible design to the character of the district to allow replacement by compatible structures. If remodeling of structurally sound incompatible structures can achieve the desired character, encourage remodeling rather than demolition.

d. Allow only compatible development on vacant parcels within the recognized boundaries of landmark districts and on the sites outside and imme-

diately adjacent to those boundaries.

e. Maintain structures of the highest landmark value on the sites where they have always stood, whenever possible. Relocation of landmark structures to vacant sites within established landmark districts should be considered when no other alternative exists for its preservation, or if it is not protected by ordinance.

f. Retain the same general use patterns in landmark districts as in adjacent areas. Continue residential use of districts and sites in residential neighborhoods and encourage commercial use of landmarks in areas where commercial use dominates.

g. Initiate gradual return of landmark dwellings to single-family occupancy, namely those which have been converted to multiple dwellings and are located in residential landmark districts in residential neighborhoods. Encourage non-intensive occupancy of residential landmark structures in residential neighborhoods for reasons of public safety and to promote a variety of housing types near Downtown.

h. Strive for resident owner occupancy in residential landmark sites and districts.

i. Aid or bring about restoration of certain key structures in landmark districts and sites which cannot be restored through private effort alone due to cost or other factors. Require a use of all non-residential structures where public access is not denied.

j. Establish architectural standards for landmark districts to help determine compatibility of existing structures and future construction, including such things as periods of construction, architectural styles, types of materials, textures, signs, fences and front yard hardware, character of street improvements, location, and relationship to other structures.

k. Establish processes for review and delay of demolition or alteration of structures or sites

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which are potential landmarks with historic and/or architectural significance but are not protected by ordinance and do not have landmark status.

l. Preserve and enhance visible reminders of the City's historic and architectural heritage in Downtown and its fringe areas and integrate these landmarks into the urban design of Downtown.

m. Encourage the design and development of landmark districts which are pedestrian oriented.

n. Strive for authenticity of street improvements, restorations, new construction, and alterations in landmark districts and sites.

o. Design capital improvement projects which may occur adjacent to historic districts so that they do not detract from the quality of the district but instead aid in their improvement.

p. Set maintenance standards for landmark districts and sites.

q. Require that the use of landmark structures and sites be compatible with the character of the landmark site or district.

2) Cultural Goals and Principles: Retain Redwood City's cultural, historic, and architectural heritage. Continue to support existing and attract new cultural activities. Strive to develop this city into a cultural center which promotes its history, architecture, art, and theater. Initiate projects which strive to achieve any or all of these goals.

a. Through the new Redwood City library facility, continue to make available literature, photographs, and information on local history and expand the Redwood City Public Library's local history collection.

b. Conduct and make available inventories through the library of significant landmark structures, sites, and districts in Redwood City and its sphere of influence. Obtain inventories conducted

by others which include landmarks throughout San Mateo County.

c. Establish a "museum" display area within the boundaries of Redwood City through the efforts of the San Mateo County Historical Association and the Redwood City Heritage Association and the Archives Committee of the Redwood City Public Library at some available location in the City.

d. Strive for state and federal recognition of Redwood City landmarks by applying for state "Historical Landmark" status for key sites and "Point of Historic Interest" and/or inclusion on the "National Register of Historic Places" for other important sites.

e. Expand the community's knowledge of local history through education programs offered by the school districts at different age levels.

f. Be aware of the plans and functions of private associations and corporations, and public agencies and bodies with an interest in landmark preservation and cultural activities. Work in concert with these groups and discourage redundancy in efforts.

3) Social Goals and Principles: Avoid rapid dislocation of residents in Landmark Site and District development. Prevent destruction of the neighborhood fiber, promoting instead a gradual and positive change in character. Display concern for the people who reside in these areas, particularly the senior citizens. Strive to make improvement of landmark sites and districts a realized opportunity of self improvement for the residents of these areas.

a. Renovation and restoration of groups of older residences should proceed at, or about the rate of transience in the neighborhood.

b. The impact of changing the use of the residence hotels on Main Street, particularly the Sequoia Hotel, should be carefully studied so that mitigating measures can be taken, if necessary.

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c. Opportunities should be afforded to the occupants of the residential landmark sites and districts to purchase, restore, and rehabilitate dwellings in these areas.

d. Low interest loans should be sought for the purchase, rehabilitation, and restoration of compatible structures in, or being relocated to landmark districts and sites.

4) Safety Goals and Principles:

It is the intent of this part to provide means for the preservation of the historical value of designated buildings and, concurrently, to provide reasonable safety from fire, seismic forces or other hazards for the occupants of such buildings.

The following matters of concern will continue to be considered and monitored from time to time, in an effort to seek alternatives and options to encourage the rehabilitation and occupancy of qualified historic or architecturally significant buildings:

- a. Continually seek sources of grants of funds that may become or may be available for historic building rehabilitations and preservation.
- b. Seek the advice and direction for the State Office of Historic Preservation and the National Trust for Historic Preservation with regard to local programs including recommendations relating to building regulations and their application.
- c. Utilize the California State Historical Building Code which is uniquely applicable to qualified historic buildings.

5) Economic Goals and Principles:

Assist in the development of Downtown and its fringe areas, making these areas economically viable through the development of Redwood City's historic and architectural heritage. Bring about development of historic districts, centered on sound economic policies, which add to the City's employment base, increase land and improvement

values, and increase tax revenues. Encourage and assist, whenever necessary, projects which lead to the achievement of any or all of these goals.

a. Discourage public use and/or ownership, when possible of historic landmark sites and structures, particularly those in the core area, recognizing that in addition to the expense of purchasing and maintaining these properties they are excluded from commercial use and do not produce tax revenues.

b. Purchase or lease only those historic landmark structures and sites which serve additional community needs, such as recreational open space and/or cultural needs.

c. Limit use of public funds with respect to historic landmark development, to projects which cannot be carried out through the market process or to provide incentives where needed for private investment.

d. Expand commercial and office space Downtown through change of uses and development of historic structures and sites within designated historic landmark districts.

e. Discourage non-intensive uses, such as warehousing or merchandise storage in storefronts, in any structures or on any site within designated commercial historic landmark districts, particularly those properties fronting Main Street or Broadway in the core area.

f. Develop additional activity nodes Downtown at key locations through change in uses and development of historic structures and sites, with the intent of forming attractive focal points and generating pedestrian traffic between these points.

e. Promote more intensive commercial use of reasonably safe landmark structures and sites within commercial historic districts to provide more commercial space Downtown and to attract new and diversified commercial establishment.

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STANDARDS

a. Landmark sites should be those sites which have local, regional, state, or national historic or architectural significance.

b. The following designations should be considered for establishment by the City Council:

1. Landmark Sites
2. Commercial Landmark Districts
3. Residential Landmark Districts with Commercial Use
4. Residential Landmark Districts with Residential Use

c. A Landmark District should be a specific geographic area which contains more than one designated landmark site or structure and is considered by the City Council to have character worthy of preservation and improvement.

d. Permitted improvements should only be those consistent with the landmark's character. Authentic restoration and any alteration should adhere to the site's architectural period and style with regard to architectural detail, building material, texture, and color.

e. Any new construction within Landmark Districts should be of compatible character. New construction should have similar materials and scale, rhythmic placement, setback, and height, as existing landmark structures but should not be copies of old buildings.

f. Relocation of existing Redwood City buildings not in historic Landmark Sites or Districts but of historic or architectural significance to designated Landmark Districts, should be allowed if the structures are of a compatible character to the district where relocation is proposed.

g. Utilities and service connections should be concealed.

h. Street fixtures such as street lamps and benches should be of compatible materials, style,

and scale to the Landmark Districts. Fences should also be of compatible materials, style and scale, and should not obscure the view of structures from the street.

i. Standards for signs should take into consideration commercial or residential use. Residential signs should be modest and explain historic significance of site. Commercial signs must be beneficial to the character of the Landmark District and could include painted murals on blank walls and repainted old wall advertisements, so long as they are compatible.

j. Pedestrian access should be provided to the front of all buildings. Delivery, parking, and fire vehicle access should be provided by rear service alleys and parking lots wherever possible.

k. Use of Landmark Sites should relate to either their original use or compatible uses in adjacent land areas and should not detract from the character of the site.

l. Safety of structures with recognized landmark character should be assured.

m. Structures and sites should be maintained to prevent further decay of the buildings, prevent hazard, and present a clean and attractive appearance.

n. High traffic volume streets should be routed around rather than through Historic Landmark Districts and Sites so that these locations are oriented to the pedestrian and so that pedestrian movement between the commercial landmark districts and other shopping areas Downtown is not hampered.

(For more detailed information on guidelines for Historic Landmark Sites and Districts, see Appendix D which is available at the Redwood City Public Library and the Redwood City Planning Department).

PROPOSALS

- a. Establish a non-governmental landmark preservation revolving fund for historic district land bank programs, purchase of facade easements, purchase and restoration of key landmarks when no other alternative exists, and restoration of public historic landmarks.
- b. Update the Redwood City Historic Resources Inventory periodically.
- c. Develop a guide for do-it-yourself renovation and home improvement aimed primarily at promoting the interests of restoration, preservation, and improvement of the City's stock of older residences. (Include in this guide a general cost analysis survey of a residential restoration project like that included in the Eureka, California "Victorian Restoration Study"). This guide should also identify which home improvements should be attempted by professionals only and how to contact the correct person for the job.
- d. Review the proposed Historic Landmark Districts (Table 1) and their proposed use and development schemes. Rate these for priority of development and consider recognizing them collectively or separately for landmark status. (See Appendix C, which is available at the Redwood City Public Library or the Redwood City Planning Department, for additional information).

ENVIRONMENTAL ASSESSMENT

The Historic Landmarks Element was conceived with the objective of maintaining and enhancing the City's historic character to improve the quality of the Redwood City environment. In concept, the Historic Landmarks Element strives to make Redwood City a more attractive and safer place to live. Each of the proposed projects, if implemented, will have positive effects on the environment. The projects are centered on maintaining existing buildings and landscaping whenever possible, restoring their visual character, and improving their structural integrity. Some of the damage to the environment which was caused by previous developments will be undone if these projects are implemented. If they are not, the

present unsatisfactory conditions will remain, with further decay quite possible.

IMPLEMENTATION

If a serious and concerted approach is taken, visible progress will be made within the next five years. Depending on the community's priorities, it is highly possible that all of the proposed programs can be completed by 2000, less than fifteen years away. The programs in this element should be most expeditiously implemented with establishment of historic districts as a top priority.

There will have to be coordination with capital improvement projects serving other community needs so that all efforts are in a unified, rather than fragmented direction. Coordination with other government bodies, such as the County of San Mateo, will be necessary in the Courthouse-Mezes Square project. The schedule for implementation should reflect each of these needs.

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PROPOSED HISTORIC LANDMARK DISTRICTS AND SITES - TABLE 1

District or Site	Name Proposed Uses	Location and Proposed Development
Main Street - Pioneer Square Historic District	Commercial and Residential	Restoration and improvement of existing structures and street improvements on Main Street between Marshall Street and Heller, and Maple between Broadway and Heller.
Courthouse - Mezes Square Historic Site	Commercial, open space (park)	Removal of Depression era Courthouse annexes, restoration of the Courthouse and park features.
Stambaugh-Heller Historic District	Residential	Restoration and improvement of existing structures and limited street improvements in the vicinity of Stambaugh, Middlefield, Heller, Cedar and Elm Streets.
Arguello Street Historic District	Residential and Commercial	Restoration and improvement of existing structures in the vicinity of Arguello Street and Whipple Avenue.
Embarcadero Creek Frank's Tannery Historic District	Commercial, office, open space (water area, park promenade)	Dredging and park improvements of Redwood Creek adjacent to the "Frank's Tannery Site", construction of bulkheads, boardwalks, raised bridges and commercial space adjacent to the boardwalk.
Fox Theater Historic Site	Commercial, public (civic theater)	Restoration and improvement of the Fox Theater
Union Cemetery Historic Park	Open space (park)	Restoration of Union Cemetery monuments, construction of park features.

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PROPOSALS	1987 1992	1992 2000
a. Pre-Site and District Development Projects		
Priority of Sites and Districts for Development	X	
b. Site and District Development Projects		
Main Street—Pioneer Square	X	
Courthouse Mezes Square		X
Stambaugh-Heller Historic District	X	
Arguello Street	X	
Fox Theater—Historic Site	X	
Union Cemetery Historic Park	X	
Embarcadero Creek—Frank's Tannery	X	
Redwood City Historical Museum		X

APPENDIX A

BRIEF HISTORY OF REDWOOD CITY

Costanoan Cultures: In the San Francisco Bay region lived, by some estimates, 7,000 people at the time of Colonel Juan Bautista de Anza's expedition in 1776. These people predated Spanish occupancy by perhaps 3,000 to 4,000 years. The Spanish called these people *Costaños*, which meant coast people. Fra Francisco Palou, the founder of Mission Dolores in San Francisco, saw the *Costaños* as well-formed, tall, many of them a reddish color, and as bearded as any Spaniard. He found them "gentle, friendly, and well-featured", and was able to talk to them in the Monterey language which they seemed to understand.

The benevolent climate and abundant food of the Bay region made life rather secure and simple for the *Costaños*. The climate is so mild that clothing and shelter were not required for much of the year. Men went completely naked except for an occasional cape of animal skins; the women wore loin cloths, and capes over their shoulders. The main part of the Costanoan diet was shell fish which were profuse in the bay.

The people were semi-nomadic but would generally return to village sites season after season. These village sites were marked by the shells and other refuse which the *Costaños* left. After years of repeated occupancy of the village, sites gradually became raised above the surrounding landscape. These raised mounds were dubbed shell mounds because of the proliferation of shells left by the *Costaños*. In Redwood City there were several shell mounds. One of these was crossed by Main Street near Woodside Road and a second was located near Union Cemetery. The section of Main Street between Maple Street and Woodside Road was originally called "Mound Street" for reasons quite apparent. Both of these shell mounds were leveled and built upon long ago.

The Spanish and Mexican Years: In 1769, an expedition led by Captain Gaspar de Portola viewed for the first time by white men, San Francisco Bay. Portola's expedition, which had traveled up the coast came as close to Redwood City as today's "Crystal Springs Lake". In 1776 Colonel Juan Bautista de Anza and his small band of soldiers passed through Redwood City. Anza and his men selected the site for the presidio and mission at San Francisco. Following Anza in June of the same year, up what was later to become El Camino Real, were 240 settlers bound for the new mission at San Francisco. These men, women, and children, were the first white settlers to pass through Redwood City.

For the next four decades, the mission settlements and their presidios were the only non-native settlements in the bay region. The Missions were dependent on Costanoan labor and large amounts of grazing land for their herds of cattle, sheep and goats. As the seven Spanish missions in the Bay area became established the *Costaños'* culture was quickly eliminated. The natives became laborers on the missions and on the large land grants to private owners. Their population was decimated by the white settlers' diseases to which they had no immunity.

During the Latin-American struggle for independence, from 1810-1825, the missions lost all financial support. In 1821 Mexico secured its independence from Spain. The California missions lacked support from the new Mexican government and the Californians in general, and as a result they began to weaken and lost their great herds of cattle and Costanoan laborers. Mission Dolores was secularized in 1835; it ceased to become a mission and became a parish church. This meant that Mission Dolores lost all control over the *Costaños*, and also lost claim to its vast range lands which included most of the bay side of the Peninsula, south to Palo Alto.

The secularization of Mission Dolores made possible the granting of former mission lands to private individuals. In 1835 a large tract of land was granted by the Mexican Government to the

Arguello family. This Rancho de las Pulgas encompassed 69,120 acres and ran from San Mateo Creek in the north to San Francisquito Creek in the south. It included all of Redwood City except the marsh lands adjacent to the bay.

The Mexican rancho era was of short duration in California, lasting about a decade. During its best years from 1835-1845, it provided a rather idyllic existence for the ranch owners. Few crops were grown, only those needed for food on the ranch. The main products of the ranch were hides and tallow, which acted as a medium of exchange.

The most important social event of the year was the rodeo and the matanza. The rodeo was the annual round-up and separation of cattle from different ranchos and most people in neighboring ranchos participated. After the rodeo, came the matanza, or slaughtering and preparation of hides and tallow.

Getting these products to San Francisco for export was made less difficult by the presence of tidal sloughs in the south bay. One shipping point or embarcadero for Arguello's Rancho de las Pulgas was near the intersection of Broadway and Main Street in downtown Redwood city. This place, which was dubbed "El Embarcadero" was where hides and tallow were lashed to rafts which were floated to San Francisco on an ebb tide. The ranchers traded their tallow and hides for all sorts of goods brought by ships around the Horn.

American presence in California began to be felt in the 1840's and this foreshadowed the end of the rancho era. Hundreds of American settlers pushed westward to California in the late 1840's, joining American trading ships in exerting an ever increasing presence.

The Lumber Boom: The precarious sense of order in California of the late 1840's was suddenly shattered when news of Marshall's gold discovery at Captain John Sutter's sawmill leaked out to the world. The ranchos in San Mateo County being close to the frenzy of activity were among the first to be affected. The rancheros were forced to defend

title to their land before the United States Land Commission and in courts. In the Arguellos's Rancho de las Pulgas, matters were complicated by the discovery that lumber, a relatively scarce commodity in the gold rush era, could easily be obtained in the forests near Woodside and freighted a short distance to the Embarcadero in the center of Rancho de las Pulgas. A rumor was circulating at the time that the Arguello title would not be approved by the Land Commission. Squatters settled in the las Pulgas rancho, particularly adjacent to the Embarcadero, hoping to preempt some of it should it turn out to be government land.

On October 12, 1853, the Board of Land Commissioners confirmed Arguello's claim to the Las Pulgas grant, although reduced to 35,240 acres and not the 69,120 acres granted by the Mexican Government in 1835. The acreage, however, still included all of Redwood City.

The Arguellos hired Spanish attorney, Simon M. Mezes who succeeded in establishing clear title for the Pulgas rancho. For this efforts Mezes received a sizeable portion of the Arguello rancho which included all of the area adjacent to the Redwood Embarcadero. The Embarcadero by 1853 was readily becoming a center of commerce for the lumber business, and growing farms and ranches in the central Peninsula. At this time, most activity was confined to the east bank of the creek which had the firmest ground near water. Milled lumber, wharf pilings, shingles, firewood and fence posts flowed down from Woodside and Searsville at a brisk rate. These valuable commodities were quickly loaded at rising water on board the string of shallow draft schooners waiting at the docks in time for the next flood tide. Serving the low docks on the bank of the slough, there were blacksmith shops, general stores, many scattered shacks, several ship building ways and a hotel.

Activity at the Embarcadero and the lumber operations in Woodside and Searsville was intensive enough at this time, for the Board of Supervisors of San Francisco County of which San Mateo County was then part, to order a survey of roads

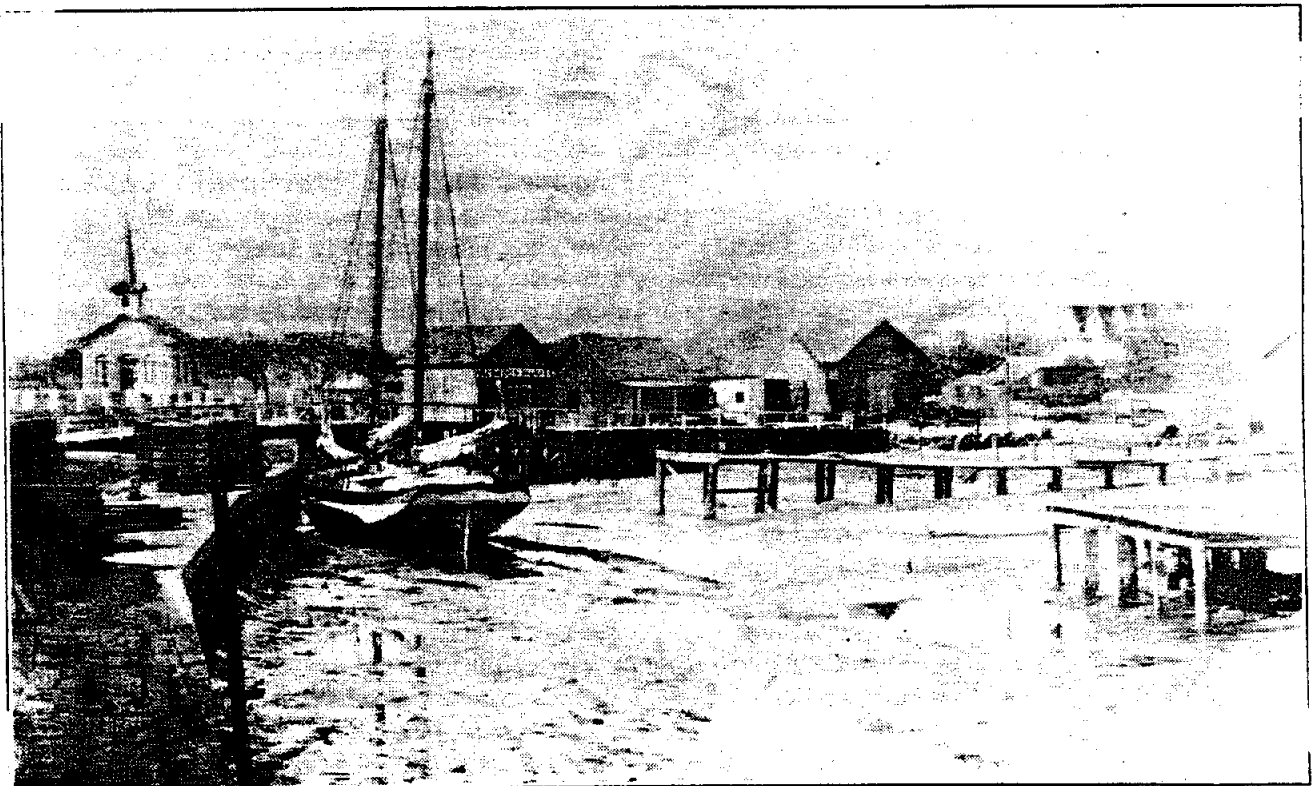
from the Embarcadero to the mills. Three roads were surveyed. One ran from Whipple's mill down the Cordilleras Canyon to the west side of the Embarcadero creek. The second two met at Whiskey Hill near the junction of Whiskey Hill and Woodside Road. One came from Tripp's Woodside store to the west and the second came from Searsville. From the Whiskey Hill junction, the road ran northward down today's Woodside Road and Main Street to the Embarcadero. Most lumber came down the road from the Woodside Searsville area since most sawmills were located there.

Mezesville Town Plan: By early 1854, title of the Las Pulgas Rancho had been approved by the Land Commission for the Arguello family. The Embarcadero residents found themselves squatters on private property. S.M. Mezes, who was quite unpopular with the residents, completed a survey for a town map for the "Town of Mezesville"

situated on Embarcadero Creek. Lots were offered for sale at \$75.00 to the resident squatters. Gradually lots were purchased and the town began to appear as Mezes had planned it, but the name "Mezesville" did not stick. The residents instead, chose Redwood City.

Downtown's street pattern has its origin to the Mezesville map. At first glance downtown's streets seem set oddly diagonal to El Camino Real. The reason was the all important slough flowed diagonally to El Camino Real. The geographic conditions affected the layout of the town. Main Street was located parallel to the creek on its east bank where activity had already been established.

The streets on the marshy west bank of the creek were laid out in a grid parallel and perpendicular to the creek starting with "1st" Street, now Jefferson Avenue. One street, Bridge Street, was planned to cross the creek on a drawbridge be-



LOOKING WEST TOWARD BRIDGE STREET (LATHROP HOUSE TO THE RIGHT)



tween the outer and inner basins of the Embarcadero Creek. This street later became Broadway and ran westward from its terminus at Main Street. Since the town's streets and El Camino Real met at an awkward angle, the town was "bent" in the center so that the streets north-west of Winslow Street were platted parallel and perpendicular in relation to El Camino Real.

About 1858, shipping activity and other business began to locate on the west bank of the creek. The town started to look well established. Brick commercial buildings began to replace those hastily constructed of wood. With the division of San Francisco and San Mateo counties by the Consolidation Act of 1856, Redwood City became the new seat of government...thanks to its lumber industry which made it the largest business center in the central peninsula. The first County courthouse was completed in 1858 on a lot donated to San Mateo County by S.M. Mezes. Other products were now being shipped out of the Embarcadero. These included baled hay and grain, and instilled in the community a hope that the lumber trade, which would eventually drop off as the lumber mills followed the redwood forests farther away from Redwood City, would be replaced with a more diversified trade.

The Railroad: In October of 1863 the San Francisco and San Jose Railroad was completed from San Francisco through Mayfield (south Palo Alto). This marked the beginning of rail passenger and freight service to San Francisco from Redwood City. In January of 1864, the rails stretched from San Francisco to San Jose. The railroad caused some profound changes. It became a competitor for all kinds of shipping, but the bulk materials such as lumber, hay and grain, continued to be handled by water-borne transport. Land values spiraled upward and the Peninsula's first commuters, wealthy San Franciscans, began to build palatial estates. The railroad probably did more for the growth of Menlo Park and San Mateo than it did for Redwood City, but it did cause some major changes here. The isolation of the town in the rainy winter season, due to muddy roads, had in the past been understood and accepted. But

with the railroad had grown a desire to improve roads that in winter storms became rivers and practically halted business. This desire for better roads led the citizens to vote for incorporation of Redwood City in 1867, which made it the first incorporated City in San Mateo County on March 27, 1868.

The Pastoral Years: Some time in the 1870's lumber shipping from Redwood City reached its peak. As timber was exhausted, the mills were moved farther from the Embarcadero. There was also a growing market on the peninsula for lumber products. As a result of the increased need for lumber here a revised lumber flow began at the Embarcadero with fir and pine being imported from Puget Sound. The lumber boom days had ended for Redwood City and although the railroad had been an impetus on growth here it did not cause as rapid growth in Redwood City as in other communities considered more desirable by wealthy San Franciscans.

The town was basically self-contained employing most of its working populace in fairly diversified activities. Employment for the towns over 1,500 occupants in 1878 included County Government and associated professions, three leather tanneries, shipping related activities, ranching and farming. Also employing many of the town's residents were the business activities downtown which were primarily confined to Main Street and the block of Broadway once known as Bridge Street between Jefferson Avenue and Main Street and on both sides of the Embarcadero.

For the next twenty-five years, life in Redwood City remained fairly static. The town grew slowly but at an even rate. The Embarcadero continued to remain a significant element of Redwood City life, but in later years, its chief importance was to Frank's Tannery which received raw hides and tan oak bark from shallow draft barges on the slough. There was also movement of other bulk products such as coal, bricks, fuel oil, and farm products.

The town of this era was limited to a narrow strip of land between the County Road (now El Camino

HISTORIC RESOURCES ELEMENT, APPENDIX A



PASTORAL REDWOOD CITY

Real) and the marsh lands of the bay. One of the reasons for this was that much of the area west of El Camino Real to the hills running from the vicinity of Edgewood Road to approximately Redwood Avenue, was owned by Horace Hawes, the State Assemblyman from San Francisco, responsible for the formation of San Mateo County. This limited the area which Redwood City could expand to east of El Camino and could possibly explain partially the low growth rate of the period.

Greco Island just East of the docks of the Port of Redwood City, once was the site of an important Redwood City industrial plant named The Alaska Codfish Company. In its active period, the Company had 30 buildings on the island, a wharf, and a fleet of three-masted sailing vessels, five at its greatest extent. At times there were sixty employees. In 1904 the Company acquired the site. The Company signed on fishermen and seamen to go on its ships to the Gulf of Alaska to catch codfish, salmon, and other fish. On the return, the ships would bring back to Redwood City a cargo to be dried and boxed.

The heyday of the Alaska Codfish Company was in its first two decades. In the 1920's, activity declined and in 1924 came to an end after a spectacular fire destroyed the factory.

The Earthquake: On April 18, 1906, an event occurred that changed the whole bay region. The earthquake and fire that followed, instantly displaced thousands of people in San Francisco. These people soon began to look outside of the city for places to live. The East Bay and Peninsula seemed to welcome these people with open arms, and many San Franciscans moved away from the city. On the Peninsula many of the old estates of the Victorian period were subdivided. In Redwood City, parts of the Hawes estates and many small farms were platted and the construction of houses began west of El Camino Real. By 1910, Redwood City had around 2,700 residents and many new residents were commuting to jobs outside of Redwood City. New industries joined the community but not at the same rate as the city's population increase. By 1920 there were 5,500 residents. Many new residents built "California Bungalow" style homes, immediately to the west of El Camino

REDWOOD CITY STRATEGIC GENERAL PLAN

Real. The demand on the city's school facilities had increased to a point where, in order to serve the need, three new elementary schools were constructed. These included Lincoln, Washington, and John Gill. The capacity of old Sequoia high school in downtown was exceeded to a point where it too had to be replaced. A large piece of the old Hawes property, which had become part of the Dinglee estate, was purchased for a new high school site. The present Sequoia high school which at the time was considered the finest in the state, was first occupied by students in 1924.

Summer Homes: Starting also in the earthquake era, was the construction of summer homes in Redwood City. These homes were generally built by San Franciscans of much more modest means than the wealthy who moved into the Peninsula in an earlier era. The summer homes, which should more appropriately be considered cabins, sprang up in the hilly areas and canyons west of town - such as Emerald Hills, and the Cordilleras Canyon. They were also built in the Selby Lane and Fair Oaks areas.

The Depression: By 1930, Redwood City had 9,000 residents in its corporate limits; residential development continued at a brisk rate in spite of the Great Depression. In the decade of the Thirties, population increased by 4,500 residents and government employment grew and industrial and commercial development continued. An important change was taking place in Downtown. Main Street was losing its dominance as the main commercial street. The hub of commercial activity had relocated onto Broadway, closer to the new residences being constructed in the western part of the city. By World War II, conditions on Main Street had deteriorated considerably. But Downtown as a whole enjoyed a position of dominance as the primary commercial district of the county.

By this time, the old Embarcadero in Downtown was virtually forgotten. Small shallow draft schooners and scows were no longer an economic form of transport. The old creek continued to silt because of the diking of adjacent lands as well as isolation from the bay by three low level bridges.

The channel was still in use up to the old Frank's Tannery which received tan bark and other supplies.

Attempts to move the port facility closer to the bay, which started about 1913, were reasonably successful, and by 1927 Redwood Creek had been dredged to a depth of 27 feet at high tide. Rail connections were extended to a site adjacent to the deep water channel first to serve a salt company and later to serve a large new cement plant that manufactured its product from oyster shells and mud dredged from the bay bottom. Talk of extending the Western Pacific railroad across the Dumbarton narrows and into Redwood City in the early thirties intensified the efforts to improve the deep water channel. In June 1936, the citizens of Redwood City passed a bond issue allowing the expenditure of \$266,000 for harbor development. This, combined with funds from the Public Works Administration and the County of San Mateo for road work, allowed work to begin in deepening the channel, improving the Municipal Port site, and constructing a wharf and transit shed. By September 1937, the new facility and channel were ready to handle cargo. The first years of operation of this facility were so immensely successful that further improvements were immediately made. In the first year of operation, 43 ships used the port facility.

World War II and Continued Growth Toward Suburbanism: The rapid growth in the 1930's seemed dwarfed by the growth explosion that occurred in the three decades following the second World War. In nearly all of the cities surrounding the bay, development of all types flooded over traditional city boundaries. Cities once separated by open land were suddenly fused; land was annexed to municipalities and developed.

Redwood City grew from a town of 12,453 in 1940, to a city of 46,290 in 1960. It annexed adjacent developing land areas until it shared boundaries with Menlo Park and Atherton to the south and San Carlos to the north. Some of the rural residential areas in the western hills and in Selby Lane and Fair Oaks resisted annexation. They

HISTORIC RESOURCES ELEMENT, APPENDIX A

remain unincorporated today because of a desire to retain the rural atmosphere and because of the high cost of extending municipal services into these areas which would be borne by the land owners. In the mid-1960's Redwood City annexed 25 square miles of tide lands and salt ponds. This bay land area, which runs from Foster City in the north to Menlo Park in the south has more than doubled the land area of the city. On Redwood Peninsula, the Redwood Shores development is a model community. It is studied by developers across the country and around the world. It is built out to approximately two-thirds of its final plans, and continues to develop the community according to its original concepts. The owner, Mobil Land Development Corporation, has made the project into a successful and vital community. Neighborhoods were designed around curved streets, rather than in a rectilinear layout. Recreational areas and open space were also incorporated into the design. Most of Bair Island has been set aside as a wildlife sanctuary. Redwood Shores' plan included not only the development of homes, but also the inclusion of businesses to provide jobs for residents. Although Redwood Shores was originally conceived as a home for 100,000 residents, the present plan foresees 20,000 residents.

Regional highways which had been constantly improved since the turn of the century were expanded to serve more auto traffic. The Bayshore Freeway was constructed to replace the congested and dangerous Bayshore Highway. Many of the new Redwood City residents commuted to jobs outside of the city and as in previous years, there were less jobs in the city than job holders. Both commercial and industrial growth were limited somewhat by competition with other cities. Downtown lost its dominant position and other adjacent business districts grew stronger. Two shopping centers constructed within four miles of downtown began to seriously affect business.

Ampex Corporation, whose corporate headquarters is located on 55 acres in Redwood City, touches the lives of most Americans daily through its technology. Ampex Corporation designs and manufac-

tures products that record, store, and display data and images such as those seen on a television screen or stored on a video cassette. The company was founded in 1944 in San Carlos by Russian immigrant Alexander M. Poniatoff. He created the name Ampex by combining his initials with "ex" for excellence. The company was backed by Bing Crosby, who was enthusiastic about the possibility of taping and editing radio programs for later broadcast. In 1956, Ampex introduced a revolutionary product that changed television dramatically: the first commercial videotape recorder. In 1961 the company developed the electronic videotape editor. In 1967 it developed the first color portable videotape recorder and also the first color, slow motion, stop action replay magnetic disc recorder used in slow motion and instant replay of sports broadcasts. Ampex is unsurpassed in the industry for the number of Emmy awards won for technical achievement in television broadcasting. However, Ampex technology is used for a number of purposes other than in the television industry. From less than a dozen employees 40 years ago, Ampex now has 7,000 employees throughout the world.

In spite of the increased competition from commercial centers outside of the city, Downtown has remained the dominant district within the city. The County Government Center, has continued to grow and many new financial institutions have sprung up in recent years downtown. The "skid-row" image of Main Street has softened in the last fifteen years. Demolition of the old Peterson Hotel displaced a number of transients who once lived on the depressed street. The many vacant storefronts of the mid-1960's, have been filled with antique and junk shops attracted by low rent and the Main Street "character". The Broadway improvement project, which started in late 1974, was aimed at making Broadway a more attractive and enjoyable place for shoppers. This project, like the antique shops on Main Street, should improve Downtown's image.

HISTORIC RESOURCES ELEMENT, APPENDIX B

APPENDIX B

INVENTORY OF POTENTIAL LANDMARK SITES AND DISTRICTS

* Indicates that the structure has been demolished

During preparation of the Draft landmarks Element of the Redwood City General Plan, a partial inventory of potential Landmark Structures, Sites and Districts was made. This inventory included a description of the boundaries of those structures, sites and districts, which have historic or architectural character representative of either Redwood City, San Mateo County, or California history and, in this analysis, were considered most significant. The inventory includes a description of architectural characteristics, history, physical condition, and materials of construction (if applicable). The inventory most closely delves into areas in and around Downtown, and those areas whose character is or may be threatened.

I. MAIN STREET - THE OLD EMBARCADERO

This area is the historic core of Redwood City. Main Street parallels on the east bank, the tidal slough (now culverted) which was the initial impetus to settlement in the Redwood City as we now know it. Main Street remained the city's commercial core for well into the twentieth century. By 1940, when Broadway assumed dominance as the main commercial street, Main Street began to deteriorate. Main Street at its intersection with Maple Street remained an important automotive sales and service center until fairly recently when the last of the new automobile dealerships moved elsewhere. In the 1960's, Main Street had a distinctly "Bowery" character. With the demolition of the old Peterson Hotel in 1968, the transition of Main Street to an "antique row" began.

Historic Main Street runs from Woodside Road down to what was once called Mound Street to Maple Street. At Maple, it veers northward and ends at Bradford where the old Slough once blocked its path. However, not all of Main Street retains a historic character. All old structures on



MAIN STREET REDWOOD CITY 1907

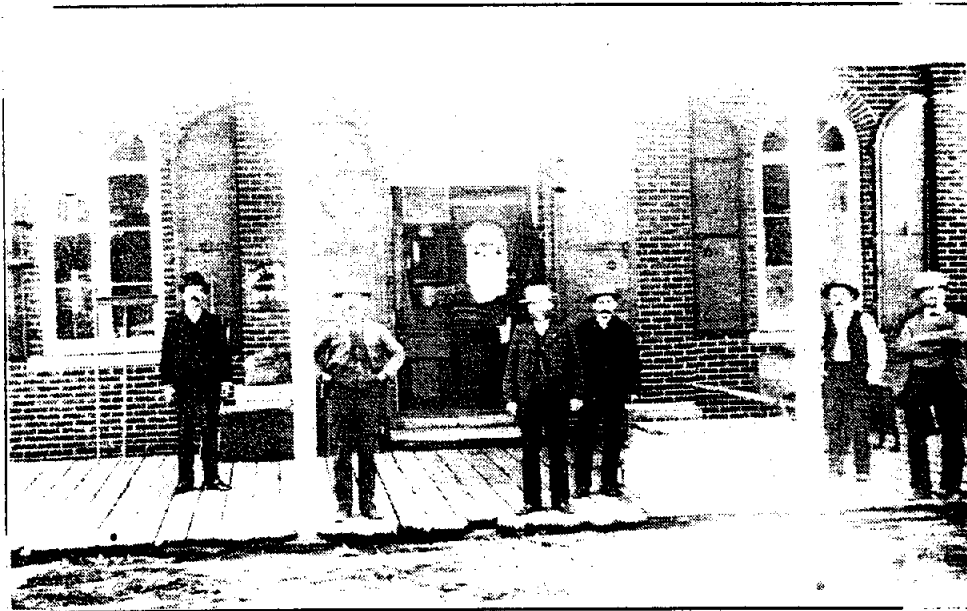
REDWOOD CITY STRATEGIC GENERAL PLAN

Main Street north of Broadway (at one time there were many), excepting two on the west side between Broadway and Marshall have been replaced by new buildings. The part of Main between Middlefield Road and El Camino Real has been sprinkled with relatively modern storefronts and automotive-related buildings. Two park squares and about four old houses in varying degrees of repair still stand on this section of Main Street. The one and one half block section of main Street starting just north of Broadway and ending at Stambaugh Street retains a turn of the century character. This is particularly true for the Main Street adjacent to its intersection with Broadway and about half of the 2000 block of Broadway.

At Broadway and Main lie the best examples of early commercial architecture to be found in Redwood City. The essentially "backwater" status that this area had, in the last three decades saved these buildings from large scale alteration.

C-1 N.W. Corner of Broadway At this location is the sandstone 1900-1910 Bank of San Mateo County which is Renaissance Revival with pilasters, acanthus capitals, pediments, and cupola. The Grand Hotel once stood on this corner which was once in the heart of the city.

C-2 726 Main Street This structure is the oldest commercial building standing in Redwood City. The building was constructed of brick in 1859 by J.V. Diller as a general store. For several years San Mateo County monies were kept in a large safe here by P.P. Chamberlain, the County treasurer because the building was more securely constructed than the first courthouse. 726 Main Street is of Classical Revival flavor much like the period commercial buildings in the Mother Lode. The old iron shutters still remain in the rear of the building. A wooden veranda, added after 1867 was removed. The facade has been rehabilitated to its original 1859 appearance.



P. P. CHAMBERLAIN (White Hat) AT THE ENTRANCE OF HIS STORE CIRCA 1900

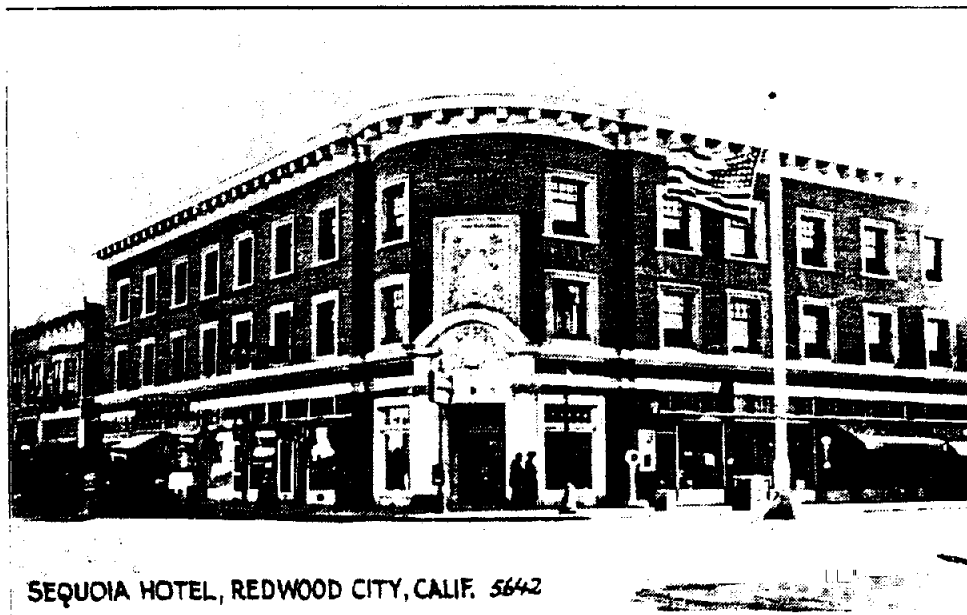
C-3 2010-2012 Broadway The Fitzpatrick Building is a two story Romanesque styled building constructed of brick in 1892. The facade is attractive tan brick and is of the same scale as The Bank of San Mateo County next door. The building once housed a drug store.

C-4 2020 Broadway 2020 is a concrete commercial building which once housed a savings and loan company, was constructed in the 1920's. In spite of its more recent origin, it is compatible with the adjacent drug store because of its equal scale and similar details.

C-5 S.W. Corner Broad and Main Street This brick structure is the 1912 Sequoia Hotel block which cost \$100,000 to build, a considerable expenditure at the time. Once it was the town's best hostelry and the hub of its social activities. President Hoover visited Redwood City during his term as President and stayed at the Sequoia Hotel.

The building today looks much as it did in 1912, except the brick has been painted and some minor alterations have been made on the Main Street facade.

***C-6 822-826 Main Street** This facade hides two different buildings. 822, a wooden building was probably built in the early twenties and has little architectural or historic character. The age of 826 Main Street, a brick two story building which housed Hilton and Titus, one of Redwood City's early blacksmiths and wagon makers, and later the Masonic Lodge, is most apparent at the rear of the building. The first story rear section of this brick building was built in 1859 and still has some very early iron shutters. In the 1870's, the building was extended to the street and in the 1880's, the Masonic Lodge purchased the building and added the second story. The old 1880 facade was probably altered around the time the Masonic moved into the Old Alhambra Theatre across the street in 1921.

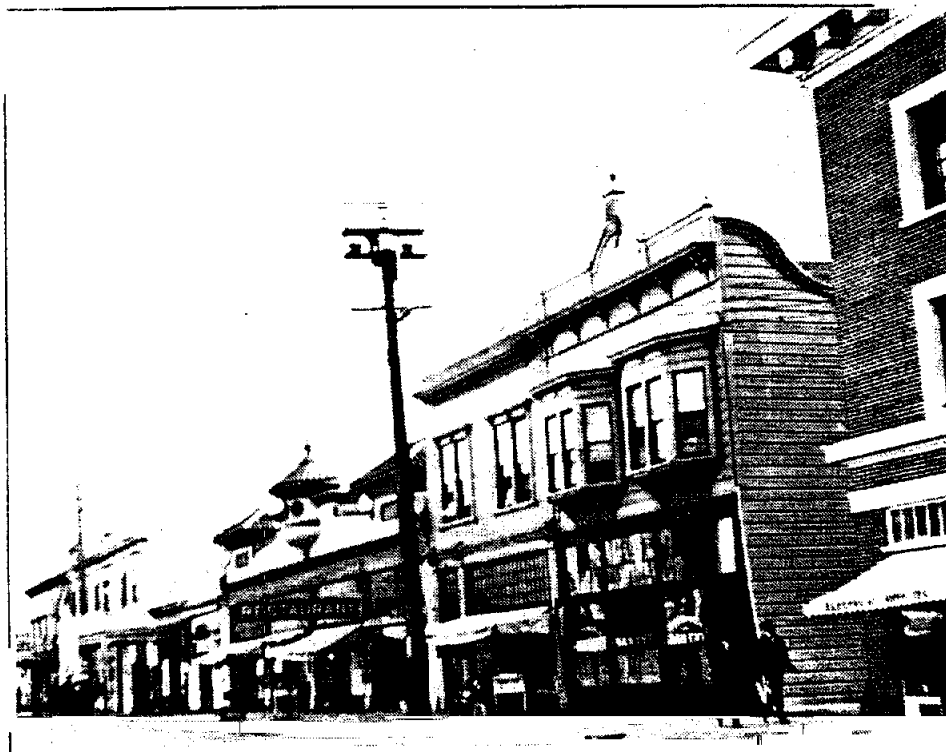


SEQUOIA HOTEL, REDWOOD CITY, CALIF. 5642

***C-7 830-838 Main Street** 830-838 is a 1904 series of four storefronts in a Mission Revival theme. The only major alteration to this building was the placement of corrugated steel sheathing over the window freeze above the show windows. The window freeze still exists, though hidden by the sheathing which could be easily removed. The site now contains a mixed use, residential/ commercial project containing 90 units and 9,000 square feet of commercial spaces which was completed in 1986.

little of the original character. The textured metal ceiling still remains in the interior of the hardware store and one of the original cast iron pilasters remain on the facade.

C-9 831-835 Main Street This two story brick building, The Alhambra Theater, was opened in 1896 and at the time was the best theater between San Francisco and San Jose. The theater, which had a seating capacity of 1500 persons, was sold to the Masons who converted the building into a



MAIN STREET BETWEEN MIDDLEFIELD AND BROADWAY (N. SIDE)

***C-8 S.E. Corner of Main Street and Broadway** This brick building is part of the old Wahl building which was constructed around 1880 and was partially removed when Broadway was extended past Main Street in 1931. Now called the Hull Building, it has undergone major alteration. The brick facade has been stuccoed and retains

meeting place and street level storefronts in 1921. The facade was remodeled and matches the facade of the Odd Fellows hall next door.

C-10 Corner of Stambaugh and Main Street The Holmquist Hardware building was built in 1909 and housed a grocery store and later a

HISTORIC RESOURCES ELEMENT, APPENDIX B

pharmacy. This stuccoed wooden two-story building with bay windows is attractive and has not undergone major alteration. The window freeze is leaded glass which has turned amethyst from exposure to the sun.

C-11 1018 Main Street The Offermann House was built in 1857 and has had several additions in subsequent years. Its architecture is eclectic fusing colonial and prairie styles with a regional adaptation—the broad veranda surrounding the front portion of the house. The Offermann House has recently been restored for commercial use through a totally private effort. It is in excellent condition.

CONDITION OF STRUCTURES

Main Street's backwater character has on one hand been a blessing and on the other a misfortune. In the last three decades, few improvements have been made on older Main Street buildings. This has kept their architectural styles basically unaltered but has allowed weather and age to take their toll. Everywhere on Main Street are signs of this neglect. Paint is chipped and peeling on nearly all buildings. Marquees are faded and in disarray. Wood buildings are dry rotting and sheathing is warping from inadequate protection from the elements. Stucco is cracked, or the exterior and plaster is cracked and missing in the interiors. Interiors in many stores need cleaning and painting. In a few isolated cases, mortar which was improperly prepared is wasting away in masonry walls. Trash disposal is a problem and sidewalls, store windows, and building exteriors are not kept clean. The process of decay continues in spite of the fact that the street is enjoying more attention from shoppers now than it has in the last three decades. Normal maintenance procedures have begun to arrest this process, however, these procedures alone cannot correct thirty or more years of neglect.

II. DOWNTOWN CORE AREA

Broadway eclipsed Main Street as the City's primary commercial street around World War II.

By this time, commercial buildings had been constructed on sites once occupied by the town's elementary school, high school and public library and had formed a solid wall of stores and other business establishments from Main Street to El Camino Real. This wall was broken only by the courthouse. Broadway no longer resembles the former palm-lined quiet street which in 1900 had most of the City's public buildings. With the exception of a few highly altered commercial buildings, the old San Mateo County Courthouse is all that remains from this era. The area is currently located within the Downtown Development Plan and Centre Area Revitalization Plan which specify the nature of desired future development.

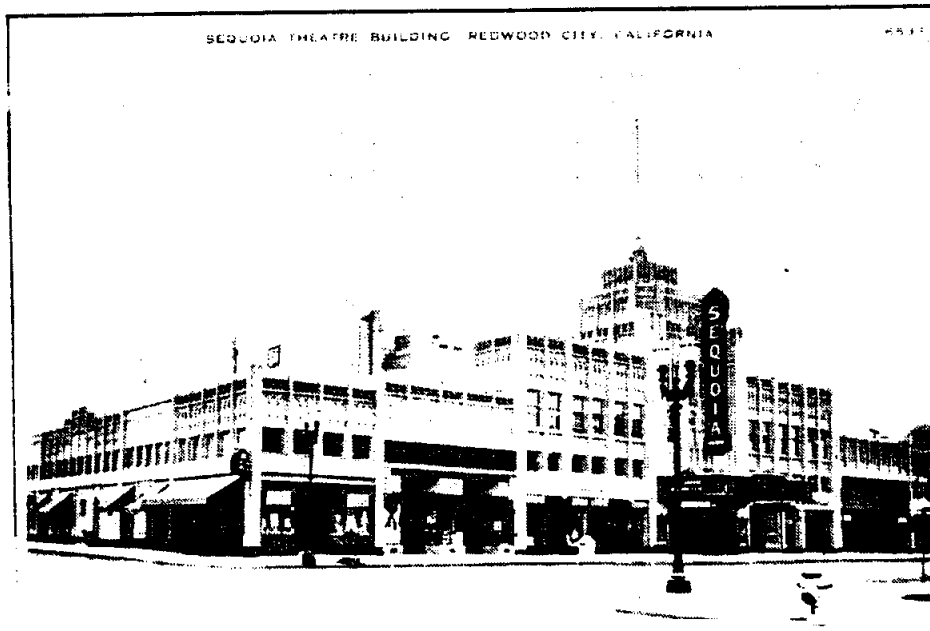
C-12 The San Mateo County Courthouse - northside of Broadway between Hamilton Street and Middlefield Road. One of the most significant sites in Redwood City for both its history and architecture is the San Mateo County Courthouse and the block of land that it stands on. The land was donated to the County of San Mateo in 1858 by the S.M. Mezes and the Arguello family, who had title to Rancho de las Pulgas. The first courthouse was built shortly thereafter. On October 21, 1868, a severe earthquake damaged the second floor so completely that the supervisors voted it removed. In 1882, a larger two story brick building was built in front of the old building. In 1903 construction started on the current courthouse which was to replace the by then inadequate 1882 courthouse and the older building which was retained as an annex. The "new" masonry courthouse with sandstone facing and a steel and glass dome was nearly complete when the April 18, 1906 earthquake struck and demolished the walls. The courthouse was rebuilt around the steel framed dome, which was undamaged by the tremor but reinforced concrete is said to have been used instead of masonry, with Colusa sandstone facing. The courthouse was completed in 1908 and a park like plaza replaced the 1882 courthouse which stood between Broadway and the front of the "new" building. In 1939 the park plaza disappeared when a new annex was constructed with the depression era Public Works Administration funds. The "Depression Modern" addition on Broadway

REDWOOD CITY STRATEGIC GENERAL PLAN

virtually hides this attractive and imposing structure from view on Broadway. The interior and The Hamilton Street and Middlefield Road facades remain unaltered. The true beauty of the old Courthouse lies in its interior space. Mosaic floors, bronze lamps with eagles, wrought iron balustrades, oak benches, green marble pilasters with gold eagle voluted capitals and exceptional leaded glass skylights in the rotunda dome and in the largest room, are some of the interior details of this Baroque-Renaissance building designed by San Francisco architect Glen Allen. The leaded glass skylight was restored in 1987.

C-13 The Sequoia Theater Located on the south side of Broadway across the street from the San Mateo County Courthouse is this imposing Moorish-Gothic styled building. This theater store block was designed by Reid and Reid Architects of San Francisco and was built in 1928 where the Lathrop House and later Central Grammar School stood. It was built for Ellis John Arkush, a man who moved to San Francisco from Chicago in 1912 to work as a civil engineer on the construction of the Panama Pacific Exposition in San Francisco.

The theater alone cost \$180,000 to build and had a stage and loft for vaudeville performances, as well as a theater pipe organ which was considered the second best in the Bay Area. Some big names played at the Sequoia including Bob Hope and Al Jolson. In October 1929 the theater was purchased by the Fox West Coast theater chain. In June 1950, a section of the plaster ceiling collapsed and the theater subsequently underwent an extensive remodeling which changed the interior decor and possibly the marquee and sidewalk platform. At completion of the remodeling in September 1950, a show with George Jessel as master of ceremonies was given to celebrate the improved theater. Use of the stage eventually declined, and it is now rarely used. Its original styling has been altered but the auditorium and lobby still possess grandeur in scale and detail. Much of the prior tracery has been removed. The building has been recently restored through the efforts of Justin Jacobs and has been donated to the Center Stage Group/Palo Alto Players. On July 27, 1987, the structure was designated an Historic Landmark.



SEQUOIA THEATER CIRCA 1930'S

HISTORIC RESOURCES ELEMENT, APPENDIX B

C-14 Fire Station No.1-1044 Middlefield Road
Built in 1921 this tan brick, concrete and terra cotta Romanesque building is probably the fourth home of the Redwood City Fire Department. The building is located on what was one called Diller's Island, which was a marshy peninsula between the two main branches of Redwood Creek. The City's elementary school was located on this "island" from 1864 until 1895 when the Central Grammar School was built on the lot where the Fox Theater now stands. Students got to school on foot bridges across the creek from the Broadway and Main Street sides. The original fire station building has now been incorporated into the new library complex and scheduled for completion in 1988. The original wrought iron lamps were erroneously sold in 1987 and have not yet been recovered.

***C-15 Redwood City Southern Pacific Depot - East end of James Street** The present station was built in 1909 on the east side of the tracks south of Broadway. In 1937 it was moved to its present location and stores were constructed on its former site. The present station is probably the third station building since the railroad was completed through Redwood City in 1863. Stations have been at various different locations north and south of Broadway in the 112 years of the railroad's existence. The present building and its broad porch and colonnade is simple and attractive. This stucco building is well maintained and is still used by rail commuters. The site is presently vacant and located in the Gateway Redevelopment Area.

III. THE PIONEER RESIDENTIAL NEIGHBORHOODS

Roughly wedged into the narrow strip of land bordered by El Camino Real and Veterans Boulevard, and Whipple Avenue and Woodside Road was Redwood City as it appeared at the century's turn. Though development was relatively intensive in parts of this confined area, much of it was open agricultural land used for crops and pasture. There were at this early date, three defined residential areas which were separated by the commercial, industrial, and governmental activi-

ties along the waterfront, Broadway, Main Street and the railroad. The first was in the vicinity of the County Government Center and ran northerly along the railroad to Whipple. The second was between the railroad and El Camino Real and ran from today's Woodside Expressway to Whipple Road. The third was roughly defined by the commercial area on Main Street to the west, the railroad to the south, Woodside Expressway to the east, and Stambaugh, Elm and Spring Streets to the north. Since World War I development pressures have greatly altered the appearance and character of each of these old neighborhoods. Most lots which were pasture and agricultural land were built on. Downtown burst from its traditional limits and consumed residential land on its periphery. The County Government Center expanded and many old homes disappeared. Zoning practices also discouraged retention of the old low density residential character. The old neighborhoods have been rezoned for all sorts of more intensive use. At present, none of the land in any of these pioneer neighborhoods is zoned for single family use. Present zoning districts in these neighborhoods include R-5, R-4, R-3, CB, CA, CG, CN, CP, PO and IR.

In spite of the lost homes and ones that have fallen into decay, some reminders of Redwood City's past still survive. Growth and change, though taking their toll on the City's historic residences, has kept the City alive. Although the character of the old neighborhood has been strongly altered, at least one example of every architectural style of homes constructed here since the lumber boom days still remains.

At present, the character of each of the three old neighborhoods is one of post turn-of-the century bungalows and more recent duplexes and apartments with a sprinkling of earlier Redwood City houses and matured vegetation. Large palm trees, redwoods and monkey trees which once stood around old residences now stand by the apartments which have replaced them.

There are perhaps one hundred or more homes that are at least 75 years old, spread throughout

the three old residential areas. In five or six locations, there is actually a concentration of very old residences and in a few places, some of the character of the pioneer neighborhoods remains.

PIONEER NEIGHBORHOOD #1 This old residential area lies mostly in Centennial neighborhood. It also includes parts of Downtown. As in all of the City's oldest residential areas, the oldest homes are distributed and are rather sparse. The neighborhood has a well kept appearance, a pleasant diversity of housing types, and architectural styles. Some older homes are decaying but, on a whole, there exists a very livable mixture of new and old. There is one notable concentration of five old houses on Arguello Street in the vicinity of Howland Street and Whipple Avenue. These date from the 1880-1910 era. Three of these deserve special note.

R-1 1219 Arguello Street This well-kept shingled house is ivy covered and has a large garden. It probably dates around 1905-1910.

***R-2 1209 Arguello Street** Next door to the ivy covered shingled house is a well kept victorian with brackets under the eaves and a rather intricately detailed slanted bay in the stick style. This home was probably built circa 1885 and is in excellent condition.

R-3 1200 Arguello Street This is the best remaining example of Greek Revival architecture in Redwood City. It has been dated circa 1880 from one source but looks as if it were built earlier. It has quoining and roof line also typical of the style.

Other homes in this Pioneer neighborhood which are located away from the Whipple Avenue-Arguello Street concentration of special interest are listed below:

R-4 N.E. Corner of Allerton Street and Brewster Avenue This house is a circa 1880-1885 home with a Greek Revival roof line. According to the owner, this home was moved to this site about 15 years ago and at that time was

subdivided into apartments. Major alterations to the building have been made.

R-5 627 Hamilton Street This is the best known example of Redwood City's Victorian Era architecture. It is now known as the "Lathrop House" and was built in 1863 on the site where the Fox Theater is now by Benjamin G. Lathrop. Lathrop was the first clerk, recorder and auditor of San Mateo County. The home was later owned by Patrick Edward Conner, Civil War General, Indian fighter and Utah mining man. The Redwood City Elementary School District purchased the site in 1895 and the house was moved to the rear of the lot to allow construction of a new elementary school. For the next decade, the school principal resided in the old Lathrop House until the school district decided that the rear grounds of the school were needed for a gymnasium. In 1905, Sheriff Joel Mansfield purchased the house for \$500 and moved it to its present location at 627 Hamilton across the street from California Square, a public park which was deeded to San Mateo County in 1956 to allow construction of a Hall of Justice and Records. The Lathrop House, which is on county owned land has been restored on the exterior through the joint efforts of the Redwood City Heritage Association and the County of San Mateo. The nine room house is an outstanding example of Carpenter's or Steamboat Gothic, with its sharp, pointed gables and finials, bargeboards and broad porch with octagonal pillars and flattened decorative arches. This house is on the National Register of historic places.

R-6 611 Middlefield Road This well kept house has two slanted bays and a square bay with rather simple details in the stick tradition. It was probably built circa 1890 and has fish-scaled shingles in the gable.

R-7 505 Middlefield Road This stick-eastlake styled home has intricately carved wood panels surrounding the large front window in slanted bay. Carved columns on the porch and the windows have brackets under the eaves and there is an interesting balustrade around the porch. The house which was probably built circa 1884 is now

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located at 1020 Main Street and is completely restored. This building is the last remaining in Redwood City with eastlake details—though they are much simpler than in the large old cities.

PIONEER NEIGHBORHOOD #2 This old, once predominantly residential neighborhood includes the land between El Camino Real and the railroad and Woodside Road and Whipple Avenue. At around the turn of the century, this area was almost exclusively residential with just a sprinkling of business on Main Street (between the railroad and El Camino Real) and the Beeger Tannery where the Towne Ford dealership is now. Commercial and industrial activities which have grown here since that time have virtually eliminated all old residences with the exception of a few isolated areas south of Jefferson Avenue. Several pre-1900 houses remain on Main Street between El Camino Real and the railroad and in the vicinity of Franklin Street between Jefferson Avenue and Maple Street. There are approximately 10 early houses remaining in this once predominantly residential area. Five houses have special merit. These are listed as follows:

R-8 649 El Camino Real This circa 1865 home was once closer to the street but was moved to the rear left corner of the lot when the American Legion Hall was built. The two story house has brackets under the eaves but is otherwise devoid of ornamental details. The second story windows in the elevation view have been replaced with aluminum sliding windows. There are additions on the right side and in the rear. The building is a good example of early Redwood City residential architecture but has been altered with additions.

R-9 109 Wilson Street This simple one story white house has brackets under its eaves with unusual turned knobs. The porch is supported by simple square pilasters. Dating circa 1885, it was moved close to the intersection of Cedar and Stambaugh.

***R-10 113 Monroe Street** A good example of a working man's home. This simple weathered redwood board and batten building is virtually

devoid of details with the exception of simple brackets on the porch pilasters. It is a very early residence circa 1860 typical of a Redwood City which has disappeared, and is in fair condition.

***R-11 1236 Main Street** An Italianate residence. This old house was built circa 1875-1880. It has a slanted bay in the Main Street elevation and a squared bay in the left profile. The details are relatively simple but attractive. The house needs paint and the porch sags.

***R-12 1226 Main Street** This circa 1875 home would not be at all out of place in rural New England. Its only ornamental details are the carved brackets on its delicate split porch pilasters. The house is in fair condition, needing largely a coat of paint and repair of its sagging porch.

PIONEER NEIGHBORHOOD #3 Bounded by the railroad to the south, the commercial area on Main Street to the west, Woodside Expressway to the east, and Stambaugh, Elm and Spring Streets to the north. This Pioneer residential neighborhood is totally in the Middlefield neighborhood with the exception of a few old houses near Main Street in the Downtown neighborhood. The oldest number of Redwood City's pre-1900 homes remain in this area. As with all of the Redwood City's oldest residential areas, low density was a turn-of-the-century characteristic with about half of the platted lots occupied by homes. Since that time, on most of the lots not occupied by early homes, newer residences and later duplexes and apartment houses were built.

Spread throughout the area are the pioneer homes. However, there are four areas with concentrations of old homes that retain some of the old character. The four areas are: Heller Street between Cassia and Cedar Streets; and Maple, Walnut, and Stambaugh Streets near Main Street.

STAMBAUGH STREET On Stambaugh Street in the vicinity of Beech and Elm Street, is a significant group of historic Redwood City homes which date from circa 1860-1885. These houses

are all in fair to good condition and line both sides of the street. Some have been converted into apartments and have been altered on the exterior but generally, they retain their original character. Following is a list of homes on Stambaugh which are considered to have special historic or architectural values.

R-13 304 Stambaugh Street An early workingman's residence, this attractive little house has very simple detailing—slightly reminiscent of the stick style. It has a small porch protecting the front door with very simple brackets on the single porch pilaster and at intersections with the walls. There is a squared bay in the elevation and also in the right profile. The house is well maintained.

R-14 397 Stambaugh Street This early house defies classification in terms of Victorian styling popular in the late nineteenth century. It has been altered to a degree on the exterior and has been converted into apartments. The house probably had wood sheathing up to the second story where it gave way to shingles to the eaves. The sheathing has been stuccoed over, but the shingles remain. The stucco has not really damaged severely the character of the house. 397 is in fair condition and the exterior needs work.

R-15 403 Stambaugh Street Another workingman's home, this old dwelling does not really possess any unique architectural character but it is quite old, dating circa 1860 and is attractive. The front door is paneled in a style typical for its era of construction. The house is well balanced and has a porch supported by square pilasters. It appears to be well maintained.

R-16 406 Stambaugh Street A striking peculiarity draws attention to this early residence. The windows and doorway in both the front and rear elevation, though placed in harmony with relation to one another, are curiously offset with respect to the edges of the walls. In front elevation, the doorway and left second story window are much closer to the left edge of the wall than the right first and second story windows. The box-like

projection over the left second story window actually interferes with the fascia beneath the eaves. In spite of the curious spacing of the windows, the architecture of the house is successful. The brackets under the eaves, on the porch pilasters, and below the box-like projections above the windows are quite ornate. The recessed entryway is probably a carry-over from the snowy east. The one story wing in the elevation could have been a later addition but shares the same ornamental detailing as the rest of the house. 406 has been divided into apartments but appears to be in fair condition. This house was built circa 1865.

R-17 418 Stambaugh Street This house is another very early Redwood City home dating from around 1860. Like 403 Stambaugh Street, this house doesn't have striking architectural character but again like 403, it is attractive and well balanced. It undoubtedly is a representative of mid-19th century American's sense of order in residential architectural and is reminiscent of the Greek revival tradition of the times. 418 is a small one story house with a veranda supported by delicate split pillars and brackets. The house has very tall original casement windows in the elevation, which in itself is a unique characteristic for early Redwood City homes. The house appears to be well maintained.

R-18 424 Stambaugh Street Built prior to World War I. This shingled bungalow-styled dwelling has leaded glass windows and an attractive garden. The house has undergone subsequent additions in the rear that are of the same scale and materials as the earliest part of the building. The Stambaugh Street elevation is unchanged and the house is in good condition.

R-19 427 Stambaugh Street Like many other old residences, this one has been converted into apartments. It is a simply detailed Italianate with a slanted bay and brackets under the eaves. 427 is an attractive house, dating from circa 1875; it still maintains some of its former character in spite of the fact that a room has been built on the left side of the bay, altering the elevation.

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R-20 439 Stambaugh Street Another single family residence turned into an apartment. This house is devoid of Victorian ornamental details. It is very simple, possibly altered in the elevation and quite old, dated circa 1860. 439 is in fair condition.

R-21 504 Stambaugh Street This Italianate residence is attractive and well kept. The Beech Street elevation has a squared bay effective of the typical Redwood City concept—modestly of detail. The Stambaugh Street elevation has a slanted bay and windows on both sides have brackets on top. Solid square columns support the porch and a barn is visible in the rear but has been changed into a garage. The house was probably built circa 1875.

MIDDLEFIELD ROAD On Middlefield Road between Maple Street and Woodside Expressway, remain several old Redwood City homes. Originally called Phelps Street after Timothy C. Phelps a wealthy farmer, who owned much of the land where the City of San Carlos now stands. Middlefield Road was one of the City's earlier residential streets. There are about one dozen pre-1900 houses on Middlefield Road between Maple Street and Woodside Road but no one area enjoys the same intense concentration of old houses that Stambaugh Street in the vicinity of Elm and Beech Streets has. Small groups of old residences do exist in a few locations but in all cases they are on one side of the street and are opposed by recently constructed buildings that are not of the same character. A list of old residences which have unusual historic or architectural values is included below.

R-22 1503 Middlefield Road This Italianate residence was built circa 1875. It has unusual squeezed pediments over its windows and doors, an ornate barge board and usual brackets. 1503 has been converted into apartments and has some exterior changes but is in relatively good condition.

R-23 1417 Middlefield Road This Italianate, with matching slanted bays on either side of the entry and porch is a very well-kept jewel. It has

many intricate ornamental details including small carved triangular panels and brackets above the arched windows and a lavishly detailed porch. The shingles in the gables on the Middlefield Road elevation are in two different patterns. The house was constructed circa 1875 and still has a fenced vacant lot next door which was probably its corral.

R-24 1405 Middlefield Road Another house with Italianate details, though less profuse than 1417. This old residence has been converted into apartments. The front porch has been enclosed rather awkwardly. In the left profile view, there is a slanted bay and the second story windows are arched. The house appears to be in good condition.

***R-25 1304 Middlefield Road** The most notable feature of this simple old residence is its octagonal turret. There is little ornamentation and extensive alterations have been made. 1304, now a boarding house, has eight separate units. The house is in fair condition. It was built circa 1895.

HELLER STREET Heller Street in the vicinity of Beech Street and Elm Street is yet another location in this Pioneer neighborhood where a concentration of early structures remains. Like Stambaugh Street, Heller Street is a residential street with light traffic. Like Middlefield Road, the early buildings are found grouped on one side of the street. This group of old buildings does have something that neither of the others have, and this is vacant land that has relatively low intensity commercial use immediately adjacent. Early structures with unusual architectural or historic character as listed below.

R-26 402 Heller Street This is the oldest church building still standing in Redwood City. It shares the wood construction of all of the City's early residential buildings and was built in 1876. The well-maintained church is typically simple with its light use of ornamental detail. It has lancet windows, bracketed eaves and quoining.

***R-27 416 Heller Street** A typical Pioneer residence with no Victorian architectural details. This is a good example of housing for a family of

modest needs. The house has a second story dormer window and the front porch appears to have been altered. It is in fair condition and dates circa 1860. Two similar "pioneer-style" houses stand around the corner at 315 and 316 Beech Street. Both are in good condition and lack the second story dormer that 416 Heller has.

R-28 446 Heller Street This Queen Anne styled house has a profusion of details including brackets above windows and under the eaves, many carved panels and fish scale shingles in the gables around the gable windows. The porch has been enclosed and some additions and alterations have been made. The house desperately needs paint and other repairs, but is in fair condition.

R-29 423 Beech Street Around the corner from the old residences on Heller Street is this stately old residence. Built circa 1880, this house with simple Italianate and Stick details is said to have been relocated to its present site. It has broad overhanging eaves supported by large open brackets, slanted bays in the street and left elevation, and a blind window in the right elevation on the second story. The blind window was probably constructed to relieve the bareness of the wall which was a common practice at the time. 423 Beech Street is in excellent condition.

MAPLE AND WALNUT STREETS AT STAMBAUGH STREET Surrounding a triangular shaped vacant block are nine old houses and several commercial buildings. The old residences as a general rule date around the turn-of-the-century and are well kept.

Their architectural character is not of particularly unusual merit as most of these old homes are rather typical examples of Bay Area residences constructed at the turn of the century for middle income families. The area retains the character of the original neighborhood because most of the old homes remain and are in good condition. Two residences on Stambaugh Street between Maple and Main Streets are worthy of special note.

R-30 116 Stambaugh Street This shingle and

clapboard house has a gambrel roof and leaded glass windows. There is a dentiled cornice between the eaves. The porch is supported by turned Tuscan-styled columns. The house was built circa 1905 and is in good condition.

R-31 142 Stambaugh Street The late Queen Anne and shingle residence has a turret and was built circa 1908. The house of 228 Edgewood Road in Redwood City was constructed from virtually the same plans with only minor differences. 142 Stambaugh has Ionic order details with voluted capitals on the turned porch columns and dentiled cornices. The pediment-like gable in the Stambaugh Street elevation has a small semi-circular window. The house appears to be in very good condition.

IV. ARLINGTON NEIGHBORHOOD

Situated in the vicinity of Edgewood Road and Arlington Street between Alameda de las Pulgas and El Camino Real, this area which was known as Wellesley Park, had few houses before 1900. Subdivided as a project of the Bohemian Club of San Francisco about 1906, Wellesley Park, with its attractive curvilinear streets and a small circular park began to attract buyers following the 1906 earthquake. Many examples of California and American architectural styles of the following four decades can be found here. These include the California bungalow, American colonial revival, Monterey revival, and the stucco half timber styles of the twenties and thirties. The present resident population of this neighborhood has generally higher incomes, and the homes have greater value than the City's average. Perhaps as a result of this and low density residential zoning of the neighborhood, most all of the homes are well maintained. Pressures to demolish the older residences are less intense. There are several homes in this neighborhood worthy of note but because of their relatively safe status and in the interest of maintaining reasonable length of this analysis, only five older residences are listed.

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R-32 228 Edgewood Road Built from the same plans as 142 Stambaugh, this late Queen Anne and shingle residence is in very good condition. It shares the same detailing as 142 Stambaugh such as the turret and the voluted capitals on the turned porch columns. It is said to have been built shortly after the Stambaugh house, around 1910.

***R-33 502 Edgewood Road** Built circa 1895. This simple two-story wooden house has fishscale-shingled gables and a broad porch which almost completely encircles the house. Old fittings for gas lighting are visible in the interior and on the porch which is supported by slender, turned columns. The lumber for this house was purchased from the San Francisco Mid-Winter Exposition of 1893-1894. The house is in the process of being restored.

R-34 610 Edgewood Road This excellently detailed house was built in 1915 and is in very good condition. Donald Williams sent his architect to New Hampshire to copy his ancestral home. The result is this stately wood colonial revival home which shows typical classical influence. The elevation presents a very balanced picture with duplicate porches supported by Doric columns on both the left and right elevations.

R-35 650 Edgewood Road Considered one of the most attractive of Architect Bernard Maybeck's designs, this low-lined wood and shingle residence was built in 1912 for John A. Britton. It is perhaps a forerunner to the modern ranch style homes which grew to popularity in the 1950's and 1960's and can be seen in many suburban developments. The setting, scale, and details of the house make it a truly successful example of Maybeck's genius. It is sweeping and one-storied in the elevation and has a dormer opening into the living room. The living room roof is supported by intricately detailed wood trusses which are typical Maybeck. The house also has a wide porch and is in very good condition.

R-36 90 Finger Avenue This old farm house was built in 1855 by Otto, August, and Theodore Finger on their sixty four acre farm bordering

Cordilleras Creek. It is quite possibly the oldest standing house in Redwood City. Its simple style, typical of a farm house, could be termed "stripped" Gothic Revival as it is basically devoid of the ornamental details such as a barge board and quoining popular at the time. It has a porch supported by squared columns and has window shutters as its sole ornamentation. The house appears to be in fair condition. This structure was designated a Historic Landmark on July 7, 1987.

***R-37 (A) Whipple Avenue at Duane Street** Built in 1911, Lincoln School was the first branch elementary school built to serve an expanding Redwood City. The stucco and tile building is strongly Greek classical in theme with its pilasters and pediments decorated with figures. The building and its 1950's addition appear to be in good condition. A multi-use auditorium built in the depression also seems to be in good condition. In 1978 the school was demolished and eight single family dwellings were constructed on individual lots.

V. THE COMMUTER NEIGHBORHOOD

West of El Camino Real between Whipple Avenue on the north on Jefferson Avenue on the south and running westward toward Alameda de las Pulgas is a residential area which began to develop following the 1906 earthquake and continued to develop gradually through the 1940's when all platted land was built on. A majority of residents in this area were a new breed of middle, and upper middle class homeowners who moved here from San Francisco but retained their old jobs in the City, hence the name "commuter neighborhood." Since the residents were quite stable financially, they built fairly expensive homes of the styles popular during the era. Architectural styles vary greatly because of the gradual development of the area and each house retains its individual character. The primary construction materials are still wood but other materials are used extensively on exterior surfaces. Brick facing is evident on some residences which are reminiscent of English Tudor and Georgian styling. Stucco is used on "Califor-

nia Bungalows", Mediterranean, Monterey, French and Half timber styled houses as well as more recent "ranch styled" homes. Wood siding and shingles can also be found on "California Bungalows" and homes. The area is generally one of well-maintained homes and gardens and low-density residential zoning. Houses here are in a stable neighborhood and the chances of them being demolished are rather small. There are, however, some exceptions to this statement. These old single family dwellings happen to be located fairly close of El Camino Real and adjacent to Sequoia High School in areas zoned for multi-family residential and professional office use. Unusual structures located in these danger areas are listed.

R-37 (B) 175 Birch Street This simply detailed one story Victorian has a slanted bay and bracketed eaves. By far the most unusual characteristics of this old residence is the siding and roofing materials which are both grey slate. The house is one of the earliest in the area dating around 1895. It is in good condition but has been subdivided into apartments.

***R-38 1505 Brewster Avenue** This clapboard one story house is a most unusual little residence. It is a colonial revival house with a mansard roof having a balustrade around the crest. Massive Doric columns support the small porches and there is a brick and wrought iron fence surrounding the property. The house is in fair condition. The wrought iron gates have been removed and the place looks over grown. It probably dates around 1910.

***R-39 1524 Jefferson Avenue** A simple Victorian farmhouse with fishscaled shingles in the gables and brackets under the eaves and above the windows. This house is the best of three remaining pre-1900 residences west of El Camino Real on Jefferson Avenue. Dating circa 1895, this house is in fair condition.

R-40 Sequoia high School When the new facilities for Sequoia High School were completed in 1924 on the grounds where the Hawes house once stood, the grounds and buildings were considered

the most ample of any public high school in the state. Most of the early buildings are mission revival, a style quite popular in a California that was just beginning to recognize its Spanish and Mexican heritage. The grounds are park like and trees were planted during the Hawes Estate days have matured making this area a wooded refuge in the concrete heart of the City.

VI. EMERALD HILLS AND CORDILLERAS CANYON

The hilly western portions of the City have undergone a long and gradual process of development. The reason may lie in a broken terrain and the area's distance from Downtown and employment. The area which is now Emerald Hills was, until well into the twentieth century, range land for cattle. What is now lower Emerald Lake was a reservoir for cattle on the Owen McGarvey Ranch. Starting around 1910, the subdivision and platting of Emerald Hills began and, by 1940, many summer homes had been built around the lower lake. Development in Emerald Hills has continued up to the present, but in the last three decades, only permanent residences have been built, as the automobile has placed the area within reasonable range of employment and services. As a result, a rural-like character exists in much of Emerald Hills and probably will continue to remain as long as sewer lines which would allow a greater density are not brought into places not presently served. The area is zoned for relatively low-density use and though houses range in physical condition from poor to very good, the area seems to be improving gradually, because of its highly desirable rural atmosphere. The area consists mostly of unincorporated land of the County of San Mateo.

Development of the Cordilleras Canyon began at an earlier date than Emerald Hills. This probably could be explained by the presence of more nearly level land, good soil, and a road which was surveyed back in 1853 and ran originally from the Whipple saw mill down to the Embarcadero. Later this road served the ranches and small farms in the canyon. Summer home development of a

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similar nature to that in Emerald Hills began around 1910. Later permanent residences were constructed. A few historic sites worthy of special interest lie in the Cordilleras Canyon. Each of these sites are in the City's sphere of influence, but outside of its corporate limits.

R-41 Stone Dam near Woodhue Court Visible from the eastern branch of the Hetch Hetchy right-of-way where it crosses Cordilleras Creek near Woodhue Court, this mortared creek stone and brick dam was said to have been built for John A. Britton around 1900. The impounded reservoir was probably the water supply for a slaughter house down stream near Edgewood Road and Scenic Avenue. It may also have been a domestic water source for the town of San Carlos which at the time had about a dozen residences. The reservoir is now silted and the dam is a waterfall. An adjacent land owner plans to replace the brick crown of the dam which has eroded from years of flowing water.

R-42 Tea House Pavilion near Woodhue Court This Japanese tea house and the adjacent tea garden are remnants of the Allis estate. This estate was owned by the same Allis family who was partial owner of Allis-Chalmers farm machinery company. The pavilion is from the Panama Pacific Exposition of 1915 in San Francisco. The Allis Chalmers Corporation had part ownership of the Emerald Hills subdivision.

R-43 Taylor Residence 2595 Edgewood Road Building material for this large old home came from the administration building at 1894-95 Mid-Winter Exposition in San Francisco. The lumber was barged to Redwood City and this shingled imposing country estate of Henry C. Finkler was built circa 1908. A native Californian, Henry Finkler was the secretary of the California State Supreme Court for over fifty years and was the bicycle racing champion of California in the 1880's. By 1920, he had title to approximately 200 acres which included the land around his house, parts of the Cordilleras Canyon south of the creek, and portions of the State college site. Finkler had visions of developing his lands into another

Hillsborough, with ridge-top boulevards, vista points and suspension bridges across canyons. His prompt efforts brought fame to the climate of this area. In 1912, German consular agents gathered weather data all over the world, probably at the instigation of the famed Kaiser Wilhelm Institute in Berlin. According to the figures compiled, there were three "perfect climate" belts, one in the Canary Islands, another in Africa, and the third on the San Francisco Peninsula, within a twenty mile radius of Redwood City. Finkler caught wind of this information and told an old time bicycling friend Franklin K. Lane, then in the President's cabinet as Secretary of the Interior, who advised the war department. Subsequently, in 1917, Camp Fremont at Menlo Park was selected as a military training base. The Depression stymied his efforts but the reputation of a good climate stuck and, some years later, C.M. Doxee of the San Mateo County Title Company coined the slogan "Climate Best by Government Test," in a contest. The Finkler house and gardens are relatively intact and C.M. Doxee's slogan has stuck as the City's motto.

R-44 Indian Mounds The existence of two Indian shell mounds are on the west side of Cordilleras Road; about 575 feet north of its intersection with Canyon Road (at the Hetch Hetchy right-of-way), and the second crossed by Cordilleras Road about 500 feet west of its intersection with Canyon Road, is clear indication of a Costanoan village site in the Cordilleras Canyon. Residences have been built on these sites and as a result they probably have only limited archeological potential.

VII. FAIR OAKS SELBY LANE

Fair Oaks and Selby Lane shared a similar origin to that of Emerald Hills. Originally resort areas of the teens and twenties, these neighborhoods ultimately developed into permanent residential areas. Also, as in Emerald Hills, the rural character has been retained and a general low-density residential character prevails. Architectural styles date from 1910 to the present. Many homes are

small and rather modest in design and detail which reflect their origin as summer homes.

VIII. CENTRAL SUBDIVISIONS

Development has generally taken place in these subdivisions between Jefferson Avenue, Woodside Road, El Camino Real and Hudson Street in the four decades following the 1906 earthquake. There is a scattering of farmhouses which predate the subdivisions. Most of the homes built after the earthquake and up through to the forties are of modest size and design, reflecting the fact that these were and still are the homes of men with blue collar occupations. Many older single family residences near El Camino Real and Woodside Road have been replaced by apartments.

IX. OAKWOOD - THE ITALIAN QUARTER

This highly diversified neighborhood was, until residential development of the 1950's and 1960's, basically a rural neighborhood. Platting of streets east of Woodside Road and south of El Camino Real near Five Points began rather early, and a promoter actually tried to establish a small town here, separate from Redwood City, in the latter part of the 19th century, but only a few homes were built by 1910 and these were adjacent to Woodside Road. Starting around 1910, Italian immigrants began to settle in this area where lots were significantly large, and the soil good for vegetable gardens and orchards. The land was also comparatively inexpensive. The homes built by these Italian Americans have unique character in their design. Most are simple, well-built two story buildings, with a stairway leading up to a porch and main entry in front on the second story. The sheathing materials and architectural styles vary, with the earliest houses having clapboard sheathing, slanted bays, and hipped roof, and the later homes having stucco walls and flat roofs. The residents apparently had a liking for pastel colors as the general tendency was (and still is) to paint one's house with some light color such as light yellow, orange, tan, pink, green and white.

Orchard Avenue has several of these old homes mixed in with its many new homes and there is still a high percentage of persons with Italian backgrounds in this neighborhood. Most of these old homes are well-kept and for the moment there seems to be little danger of this part of our heritage disappearing. One house which is a typical of this neighborhood is included in this inventory.

R-45 302 Orchard Avenue Originally the hunting lodge of Frederick William Henshaw, once a California Supreme Court Justice. This house was built on Selby Lane between 1900 and 1910. The house was later moved to this site. It is constructed of logs and has leaded glass windows. The roof is slate. 302 Orchard appears to be in very good condition.

X. REDWOOD CITY CUT FLOWER INDUSTRY

Eighty-nine acres of land within Redwood City's sphere of influence were designated greenhouse lands used by the flower industry. These growers were carrying on the last agricultural activity to be found in the sphere of influence. Floriculture is an old enterprise in Redwood City. It continued up until 1987 because of great demand for flowers and good climate. The flower industry moved here in 1904 where H.L. Goertzen introduced the cheese-cloth method of flower growing. The industry was extremely successful here as elsewhere in the county and San Mateo County led all other counties in the growing of cut flowers. Redwood City became the center of this industry and flowers produced here were shipped all over the country by rail, and more recently by air. Flowers grown in San Mateo County are the largest single commodity leaving the San Francisco airport daily. Redwood City was the greatest commercial producing center for chrysanthemums in the world, producing from two to four million dollars worth annually.

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XI. UNION CEMETERY

The City's first cemetery was an unofficial one located on the Horace Hawes property. Mr. Hawes was unwilling to allow continued burials on his property and on May 7, 1859, the Union Cemetery Association was formed to purchase some land for the purpose. The Association secured a sufficient amount of money for purchase of the present 6.5 acre site. Lots were sold to private individuals to take care of improvements. In 1862, the cemetery was deeded to John B. Wells, Governor of the State of California and his successors in office. For 100 years, it was owned outright by the State. In 1962, the State gave the property back to Redwood City ending this unique arrangement. Many of the City's and County's pioneers are buried here as are a large number of Union soldiers who lost their lives in the Civil War. The cemetery was kept well maintained until 1918 when the Union Cemetery Association disbanded. Since that time, the site has received only limited maintenance from private persons and organizations such as Redwood City Boy Scout Troop 67. Vandalism and age have both taken their toll. The bronze soldier who stood guard over the site for many years has been destroyed, as have many headstones and crypts. In spite of the site's poor condition, the State of California has recognized its historic value by designating it as an Historical Landmark in 1967. Union Cemetery is State Historical Landmark #816. It is also listed on the National Register of Historic Places.

XII. FRANK'S TANNERY SITE

Located on the east bank of Redwood Creek between Bayshore Freeway and Veterans Blvd., this 18.95 acre site was once the location of the Frank Tannery. Initial impetus to the development of the leather tanning industry in Redwood city was in the 1850's. Cowhides were abundant with many ranches in this area and local butchers supplying San Francisco beef. Tan oak, a source of tannic acid was available in the redwood forests in the peninsula hills, and there was a ready California market for the leather. The conditions which caused the industry to locate here eventually

changed but the tanning industry held on in spite of this change until fairly recently. The Beeger Tannery closed in 1947 and the Frank Tannery held out until 1959.

The waterfront was an essential element in the Frank Tannery operation throughout most of its long history. In later years, tan oak bark was shipped from the Rogue River Valley in Oregon and from California's northern coast to San Francisco where it was transferred to barges for shipment to Redwood City. The market for Frank's specialty leathers was at one time worldwide, but ultimately, the tannery was forced to close because of its obsolete processes and a decline in the use of leather. This was caused by expanded use of synthetic materials. The red wooden buildings were a landmark for many years and remained for a decade after the plant shut down. Many of the old buildings burned in a spectacular fire in 1968. The rest were condemned and demolished in 1970 including the tall brick smokestack. A steel water tower marked the site, until it too, came down.

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APPENDIX C DESCRIPTION OF PROPOSED HISTORIC LANDMARK DISTRICTS AND SITES.

1. Main Street - Pioneer Square Historic District.

Location: Old Main Street includes lots and structures on both sides of the street starting with the old Diller Store, north of Broadway, and running down Main Street to Middlefield Road. Also included in this district are the old storefronts on the part of Broadway once called Bridge Street, which is at Broadway's intersection with Main Street.

Historical Significance: Main Street was the first street in the embryonic town of Redwood City which grew as a lumber shipping center during the gold rush. The commercial buildings which line the street now are mostly from more recent origins, but one building actually dates from 1859. The street basically retains the quality of a turn-of-the-century small-town commercial district. To be sure, there are structures here which were built after 1910, and some facade alterations have been made on older structures. The features and architectural details strongly suggest 1900, or even before, in some cases, particularly when considering those buildings in the vicinity of Main Street on Broadway.

Development: Development of the Main Street-Pioneer Square District would be centered on a pre-1900 small-town commercial district theme. This could be successfully achieved by restoring existing structures built in the 1850-1915 era, to their original appearance and renovating more recent structures so that they comply with the design standards of the historic district. Street improvements in the district would include upgrading the electrical systems in the existing street lamps and placing additional lamps, like those on Main Street between Broadway and Marshall. Replacement of the existing concrete sidewalks with wood plank sidewalks, street trees,

and "Victorian" street furniture would be part of the district development. Automobile access could still be allowed as could parallel parking, and if the option to divert through-town-traffic from Main Street on to Maple is chosen, widening of the sidewalks for a greater pedestrian orientation can be pursued without adversely affecting automobile traffic circulation Downtown. In general, development of the Main Street-Pioneer Square District should authentically reflect the street's historic character.

2. Courthouse-Mezes Square Historic Site.

Location: This site encompasses the courthouse block which is bounded by Broadway, Marshall, Hamilton, and Middlefield.

Historical Significance: Ever since 1858, this site has been the location of a San Mateo County Court House in some form or another. The present Baroque structure is the third court house. Architecturally, this building is one of the most interesting in Redwood City. The exterior is hidden from Broadway by a more recent addition, but the interior retains its decor. The rotunda dome is multi-colored, leaded glass, combined with bronze-eagled lamp fixtures, mosaic floors, wrought iron balustrades, and marble wainscoting. These details help make the rotunda Redwood City's most delightful interior space.

Development: Use of the Courthouse by San Mateo County will probably continue at least for a few more years. Whether or not the structure will have continued use as a government building on a long-term basis has not yet been established. If the County should sell the property, its historic and architectural character should be retained and enhanced. Many downtown merchants have suggested that the domed structure be retained and converted to commercial use in a similar manner to the converted Santa Cruz County Courthouse. The development scheme for the Courthouse-Mezes Square site is reflective of this. Development of the Courthouse could include removal of the 1939 and 1941 additions on the Broadway and Marshall Street frontages to provide visual access from the streets. The columned

portico, stairway and landscaping on the plazas in front of, and behind the courthouse, should be restored to provide the best possible visual impact downtown. Interior decor should be retained, or in places where the original has been altered, restored in the conversion of this structure to a cluster of shops.

3. Stambaugh-Heller Historic Residential District.

Location: This district is generally located on both sides of Maple Street from Middlefield Road to Spring Street, and on both sides of Stambaugh Street from Main Street to Cedar Street.

Historical Significance: Homes in this district are the best preserved of the City's early residences. Much of the district is part of the City's second subdivision, the Eastern Addition, which was recorded in November 1862. Several houses on Stambaugh Street date from the 1860's - reflective of this early subdivision date. Maple Street between Broadway and Stambaugh Street was subdivided later and recorded in November 1876. Houses along Maple Street are of more recent construction dating around 1895-1910.

District Improvement: Improvement of the Stambaugh and Maple Streets Historical Residential District could include undergrounding its utilities, concealing service connections, street tree plantings, and restoration of historic dwellings. Old single-family dwellings which have greater than single-family occupancy should be returned to single-family use, encouraging owner occupancy whenever possible. Historic structures should be restored and properly maintained by their owners or tenants. Only single-family dwellings which are in character with the 1860-1910 period of the historic district should be constructed on, or moved to, vacant sites in the district.

4. Arguello Street Historic District.

Location: This district is located on Arguello Street between Whipple Avenue and Howland Street. **Historical Significance:** This small group of old Redwood City dwellings dates from the late 1860's to around 1910. Generally, the houses are

in very good condition and retain their single-family occupancy.

Development: Improvements other than those carried out by the owners probably cannot be warranted due to the small size of the district. Standards such as those for Stambaugh Street should be enforced, however. No greater than single-family occupancy should be allowed for all existing dwellings in the district and any new construction or related dwellings should be restricted to single-family occupancy, and compatible design to the district. As with the other residential historic district, resident home ownership should be encouraged.

5. Embarcadero Creek-Frank's Tannery Historic District.

Location: The Embarcadero Creek-Frank's Tannery Historic District includes the west levee of Redwood Creek between Veterans Boulevard and Bayshore Freeway, Redwood Creek between Main Street and the Freeway, and the two parcels adjacent to, and east of, the creek between Bradford Street and the Freeway.

Historic Significance: This weed-choked slough was wider and deeper when it was an essential feature of this town's existence. Except for the absence of lumber schooners and barges, Redwood Embarcadero Creek, which sparked a lumber shipping town into existence, appears much as it did in the 1950's. The Slough was also essential to the leather tanning operation which operated on its banks for around 100 years—closing in 1959. This tannery, and two others in town, employed many of Redwood's working men for several decades following the end of lumber shipping activity.

Development: This project could include bicycle-pedestrian paths on both banks of the creek providing access to waterfront areas such as Pete's Harbor and Docktown Marina. The slough would be cleared of debris to a depth of at least two feet at low tide, and the bulkhead on the east side should be repaired so that it would retain its historic character and would continue to serve its

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purpose. Linear landscaping along the creek would be provided as well as a small waterfront park-interpretive center on the creek in the center of the tannery site. Development on the vacant parcels east of the creek should be reflective of the waterfront setting of these sites. Commercial development adjacent to and within the district should enhance, not detract from this character. These vacant parcels should be developed to "show case" Redwood City to freeway traffic. The potential for development of a museum, cultural and historic park complex on this site, is recognized here as in the open space element.

will include, in addition to repair of damaged monuments and crypts, construction of some park-like features, and restoration of landscaping.

6. Fox Theater Historic Site.

Location: This site includes the Fox Theater and Building on Broadway in downtown Redwood City.

Historic Significance: The Fox Theater is a good example of a vaudeville and movie house of the late 1920's. The interior and exterior, though not totally intact, still retain much of the original ornamentation. The building and theater remains as a landmark in downtown Redwood City.

Development: Consideration of feasibility of the use of the Fox Theater auditorium and stage for a municipal theater should be given. Should the City decide to lease or purchase the theater for this purpose, the theater's interior should be restored to its former opulence and the stage and dressing rooms should be renovated.

7. Union Cemetery Historic Park.

Location: Union Cemetery is located on Woodside Road near "Five Points". This 6.5 acre site is now owned by the City of Redwood City.

Historic Significance: Union Cemetery was formed in May 1859 and was California's first and only state-owned cemetery. Many of Redwood City's and San Mateo County's pioneers are buried here, as are several Union soldiers who fought in the Civil War.

Development: Union Cemetery lies in the part of the City which is inadequately served by park facilities. The development of Union Cemetery

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GUIDELINES FOR HISTORIC LANDMARK PRESERVATION AND DEVELOPMENT.

A. Designated Landmark Sites:

1. **Qualifying Criteria :** Landmark Sites should be those sites in Redwood City which have recognized local, regional, state, or national historic or architectural significance. They should be those sites which have been designated "Historical Landmark", or "Point of Historic Interest", or are included on the "National Register of Historic Places", or have been designated landmarks by the City Council

2. **Permitted Improvements :** the facades or any portion of Landmark Structures which can be seen from the street, or by the public in general, should be preserved. On sites whose special physical features provide justification for landmark status, those features should be preserved. Any alteration other than authentic restoration or improvements consistent with the landmark's character should not be allowed

3. **Landscaping :** Existing planted landscaping or native plantings should be retained if they add to, or are part of the landmark character of the site. New plantings should not detract from that character in such ways as to obscure or conceal landmark structures or features.

4. **Use :** Use of landmark site should conform to uses in adjacent land areas and should not detract from the character of the site.

5. **Safety :** Designated sites shall comply with building code standards applicable to the nature of their use. All new construction should comply with the current new building code. Structures with recognized landmark character should comply to the "Historic Building Code", which is to implement reasonable levels of safety which have been identified through consideration of public safety, landmark and architectural character, and eco-

nomic feasibility.

6. **Maintenance :** Structures and sites should be sufficiently maintained to prevent hazard, and present a pleasing appearance.

B. Designated Commercial Landmark Districts:

1. **Qualifying Criteria :** Commercial Landmark Districts should be established by the City Council. Each district should include a specific geographic area which contains more than one Landmark Site, and has a character considered by the Council to be worthy of preservation.

2. **Permitted Improvements :** The following standards are given for the proposed Main Street - Pioneer Square Historic District.

a. Period of Architectural Style - 1850-1915.

b. Architectural Styles - Commercial architectural styles such as Romanesque, Baroque, Classical, Mission, Victorian, or any other architectural style common to Main Street between 1850-1920 would be permitted as well as those which are compatible with the character of the Landmark District.

c. Architectural Details - Capitals, columns, cornices, pilasters, bay windows, parapets, covered walks, iron shutters, wrought iron fire escapes, display windows, light source windows, and skylights, would be the types of architectural details which would be in character with the Main Street district.

d. Surface Materials - Brick, sandstone, granite, marble, terra cotta, wrought and cast iron, brass, bronze, copper, plate and leaded glass, stucco, wood and fabrics, would be materials permitted in the district.

e. Texture - Smooth textures such as patterns of brick, shingles and horizontal siding and stucco should be permitted.

f. Color - Harmonious tones and complementary highlighting of architectural details should be permitted.

g. Setbacks and Side Yards - None are required.

h. Height of New Construction - New structures should be the same height as the tallest adjoining structure, particularly if that structure is masonry. On corner lots, one story taller than adjoining structures should be permitted but not exceeding three stories in total height.

i. Utilities - Utilities and service connections should be concealed.

j. Street Furniture - Street furniture should be of the same character of materials and design of the district. Existing street lamps should be retained and wood sidewalks constructed.

k. Signs - No free-standing, rotating, flashing, or roof signs should be permitted.

1) Projecting Signs - Projecting signs should be modest and of compatible materials, color, and style to the Landmark District, and should be no more than 16 square feet in size. They should not project above the roof line of a one story building, or above the floor level of the second story of a greater-than-single story building. They should not project more than four feet over the right-of-way and should have no less than eight feet of clearance from the sidewalk, and should not obscure other signs or architectural details.

2) Wall and Window Signs - No wall or window sign should be placed or project above the capital frieze at the parapet on a one story building, or the cornice beneath the second story windows on a greater-than-one story building. If no cornice or decorative frieze exists beneath the second story windows, the sign should not be placed above the floor level of the second story. The aggregate wall and window sign area should not exceed 18 inches times the street frontages of the store front.

Wall signs should be of color, style, and materials in the character of the historic district. They should not obscure or hide architectural features and should be placed at a location complementary to the architectural statement of the building facade. Window signs should not opaque or color the window surface preventing views into or out of the store front, and should be of style, character, and color, compatible with the historic district.

3) Wall signs and murals at any position on side walls should be permitted under certain conditions. They should be painted directly on the wall surface and must be beneficial to the character of the historic district. Architectural Committee approval would be required for this type of wall sign which would include repainting of old advertisements, modern signs which share the character of old advertisements, and murals in the theme of the district.

1. Access - Vehicle traffic should be limited in the district, as through traffic will be generally diverted away by a closure outside of the district. Main Street, between Veterans Boulevard and Middlefield Road, should no longer be a truck route. Delivery entrances should be provided in the rear of all new buildings. Main Street, like Broadway, could have a pedestrian orientation. Pedestrian access should be from the street and via alleys from the municipal parking lot. Alleys could also provide access to shops and offices on interior courts which do not front on the street.

3. Landscaping : Landscaping should not obscure the architectural character of landmark sites. The few established trees in the district should be preserved.

4. Use : Permitted uses in the Main Street-Pioneer Square Historic District should be retail service, sales, and offices with an emphasis on the historic character.

5. Safety :
a. Seismic - The lateral force standards for seismic zone two should be applied to all masonry struc-

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tures built prior to 1933. Seismic zone three standards should be applied to all other structures.

b. Fire - Existing structures in the Main Street District should have engineered sprinkler and fire detection systems which are designed for reasonable coverage of the structure. Sprinkler and fire detection systems for all new structures in the historic district should comply with the new Redwood City code as it is adopted. One fire extinguisher should be provided for each 5000 square feet of floor area, and at least one extinguisher for each floor. Each building should have at least two separate ways out for every occupied floor. More exits should be provided as the need is increased by higher intensity occupancy. Panic hardware on exits should be provided on structures with high occupancy.

c. Wiring systems and plumbing systems in all structures should be adequate as designed in the Code. Continued use of existing stairways and banisters should be allowed so long as they are kept structurally sound, and a notice of a non-conforming condition such as low head clearance, or low banisters, or steep stairs, is posted in a plainly visible location.

6. **Maintenance** : All structures in the district should be sufficiently maintained on their exteriors and in all public interior spaces, to prevent further decay of the building from weather and to present a clean and attractive presence. The occupants of each store fronting the street shall keep the sidewalk clean and free of trash adjacent to their place of business

C. Designated Residential Landmark Districts with Residential Use

1. **Qualifying Criteria** : Residential Landmark Districts with residential use should be established by the City Council. Each district should include a specific geographic area which contains more than one landmark site, and is considered by the City Council to have character worthy of preservation or have an achievable character worthy of development.

2. **Permitted Improvements** : The following standards are given for the proposed Stambaugh-Heller Historic Residential District.

a. Period of Architectural Styles - 1850-1910.

b. Architectural Styles - Residential architectural styles common to Redwood City in the 1850-1910 era such Italianate, Queen Ann, and Stick Victorian, Carpenter's Gothic and Gothic Revival, Greek Revival, Pioneer, Colonial, Salt Box, and early California Bungalow, would be permitted.

c. Architectural Details - Structures having bay windows, lancet windows, shutters, classical or intricate ornamentation, verandas, intricate wood porch balustrades, split or carved porch pilasters, classical pilasters, brackets, quoining, barge boards, dentils, or turrets, are of the type which would be permitted in this district.

d. Character Materials - The structures in this district should be wood frame and should have wood siding, though slate, wood shingle, and other materials that appear like wood should be permitted. Use of plate and leaded glass should be permitted as should use of concrete for structural purposes, and concrete, wood, brick, cast iron, wrought iron, bronze, brass, and copper for ornamental purposes.

e. Textures - The textures in the district should generally be smooth with vertical or horizontal lines of wood siding, and patterns of brick and shingles.

f. Color - Colors should be bright with accents of architectural details and ornamentation through use of color. Pastel colors should dominate. In no case should colors be offensive or out of character with the concept of the district.

g. Setbacks, Side Yards, Rear Yards, and Lot Coverage - The standards for setbacks, side yards, rear yards, and lot coverage should be the same as those for the City's R-1 single-family residential district.

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h. **New Construction** - Construction of new single-family residences in character with the district, or the relocation of existing Redwood City dwellings of the district's character should be allowed only. All new construction should have same setback and rhythmic placement with respect to existing Landmark Structures.

i. **Utilities** - Utilities and service connections should be concealed.

j. **Street Fixtures** - Street fixtures such as street lamps and benches should be of compatible materials, style, and scale with the historic district. Fences should also be of compatible materials, style and scale, and shall not obscure or hide structures from the street.

k. **Signs** - Regulation on signs, as it applies to single-family residential neighborhoods, should be applied here.

l. **Access** - There should be no general change in the street system and traffic load of this district.

3. Landscaping : Existing trees and other established plantings should be retained whenever possible. New landscaping should be of a complementary nature to the architectural statement of the buildings. The planting strip between the sidewalk and street should be landscaped by the owner of the adjacent lot or his representative.

4. Use : Use of the existing buildings in the historic district which were originally designed for single family occupancy should be single family residential.

5. Safety : The building code standards for single family residential structures should be applied here. Structures having multiple-family occupancy should comply with code requirements applicable to these structures. Existing dwellings dating from 1910 or earlier, and structures relocated to the district which date no later than 1910, should have a special provision for existing stairways, porch rails, and balustrades.

6. Maintenance : Buildings in the historic district should be sufficiently maintained to prevent decay of the structure and present a pleasing appearance. Landscaped areas visible from the street including the planting strip between the sidewalk and curb shall be kept well maintained by the owner of the property adjacent to that planting strip, or by his representative.