

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

Primary #  
 HRI #  
 Trinomial  
**NRHP Status Code**

Other  
 Review Code

Reviewer

Date

Listings

Page 1 of 23 \*Resource Name or #: (Assigned by recorder) Charles Motel, 1036 N 4<sup>th</sup> St. San Jose CA \_\_\_\_\_

P1. Other Identifier: Charles Motel \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

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

\*b. USGS 7.5' Quad San Jose East Date 1980 T   ; R   ;  of  of Sec   ;    B.M.

c. Address 1036 N. 4rh Street City San Jose Zip 95134

d. UTM: (Give more than one for large and/or linear resources) Zone 10, 597242, mE/ 41, 35101 mN

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

235-09-021

3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located on the north side of San Jose, in the Hyde Park district. The area is between Highway 17 and US 101. In 1948, when the Charles Motel was developed at 1036 N. 4<sup>th</sup> Street, US 101 did not connect through San Jose and N. 4<sup>th</sup> St. was a heavily trafficked street leading to San Francisco and Oakland. The immediate area is a mix of commercial and residential uses. On the south is a former grocery store that has been vacant for several years, and on the north is multi- family residential. Across N. 4<sup>th</sup> St.

(Continued on page 3)

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



\*P3b. Resource Attributes: (List attributes and codes) HP 5 Motel

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

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

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

1948 Assessor's records

\*P7. Owner and Address:

Nanu & Nakhiben Patel

844 Strickroth Dr

Milpitas California

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

Urban Programmers

10710 Ridgeview Ave. San Jose  
95127

\*P9. Date Recorded: Revised 8/11/2017

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

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

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*NRHP Status Code 6Z

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\*Resource Name or # (Assigned by recorder) 1036 N. 4<sup>th</sup> St., San Jose CA

B1. Historic Name: Charles Motel

B2. Common Name: Charles Motel

B3. Original Use: Commercial Motel

B4. Present Use: Commercial Motel

\*B5. Architectural Style: Vernacular- elements of Colonial Revival

\*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed 1948, Alterations c. 1970

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

\*B8. Related Features:

Pole sign

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme Commercial Architecture Area San Jose  
Period of Significance 1935-1960 Property Type motel Applicable Criteria NA (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Charles Motel does not appear eligible for listing in the California Register of Historic Resources or as a San Jose Historic Landmark. The buildings are a transition style of vernacular architecture that lack design distinction. Alterations and additions have changed the original design. The motel with 10 units is part of the commerce of travel and lodging but had a very minor part in the history of that industry. The motel has no association with important events or people.

**Motel Architecture:** the Charles Motel is defined as an auto-court, the successor to the auto-camp, and the predecessor of the "motel". The auto-camp was designed as individual cabins in the early 1920's primarily at recreational locations. As automobile travel became more common the design was modified to fit the locations along major traffic corridors, and the site plan changed from a single line of detached cabins with space between, to the more efficient "U" plan with parking between the units and, in respect for the value of automobiles, provided covered parking (car-ports). A lawn was usually part of the design and it was common to have chairs where guests could relax, as they might at a camp or at home. This iteration became the cross between hotel and motor-camp, becoming the motel. (Continued page 13)

B11. Additional Resource Attributes: (List attributes and codes) HP 6

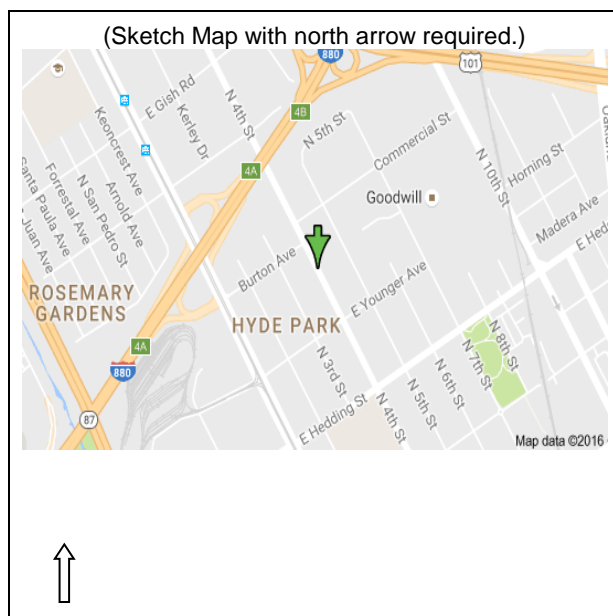
\*B12. References: City & County public documents, Continued pg. 25

B13. Remarks:

\*B14. Evaluator: Bonnie Bamberg

\*Date of Evaluation: revised 8/11/2017

(This space reserved for official comments.)



**CONTINUATION SHEET**

Trinomial

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**P3.Description continued**

and behind on N.5<sup>th</sup> St. are single and multi-family detached homes. The styles of architecture in the same block and across the street vary according to the uses and development eras 1930-1970s.

The subject property is a single story motel (auto-court) of 10 units (rooms) with a two-story office and managers unit at the front of the property. Extensive alterations have changed the appearance of the buildings. The office has been enlarged with a square box addition on the front that contains the motel check-in and out counter. The roof of this addition is a large deck accessed from the second story residential unit. The railing on the deck is flat board baluster and cap rail- exhibiting little design character. On the south (rear) of the office unit the second story has been enlarged creating additional bedrooms (this appears to have been a private deck area for the early owners), with metal frame windows. Squared red concrete tile covers the front of the slanted roof.

The motel units have a continuous roof that is covered with squared red concrete tiles in the front and composition material over the rest of the roof. A trellis style screen has been added to the front of the units beneath the original gutter line. The roof and trellis are the only design features. Each unit has a front door and one or two windows on the front façade and one in the rear. A front step that provided a sense of a porch has been removed and asphalt paves to the door. The single-hung wood frame windows have been altered to insert air conditioners. The rear windows have been replaced with metal frames. Several of the panel entry doors have been replaced with a flush style. The carports between the units have a rural shed style opening with brace framing at the upper corners. Some carports retain board siding on the walls or rear while others have been covered with stucco. The floor is concrete. The building is covered in a thick skip-trawled stucco. Most of the units in the north and south wings are the same, a single room with a bath room in the rear. Alterations to the east end include removing a carport to create another residential unit and removing kitchens to create storage. This disrupts the pattern of unit and carport that was originally designed. In the northeast corner of the building a utility room has been created (partially from the former kitchen space). This room is not seen from the exterior. The interior shows the original wood board siding and areas of extensive wood rot. On the exterior rear wall, windows have been added- some that do not match in size.

The landscaping is a small lawn on the south side of the driveway. This is typical of the style, while the landscape area on the north has been paved for parking and a concrete block garbage enclosure constructed. Repaving the interior court has raised the level of the parking and drive surface and has reduced the small planting pads in front of each unit. Originally the surface of the inner court was crushed decomposed granite that extended into the carports. (Patel, 2016). Although maintained in presentable condition, the buildings show deferred maintenance, cracked foundations and spalling stucco in addition to wood rot in the roof rafters and along the foundation plate. There is a question that the stucco was not the original exterior material. Evidence in the carports indicates that the exterior siding may have been wood. No permits were found describing the stucco work which would have occurred in the 1960s. The current owner suspects that it was wood based upon seeing what appear to be nailing patterns in the studs when the wall was opened to create the additional unit in the east wing (Patel, 2016).

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**Pole Sign:** Signs are designed to attract either pedestrians or those in vehicles who can see the sign from some distance. As the automobile became more popular signs were attached to buildings and aimed at approaching automobile and pedestrian traffic. When the buildings were set back from the street for parking or in the case of the motel, to provide an open space, the sign moved to the front of the property where it could be seen from a distance. The high art form of signs occurred with neon and the ability to have movement in the signs. This was introduced into the San Jose area in the 1920s with signs affixed to and often projecting from buildings in the downtown area. After WWII the technology moved to the pole sign often using the height of the poles to create a tall element that drew attention and smaller boxes that had painted messages. By the 1960s, the prevalent pole signs were typically less expensive and more durable as a series of plastic faced boxes with messages painted on the plastic and illuminated from inside the box. The pole sign at the Charles Motel is a 1950s version of the pole sign with two support poles and the main sign at the top where it would be visible to automobile drivers from the greatest distance. The upper box has raised outline letters with neon inside showing MOTEL while the name Charles is painted on the surface. Two boxes in bow-tie shapes are below. The lowest shows if there is a vacancy or not. Although not a high artistic style, this sign is an unaltered example of the early pole signs in San Jose. (Urban Programmers, 2012)

**F5b. Photographs:** The Photographs were taken on May 18, 2016 at 2:00 PM using digital format.



Photograph 1 1036 N. 4<sup>th</sup> Street, San Jose  
View: The setting and the Charles Motel (arrow) Note changes in the roof material on the Motel.  
Camera facing: NE  
Source: Google Earth Pro, Image date May, 2015

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Photograph 2 1036 N. 4<sup>th</sup> Street, San Jose

View: Two-story office on the right(addition and deck), units in a "U" plan with the drive isle in the center. Pole sign is on the right.

Camera facing: east

Date: May 15, 2016

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Photograph 3 1036 N. 4<sup>th</sup> Street, San Jose  
View: Office and apartment addition check-in cubical and upper deck. . Pole sign on the right.  
Camera facing: SW  
Date: May 15, 2016

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Stucco scar shows where the second story was added.

Photograph 4 1036 N. 4<sup>th</sup> Street, San Jose  
View: Office and apartment. West façade facing the street. Upper corner (right) was added in the 1960s. Note metal windows and the stucco scar where the addition attempts to blend with the lower level.  
Camera facing: East  
Date: July 29, 2016

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Photograph 5 1036 N. 4<sup>th</sup> Street, San Jose

View: North and east wings of units and carports. Note east wing alterations where the carport was removed and a unit created.

Camera facing: NE

Date: July 29, 2016

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Photograph 6 1036 N. 4<sup>th</sup> Street, San Jose  
View: south wing units and carports  
Camera facing: SE  
Date: July 29, 2016

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Photograph 7 1036 N. 4<sup>th</sup> Street, San Jose  
View: Carport, shed shaped opening, stucco siding and concrete floor. The non-original trellis screen is above.  
Camera facing: SW  
Date: May 15, 2016

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Photograph 8 1036 N. 4<sup>th</sup> Street, San Jose

View: Carport, shed shaped opening, horizontal boards on the side and single wall construction in the rear with stucco siding on one wall. The addition of a trellis screen is above.

Camera facing: SW

Date: May 15, 2016

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Photograph 9 1036 N. 4<sup>th</sup> Street, San Jose  
View: North wing unit with carport. Trellis screen added to the front facade.  
Camera facing: NE  
Date: May 15, 2016

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Photograph 10 1036 N. 4<sup>th</sup> Street, San Jose  
View: Pole sign in front of the Charles Motel.  
Camera facing: NE  
Date: May 15, 2016

**B10 Significance continued:**

The business was most often operated by the owners who lived on the property in a separate building that included the office. When amenities such as ice machines and cold soda machines became available, these were included in the owner's building often with a lean-to addition. The design followed the ones shown in the U.S. Small Business Administration guide booklets for establishing a motel. The booklets were first published in the early 1930s (Jakle, 2002). The literature shows the government was concerned that most of the motels were Mom & Pop operations and that the industry needed standards and guidance to help the inexperienced operators succeed. At that time motels were seen to have an important role in the travel economy and an additional value as the military required more relocations often with families (Jakle, 2002).

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During WWII building materials were scarce and at a premium, and yet there continued a need for more motels, and this brought about another significant change in design. A single concrete pad would support several “cottages” now sharing common walls, and moving the parking in the front of the unit. This was the style that continued into the post WWII design and construction during the decades of the 1940s and 1950s when the number of motels in the nation grew from 20,000 to 60,000. Thus, in the post WWII era, the most common design was a single story building of attached units that retained a small porch and/or flower boxes to give a residential feeling. The idea of a “home away from home” began to replace the experience of camping or thematic designs of the 1930s. At the end of the 1940s the motels began to add a second story with exterior corridors and stairs, and doorways became less distinctive and more uniform (hotel like). By the late 1940s most motels offered pay laundry facilities and began to add swimming pools. The swimming pool became common for new motels in the 1950s.



Figure 2 Historic postcard from the 101 Motel in San Jose c.1945.

<http://www.sjsu.edu/faculty/wooda/motelcaliforniapost.html>

There were four distinct eras of motel development in San Jose. The early motels 1920-1939 were modeled on a camp style. In the 1940's there was a transition to a single foundation and attached units. By the early 1950s, the motel plan changed to a one or two-story style with exterior corridors and connected units with parking in front, and often a swimming pool. At the end of the decade, a new form emerged that was a blend between the motel and hotel, an operation that included at least one restaurant, room service and typical services of a hotel. The garden court style was made popular in San Jose by the Hyatt House Garden Motel, an example of this blend. There was little change or development of motels for almost 40 years, until the 1980s-2010 when the last era of motel development occurred in San Jose. Like the earlier periods, these motels were located outside the city, on highways, particularly close to highway intersections or airports. The style remained a two-story version with the form, little

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changed from the 1950s, although the style became more corporate. In some instances an earlier motel was rehabilitated and enlarged to provide the more modern appearance and to include some hotel type services.

**Charles Motel:** The plan of the Charles Motel has individual small units separated by carports. The architectural style of the buildings is vernacular—a mix of mid-century materials with minor Colonial Revival elements. The buildings are covered in heavy textured stucco with very plain facades. The only defining element is a section of the roof that is sloped over the front of the buildings and covered with red concrete, squared pattern, tiles—a Mid-century manufactured material. The door into the unit and two windows are the only features of the front façade. Each unit has a window that is altered to fit an air conditioner, and many of the original panel style doors have been replaced with flush style doors. The rear façade is even plainer with only the replacement metal-frame bathroom window for each unit breaking the plain wall. The vernacular elements of the design continues with a rural shed style opening (braced corners) for the carports. The two-story office and apartment building is at the front of the motel where customers enter to check-in. The location is also a security post to observe the activities within the motel grounds. This building is relatively plain with stucco walls and a section of the red concrete tile roof. The roof shows the original balcony line where posts would have joined the eaves for a narrow porch. When the check-in office was enlarged on the first floor, the balcony became a deck enlarged to cover the addition. A flat board (plywood) railing surrounds the balcony. The rear of this building has been altered with a two-story addition c. 1960s (no permits were found). The additions and enlarged balcony are out of character with the rest of the building.

The Charles Motel is a plan more that is more likely to have been constructed in the 1930s, yet it came at the very end of the auto-court style era, almost 10 years after the more efficient, single pad foundation, style emerged.

According to the Santa Clara County Assessor's records the motel was constructed in 1948, and has operated since then. However, information from the current owner's son that was provided during a site inspection on July 29, 2016 describe the many alterations and how the property has changed. The original owners and developers of the property were brothers Charles .D. Wilkinson, his wife Nancy, and Leland W. Wilkinson and his wife Jean, and Laura E. Stacy. (Deed) Upon completion of the motel, it was sold on September 8, 1948 as ½ interest to Frank A Rinaure and his wife Florence and ½ interest to Henry Mazza and his wife Gladys. (Deed) The subsequent sale was to the managers, Bennie E and Rosa Ursin and Beda Hinkle in 1953. Ben Ursin was a map maker by trade but lived at the motel where Rosa Ursin appears to have been the manager since the motel opened. (San Jose City Directory, 1949). A year later the motel was sold to Zora J Oppie and Leo Oppie (Deed). Leo Oppie was a pressman at the San Jose Mercury News and lived at the motel (San Jose City Directory, 1956). It appears Zora Oppie operated the motel. Two years later the property sold again this time to George and Sachiko Bunya, (San Jose City Directory, 1956). The Bunyas lived at the motel and operated it until 1975 when they sold the property. (Deed). That sale was to the Patel family in June 1975 (Deed). Since opening in 1949, the Charles Motel has operated in much the same manner.

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In 1949, when the Charles Motel opened, San Jose had 24 auto-courts and motels listed in city directory, (San Jose City Directory, 1949) and like the Charles Motel, most were on the outskirts of the city. The average room rate was \$3.21 (American Hotel and Lodging Association, 2016). On the north side there were 6 on North First Street, the Charles Motes on N 4<sup>th</sup> street, and 815 N, 13<sup>th</sup> Street,(The Star Auto-Court one of the largest in San Jose). On the south side of San Jose, 3 were on Monterey Road, including California Motel and the 101 Motel, The remainder were sprinkled around the city on traffic routes. Prior to the extension of Highway 101 in the mid-1950s, traffic had to move through San Jose in a north/south direction using Market Street from the south and First, or Fourth Street from the north(exiting the city on Monterey Road). The Highway 101 bypass was on 30<sup>th</sup> street until the connection was made. Of the 24 motels in 1949, there are very few examples of the single-cabin variety in operation. In addition to the Charles Motel, the California Motel, 1706 Monterey has single-cabins in a linear plan (Urban Programmers, 1998). Other small motels have been altered and exist as permanent apartments. South on Monterey Road there are a number of cabin or single unit type motels dating from the late 1920s and 30s.

Summary: The Charles Motel, constructed in 1948, represents the typical plan of motels more common in the 1930s but still found in the late 1940s. This is during the period when the evolution of auto travel accommodations changed from the auto-court to the single foundation motel, 1930-1949. The Charles Motel is a vernacular design and one of the few single- unit tyoe motels that remain in San Jose.

### **Regulatory Framework: California (CEQA)**

The California Register of Historical Resources is “an authoritative listing and guide to be used by state and local agencies, private groups and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change”

(Public Resources Code Section 5024.1[a]). The criteria for eligibility to the California Register are based on National Register criteria (Public Resources Code Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for or listed in the National Register. To be eligible for the California Register as a historical resource, the resource must be found significant at the local or state level within its historical context, within a defined period of time and be considered within a historical theme. It must be significant under one or more of the following criteria:

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

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

For a resource to be eligible for the California Register, it must also retain enough integrity to be recognizable as a historical resource and to convey its significance. The seven aspects of integrity are those used by the National Register: location, design, setting, materials, workmanship, feeling, and association.

A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.

**Period of Significance and theme:** The period of significance is 1936-1950 the time when the tourist accommodations along the roads had evolved from a recreational auto-camp to become a part of commerce in the post WWII era in Santa Clara County. This is within the San Jose historical context era of Industrialization and Suburbanization 1945-1990. The era is marked by planned tracts of residential housing in the Mediterranean and Ranch styles, mobile home parks, stucco box apartments and retirement villages. The industry of the era was Research and development and electronics. (Laffey, Gloria Ann, 1990). The theme under which the Charles Motes is considered is Architecture and Shelter.

The auto-court style of single units in urban settings occurred for a brief period in the 1930s and was the transition style from the single unit detached design of the recreational auto-camp to auto-court or linear plan to provide lodging for commercial travelers. The era in San Jose lasted until 1949, when the Charles Motel opened. It appears to have been the last of this type as other motels had already been constructed with a single foundation and attached units in one or two-story buildings. The primary area to consider for significance is the architectural style and plan. Commerce was also considered in the larger context of the history of automobile travel during the post WWII within the history of San Jose. Considering the transitional architectural plan and the very minor role in commerce, the Charles Motel was found not important in the commercial history or architectural heritage of San Jose. Considering all the alterations and undistinguished vernacular style it does not meet the criteria for architectural significance.

#### **Evaluation of Significance:**

##### **CRHR Criteria**

- A.** The Charles Motel is not associated with events that have made a significant contribution to history.
- B.** The Charles Motes is transient lodging and is not associated with the lives of people important in history.
- C.** The Charles Motel is a vernacular design without distinction. The primary era of the auto-court was the 1930s when they were often designed in a regional style with distinctive characteristics, or beveled wood

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siding that was reminiscent of the auto-camp cabin architecture. The Charles Motel was constructed at the very end of auto-court design era and is a transitional, vernacular style without distinctive characteristics. The method of construction is wood frame with stucco exteriors- a common construction method. While the architect was not identified, the design lacks distinction and is unlikely the work of a master designer.

The pole sign appears to be the original design, also somewhat transitional it is a typical style and not designed specifically for the Charles Motel. It is not unique or unusual.

Evaluation and Conclusion: The Charles Motel is a vernacular, mid-century building that has experienced many architectural changes that cumulatively create a loss of integrity. It is not a significant resource because it does not meet any of the criteria of the CRHR.

**San Jose Municipal Code: Chapter 13.48 - HISTORIC PRESERVATION** (italics are copied from the code)

*As used in this chapter, the following terms shall have the following meanings unless otherwise indicated from the context:*

*A. Historical, Architectural, Cultural, Aesthetic or Engineering Interest or Value of an Historical Nature. The term "historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature" shall mean a quality that derives from, is based upon, or related to any of the following factors:*

*1. Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

*2. Identification as, or association with, a distinctive, significant or important work or vestige:*

*a. Of an architectural style, design or method of construction;*

*b. Of a master architect, builder, artist or craftsman;*

*c. Of high artistic merit;*

*d. The totality of which comprises a distinctive, significant or important work or vestige whose component parts may lack the same attributes;*

*e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked; or*

*f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.*

*3. The factor of age alone does not necessarily confer a special historical, architectural, cultural, aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.*

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*B. Historic District. "Historic district" shall mean a geographically definable area of urban or rural character, possessing a significant concentration or continuity of site, building, structures or objects unified by past events or aesthetically by plan or physical development.*

*C. Landmark. The term "landmark" shall mean any of the following which have a special historical, architectural, cultural, aesthetic or engineering interest or value of an historical nature:*

- 1. An individual structure or portion thereof;*
- 2. An integrated group of structures on a single lot;*
- 3. A site, or portion thereof; or*
- 4. Any combination thereof.*

*D. Preservation. The term "preservation" shall mean the protection, conservation, enhancement, perpetuation, rehabilitation, restoration, repair, reconstruction or other action taken to repair, conserve or prevent the deterioration or destruction or removal of a landmark or property in a historic district.*

*E. Site. The term "site" shall mean any place or area or any portion thereof, including anything, element or fixed object thereon, whether man-made or natural.*

Considering the definitions provided in 13.46.1 & 13.48.2 (relevant to the Charles Motel)

1. The Charles Motel exhibits a plan that is associated with automobile travel and lodging in the 1930s and appears to be the last of that plan constructed in San Jose (1948). Within the history of the lodging industry in San Jose, the Charles Motel has a very minor role. The acceptance of general automobile travel began in the late 1920s when the auto-camp became the auto-court, and the design with individual cabins was brought to the outskirts of San Jose. These early motels had the advantage of allowing the lodger's car to park close to the unit where they stayed. This was different from the hotels, most of which did not have on-site parking until the late-1950s when the Sainte Claire Hotel constructed a parking garage. By then the motels were considered preferable lodging because they were more private, efficient, and often more attractive than the older hotels, and for family travel the motel often had a kitchen making it more affordable. As automobile travel increased, motels as part of the lodging industry, made an important contribution to San Jose's, commerce, architecture and social life, particularly those with gardens, restaurants and banquet facilities such as the Hyatt House Hotel and Motel on N. First Street.

Within the context of the lodging industry in San Jose, the contribution of the Charles Motel has been very minor. It has not been significant in the history of the lodging industry and commerce in San Jose.

2. a. The theme of Architecture & Shelter. The Charles Motel is a typical auto-court with individual units separated by a covered parking space, a style that was popular in the 1930s-early 1940s when several were constructed in San Jose. The Charles Motel was constructed at the end of the auto-court popularity and does not exhibit the stylistic design, ornamentation or materials

Page 20 of 23 \*Resource Name or # (Assigned by recorder) 1036 N. 4<sup>th</sup> St. San Jose  
 \*Recorded by: Urban Programmers \*Date /8/11/2017 x Continuation X Update

generally associated with auto-courts. However, it appears to be one of the few remaining single-unit style motels operating in San Jose.

3. The Charles Motel has lost integrity due to physical alterations and additions. Also due to the changes in setting, and feeling.

The San Jose Evaluation and Tally rated the property 37.3 points, which is below the rating necessary for a Candidate City Landmark.

The Charles Motel does not qualify as a Candidate Landmark under the San Jose Historic Preservation Ordinance. Candidate Landmarks are considered to be eligible for landmark designation, and treated as such by the planning process, but only the City Council can make the final determination.

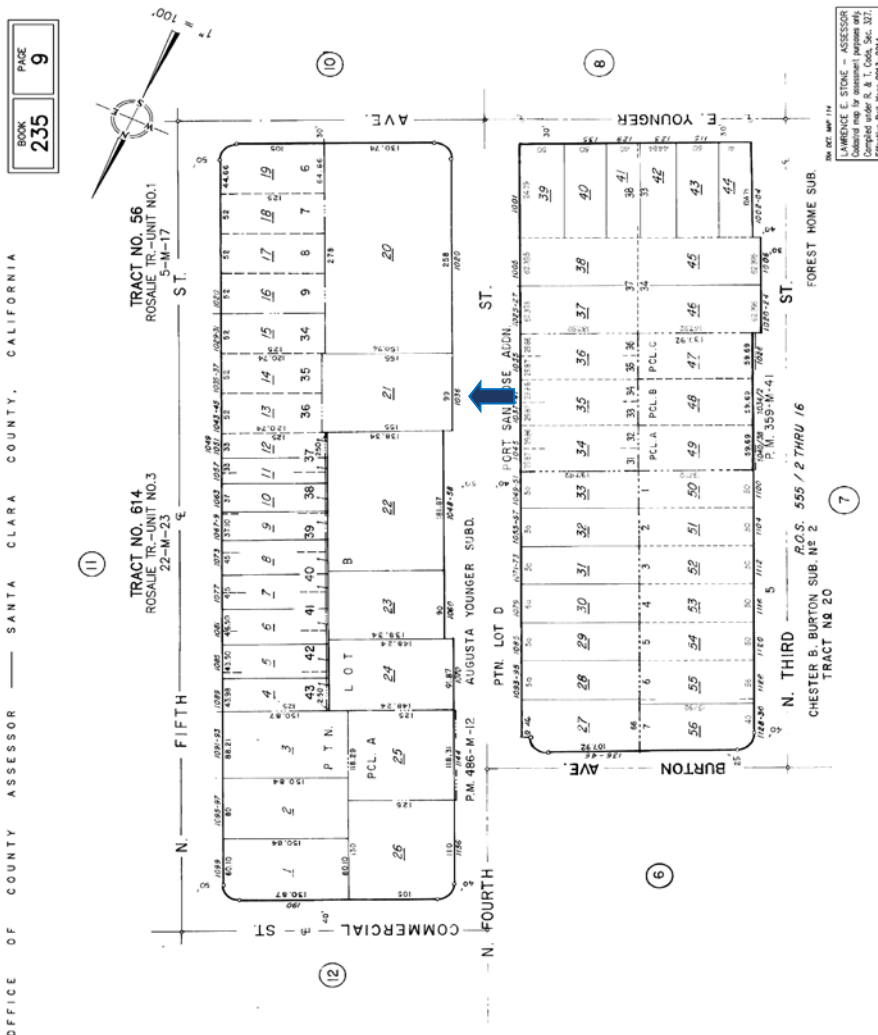


Figure 2 1036  
 N.4<sup>th</sup> Street, San Jose –  
 Charles Motel

Santa Clara County  
 Assessor's Map  
 APN 235-09-021

Page 21 of 23 \*Resource Name or # (Assigned by recorder) 1036 N. 4<sup>th</sup> St. San Jose  
\*Recorded by: Urban Programmers \*Date /8/11/2017  Continuation  Update

## Sources Consulted:

### Interview:

Patel, Anil. (2016, July 29). Anil Patel grew up living on the property and is the son of the current owner. The interview and site inspection included information about the alterations and his observations during the years he helped his father maintain the motel. He is also knowledgeable about the current condition of the buildings. (B. Bamburg, Interviewer)

### **Deeds:**

1. Deed from George H. Bunya and Sachiko Bunya to Nanu D. Patel and Lakhiben N. Patel, his wife, recorded 6/11/1975 in Book B455 Official Records, page 546.
2. Deed from Zoora J. Oppie and Leo E. Oppie, her husband, to George H. Bunya and Sachiko Bunya, his wife, recorded 5/25/1956 in Book 3505 Official records, page 151.
3. Deed from Bennie E. Ursin and Rosa L. Ursin, his wife, and Beda E. Hinkle to Zoora J. Oppie and Leo E. Oppie, her husband, recorded 12/29/1954 in Book 3038 Official Records, page 23.
4. Deed from Frank A. Rinaura and Florence Rinaura, his wife, and Henry Mazza and Gladys Mazza, his wife, to Bennie E. Ursin and Rosa L. Ursin, his wife, as to 1/2 interest, and Beda E. Hinkle, as to 1/2 interest, recorded 11/4/1953 in Book 2752 Official records, page 125.
5. Deed from C. D. Wilkinson and Nancy E. Wilkinson, his wife, and L. W. Wilkinson and Jean R. Wilkinson, his wife, and Laura E. Stacy to Frank A. Rinaura and Florence Rinaura, his wife, 1/2 interest, and Henry Mazza and Gladys Mazza, his wife, 1/2 interest, recorded 9/8/1948 in Book 1673 Official records page 325.

### **Municipal Documents:**

City of San Jose Historic Resources Inventory Survey Phase II; Archives and Architecture (Gloria Ann Laffey), November 17, 1992

City of San Jose Building Permits 1915-1977; 1985-1998

*City of San Jose Historic Resources Inventory*, San Jose Historic Landmarks Commission, 1987, Revised 2015

### **Other sources**

American Hotel and Lodging Association, Directory of Lodging, 1950 & 2016

Page 22 of 23 \*Resource Name or # (Assigned by recorder) 1036 N. 4<sup>th</sup> St. San Jose  
\*Recorded by: Urban Programmers \*Date /8/11/2017  Continuation  Update

Arbuckle, C., Clyde Arbuckle's History of San Jose, Smith McKay, San Jose, 1985

Bielharz, E. and D. DeMers, San Jose California's First City, California Heritage Press, 1980

R.L. Polk Publishing Company San Francisco: City Directories for San Jose, California;  
1945, 1949, 1950, 1951, 1952, 1955, 1956, 1958, 1959, 1960, 1963, 1965, 1968, 1970, 1972, 1974, 1978,

Douglas, Jack, Historical Footnotes of Santa Clara Valley, San Jose Historical Museum Association, San Jose, 1993,

Douglas, Jack, Historical Highlights of Santa Clara Valley, History San Jose, San Jose 2005

Dhingra, Pawan, Life Behind the Lobby: Indian American Motel Owners and the American Dream, Stanford University Press, 2014

Jakle, J. & Sculle, K. & Rogers, J. , The Motel in America. Baltimore : John Hopkins Press.2002

Loomis, Patricia, A Walk Through The Past- San Jose's Oak Hill Memorial Park, Argonauts Historical Society, The Press, San Jose, 1998

Payne, S. Santa Clara County, Harvest of Change, Windsor Publications, Northridge CA 1987

Sanborn Map Company, *Fire Insurance Maps of San Jose California; 1915, 1915 updated to 1950,*

Santa Clara County Historical Heritage Commission, Santa Clara County Heritage Resource Inventory, San Jose, CA, 1979

Urban Programmers. (1998). *Historical and Architectural Evaluation of the California Motel*. San Jose, CA,.

Urban Programmers. (2012, August 12). *Historical and Architectural Evaluation of the Pole Sign at Mel's Bowl*. Redwood City, CA.

**Internet Sites regarding motels:**

<http://www.sjsu.edu/faculty/wooda/motelcalifornia.html> (photograph of the 101 Motel post card)

# HISTORIC EVALUATION SHEET

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HISTORIC RESOURCE NAME: Charles Motel  
 HISTORIC RESOURCE ADDRESS: 1036 N.. Fourth Street

A. VISUAL QUALIFICATIONS

- |   |   |   |    |   |    |
|---|---|---|----|---|----|
| 1 | EXTERIOR: the form and presentation of an early mod-century motel | E | VG | G | FP |
| 2 | STYLE : Vernacular auto-court motel- minor design l elements      | E | VG | G | FP |
| 3 | DESIGNER : Unknown  | E | VG | G | FP |
| 4 | CONSTRUCTION -Wood frame, stucco, concrete tile roof sections     | E | VG | G | FP |
| 5 | SUPPORTIVE ELEMENTS: pole sign                                    | E | VG | G | FP |

B. HISTORY/ASSOCIATION

- |   |   |   |    |   |    |
|---|---|---|----|---|----|
| 6 | PERSON/ORGANIZATION : not significant   | E | VG | G | FP |
| 7 | EVENT none of individual significance   | E | VG | G | FP |
| 8 | PATTERNS : Transportation- changes in lodging style- late iterations of the auto-court plan and style | E | VG | G | FP |
| 9 | AGE 1948  | E | VG | G | FP |

C. ENVIRONMENTAL/CONTEXT

- |    |   |   |    |   |    |
|----|---|---|----|---|----|
| 10 | CONTINUITY : not located in an area of significance | E | VG | G | FP |
| 11 | SETTING: Urban Commercial development               | E | VG | G | FP |
| 12 | FAMILIARITY Within the N. 4th Street neighborhood   | E | VG | G | FP |

D. INTEGRITY

- |    |  |   |    |   |    |
|----|--|---|----|---|----|
| 13 | CONDITION Exhibits some settling and many foundation cracks                | E | VG | G | FP |
| 14 | EXTERIOR ALTERATIONS: windows and doors, addition to office and apartment  | E | VG | G | FP |
| 15 | STRUCTURAL REMOVALS : East wing alterations may have changed the structure | E | VG | G | FP |
| 16 | SITE   | E | VG | G | FP |

E. REVERSIBILITY

- |    |  |   |    |   |    |
|----|--|---|----|---|----|
| 17 | EXTERIOR Removing the second-story addition to the apartment and recreating the east wing is very difficult. | E | VG | G | FP |
|----|--|---|----|---|----|

- |    |                                 |   |    |   |    |
|----|---------------------------------|---|----|---|----|
| 18 | NATIONAL OR CALIFORNIA REGISTER | E | VG | G | FP |
|----|---------------------------------|---|----|---|----|

REVIEWED BY: Bonnie Bamburg/William Zavlarais/A.D.Bright

DATE: 7/30/2016

## EVALUATION TALLY SHEET (PART 1)

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HISTORIC RESOURCE ADDRESS: 1036 N.. Fourth Street

A	<u>VISUAL QUALITY/DESIGN</u>	E	VG	G	FP	
	1 EXTERIOR	16	12	6	0	12
	2 STYLE	10	8	4	0	8
	3 DESIGNER	6	4	2	0	0
	4 CONSTRUCTION	10	8	4	0	4
	5 SUPPORTIVE ELEMENTS	8	6	3	0	3
						Subtotal:
						27
B.	<u>HISTORY/ASSOCIATION</u>					
	6 PERSON/ORGANIZATION	20	15	7	0	0
	7 EVENT	20	15	7	0	0
	8 PATTERNS	12	9	5	0	5
	9 AGE	8	6	3	0	0
						Subtotal:
						5
C.	<u>ENVIRONMENTAL/ CONTEXT</u>					
	10 CONTINUITY	8	6	3	0	0
	11 SETTING	6	4	2	0	2
	12 FAMILIARITY	10	8	4	0	4
						SUBTOTAL:
						6
						A & C SUBTOTAL:
						33
						B SUBTOTAL:
						5
						PRELIMINARY TOTAL:
						38
						(sum of A. B. & C.)

## EVALUATION TALLY SHEET (PART II)

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HISTORIC RESOURCE ADDRESS: 1036 N.. Fourth Street

D.	<b><u>INTEGRITY</u></b>	<b>E</b>	<b>VG</b>	<b>G</b>	<b>FP</b>				
	13 CONDITION		0.03	0.05	0.10	38 X	0.05 =	1.9	
			SUBTOTAL A,B&C						
	14 EXTERIOR ALTERATIONS		0.05	0.10	0.20	33 X	0.05 =	1.65	
			SUBTOTAL A&C						
			0.03	0.05	0.10	5 X	0.03 =	0.15	
			FROM B						
	15 STRUCTURAL REMOVALS		0.20	0.30	0.40	33 X	0 =	0	
			SUBTOTAL: A & C						
			0.10	0.20	0.40	5 X	0 =	0	
			FROM B						
	16 SITE		0.10	0.20	0.40	5 X	0 =	0	
			FROM B						
			<b>INTEGRITY DEDUCTIONS SUBTOTAL</b>					<b>3.7</b>	
			<b>ADJUSTED SUBTOTAL:</b>					<b>38 - 3.7</b>	<b>34.3</b>
			(Preliminary Total minus Integrity Deductions)						

			<b>VALUE</b>					
E	<b><u>REVERSIBILITY</u></b>	<b>E</b>	<b>VG</b>	<b>G</b>	<b>FP</b>			
	17 EXTERIOR	3	3	2	2		3	
			Total:			3		

F.	<b><u>ADDITIONAL CONSIDERATIONS</u></b>						
	<b><u>BONUS POINTS</u></b>						
		<b>VALUE</b>					
		<b>E</b>	<b>VG</b>	<b>G</b>	<b>FP</b>		
	22 NATIONAL OR CALIFORNIA REGISTER	20	15	10	0	0	
		<b>BONUS POINTS SUBTOTAL:</b>					<b>0</b>
		<b>ADJUSTED TOTAL:</b>					<b>37.3</b>

# PEER REVIEW

1036 North Fourth St. Historic Evaluation  
North Hotel Project  
San José, Santa Clara County, California  
(APN #235-09-021)



Prepared for:

Department of Planning, Building and Code Enforcement  
City of San Jose  
200 East Santa Clara St.  
San Jose, CA 95113

Attn: Susan Blair Walsh, Historic Preservation Officer

11.30.2017 (revised 02.06.2018)



ARCHIVES & ARCHITECTURE, LLC

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## Introduction

As a part of entitlement application for a Special Use Permit, the applicants for a hotel project at the site of the Charles Motel at 1036 North Fourth St. in San José's Hyde Park neighborhood have submitted a Historic Report to the Department of Planning, Building and Code Enforcement of the City of San José. Prepared by Urban Programmers of San José, the report assesses the potential historic significance of the extant 10-unit motel complex located on the project site. The report consists of 23 pages of DPR523 series forms (all dated 8/11/2017), and includes an evaluation for historical significance as well as tally sheets prepared by Bonnie Bamburg.

At the request of the Department's Planning Division, Archives & Architecture, LLC conducted an independent peer review of this report to verify the technical accuracy of the information provided and to identify any apparent deficiencies that might affect its methodologies, completeness, findings, and overall adequacies of the report. The goal of this peer review is to help ensure that the information contained in the report meets accepted professional standards for use within the environmental review process of the City.

## Project Description

The proposed hotel project for this 0.4 gross-acre site consists of a new four-story building with 31,659.1 square feet of hotel space. The property consists of one parcel, identified by the Santa Clara County Assessor as APN #235-09-021. The 10-unit U-shaped Charles Motel building will be demolished as a part of project implementation. The applications are filed under H16-023 and SP16-034. The owner of record is Anil Patel and the application contact is Eugene Sakai of Studio S Square Architecture.

## Applicable Guidelines

The Urban Programmers report and this peer review were conducted according to the City's own *2010 Amended Historic Report Guidelines*, and related *CEQA Guidelines* under the California Environmental Quality Act as they pertain to historic resources. As the City's guidelines are inclusive of the required CEQA-related analysis, this peer review follows the format of the Amended Historic Report Guidelines.

## Historical Status

The Charles Motel is not listed on the San José Historic Resources Inventory. The property is not known to have been previously evaluated for historic significance prior to the historical investigation by Urban Programmers.

## Summary of Findings

The evaluation within the 2017 Urban Programmers DPR523 forms for the Charles Motel found the property ineligible for the California Register of Historical Resources or as a candidate City Landmark site or structure. The evaluator performed a supplementary evaluation according to the City's evaluation rating system with a resulting tally score of 37.3 points. Although not explicitly stated in the report, the point score indicates that the property is eligible for listing on the San Jose Historic Resources Inventory as a Structure of Merit (SM).

Eligibility for the Historic Resources Inventory is considered under the City's General Plan Envision 2040, Goal LU-14 – Historic Structures of Lesser Significance. It is the policy of the City of San José to “preserve and enhance historic structures of lesser significance (i.e., Structures of Merit, Identified Structures, and particularly Historic Conservation Areas) as appropriate, so that they remain as a representative of San José's past and contribute to a positive identity for the City's future.”

No other documents were reviewed as a part of this peer review. As the property was not found eligible for the California Register of Historical Resources or as a San José City Landmark site or structure, no impacts analysis was provided.

After reviewing the report, conducting independent research, and considering the context and architectural qualities of the Charles Motel within its historic era, we concur with the evaluation of Bonnie Bamburg that the motel is not eligible for the California Register of Historical Resources or as a San Jose City Landmark site or structure. We therefore conclude that the property is not a historic resource under the California Environmental Quality Act.

## Analysis

### A. Cover Letter

Not provided for this peer review.

### B. Historical Background

The DPR523 recording provides adequate historical background of the property as well as property ownership and management information during the early historic period from 1948 through at least 1967.

The historic context includes both reference to the rural character of the neighborhood properties prior to development of the motel, as well as the use of North Fourth Street as a connector of central San José to the Bayshore Freeway of U.S. Route 101 during the early years after this freeway bypass was opened. At the time that this property was

developed, the new Charles Motel was in unincorporated Santa Clara County, not being annexed until late 1951 under Orchard No. 8.

Acquisition of the right-of-way for the Bayshore Freeway began in the 1930s, and during World War II the alignment was completed redirecting through-traffic around the cities of the Peninsula and to the south to San José. By the late 1930s, the City of San José had annexed area along North First Street north of the 1920s Hyde Park subdivision (located to the west of the Charles Motel). Development of area north of the Original City (other than Hyde Park) did not occur until after World War II. Planning began for a major airport during the war, which the San Jose Municipal Airport opening in 1948.

By the late 1950s, US. Route 101 had evolved into a full freeway and North Fourth Street was partially disconnected and merged into a frontage road that connected to North First Street. Around this time planning was being completed and site acquisition taking place for what would become the connection of Interstate 880 and 280, a route that framed the residential core of the city about a block north of the Charles Hotel. The connection was opened in 1965 as an extension of State Route 17 (later in 1984 formally changed to I-880). The new freeway had its access and egress ramps at North First Street, further redirecting north/south traffic to the North First Street corridor.

Consequently, the Charles Motel lost much of its visibility to travelers. Motel and hotel development continued to expand along the North First Street corridor until recent years when additional transient housing was added to the east of North First Street to the Highway 101 and Interstate 880 within the City's Rincon de los Esteros Redevelopment Area.

Architect/builder for the Charles Motel was not determined. The original permit was with the County of Santa Clara and the permit was likely that obtained by N. Stacy on August 7, 1947 (#5716) as found in their record indexes. Determining the architect/designer of the Charles Motel is problematic given its period of construction and lack of pertinent records for that period. The property at the time of construction was a portion of Lot A of the Mrs. Augusta Younger Tract that had been initially subdivided in 1897.

A full range of later permits after annexation can be found on the City's [sjpermits.org](http://sjpermits.org) online permit database. The earliest activity was in 1960 when owner George Bunya constructed a room addition. After Nanu Patel acquired the motel, he altered the exterior at the registration room in 1977, then did significant interior and exterior renovations in 1981.

### **C. Description of Resource**

The Charles Motel is adequately described in the DPR523 recording to understand its main features. The changes and additions are difficult to sequence, but the description

clarifies as necessary the fact that substantial changes have taken place to the original building fabric to affect its integrity.

## **D. Evaluation for Significance**

The 2017 historic evaluation for the Charles Motel at 1036 North Fourth St. conducted by Bonnie Bamburg of Urban Programmers found it not eligible for the California Register of Historical Resources or as a San José City Landmark based on the qualitative criteria associated with listing or designation.

While clearly representative of small motel development at mid-century, we also do not believe it meets the necessary threshold to be considered a historic resource when considered under the two methods of considering historical significance under CEQA.

Under patterns, the motel is part of a small group of motor-court motel buildings from the late 1940s, of which a number still exist on Monterey Road, North First Street, and Oakland Road, as noted in the Urban Programmers recording. It is part of a subgroup within those comparable properties due to the incorporation of the garages into the design. This pattern remains prevalent in many parts of California, although rarer locally. The Charles Motel building illustrates the pattern, but not in an effective way due to its size (relative to others), its location off the main transportation routes, and lowered integrity. Within the larger city, this pattern is of some importance to understanding San Jose's development at mid-century, but this building does not do so as a primary example.

Under personages, it appears that the key original operators; Beda Hinkle and Rosa Irsin were transplants to San José around this time and little is known of them; they do not appear to be significant personages. Most of the early owners and operators that were involved with this property did so for short periods of time. None stand out as significant personages as noted in the Urban Programmers recording.

Under visual quality/design, the building is unique and could be considered a good design, but not of excellent quality or an especially fine specimen to be considered a distinctive building architecturally. The detailing is mundane, unlike many of the more memorable motel designs during this evolving period of mobility.

The pole sign at the front of the property is of some significance for its design and early use of neon. It is a familiar place-marker at the neighborhood level, and provides a sense of historic continuity to the Hyde Park area, of which it has been a part of for over half a century. The Urban Programmers recording identified and described the sign and provided some historic context for this type of property element, and also mentioned that the sign was unaltered. Its significance was not assessed as an individual feature however. We believe that its unique character contributes to the historic character of the larger setting and neighborhood, and that it contributes to the significance of the

property, although would not in itself enable eligibility for the California Register of Historical Resources or as a City Landmark.

## **E. Appendices**

Adequate references and photo-documentation is provided in the report to meet the City's requirements.

## **F. Impacts**

No impacts section was provided in the Urban Programmers documentation, as the evaluation within the DPR523 forms concluded that the building on the project site were not historic resources under CEQA.

## **Our Qualifications**

The principal author of this third-party peer review was Franklin Maggi, Architectural Historian of the firm of Archives & Architecture, LLC.

Franklin Maggi is a preservation planner who consults in the field of historic architecture and urban development, and has a professional degree in architecture with an area of concentration in architectural history from the University of California, Berkeley. He meets the Secretary of the Interior's qualifications to perform identification, evaluation, registration, and treatment activities within the field of Architectural History in compliance with state and federal environmental laws and has been listed by the California Historical Resources Information System (CHRIS) operated under the auspices of the Office of Historic Preservation. CHRIS utilizes the criteria of the National Park Service outlined in 36 CFR Part 61.

In addition to the principal author of this peer review, it was reviewed internally by Leslie A.G. Dill, Historic Architect and Architectural Historian and partner of Archives & Architecture, LLC. Leslie Dill has a Master of Architecture with a Program Certificate in Historic Preservation from the University of Virginia, Charlottesville, and is an architect licensed in the State of California. She also meets the Secretary of the Interior's qualifications to perform identification, evaluation, registration, and treatment activities within the fields of Architecture History and Historic Architecture in compliance with state and federal environmental laws, and has been listed by the California Historical Resources Information System under both disciplines.

## **Documents Reviewed**

DPR523 forms and tally for the Charles Motel at 1036 North Fourth St., prepared by Urban Programmers, August 2017.