

## **HISTORICAL AND ARCHITECTURAL EVALUATION**

For The 5 Spot Drive-in Restaurant  
Located at 869 South First Street  
San José, California

Prepared for:

The San José Redevelopment Agency  
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## INTRODUCTION

Architectural and historical research and evaluation for the property located at 869 South First Street (APN 264-36-137) in the City of San José was conducted in January and February of 2000 by the firm of Dill Design Group and Charlene Duval, Historian. The San José Redevelopment Agency requested this Historical Report to investigate potential historical issues relating to the property.

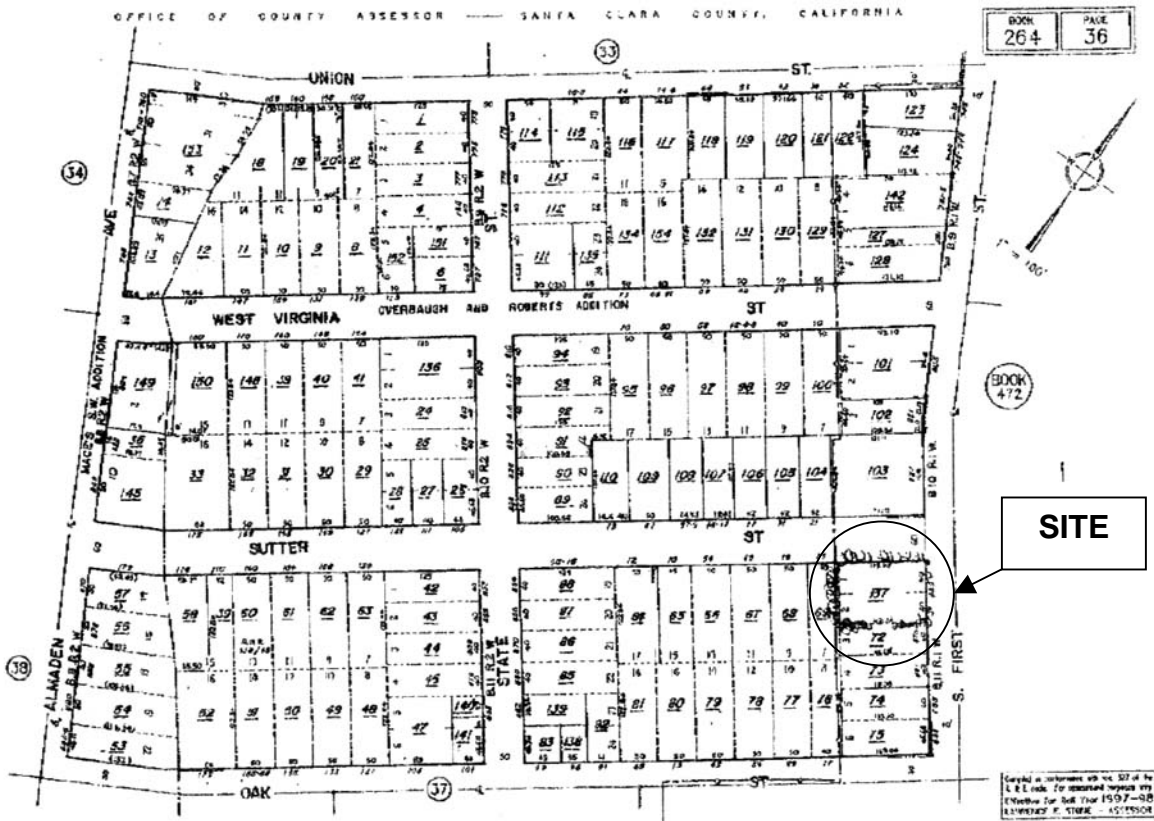
Leslie A. G. Dill, Principal of the firm of Dill Design Group, has a Master of Architecture with a certificate in Historic Preservation from the University of Virginia, and is licensed in California as an Architect. Franklin Maggi, an Architectural Historian with Ms. Dill's firm, has a Bachelor of Architecture with an area of concentration of Architectural History from the University of California, Berkeley. Charlene Duval has a Master of Social Science from San José State University and has been conducting historic research in the area for over 20 years. Both Franklin Maggi and Charlene Duval specialize in Santa Clara Valley history and historic architecture. Leslie A. G. Dill and Franklin Maggi are listed with the Northwest Information Center as meeting the requirements to perform identification, evaluation, registration, and treatment activities within the professions of Historic Architect and Architectural Historian in compliance with state and federal environmental laws.

Franklin Maggi and Charlene Duval conducted a field survey of the subject property in January 2000. The building and site were examined. Notes on the architecture, characteristic features of the building and the neighborhood context were made. Photographs were taken of the exterior. The architectural descriptions within this report were written based on these notes and photographs. Additional research was undertaken that included visits to major repositories of local historic source material. These included the Santa Clara County Recorder's Office, the San José Historical Museum Archives and the California Room of the Martin Luther King Jr. Main Library in San José.

The site was listed on the Historic Resources Inventory of the City of San José in 1991. It is not listed on the National Register of Historic Places or the California Register of Historic Resources.

While the first inhabitants of this region were Native Americans of the Ohlone or Costanoan language group, this report is not intended nor should be used to address prehistoric issues. Pre-historic investigation, if required, should be undertaken by a qualified archeologist. The historic overview involving the Spanish and Mexican periods is provided to determine the potential for historical resources related to this era.

The consultant disclaims any knowledge of asbestos at the project site, and has not undertaken nor intends to undertake or report on any conditions relating to asbestos or other safety hazards that might or might not exist at the site and building.



Santa Clara County Assessor's Map – 1999



View from the street / from the San José Mercury News / 1986

## HISTORICAL BACKGROUND<sup>1</sup>

### Historical Overview

The subject parcel is located in the southwestern quadrant (Fourth Ward) of the City of San José as established in 1850. The first pueblo to be established in Spanish California, San José was settled on November 29, 1777 on the eastern bank of the Guadalupe River, two miles north of the subject area. Due to frequent flooding, the pueblo was relocated to the present location of downtown San José in the 1790s, centered on what is now Cesar Chávez Plaza. Within the pueblo, the settlers (*pobladores*) were granted house lots (*solares*) and cultivation plots (*suertes*). The undeveloped lands surrounding the pueblo were common lands (*ejidos*) used for the grazing of livestock and retained for future residential growth. Located on the southern edge of the pueblo, the subject area was part of the pueblo's grazing lands.

With the American occupation of California, the Hispanic system of land ownership did not meet the needs of the rapidly growing population of American and European settlers. Between 1847 and 1850, the City Council authorized that the lands around the pueblo be surveyed into blocks and lots to facilitate the identification of parcels for buying, selling, and taxing of properties. The first professional surveyor to visit San José during this period was Chester S. Lyman who made several of the early surveys. He also purchased property south of the town, bounded on the west by the pueblo's *acequia* (the irrigation ditch that roughly corresponded to today's Almaden Avenue) and on the east by South First Street (then known as the El Camino Real or the Monterey Street). Today, this tract extends south from Interstate 280 to Willow Street. Although Lyman sold several lots for development within this survey, there was no early occupation of the lands south of Oak Street. The subject area was part of Lot 11 of Lyman's lands. In the early 1850s, Lyman sold his local properties and returned to the East Coast where in time he became the president of Yale University (Laffey 1981).

Residential development was slow in this neighborhood due to the marshy condition of the area. Until the late 1860s, the pond that fed the Spanish *acequia* was located near the intersection of West Virginia Street (formerly Pond Street) and Almaden Avenue (Laffey 1982). Canoas Creek and the Guadalupe River, both of which had a tendency to overflow in the winter rainy season, fed the pond. It wasn't until the 1870s that development began in the area south of Grant Street and west of South First Street. Locally known as Goosetown, perhaps because of the pond and marshy character of the area, which attracted migrating waterfowl, this area was inhabited by new immigrants and members of the lower economic working classes. This is reflected in the small vernacular houses that abound in the area. Ethnically, the area was first inhabited by Irish and German immigrants, and followed later by Italian immigrants in the first quarter of the twentieth century. Since World War II the neighborhood has evolved into one that is mainly Latino (Farrell 1983).

In 1872, a portion of the Lyman Lots was subdivided as part of the Overbaugh & Roberts Addition to the City of San José (Herrmann 1872). Nothing could be learned about Allen Overbaugh. George Roberts, however, was well known in San José circles, and his house still stands at the southwest corner of North Fifth and St. John Streets. He arrived in San José in 1869, previously owning a mine and a general store at Omega Camp in Nevada County. In San José, he operated a general store and then owned the Lick House, the hotel that formerly occupied the northeast corner of South First and San Fernando Streets that he sold in 1874. Roberts and his wife are best known for the construction of the Robert's Spiritualist Church that was located on North Fifth Street, just south of their home (Sawyer 1922). Overbaugh may have been a business associate of Roberts during his mining days.

### 869 South First Street Site History (APN 264-36-137)

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<sup>1</sup> Unless otherwise noted, historical information presented in this section was drawn from Sanborn Fire Insurance maps, city directories, and assessor's block books.

The subject property was identified as Block Eleven Range One West (B11R1W), Lots 1 and 2, of the Overbaugh & Roberts Addition. By the 1870s, Lot 1 had a one-story structure constructed on the southwest corner of then King Street (now Sutter Street) and First Street (now South First Street). By 1876, this building, then identified as 716 First Street, was owned by W. T. Collins, a blacksmith, who arrived in San José in 1872 (Thompson & West 1876). He lived in the southern half of this building, 718 First Street. In 1887, Orton R. Leete operated the blacksmith shop, then 857 South First, and his residence was 859 South First Street. In the 1890s to at least 1909, the owner of Lot 1 was Lawrence Wallace, a merchant who lived in Saratoga (Great Register 1892; Cunningham 1967). Sometime between 1901 and 1915, this building came down, possibly a victim of the 1906 Earthquake. J. Savage owned Lot 2 in the late 1870s and by Mrs. Jane Canavan, a widow, in the 1880s. Mrs. Canavan lived nearby at 696 South First Street. By 1909, Lot 2 was owned by A. Jones and still remained vacant.

In 1924, the owner of Lot 1 was A. Bonetti, while Lot 2 was owned by Joséph L. Petithomme (Thomas Bros 1924). Circa 1930 School District Maps of this area show A. Bonetti still owning Lot 1 and W. Moznnett owning Lot 2 (School District Maps n.d.) The lots remained vacant until 1931 when a brick building, valued at \$1,250, was built on Lot 2 by William Moznnett (Building Permit #367, 5/22/1931). In 1932, a restaurant at this location was operated by Robert Smith; and between 1933 and 1944, Aloyius H. Ott continued to operate a restaurant in this building (*San José Mercury* 2/27/1962). In April 1938, Hermann S. Vath acquired Lot 1, the parking lot of the restaurant; and on April 18, 1941, Aloyius Mott and his wife acquired both Lots 1 and 2.

### **The 5 Spot Sandwich Shop and Drive-in**

In 1945, the restaurant was taken over by Thomas S. Spivey and his brother, Russell W. Spivey. Thomas lived next door to the restaurant at 26 Sutter Street (Lot 7), the property adjacent to Lots 1 and 2 on the west. According to Thomas' nephew, Frank Spivey Jr., Thomas began as a dishwasher at Ott's drive-in and worked up to a cook before purchasing the restaurant (Spivey 2000). By 1950, an additional brick structure that housed the 5 Spot Office and Commissary had been built to the rear of Thomas' residence at 26 Sutter Street. In 1951, Thomas Spivey took out a building permit to build a canopy for the "drive-in." O. W. Meyer was the contractor for this work, as well as for the addition to the canopy that was made in 1955. The combined value of the canopy work was \$8,000 (Building Permits #12787 2/16/1951; #22279 8/1/1955).

Thomas and Russell had other siblings that appear to have been involved in the business. Brothers William T. and Leonard were poultry ranchers, which may have been the source of the Spivey's well-known "Broasted Chicken." By 1949, Thomas and William were also running the Little Village Drive-In Creamery at 398 North Santa Cruz Avenue in Los Gatos. The name of this drive-in was changed to the 5 Spot by 1952. A 5 Spot was opened in Campbell in the mid 1950s at 28 North Winchester Avenue. By 1954, Thomas was operating these and the 5 Spot Starlite at 535 East Santa Clara. By 1956, Thomas Spivey had begun changing names of some of the 5 Spot Drive-ins to Spivey's, and he had added Spivey's Bakery Inc. to his chain of restaurants. This operation was located at 1761 West San Carlos and was also a drive-in restaurant. Other members of the family became involved including Roy L. Spivey, another brother, who ran the Commissary and Richard L. and Glenda Spivey, Thomas' son and daughter.

Frank Spivey Jr. remembers his uncle boasting that "he had a restaurant on a road to just about everywhere" (Spivey 2000). By 1960, the operation consisted of seven restaurants carrying the Spivey name, including ones located in Mountain View, Santa Cruz, Santa Clara, Campbell and Cupertino. The first Spivey-owned restaurant, the 5 Spot at 869 South First Street, never had its name changed.

Just as the Spivey's expansion was on the fast track, Thomas Spivey died of a heart attack at age 55 (*San José Mercury* 10/3/1962). The surviving members of the family carried on the restaurant business, and by

1965, his son Richard was the president of the Spivey chain. The most well known Spivey's was located at Valley Fair Shopping Center. Russell Spivey was still associated with the 5 Spot Drive-In on South First Street until 1975.

### **Drive-in Restaurants in San Jose**

The development and evolution of the drive-in restaurant in San José that catered to customers in their automobiles began in the 1930s. This era of the fast food coffee shop flourished into the 1960s, when it began to lose popularity, replaced by the contemporary fast food take-out restaurant. This unique business form had its start in Texas on the outskirts of Dallas, where the Pig Stand is recognized as being the first restaurant to offer curbside service for automobiles in 1921. In California, Montgomery's Country Inn followed suit in 1922, located on Tropico Avenue near Griffith Park in Los Angeles. By the end of the 1920s, the carhop service was being added to existing restaurants, and new establishments were being designed to accommodate the automobile throughout the nation. A&W Root Beer developed into one of the better known eat-in-your-car chains. The appearance of the drive-in restaurant in Southern California was unrivaled, with the Pig Stand leading the way with fifteen restaurants operating by 1930. Carpenters and Roberts Bros Sandwich Shops in Southern California quickly evolved during the 1930s, reinventing the building style for these restaurants that included the overhanging canopy, circular elements and rooftop neon signs, some with vertical neon lettering on top of the canopy overhangs (Heimann 1996).

Parking at these restaurants remained informal until the mid-to-late 1930s, when parking lots began to take a more orderly shape. Paved parking, landscaping, and stripping to direct traffic flow began to address problems with congestion and weather. Paved parking lots also set the stage for carhops on roller skates, which became a common characteristic of many drive-ins after World War II. Carhops had become an American icon by 1940, gracing the cover of LIFE magazine on the February 26, 1940 issue (Heimann 1996). By the late 1940s and early 1950s, carhops on roller skates were a familiar site at drive-in restaurants in the Santa Clara Valley (Azevedo 2000).

Neon, introduced in 1923, became a standard element in drive-in architecture, and new materials and building forms were introduced into the building type to give the restaurants an up-to-date look. Food menus were simple and limited to food that was quick to prepare and serve.

In San José, the 5 Spot was one of a number of drive-in restaurants in the valley that were known for carhops who wore roller skates, and was associated with "dragging the main" in downtown San Jose (Anonymous 2000). Newspaper articles that reflect on the nostalgia of the 1950s drive-in always list the 5 Spot as San Jose's oldest and best-remembered restaurant of that era (San José Mercury News 1986.) Some have even claimed it to be the oldest in California; however, that reputation is in error, given the earlier development of drive-in restaurants in Southern California.

Although the Spivey brothers did not buy the restaurant until 1945, and the addition of the commissary and canopy did not occur until later, most personal accounts recollect carhop service at this location during the late 1930s when it was owned and operated by Aloyius Ott. During the period that Ott operated the restaurant, the building was a small diner with a building that was located immediately adjacent the sidewalk. Sitting on two parcels at the corner of South First Street and Sutter Street, the remainder of the two parcels (later merged into one) was open (Sanborn Maps 1930s – 1940s). Drive-in restaurants did not begin to proliferate locally until after World War II. By 1948, in addition to the 5 Spots owned by the Spivey family, numerous other drive-ins had opened, including André's, Haven's, Tiny's, Abasaba's, John's, Ken's Hillcrest, and Hole in the Wall Drive-in Hamburgers. Most personal accounts indicate that curbside service had existed in San José in the 1930s, with the earliest remembered year being 1936 (Panighetti 2000; Azevedo 2000). Although documentation has not been located confirming the year that curbside service began at the South First Street 5 Spot, it appears that this restaurant may be the earliest representation of this genre. The Spivey brothers capitalized on this market, and their restaurant chain was

the largest and longest-lived of this type locally. The business then successfully bridged into the contemporary sit-down coffee shop. In its heyday, according to the 1986 San José Mercury News article,



the 5 Spot on South First Street had four cooks who served 800 meals a day. The restaurant served the local brand of Keystone coffee for fifty years (Collins 1986).

View of façade from southeast  
F. Maggi / Jan. 2000

The original 5 Spot retained its name during the expansion period of the Spivey's Restaurants, and continued as the 5 Spot following the purchase of the business at this location by Vivian and Faye Hung, two sisters who emigrated from Taiwan. Soon after they purchased the restaurant, the Hung sisters announced plans to renovate the interior. Their patrons complained so vociferously that the Hung sisters allowed the building to remain in its original configuration. In 1986, the best selling item on the menu was still broasted chicken, for which the restaurant was renowned since the purchase by the Spivey brothers in 1945. In 1989, the 5 Spot was the location for a low-budget movie named *Penny Ante* (Weimers 1989).

On July 16, 1989, Alan Hess, a Bay Area architect and author of *Googie: fifties coffee shop architecture*, described the 5 Spot in his *San José Mercury News* column as:

*San José's authentic '30s diner and '50s drive-in. ...though it's suffered neglect over the years, it still retains enough original design features to make it an authentic landmark. ...the 5 Spot's blue, red and white painted metal sign, trimmed in neon, is crisp and elegant popular art worthy of a museum collection. But the best part of the 5 Spot is its drive-in canopy. Half of the building is devoted to carhop service, though rarely used today. It's a classic of car-culture design: the canopy to protect the milkshakes from the sun as they sit on your window tray; the easy-clean stainless steel swinging doors on the side of the building; the slender, tapering steel columns that hold up the canopy; and the metal channel roofing that tops it. ...the 5 Spot's neon signs, perched atop the drive-in canopy, has the clipped staccato of roadside poetry: HAMBURGERS CHILI MILKSHAKES HAM & EGGS (Hess 1989).*

## DESCRIPTION

Located on a bend of South First Street at Sutter Street, the 5 Spot restaurant building appears visually centered on the roadway when driving south on First Street. Prominent on the corner of the site is a round steel pole sign. The sign features a large “5”, set within a circular shape, striped with a red band containing the word, “SPOT” in white letters. This round element sits on a base containing the words “DRIVE IN”. The number and lettering is hi-lighted with neon, and the color theme in red, white and blue.



View of sign from southeast  
F. Maggi / Jan. 2000

The one-story restaurant building sits against the southerly property line adjacent the front sidewalk. Constructed of brick, it is a simple rectangle plan with a flat roof. Early Sanborn Maps indicate a storefront constructed of wood. The materials in the current storefront consist of two sets of tripartite aluminum framed fixed glass windows set above a wainscot of painted random broken coursed ashlar stonework. An aluminum framed glass entry door is centered at the front between two brick columns. The brick columns match in appearance the two end walls that frame the facade. Above the door is a louvered glass transom window. It appears that the façade was remodeled in the 1950s at the time of the additions.



View from Sutter Street  
F. Maggi / Jan. 2000

The canopy, located primarily on the north and west sides of the building, is a thin, flat-roof structure composed of steel ribbed channel decking, the channels exposed underneath. Exposed, tapered steel I-beams, provide support in a simple post and beam structural system. The fascia of the canopy is angled slightly outward, reflecting the taper of the posts. The horizontal canopy line wraps the front of the building, providing a short projecting

eave over the front façade. The canopy along the back of the building extends out from the north side of the building towards Sutter Street. A raised concrete sidewalk wraps the building under the canopy and follows this canopy extension. An asphalt parking area surrounds the canopy areas. Circulation is organized to allow the automobiles to nose under the canopies, which historically had allowed access to the vehicles by the carhops under cover from inclement weather.

Above this eave a boxed beam spans the façade, forming the base for The 5 Spot sign. This sign, which prominently rises above the roofline, is composed of individually shaped letters that are edged with neon tubes. The sign reads “THE 5 SPOT”, with the “5” approximately 75% larger than the other letters. Clear Plexiglas is currently installed in front of the letters in an attempt to protect the tubes.



Building sign  
F. Maggi / Jan. 2000

The building was expanded in the early 1950s to the rear to increase the kitchen area. Double swinging doors, designed to accommodate food-servers carrying heavy trays, were added in the new side and rear walls. The double doors on the north side of the building have glass upper lites and are clad in stainless steel. The doors at the rear are louvered. The north wall of the building is outfitted with a pass-thru slider, which

is now used as a take-out window. A recent addition, constructed of wood, is located at the southwest corner of the building under the canopy. This addition appears to be used for storage.

Painted sign on south wall / F. Maggi / Jan. 2000



The brick building that was originally the commissary in the 1950s is on separately owned property to the west, and is used by a construction company.

The building and site maintains a high level of integrity to the 1950s configuration of the drive-in restaurant. The interior appears to reflect both the 1950s design of the food service area in the rear portions. The counter area may be original to the 1930s construction date. The structural components appear to be intact and

functional, and exhibit normal surface wear due to age. Some damage to the canopy appears to have occurred in the past at the corner points; repair work is evident in these areas. The hamburger sign mentioned in the 1989 San José Mercury News article by Alan Hess is no longer extant, although a neon-wrapped ice cream cone (or snow cone) still rises above the canopy on the north side of the building. An additional painted sign exists on the wall of the south side of the building near the street. This sign says “5 SPOT Coffee Shop”. This sign, colored in red, white and blue, includes a number “5”, which is slightly tilted, to resemble a billiard ball. The site lacks any related features other than the corner sign, and is devoid of landscaping.

## EVALUATION FOR SIGNIFICANCE

Three sets of criteria are utilized in evaluating a potential historic resource. The first set is defined within the eligibility requirements of the National Register of Historic Places. The second set is used to qualify properties for the California Register of Historic Resources. The subject property is then evaluated according to the guidelines of the Historical Preservation Ordinance of the City of San José. All three of these sets of criteria were applied to the structure located at 869 South First Street, consistent with the requirements of the San José Historical Report Guidelines. (See appendix for copies of the criteria).

The first step in the evaluation of historic properties for the National and California Registers is the determination of the period of significance. The potential period of significance for this property is 1931 to 1950. During this period, the building was used as a sandwich and/or coffee shop. At some point during this period, the restaurant took the name “5 Spot Coffee Shop”, which evolved by 1950 into the “5 Spot Drive-in”. Although the 5 Spot has developed the reputation as the first drive-in restaurant in San José, documentation relating to the actual year that the use took on this characteristic is not readily available. Sanborn Fire Insurance maps indicate use of the parking area prior to 1950 however, confirming oral accounts that the building had been used as a drive-in during the potential period of significance. However, the building itself was not modified to accommodate the drive-in use until 1951. The current configuration of the site is reflective of a 1950s time-period when the restaurant was a popular destination for the evolving car oriented culture. The early association of the site with this cultural pattern is potentially significant at the local level. In the context of the state and nation, this pattern had been developing since the early 1920s.

The building and/or site would not qualify for the National or California Registers under Criteria A, as the conversion to drive-in use in either the late 1930s or early 1940s does not carry the level of significance as other similar type uses that had appeared earlier in the state and nation. The building that served the drive-in clientele prior to 1951 was modified when the use was expanded in the early 1950s. The extant structures at this site reflect a 1950s and 1960s era, which is under the 50-year limitation of these two registers.

Under Criteria B, a building and/or site may qualify for the National and/or State Registers based on the association with personages that have significance to the history of the nation, state or region. The original owners and operators (William Moznott, Robert Smith, Aloyius H. Ott, and Hermann S. Vath) of the 5 Spot Sandwich Shop do not bring a level of significance to the site that would qualify the building for the National and/or State Registers. On a local level, the Spivey Family played a significant role in the evolution of Santa Clara Valley. The Spivey brothers and their families built one of the earliest and largest coffee shop chains, well known to the local population throughout the later half of the Twentieth Century. Because of the prominence of the Spivey family, and the fact that the restaurant chain originated with The 5 Spot Drive-in on South First Street, the building and site could qualify for both the National and California Registers based on the direct association of the extant building with the Spivey brothers.

The design of the building is representative of a studied implementation of Coffee Shop Modern (Hess 1985). Although public records have not yet revealed the designer or architect for this building or the 1950s remodeling, the building stands as a unique example of style that developed in Southern California in the late 1930s, with well known examples built throughout California and elsewhere into the mid-1950s. Because the design as currently visible at the site is reflective of the 1950s time period, the architecture itself would not qualify the building for the State or National Registers due to the age limitation of those registers. In San José’s Historic Preservation Ordinance, this age limitation does not apply. Using the City’s evaluation rating sheet, the building and site score a rating of 95.8, which would qualify it as a candidate City Landmark.

## Potential Impacts

Under the California Environmental Quality Act, a “project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment.” In this context, a historic resource is one that is listed in or determined to be eligible for listing in the California Register of Historic Resources.

The California Environmental Quality Act identifies demolition of historic structures as a significant impact on the environment. In defining historic, the structure must be on or be eligible for the National Register of Historic Places, a California State Landmark above #770, a California Point of Historic Interest, or listed or eligible for listing on a local register. CEQA Guidelines have been interpreted by the City of José, as meaning that listing on a local register is the designation, or eligibility for designation, as a local landmark building and/or site. The Evaluation Rating Sheet (attached), developed by the San José Historic Landmarks Commission in the late 1980s, is used to help define eligibility for landmark status, utilizing a threshold of 67 points to determine qualification for nomination of a building and/or site. Because the building at 869 South First Street appears to qualify for the National and State Registers under Criteria B, and meets the 67-point threshold of the City of San José Evaluation Rating Sheet, demolition of the buildings may have a significant impact on environment as defined by CEQA.

## Mitigation Alternatives

A number of alternatives exist that can reduce the level of impact potentially caused by a project at the subject site and/or demolition of the structure. Because the building could potentially qualify for listing on both the Nation and State Registers, and may be eligible for designation as a San José City Landmark, mitigation must be implemented to reduce project impact to less than significant for any project that may be found to impact the historical character of the structure

Demolition with photo documentation. The City of San José, as a part of an approved demolition permit, could undertake additional photo documentation. Photo documentation, although not a mitigation as defined within CEQA, should be an integral part of any project at the site. This photo documentation could be done to the standards of the Historic American Building Survey (HABS), or prepared by qualified photographers using commercial quality techniques. HABS no longer accepts photo documentation for properties not listed on the National Register of Historic Places. Photographs should be deposited and made available for researchers in a local archive such as at the San José Historical Museum, California Room of the Martin Luther King Jr. Main Library, Sourisseau Academy for State and Local History at San José State University, or the Glory Anne Laffey Architectural Archives.

Modification of Project. The proposed project could be modified to incorporate the existing extant structure into the new design. If major portions of the building at 869 South First Street were to remain, the building could utilize the California State Historic Building and Safety Code. Because renovation could occur following the Standards of the Secretary of Interior for the treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings or the Standards of the Secretary of Interior for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, the project impact could be reduced to a less than significant level.

Development of an Educational Exhibit. Demolition of the structure and salvage of building components or other important features can be used for public display associated with a museum or other appropriate exhibit, or for the creation of a public exhibit using those salvaged items as well as photographs and other appropriate materials.

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## HISTORIC INVENTORY CHECK LIST

Address: 869 South First Street Survey Ref. #:  
 Parcel Number (APN): 264-36-137  
 Subdivision Survey / Date: Overbaugh and Roberts 1872  
 Block / Range / Lot: B11 R1W Lots 1 and 2  
 Cross Streets: Sutter Street (formerly King Street)  
 Other Addresses:

Field Survey Form completed:

Date: February 7, 2000

Archival Research	Ck'd	Data?	Secondary Sources:	Ch'd	Data?
Inventories			Arbuckle (1985)	yes	no
San José	yes	yes	Bancroft Pioneer Index	yes	no
County	yes	no	Bielharz & De Mers (1980)	yes	no
Butler	yes	no	Davis (1915)	no	
King Inventory	no		Foote (1888)	yes	no
Downtown EIR	no	no	Guinn (1904)	yes	yes
Other-CRHR, NRHP	yes	no	Hall (1871)	yes	yes
Historic Maps			Hendry & Bowman (1940)	Yes	no
Sanborn Maps	yes	yes	James & McMurry (1933)	yes	no
Thomas Block Books	Yes	yes	Loomis I (1982)	yes	no
Thompson & West Atlas	yes	yes	Loomis II (1985)	yes	no
Surveyor's	Yes	no	McNamee (1967)	no	
Court House	no		Munro-Fraser (1881)	yes	no
Recorded	yes	yes	Older (1920s)	no	
SJHM	yes	yes	Payne (1987)	No	no
Deeds	No	no	Peyton (1989)	no	
Building Permits	yes	yes	Pierce (1990)	no	
Other			Sawyer (1922)	yes	yes
City Directories*	yes	yes	Sunshine, Fruit, & Flowers	yes	no
Tax Assessment Records*	no		Thompson & West (1876)	yes	yes
Great Registers*	yes	yes	Other		
Census*	no		Farrell (1983)	Yes	yes
Population			Hess (1987)	Yes	yes
Products of Industry					
Agricultural			Oral interviews, contacts		
Probate Records	no		San José Mercury News Clippings		
Newspaper Obituary	yes	yes	San José Under Belly website		
Architects File	no				
Other Sources:					
Laffey Archives	Yes	yes			

\*use appropriate form to record data  
 All other information should be copied, identified, and inserted in the research folder or information should be recorded on a Data Source Record Form