VTA's BART Silicon Valley—Phase II Extension Project

Preliminary Finding of Effects

Prepared for:

Santa Clara Valley Transportation Authority
Federal Transit Administration

December 2016

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VTA's BART Silicon Valley—Phase II Extension Project

Volume I
Finding of Effect for Archaeological Resources

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

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Executive Summary

This *Finding of Effect* (FOE) report has been prepared for a proposed federal Undertaking, the Santa Clara Valley Transportation Authority (VTA) Bay Area Rapid Transit (BART) Silicon Valley – Phase II Extension Project (Phase II Project). The purpose of this FOE is to assist the Phase II Project proponent, VTA, and the federal lead agency, the Federal Transit Administration (FTA), to comply with Section 106 of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation.

The Phase II Project proposes an approximately six-mile extension of the BART system in Santa Clara County, beginning near US 101 and Mabury Road in eastern San Jose, continuing through downtown San Jose, and terminating in the City of Santa Clara (Figures 1 through 3; Appendix A). The Phase II Project is the southern portion and second phase of VTA's BART Silicon Valley Program, which extends BART 16 miles from the City of Fremont in southwestern Alameda County though the cities of Milpitas, San Jose, and Santa Clara in Santa Clara County.

As part of the identification efforts, and in compliance with 36 CFR 800.4, VTA contracted with Far Western Anthropological Resource Group, Inc., to prepare an *Archaeological Resources Technical Report* for this project (Far Western 2016). The report entailed a records search for previously recorded prehistoric and historical archaeological resources in the project vicinity, buried site and historical archaeological sensitivity analyses, field survey, and consultation with potentially interested Native American representatives. The study identified one formally recorded archaeological historic property, CA-SCL-363H, within the Project's archaeological Area of Potential Effects (APE). The site has been previously considered eligible for listing in the National Register of Historic Places under Criteria A and D, with State Historic Preservation Officer (SHPO) concurrence in 2003. The FTA and VTA consider the site eligible under those two criteria for this Project, and SHPO has concurred with this assumption (Mellon 2003; Polanco 2016a).

The *Archaeological Resources Technical Report* also concluded there is the potential for additional prehistoric and historic-period resources as the APE is in a highly developed urban setting that precludes surface examination. In addition, the potential for deeply buried sites is high in some areas of the APE. Archaeological identification efforts for surface and buried sites are planned in a phased approach well before or just prior to construction (dependent on access), after design plans are finalized, as documented in the Project Draft Programmatic Agreement and Archaeological Resources Treatment Plan. SPHO has concurred that this approach to identifying archaeological resources is appropriate for the project (Polanco 2016b).

This FOE follows the guidelines for documentation as presented in CFR 36 800.11. This report summarizes the Undertaking, as well as the identification and evaluation efforts to date and consultation with interested parties (Chapters 2 and 3). Chapter 4 presents a brief

description of the historic significance and current status of the single archaeological historic property identified in the APE, CA-SCL-363H. The criteria of adverse effect is applied to CA-SCL-363H in Chapter 5. It is concluded that the Undertaking would have ***No Adverse Effect*** on this archaeological resource.

This FOE document is intended to support consultation with SHPO and request SHPO's concurrence on the Finding of No Adverse Effect after public review of the environmental document and the FOE, consistent with 36 CFR 800.8.

Contents

Appendix A – Maps

List of Acronyms and Abbreviations

ACOE	U.S. Army Corps of Engineers
BART	Bay Area Rapid Transit
CHRIS	California Historical Resources Information System
CSJ	City of San Jose
FOE	Finding of Effect
HOV	High Occupancy Vehicle
HPD	Historic Properties Directory
HRI	Historic Resources Inventory
I-880	Interstate 880
MOA	Memorandum of Agreement
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OHP	Office of Historic Preservation
PA	Programmatic Agreement
ROW	Right-of-way
RPA	Register of Professional Archaeologists
RPA	Register of Professional Archaeologists
SHPO	State Historic Preservation Officer
SLF	Sacred Lands file
UPRR	Union Pacific Railroad
SR 87	State Route 87
VTA	Valley Transportation Authority

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Chapter 1
Description of Undertaking

1.1 Project Overview

The Santa Clara Valley Transportation Authority's (VTA) Bay Area Rapid Transit (BART) Silicon Valley—Phase II Extension Project (Phase II Project) would consist of an approximately six-mile extension of the BART system from the terminus of VTA's BART Silicon Valley—Phase I Berryessa Extension Project (Phase I Project) in San Jose to Santa Clara in Santa Clara County, California (Figure 1). The Phase I Project is currently under construction and scheduled to be operational in late 2017. The Phase II extension would descend into approximately five-mile-long subway tunnels, continue through downtown San Jose, and terminate at grade near the Santa Clara Caltrain Station, as shown in Figure 2. Four passenger stations are proposed.

This document satisfies a requirement for federally-funded projects and provides an analysis of the Phase II BART Extension Project, which is the six-mile extension of BART from Berryessa Station to Santa Clara. VTA's Transit-Oriented Joint Development (TOJD) has no federal nexus, and it is not included or analyzed in this document.

There are two construction methods proposed for the five-mile-long tunnel portion of the BART extension—the Twin-Bore and Single-Bore Options—between the East and West Tunnel Portals.

Under the Twin-Bore Option, two twin-bore tunnels would be excavated with one track in each. Each tunnel bore would have an outer diameter of approximately 20 feet. The depth of the tunnel would be between 10 and 75 feet below ground surface. The crown, or top, of the tunnel of the Twin-Bore Option would be, on average, 40 feet below the surface.

Under the Single-Bore Option, one large-diameter tunnel bore would be excavated which would contain both northbound and southbound tracks. The tunnel bore would have an outer diameter of approximately 45 feet. The crown, or top, of the tunnel of the Single-Bore Option would be, on average, 70 feet below the surface. For either option, depth below the present surface would be variable due to surface variations and certain surface features present along the route. Tunnel depths are referred to as crown depth (top of the tunnel) and base depth (bottom of the tunnel).

1.2 Phase II BART Extension Project Description

1.2.1 Alignment and Station Features by City

1.2.1.1 City of San Jose

Connection to Phase I Berryessa Extension

The BART extension would begin where the Phase I tail tracks end. The at-grade Phase I tail tracks would be partially removed to allow for construction of the bored tunnels, East Tunnel Portal, and supporting facilities.

The alignment would transition from a retained-fill configuration east of U.S. 101 and south of Mabury Road near the end of the Phase I alignment into a retained-cut configuration and enter the East Tunnel Portal just north of Las Plumas Avenue.

South of the portal, the alignment would pass beneath North Marburg Way, then approximately 25 feet below the creek bed of Lower Silver Creek for the Twin-Bore Option, or approximately 30 feet for the Single-Bore Option, just to the east of U.S. 101, then curve under U.S. 101 south of the McKee Road overpass, and enter Alum Rock/28th Street Station.

Alum Rock/28th Street Station

Alum Rock/28th Street Station would be located between U.S. 101 and North 28th Street and between McKee Road and Santa Clara Street. The station would be underground with street-level entrance portals with elevators, escalators, and stairs covered by canopy structures. In general, each station would have a minimum of two entrances. A parking structure of up to seven levels would accommodate BART park-and-ride demand with 1,200 parking spaces. The station would include systems facilities both above and below ground.

From Alum Rock/28th Street Station, the alignment would curve under North 28th Street, North 27th Street, and North 26th Street before aligning under Santa Clara Street. The alignment would continue under the Santa Clara Street right-of-way (ROW) until the alignment approaches Coyote Creek.

Tunnel Alignment near Coyote Creek

For the Twin-Bore Option, the alignment would transition north of Santa Clara Street beginning just west of 22nd Street and pass approximately 20 feet beneath the creekbed of Coyote Creek to the north of Santa Clara Street and avoid the Coyote Creek/Santa Clara Street bridge foundations. The alignment would transition back into the Santa Clara Street ROW near 13th Street, west of Coyote Creek. However, for the Single-Bore Option, the alignment would continue directly under Santa Clara Street and pass approximately 55 feet

beneath the creekbed of Coyote Creek and approximately 20 feet below the existing bridge foundations.

13th Street Ventilation Structure

A systems facility site would be located at the northwest corner of Santa Clara and 13th Streets. This site would include a tunnel ventilation structure, which would be an aboveground structure with an associated ventilation shaft.

Downtown San Jose Station

There are two station location options for the Downtown San Jose Station: the Downtown San Jose Station East Option and the Downtown San Jose Station West Option, as described in detail below. The alignment for this area would be the same irrespective of the station option.

The station would consist of boarding platform levels and systems facilities aboveground and within the tunnel beneath Santa Clara Street, as well as entrances at street level. In general, each station would have a minimum of two entrances. Elevators, escalators, and stairs that provide pedestrian access to the mezzanine would be at station portal entrances. Escalators and stairs would be covered by canopy structures. The station would not have dedicated park-and-ride facilities.

Downtown San Jose Station East Option

The alignment would continue beneath Santa Clara Street to the Downtown San Jose Station East Option. Under the Twin-Bore Option, crossover tracks would be located east of the Downtown San Jose Station between 7th and 5th Streets (within the cut-and-cover box). Under the Single-Bore Option, the crossover tracks would be located east of the station between 9th and 5th Streets.

Downtown San Jose Station West Option

The alignment would continue beneath Santa Clara Street to the Downtown San Jose Station West Option. Crossover tracks for the Twin-Bore Option would be located east of the Downtown San Jose Station between 2nd and 4th Streets (within the cut-and-cover box). Under the Single-Bore Option, the crossover tracks would be located east of the station between 7th and 2nd Streets.

Tunnel Alignment into Diridon Station

There are two station location options at Diridon Station: the Diridon Station South Option and the Diridon Station North Option, as described in detail below. The alignment into Diridon Station varies between the North and South Options and between the Twin-Bore and Single-Bore Tunnel Options as described below.

Tunnel Alignment into Diridon Station South Option

The alignment would continue beneath Santa Clara Street from the Downtown San Jose Station and shift south beginning just west of South Almaden Boulevard to pass between the State Route (SR) 87 bridge foundations. For the Twin-Bore Option, the alignment would pass 40 feet below the riverbed of the Guadalupe River and a retaining wall west of the river, and over 20 feet below the creekbed of Los Gatos Creek. For the Single-Bore Option, the alignment would pass 50 feet below the riverbed of the Guadalupe River, the retaining wall, and the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment for both options would enter the Diridon Station between Los Gatos Creek and Autumn Street.

Tunnel Alignment east of Diridon Station North Option

Under the Twin-Bore Option, the alignment would continue beneath Santa Clara Street from the Downtown San Jose Station and shift south beginning just west of South Almaden Boulevard to pass between the SR 87 bridge foundations. The alignment would then pass 45 feet below the riverbed of the Guadalupe River and a retaining wall, then veer back north to a location just south of and adjacent to Santa Clara Street. The alignment would pass 25 feet below the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment would enter Diridon Station under Autumn Street and directly south of Santa Clara Street. The Diridon Station North Option is closer to Santa Clara Street in comparison to the South Option.

Under the Single-Bore Option, the alignment would continue beneath Santa Clara Street, continue 50 feet below the riverbed of the Guadalupe River and 50 feet below the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment would shift north and enter Diridon Station between Autumn and Montgomery Streets, directly south of Santa Clara Street. The Diridon Station North Option is closer to Santa Clara Street in comparison to the South Option.

Diridon Station

There are two station location options for Diridon Station: the Diridon Station South Option and the Diridon Station North Option. The alignment varies by station location. Diridon Station would be generally located between Los Gatos Creek to the east, the San Jose Diridon Caltrain Station to the west, Santa Clara Street to the north, and West San Fernando Street to the south. The South Option would be located midway between Santa Clara Street and Stover Street. The North Option would be located adjacent to, and just south of, Santa Clara Street.

The station would consist of a boarding platform level, a mezzanine level, and entrances at street-level portals. The station would have a minimum of two entrances. Entrances would have elevators, escalators, and stairs covered by canopy structures. Systems facilities would be located aboveground and underground at each end of the station.

An existing VTA bus transit center would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. Kiss-and-ride facilities would be located along Cahill Street. No park-and-ride parking would be provided at this station.

Tunnel Alignment West of Diridon Station North Option

For the South Option, west of the station, the alignment for both the Twin-Bore and Single-Bore Options would continue beneath the Diridon Caltrain Station train tracks and White Street. The alignment would then turn towards the north, crossing under The Alameda at Cleaves Avenue and under West Julian Street at Morrison Avenue before aligning under Stockton Avenue.

Under the Diridon Station North Option and Twin-Bore Option, west of the station, the alignment would continue beneath the Diridon Caltrain Station train tracks and White Street. The alignment would then turn towards the north, crossing under The Alameda at Wilson Avenue and under West Julian Street at Cleaves Street before aligning under Stockton Avenue.

Under the Diridon Station North Option and Single-Bore Option, west of the station, the alignment would continue under White and Bush Streets south of The Alameda. The alignment would then turn towards the north, crossing under The Alameda at Sunol Street and under West Julian Street at Morrison Avenue before aligning under Stockton Avenue.

Tunnel Alignment along Stockton Avenue

Around Pershing Avenue, all of the options—the Twin-Bore and Single-Bore Options and the Diridon Station South and North Options—converge back onto the same alignment under Stockton Avenue.

Stockton Avenue Ventilation Structure

On the east side of Stockton Avenue between Schiele Avenue and West Taylor Street, there are three alternate locations for a systems facility site that would house a tunnel ventilation structure, which would be an aboveground structure with an associated ventilation shaft.

Tunnel Alignment near I-880

The alignment would continue north and cross under the Caltrain tracks and Hedding Street. The alignment would continue on the east side of the Caltrain tracks and cross under Interstate (I-) 880 before ascending and exiting the West Tunnel Portal near Newhall Street.

1.2.1.2 City of Santa Clara

In Santa Clara, the BART extension would consist of the Newhall Maintenance Facility, system facilities, storage tracks for approximately 200 BART revenue vehicles (passenger

cars), the Santa Clara Station, and tail track. The San Jose/Santa Clara boundary is located approximately midway through the Newhall Maintenance Facility.

Newhall Maintenance Facility

The Newhall Maintenance Facility would begin north of the West Tunnel Portal at Newhall Street in San Jose and extend to Brokaw Road near the Santa Clara Station in Santa Clara. A single tail track would extend north from the Santa Clara Station and cross under the De La Cruz Boulevard overpass and terminate on the north side of the overpass. The maintenance facility would serve two purposes: (1) general maintenance, running repairs, and storage of up to 200 BART revenue vehicles and (2) general maintenance of non-revenue vehicles. The facility would also include maintenance and engineering offices and a yard control tower. Several buildings and numerous transfer and storage tracks would be constructed.

Santa Clara Station

The closest streets to Santa Clara Station would be El Camino Real to the southwest, De La Cruz Boulevard to the northwest, and Coleman Avenue to the northeast near the intersection of Brokaw Road. The station would be at grade, centered at the west end of Brokaw Road, and would contain an at-grade boarding platform with a mezzanine one level below. Access to the mezzanine would be provided via elevators, escalators, and stairs covered by canopy structures. An approximately 240-foot-long pedestrian tunnel would connect from the mezzanine level of the BART station to the Santa Clara Caltrain plaza, and an approximately 175-foot-long pedestrian tunnel would connect from the mezzanine level to a new BART plaza near Brokaw Road. Kiss-and-ride, bus, and shuttle loading areas would be provided on Brokaw Road.

A parking structure of up to five levels would be located north of Brokaw Road and east of the Caltrain tracks within the station area and would accommodate 500 BART park-and-ride parking spaces in addition to public facilities on the site.

An approximately 150-foot-high radio tower and an associated equipment shelter would be located within the systems site.

1.2.2 Impact Depths

Tunnel depths vary across the corridor, ranging between 30 and 80 feet for the Twin-Bore Option and between 40 and 120 for the Single-Bore Option. Under the Twin-Bore Option, the station boxes, crossovers, station entrances, and supporting infrastructure would be excavated from the surface and would variably extend to approximately 70 to 150 feet deep. Under the Single-Bore Option, the station entrances and supporting infrastructure would extend to 100 feet deep. Excavations at the campus areas of the four stations would range from approximately 12 to 15 feet for elevator shafts, utilities, and site preparation. Pile driving for tall structures within the station campuses typically ranges from 30 to 90 feet deep depending on site conditions. Excavations at the two mid-tunnel ventilation facilities

would extend from the surface to approximately 75 to 90 feet deep for the Twin-Bore Option and up to 120 feet deep for the Single-Bore Option. Excavations at the end-of-the-line maintenance facility would range from 5 to 10 feet deep for utility relocation and site preparation. Excavation for building pads within the maintenance facility would range from approximately 15 to 20 feet deep, with pile driving for tall structures at depths of 30 to 90 feet deep. Cut-and-cover excavation at the East and West Tunnel Portals would range from approximately 75 to 90 feet deep for the Twin-Bore Option and 100 to 110 feet deep for the Single-Bore Option.

1.3 Phase II BART Extension Construction Staging Areas

Construction staging areas (CSAs) would be required along the alignment to construct the Project. Depending on the location of the CSAs, they may be used for one or more of the following: construction vehicle parking, tunnel muck drying and storage, tunnel boring machine launch and extraction, construction equipment storage and usage, and materials storage. The footprints of permanent facilities would be used as construction staging areas—for example, the Newhall Maintenance Facility at the West Tunnel Portal for accumulation of tunnel muck before reuse or disposal. Minimal ground disturbance and compaction is anticipated (zero to two feet) in the construction staging areas, although some portions of staging areas may be subject to possible excavation to three to five feet for detention areas to dry out materials such as concrete washout pits. The CSAs are shown in Figure 3, the Archaeological APE.

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Chapter 2
Efforts to Identify Archaeological Properties

The entire APE established for the Phase II Project has been studied to identify the location and character of cultural studies. In 2010, Far Western Anthropological Research Group, Inc., (Far Western) conducted an archaeological study of the entire 16-mile BART Silicon Valley Project, including the current Phase II APE (Far Western 2010). That report contains the results of a records search, intensive pedestrian survey, consultation efforts with interested Native American representatives and a local historical society, prehistoric buried sites assessment, archaeological monitoring of bore-holes placed within the APE, and identification of potential historic-period archaeological resources through extensive archival research. These results were incorporated into the 2016 *Archaeological Resources Technical Report* for the current Phase II Extension by Far Western (Far Western 2016). The report also incorporates the results of an updated background records review and literature search to identify information that accrued since the 2010 study, as well as updated Native American consultation. The SHPO reviewed the *Archaeological Resources Technical Report* and concurred that the identification efforts and archaeological APE were appropriate (Polanco 2016a).

2.1 Field Studies

An archaeological field survey of the Phase II Project area was conducted by Far Western between 2002 and 2008 (Gilreath and Duval 2002; Far Western 2010). Open areas and fields were surveyed using close-interval (25-meter or less) transects. In areas where the ground was covered by buildings, sidewalks, or pavement, the surveyors did a cursory visit to look for any open areas (around trees, in planting beds, in drainage cuts, etc.); these were inspected on foot. No cultural resources were identified in the current APE.

2.2 Records Search and Archival Research

Records searches were conducted in 2001, 2002, 2008, 2013, and 2015 at the Northwest Information Center of the California Historical Resources Information System (Far Western 2010, 2016).

The records search included reviews of federal, state, county, and city listings—in particular, the National Register of Historic Places—Indices of Listed and Determined Eligible Properties (National Park Service 2000), National Historic Landmarks (National Park Service 1999), Directory of Properties in the Historical Property Data Files and Archaeological Determinations of Eligibility (California Office of Historic Preservations [OHP] 2000), California Points of Historical Interest Listing (OHP 1993 and updates), California Historical Landmarks (OHP 1995), Historic Resources Inventory and List of City

Landmarks and City Historic Districts (City of San Jose 1988, 1999), and Historic Spots in California (Hoover et al. 1990).

More locally relevant materials housed at the Martin Luther King, Jr. Public Library in San Jose were also reviewed, with particular attention given to recent studies completed in support of EIS/EIR documents, and to developing and maintaining local property listings. Historical maps, including General Land Office plats and US Geological Survey topographic quadrangles were also examined, in addition to relevant ethnographies. The project corridor was also compared to the Archaeological Sensitivity GIS layer maintained by the Planning Department for the City of San Jose. As a final means of gathering relevant information, several archaeologists well versed in San Jose/Santa Clara Valley archaeology were contacted, and Basin Research Associates, Inc. provided access to materials in their library.

In addition, historian Charlene Duval, a specialist in San Jose-area history, conducted research specific to historic-era archaeological resources within the entire 16-mile project corridor in August and September 2002, August 2004, October 2005, September 2006, and February 2008. She carried out her research at local repositories of historical records, which included the County of Santa Clara Surveyor's Office, the archives of History San Jose, the California Room of the Martin Luther King, Jr. Public Library, as well as the consultant's personal library which includes the files of the late Glory Anne Laffey, principal of Archives & Architecture. Specific sources included Sanborn Fire Insurance maps, city directories, census and death records, tax assessment rolls and maps, and other historical maps such as those in Thompson & West 1876 and 1878. These sources assisted in identifying locations within or adjacent to the APE which might contain significant historic-period archaeological resources.

2.2.1 Prior Studies In or Adjacent to the Archaeological APE

Over 140 cultural resource studies have been conducted in or adjacent to the archaeological APE. Approximately 80 pertain to business and infrastructure development, including transportation and road improvements, city civic center improvements and development, improvements to water and wastewater management systems, and parks and recreation facility expansion.

Approximately 30 studies consist of archaeological reconnaissance studies and excavation reports. These include survey and testing, archival research, and data recovery. Six of the studies conducted focus on the nearby Santa Clara University campus, including Mission Santa Clara de Asìs. These reports include data recovery, a geophysical survey, and results of ground-penetrating radar studies.

The remaining approximately 30 studies consist of historic building evaluations, including several National Register of Historic Places (NRHP) nomination forms. The built-environment resources are discussed in detail in the Supplemental *Built Environment Survey Report* (JRP Historical Consulting 2016) prepared for the Phase II Project.

2.2.2 Previously Recorded Resources

The identification effort indicated a single previously recorded archaeological resource within the archaeological APE, CA-SCL-363H. Most of this site was considered eligible for inclusion in the NRHP by the Federal Highway Administration in 2003, and SHPO concurred with this finding later that same year (Mellon 2003). It is described below in Section 4.1.

2.2.3 Archival Research Results

In addition, archival research identified 84 locations where historic-period archaeological sites could potentially exist within or immediately adjacent to the current APE, including two historical resource sensitivity zones (Far Western 2016). As these are unconfirmed due to the urban nature of much of the project area, they will be addressed in the Archaeological Resources Treatment Plan.

2.2.4 Buried Site Sensitivity

The sensitivity for buried archaeological sites in the project area was assessed based on several factors: surface slope, distance to historic-era stream, distance to stream confluence, landform age, and coring results. Based on all these factors, a buried site sensitivity model was created to identify areas of greater or lesser sensitivity for buried prehistoric sites in the project area and vicinity. The Archaeological Resources Treatment Plan for the project will address the potential for the tunnel options to encounter Holocene-age deposits that could potentially harbor archaeological materials; detail locations for subsurface testing by coring or backhoe, as appropriate; and recommend methods to evaluate and possibly mitigate deeply buried resources.

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Chapter 3
Native American Consultation

VTA contacted the Native American Heritage Commission (NAHC)on March 4, 2015 to request a search of the Sacred Lands file (SLF) and to provide a list of interested Native American representatives for the Phase II Project. The NAHC responded on March 26, 2015, stating that a search of the SLF did not contain any records of Native American sacred sites in or adjacent to the APE.

The NAHC also provided a list of 11 Native American contacts that might have information pertinent to the Phase II Project, or have concerns regarding the proposed actions. Because the Project was initiated before July 2015, California State Assembly Bill 52 (Chapter 532, Statutes of 2014) does not apply for CEQA. For Section 106, the following is a list of the Native American Identified Contacts whom FTA contacted in regards to the Phase II Project.

- Jakki Kehl, Ohlone/Costanoan
- Katherine Erolinda Perez, Ohlone/Costanoan, Northern Valley Yokuts, Bay Miwok
- Linda Yamane, Ohlone/Costanoan
- Valentin Lopez, Chairperson, Amah Mutsun Tribal Band
- Edward Ketchum, Amah Mutsun Tribal Band
- Irenne Zwierlein, Chairperson, Amah Mutsun Tribal Band
- Michelle Zimmer, Amah Mutsun Tribal Band of Mission San Juan Bautista
- Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan
- Rosemary Cambra, Chairperson, Muwekma Ohlone Indian Tribe of the SF Bay Area
- Andrew Galvan, The Ohlone Indian Tribe
- Ramona Garibay, Representative, Trina Marine Ruano Family

The *Archaeological Resources Technical Report* (Far Western 2016:Appendix C) contains the Native American correspondence sent and received, as well as phone call transcripts between VTA and Native American contacts for the Phase II Project.

FTA contacted all of the above contacts on October 1, 2015 by letter. This letter provided a project description and explained that VTA was identifying and evaluating known and potential archaeological resources in the study area for eligibility for the NRHP and the CRHR. On November 11, 2015, VTA staff made follow-up phone calls to the contacts listed above to determine whether they have any questions, comments, or concerns about the Project.

Six responses were received. Three requested copies of the cultural studies, which will be provided by VTA when finalized. One respondent stated the project is located in culturally

sensitive areas and requested cultural resource training for construction crews. Another respondent stated that he would defer to other Native American contacts as the project area was outside his area of interest. Another respondent did not have any comments or concerns to communicate, but wished to be kept informed of the project.

The FTA sent letters to all of the above contacts again on July 27, 2016. This letter provided an update on the project explaining modifications to the project description since the October 2015 letters. In addition, the letter explained that many of the locations of high sensitivity for buried resources within the project APE are under existing, occupied structures or on private property, and presence/absence testing is not feasible at this time. Therefore, a Draft Programmatic Agreement (PA) has been prepared and an Archaeological Resources Treatment Plan will be prepared and implemented as a phased identification effort prior to construction, and they would have the opportunity to review them in late 2016.

On August 24, 2016, VTA staff made follow-up phone calls to the contacts listed above to determine whether they have any questions, comments, or concerns about the Project. Six responses have been received to date. All six indicated they would like to be consulted about this project and review relevant documents, and one additionally requested a meeting to discuss any concerns he might have following his report reviews. One contact also requested that a Native American monitor be present during archaeological testing.

The 2016 *Archaeological Resources Technical Report* contains the Native American correspondence sent and received, as well as phone call transcripts between VTA and Native American contacts for the BART Extension to date. Comments received during the consultation process included the following: requests to be kept informed as the process progresses, requests for copies of the cultural studies when they are available, and requests that cultural resource training be required for construction crews because the project is located in culturally sensitive areas. Valentin Lopez, Chairperson of the Amah Mutsun Tribal Band, deferred review and comment on this project to the Muwekma Ohlone Indian Tribe and representative Rosemary Cambra. No resources, including traditional cultural properties, were identified during the consultation process described above. Native American consultation for the Phase II Project is ongoing and will be updated as responses are received.

Chapter 4
Description of Archaeological Historic Properties

A single historic-period archaeological site is within the APE.

4.1 CA-SCL-363H (P-43-000369)

The site extends across the city block now bounded by Santa Clara Street on the north, Almaden Boulevard on the east, West San Fernando Street on the south, and Guadalupe River on the west. It was originally recorded in 1979, and encompasses a part of the city's original Pueblo San Jose de Guadalupe, which was established in 1777.

It contains archaeological features associated with the Spanish Period Amesquita Adobe as well as Late American commercial and residential features, some of which are possibly associated with one of the city's post-1877 Chinatowns.

The Amesquita Adobe was built in the 1790s and is named for Manuel Amesquita, one of the original founders of the Pueblo San Jose de Guadalupe. The building remained in the Amesquita family until 1848 and was dismantled in 1925. According to Duval, the building may have been the oldest fired-brick, two-story residence in California and was used as the region's first jail (Gilreath 2003). The dismantled adobe building was apparently reconstructed in Cupertino sometime around 1925 within an unspecified historic park. The adobe's foundations were exposed to a maximum depth of eight feet during archaeological excavations conducted in 1979 by Archaeological Resource Management (Cartier 1979) and remains protected by two feet of sand on its sides and top (City of San Jose 2013). In 2014, a concrete slab was also planned to be placed on its top (Cartier 2014). The foundations lie outside the APE just south of the tunnel alignment.

Extensive additional excavations at the site conducted for various redevelopment projects since 1979 have revealed historic trash and privy deposits and foundations associated with a Chinese laundry, the Orange Mill/Distillery Complex, a flour mill, an undertaker, a wine depot, residences, and delivery stables (e.g., Basin Research Associates 2003; Caltrans 2003; Cartier et al. 1984). All these deposits and features were encountered at maximum depth of six feet.

4.1.1 National Register of Historic Places Status

In 2003, the Federal Highway Administration evaluated CA-SCL-363H and considered most of it eligible for listing in the NRHP under two criteria. These consist of Criterion A, for its association with events that have made a significant contribution to the broad patterns of history during the Spanish (1777 to 1822) and Mexican (1822 to 1845) periods, and Criterion D, for its ability to yield additional information important in the early historic period in California. The non-eligible portion of the site underlies the right-of-way for SR 87, which

courses north-south across the site. Here, construction and prior river channelization conducted by the US Corps of Engineers has greatly impacted the site (Basin Research Associates 2003). The SHPO concurred that this disturbed portion of the site would not contribute to the site's eligibility should the site ever be formally determined eligible for inclusion in the NRHP while the remainder of the site would be considered eligible (Mellon 2003). The remainder of the site is still considered eligible for listing to the NRHP under Criteria A and D, with SHPO concurrence (Polanco 2016a).

Chapter 5
Application of the Criteria of Effect

5.1 Definition of Effect and Criteria of Effect

The definition of effect is contained within 36 CFR Part 800: "*Effect* means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register." An adverse effect occurs "when an Undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association…Adverse effects may include reasonably foreseeable effects caused by the Undertaking that may occur later in time, be farther removed in distance or be cumulative" [36 CFR 800.5(a)(1).].

An effect is noted in this document only when it poses the potential to alter the characteristics of the historic property that qualify it for inclusion in the NRHP.

5.2 Effects on Historic Properties

This section describes the potential for both construction and operation of the project to affect the one known archaeological historic resource found within the Project APE. The archaeological historic property, CA-SCL-363H, is located within the City of San Jose under the SR 87 elevated freeway and in adjacent properties. The potential effect of the construction and operation of the Project on this resource is provided below.

5.2.1 Construction Activities Near CA-SCL-363H

Site CA-SCL-363H lies above an area that would be excavated for the tunnel alignments and also contains a proposed construction staging area.

5.2.1.1 Bored Tunnel Alignment

Two tunnel construction methodology options are under consideration for the bored tunnel alignment of the Project: the Twin-Bore Option and Single-Bore Option. Where the tunnel alignment passes under CA-SCL-363H, the subway tunnel would be excavated by a tunnel boring machine (TBM) with a minimum distance between ground surface and the top of the TBM of approximately 45-55 feet for the Twin-Bore Option and approximately 65-70 feet below for the Single-Bore Option. This is well below any potential buried deposits associated with this historic-period site. Therefore, construction of the subway tunnel, under either the Twin-Bore or Single-Bore Option, would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii).

A *Noise and Vibration Technical Report* was conducted for this project (Ihrig 2016), in which data were based on criteria defined in the FTA *Transit Noise and Vibration Impact Assessment*, also referred to as the FTA Guidance Manual. The FTA Guidance Manual provides criteria to evaluate construction and operational impacts for the BART extension. In this Project's *Noise and Vibration Technical Report*, a Peak Particle Velocity (PPV) of 0.02 inches/second was utilized. This is substantially below the most conservative building damage criterion of 0.12 inches/second, which addresses the potential for cosmetic damage (e.g., plaster cracks) to buildings in a fragile condition, such as historic buildings. This study (Ihrig 2016) found that operational noise and vibration levels for the Project would not exceed acceptable criteria, and would not impact the Amesquita Adobe foundation preserved in CA-SCL-363H.

5.2.1.2 Construction Staging Area

A construction staging area (CSA) would be located south of Santa Clara Street and directly under the elevated SR 87 roadway at ground surface as shown in Figure 3. This CSA is located within the boundaries of CA-SCL-363H, but is located west of the Amesquita Adobe foundations and within an area that was previously determined not to be a contributing part of the historic resource. As mentioned above, SHPO concurred with this determination (Mellon 2003).

Within this CSA, activities would include mainly storage of construction equipment and materials. The area within the CSA is currently covered by an existing paved parking lot. Excavation is not anticipated in this CSA, and no aboveground structures within this CSA would need to be demolished. Lastly, because the CSA would be located within a part of the historic site that was previously determined not to have elements that contribute to its eligibility, the CSA under SR 87 would not affect the elements of CA-SCL-363H that contribute to its eligibility to the NRHP.

As stated above in Chapter 4, in their November 18, 2003 response, SHPO agreed with FHWA's determination that the portion of SCL-363H in the SR 87 ROW would not contribute to the NRHP-eligibility of this site, should the site ever be formally determined eligible for inclusion in the NRHP. Therefore, the CSA would not impact the contributing elements of this historic property that make it eligible for the NRHP. Although some types of impact construction methods to be used during construction of the Project could cause adverse noise and/or vibration effects to historic properties, with the implementation of mitigation measures identified in the Project's *Noise and Vibration Technical Report*, there are no predicted vibration or noise impacts from the construction or operation of the proposed project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]) (Wilson Ihrig & Associates n.d.).

5.2.2 Operational Activities Near CA-SCL-363H

The operational activities that have the potential to affect historic properties during BART operations would result from potential ground-borne vibration impacts of trains operating within the tunnel.

According to *VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report* (September 2016), with additional guidance provided by FTA's *Transit Noise and Vibration Impact Assessment* (May 2006), operational (ground-borne) vibration primarily causes human annoyance or interference with use of equipment sensitive to vibration. Damage to historic buildings from vibration resulting from train operation is "unlikely, except when the track will be very close to the structure." In these cases, the FTA Guidance Manual provides direction to use the construction vibration threshold of 0.12 inch/second (in/sec) peak particle velocity (PPV) – or alternatively a root mean square velocity level of 90 decibels (VdB) – for those structures.[1] Operational vibration levels at CA-SCL-363H would be below 90 VdB; therefore, there are no anticipated adverse effects to this historic property from operational ground-borne vibration[2] and no operational impacts would affect the elements of CA-SCL-363H that contribute to its eligibility to the NRHP.

5.2.3 Conclusion of Effects to CA-SCL-363H

The Project would not cause a direct or indirect adverse effect on CA-SCL-363H. It would not affect the criteria of assumed eligibility for the Amesquita Adobe portion of CA-SCL-363H, either under Criterion A (the resource's association with the earliest historic period in California history, the Spanish [1777 to 1822] and Mexican [1822 to 1845] periods) or under Criterion D (the resource's ability to yield additional information important in the early historic period in California). Therefore, the Project results in a finding of ***No Adverse Effect*** on this historic property.

5.2.4 Recommendations

The archaeological research conducted for this Phase II Project indicates that, aside from CA-SCL-363H, no known prehistoric or historic-era archaeological sites, features, artifacts, or human remains have been documented within the APE. Therefore, no known archaeological historic properties would be affected.

However, although no documented archaeological resources or human remains are known to be present within the Phase II APE, there is a moderate to high sensitivity for buried or otherwise obscured and undocumented prehistoric and historic-era archaeological resources or human burials to be present within the APE.

[1] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Report No. FTA-VA-90-1003-06 (Washington, DC: US Department of Transportation, FTA, Office of Planning and Environment, May 2006), 8-3, 8-4, and 12-13.

[2] Wilson Ihrig, *VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report*, September 2016.

A Draft Programmatic Agreement (PA) has been prepared as it cannot be fully determined how the Undertaking may affect historic properties or the location of historic properties and their significance and character. An Archaeological Resources Treatment Plan, to be appended to the Draft PA, will present results of the identification efforts, environmental and cultural contexts, an archaeological research design, and an implementation plan for conducting archaeological investigations. The latter will focus on surface and subsurface identification efforts for prehistoric and historic-era sites in an urban environment, testing and data recovery field and laboratory methods, a construction monitoring plan, coordination with Native American representatives, reporting stipulations, artifact curation standards, professional requirements, and safety. The SHPO concurred that FTA and VTA's historic resources identification efforts to date were appropriate for the Undertaking, and the development of a Programmatic Agreement and Treatment Plan to address the phased archaeological identification efforts was appropriate (Polanco 2016b). Substantial and on-going consultation will continue for the Phase II Project.

Chapter 6
Conclusions

This document applies the criteria of adverse effect [36 CFR Part 800.5(a)(1)] from the Undertaking and its effect to the single archaeological historic property within the APE, CA-SCL-363H, as identified in the *Archaeological Resources Technical Report*. The Undertaking has no adverse effect on historic properties, including CA-SCL-363H, but may adversely affect as yet unidentified archaeological sites eligible for the NRHP. The BART Extension consists of a corridor and large land areas, and areas where access to properties is restricted. In addition, portions of the corridor include areas of sensitivity for encountering buried archaeological deposits and features, and the effects on historic properties cannot be fully determined prior to the approval of the Undertaking. Construction of the BART Extension may adversely affect as-yet unidentified archaeological sites eligible for the NRHP. FTA and VTA have therefore chosen to conduct the identification and evaluation of potential historic properties, and the resolution of any adverse effects on historic properties within the APE, in phases pursuant to 36 CFR 800.4(b)(2) and 36 CFR 800.5 (a)(3), subsequent to the approval of the Undertaking. Therefore, a Draft PA has been prepared, which includes an outline for an Archaeological Resources Treatment Plan. The SHPO has concurred that this approach is appropriate for the project (Polanco 2016b).

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Chapter 7
List of Preparers

All preparers meet the Secretary of the Interior Standards (36 CFR 61) in archaeology, and are certified by the Register of Professional Archaeologists (RPA).

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Allika Ruby – M.A. in Anthropology, University of California, Davis.

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Chapter 8
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Appendix A
Maps

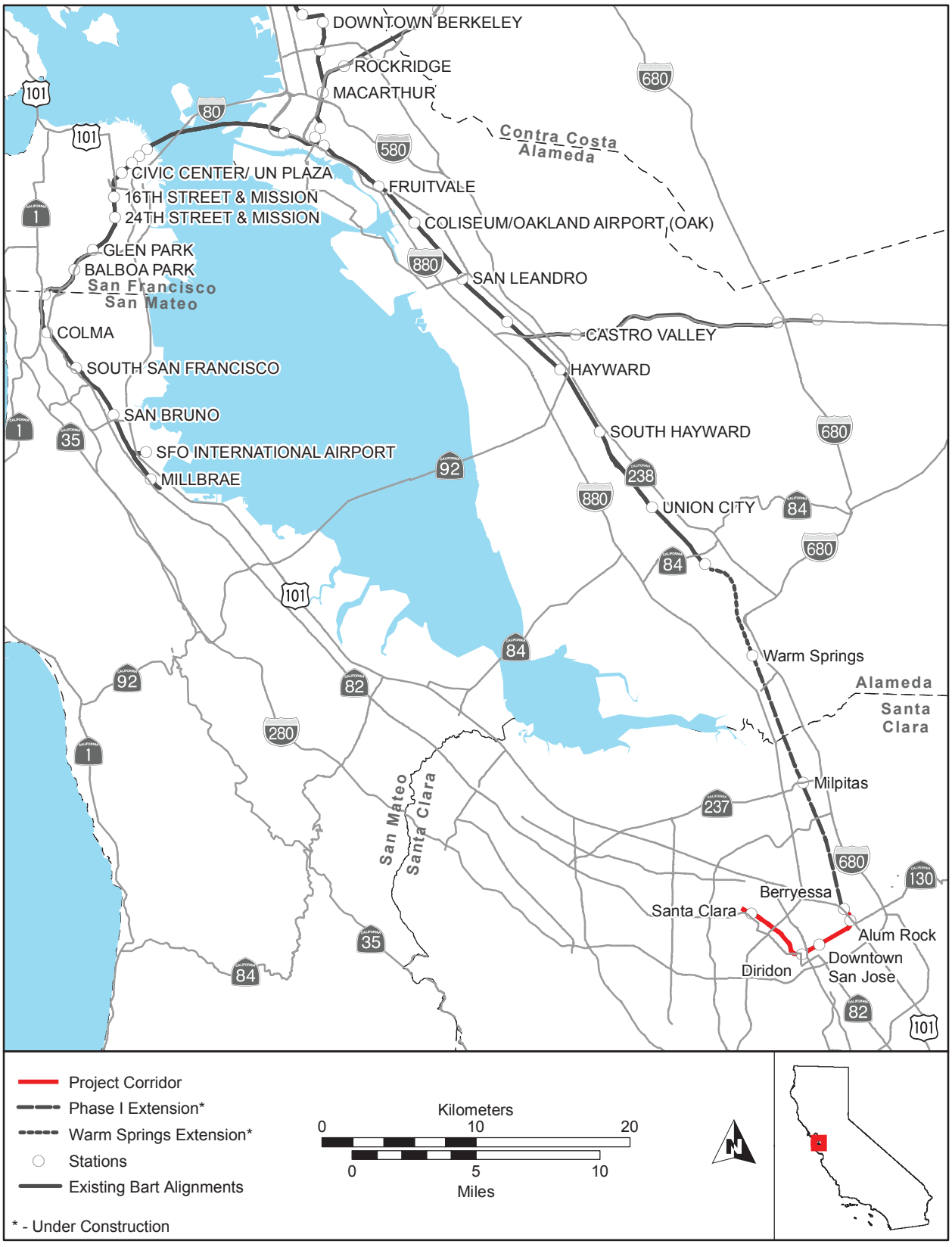


Figure 1. Regional Location
VTA's BART Silicon Valley–Phase II Extension Project

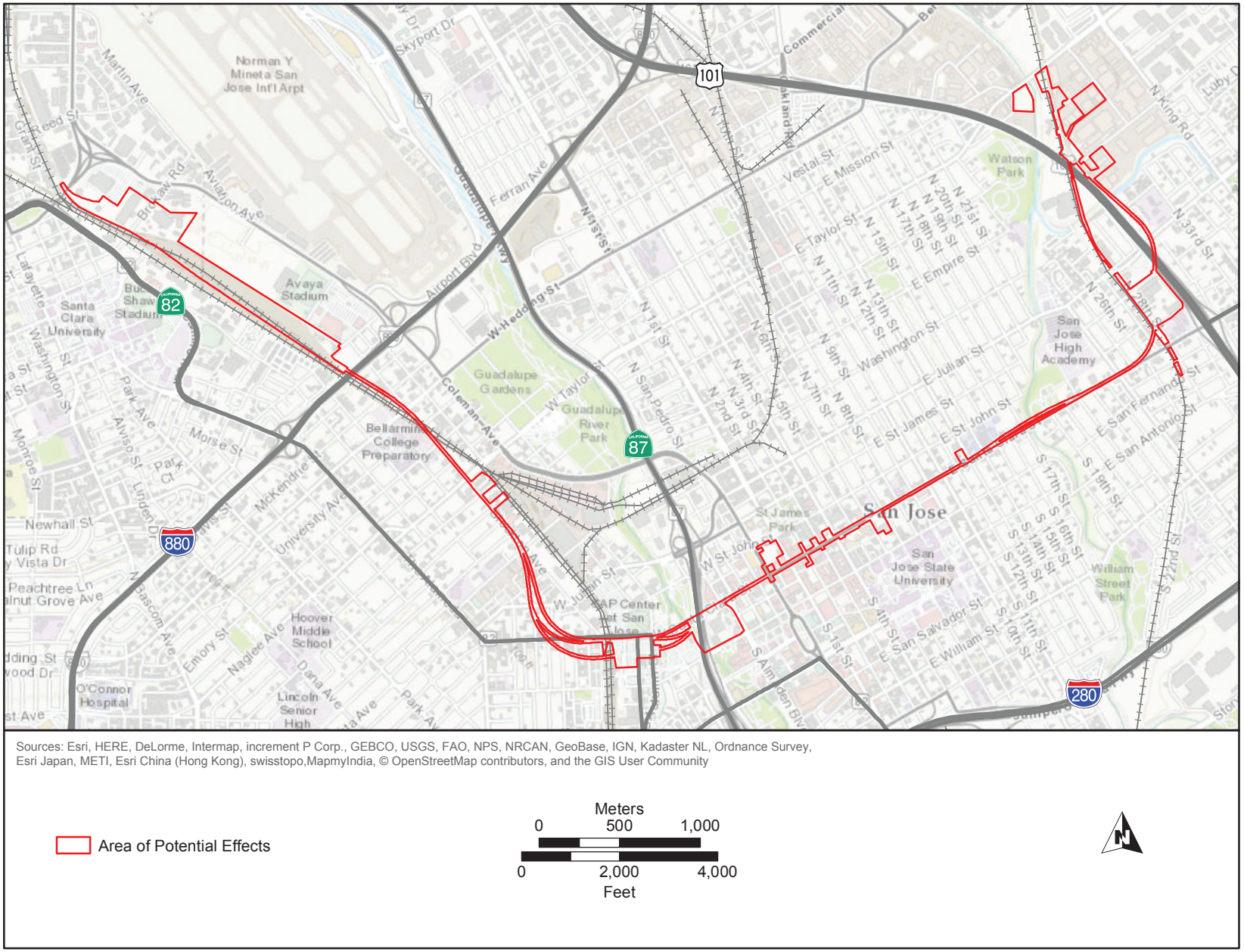
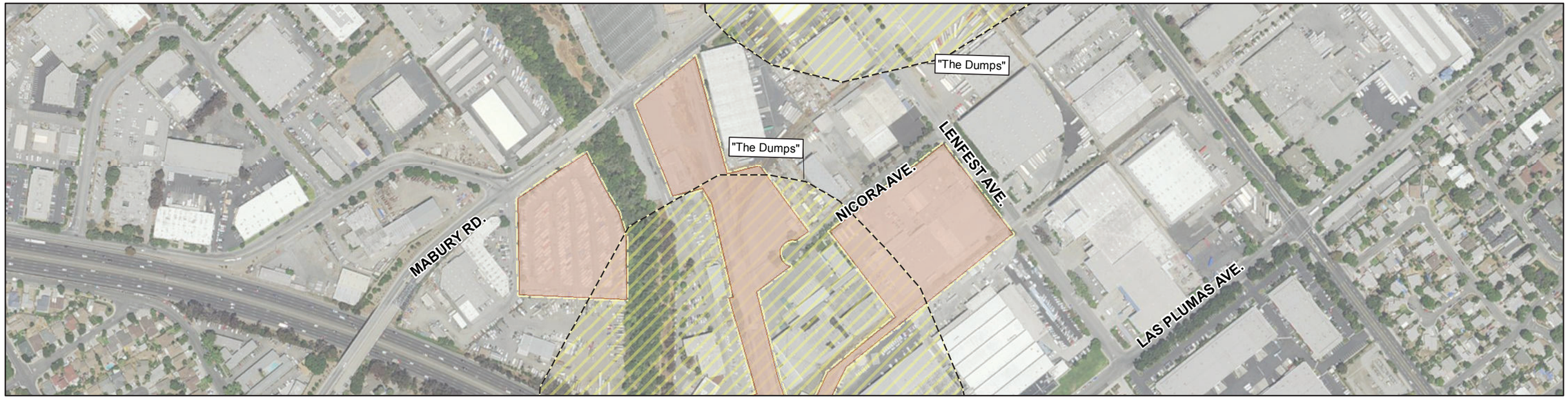
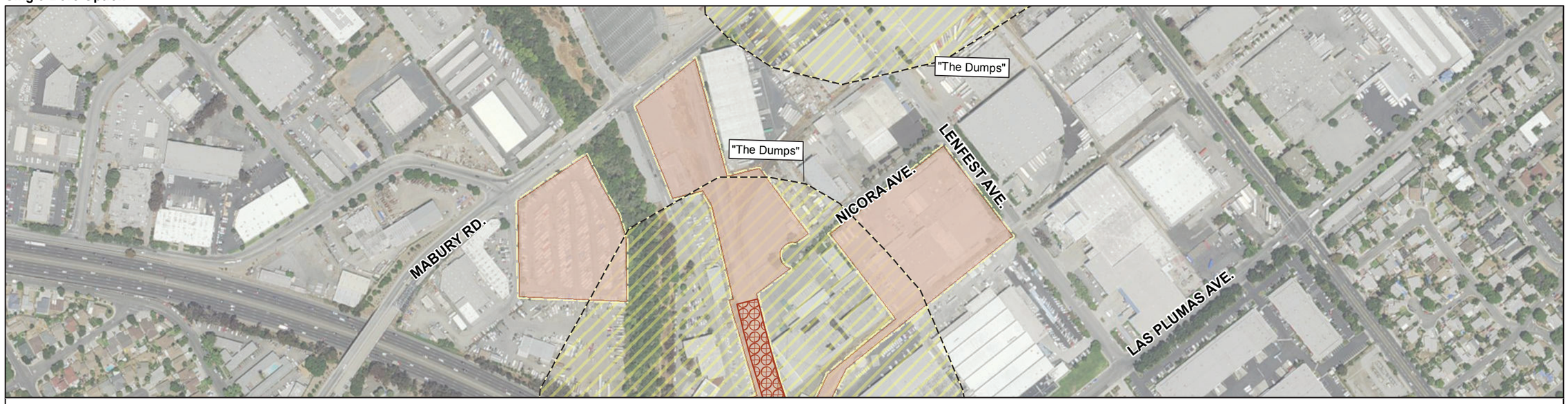


Figure 2. Project Map
VTA's BART Silicon Valley – Phase II Extension Project

Twin-Bore Option



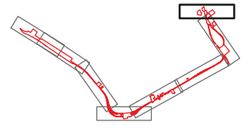
Single-Bore Option



Area of Potential Effects *
"The Dumps"

Tunnel Elements
Retained Cut
Construction Staging Area

Feet
0 200 400 600 800
0 100 200 300
Meters



* - Buffered by 3 meters for cartographic clarity

Figure 3. Archaeological Area of Potential Effects (1 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

Twin-Bore Option

Single-Bore Option

Potential Archaeological Sites
Area of Potential Effects *
"The Dumps"

* - Buffered by 3 meters for cartographic clarity

Tunnel Elements
Cut and Cover
Retained Cut
Single Tunnel
Construction Staging Area
Stations, Parking, System Facilities

Feet
0 200 400 600 800
0 100 200 300
Meters

Figure 3. Archaeological Area of Potential Effects (2 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

Twin-Bore Option

Single-Bore Option

Potential Archaeological Sites
Area of Potential Effects *

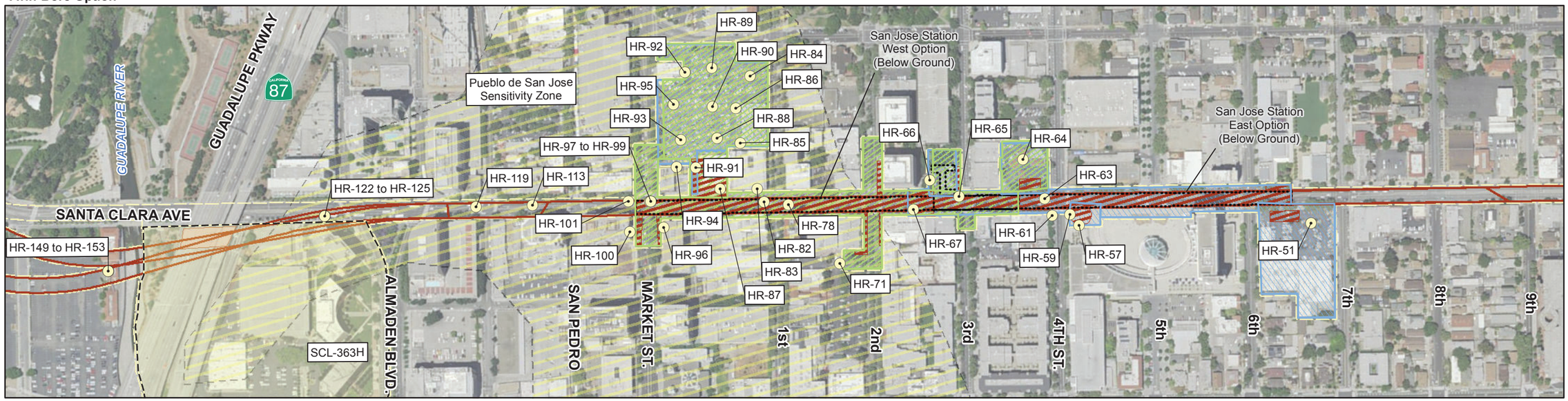
Tunnel Elements
Cut and Cover
Single Tunnel
Construction Staging Area
Stations, Parking, Systems Facilities

Feet
0 200 400 600 800
0 100 200 300
Meters

* - Buffered by 3 meters for cartographic clarity

Figure 3. Archaeological Area of Potential Effects (3 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

Twin-Bore Option



Single-Bore Option

Potential Archaeological Sites
Area of Potential Effects *
Archaeological Site
Pueblo de San Jose Sensitivity Zone

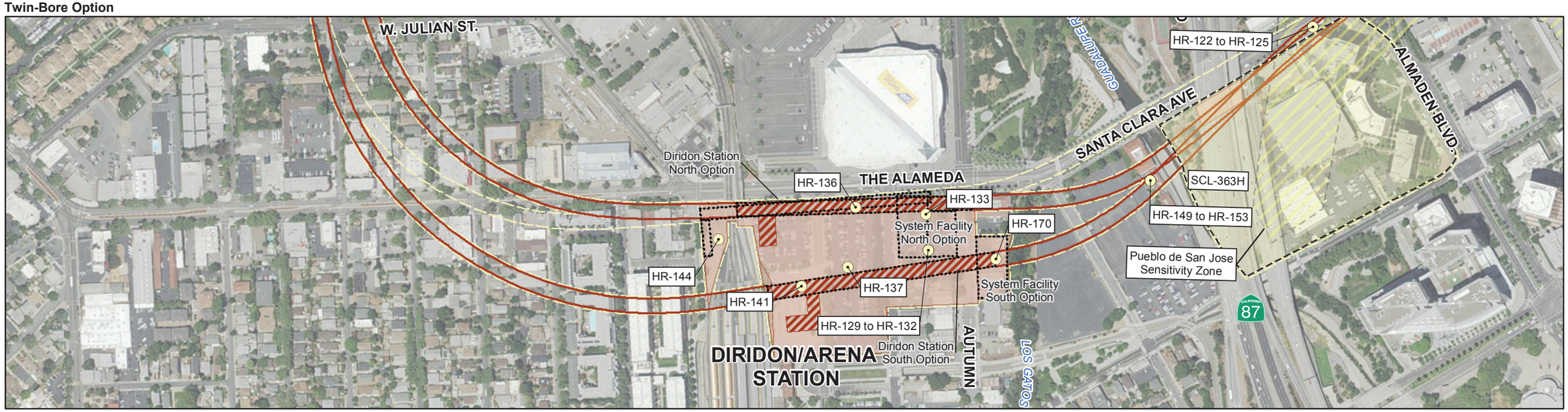
* - Buffered by 3 meters for cartographic clarity

Tunnel Elements
Cut and Cover
Single Tunnel
Construction Staging Area
Construction Staging Area (San Jose West Station)
Construction Staging Area (San Jose East Station)
Stations, Parking, System Facilities

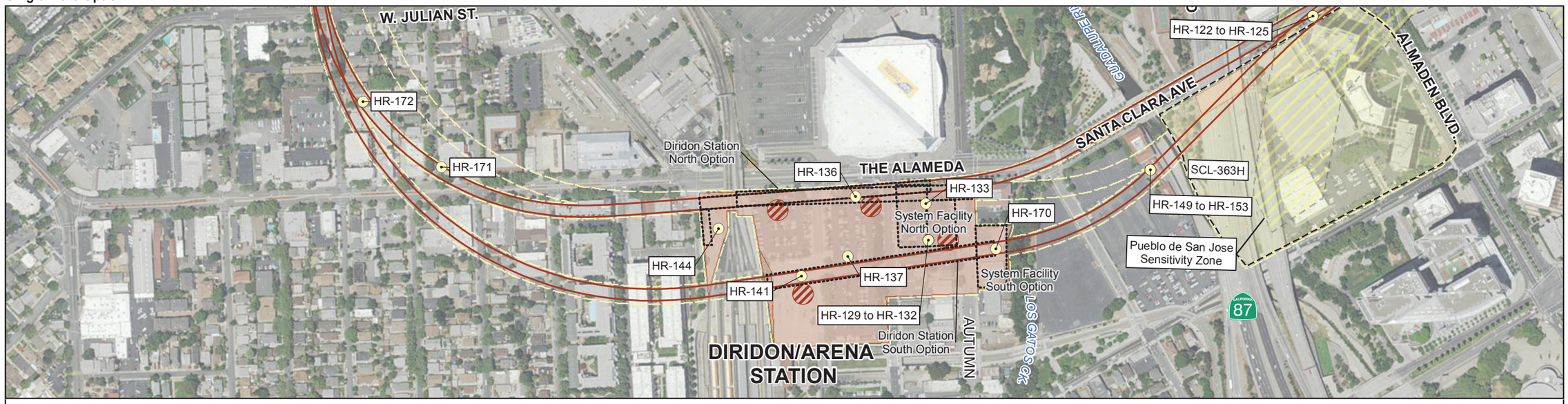
Feet
0 200 400 600 800
0 100 200 300
Meters

Figure 3. Archaeological Area of Potential Effects (4 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

Twin-Bore Option



Single-Bore Option



Potential Archaeological Sites
Area of Potential Effects *
Archaeological Site
Pueblo de San Jose Sensitivity Zone

* - Buffered by 3 meters for cartographic clarity

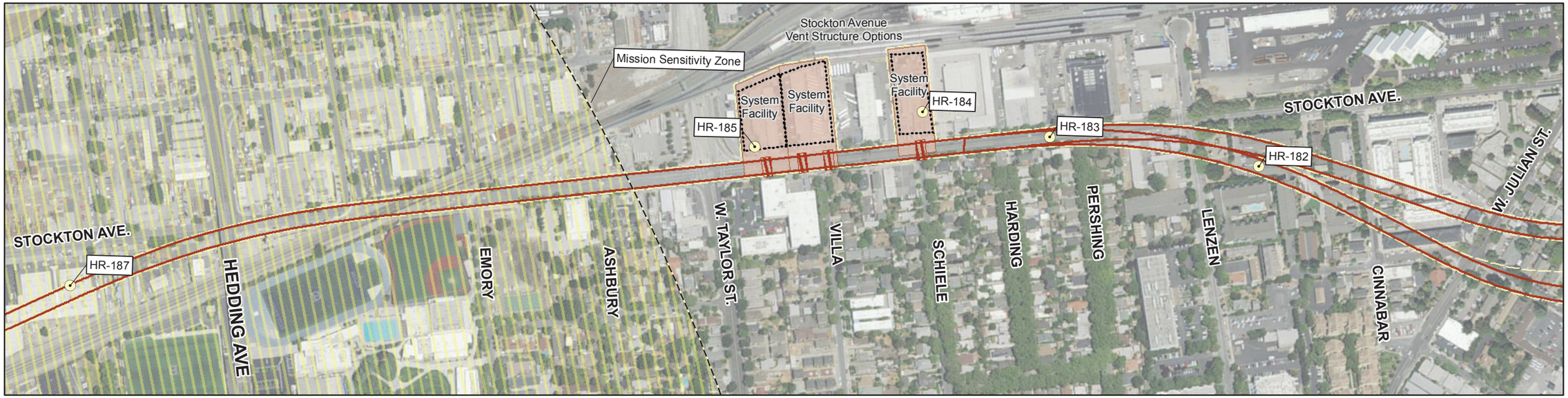
Tunnel Elements
Cut and Cover
Single Tunnel
Construction Staging Area
Stations, Parking, Systems Facilities

Feet
0 200 400 600 800
0 100 200 300
Meters

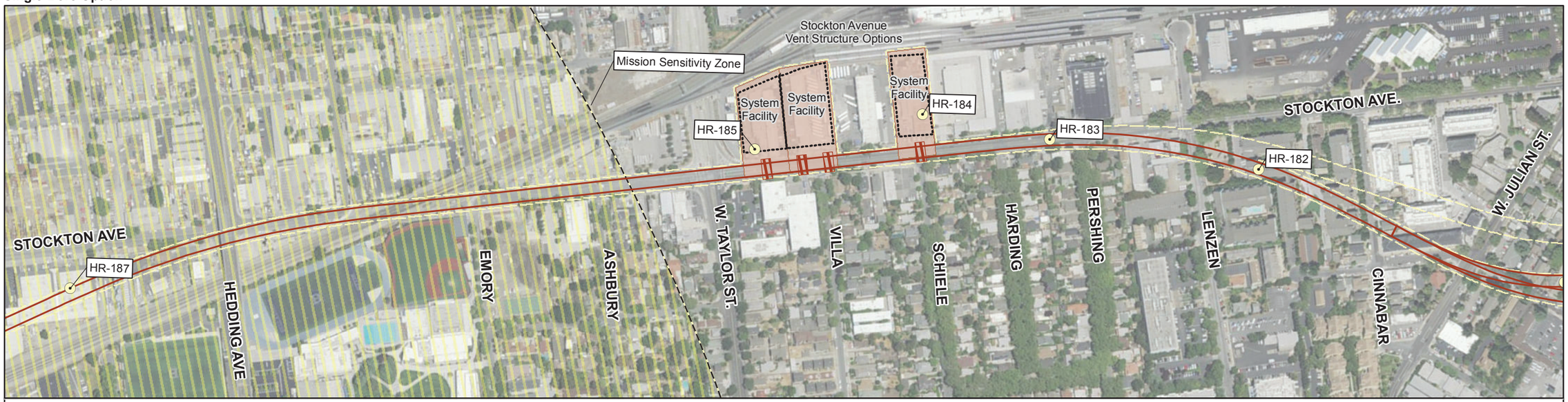
N

Figure 3. Archaeological Area of Potential Effects (5 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

Twin-Bore Option



Single-Bore Option



Potential Archaeological Sites
Area of Potential Effects *
Mission Sensitivity Zone

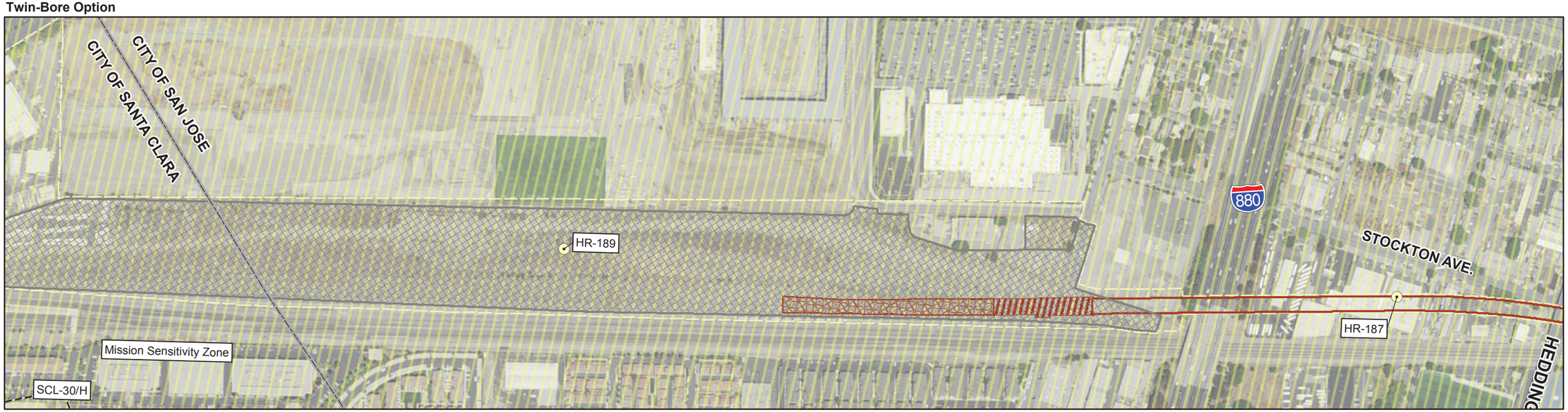
* - Buffered by 3 meters for cartographic clarity

Tunnel Elements
Cut and Cover
Single Tunnel
Construction Staging Area
Stations, Parking, System Facilities

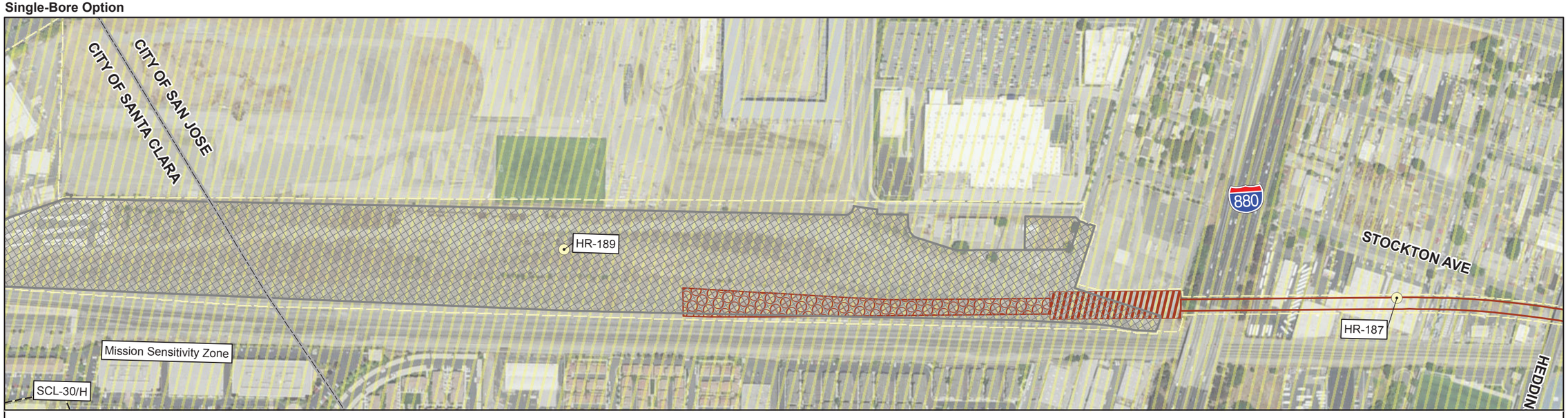
Feet
0 200 400 600 800
0 100 200 300
Meters

Figure 3. Archaeological Area of Potential Effects (6 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

Twin-Bore Option



Single-Bore Option



Potential Archaeological Sites
Area of Potential Effects *
Archaeological Site
Mission Sensitivity Zone

Tunnel Elements
Cut and Cover
Retained Cut
Single Tunnel
Newhall Maintenance Facility

Feet
0 200 400 600 800
0 100 200 300
Meters

* - Buffered by 3 meters for cartographic clarity

Figure 3. Archaeological Area of Potential Effects (7 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

Twin-Bore Option

Single-Bore Option

Potential Archaeological Sites
Area of Potential Effects *
Archaeological Site
Mission Sensitivity Zone

* - Buffered by 3 meters for cartographic clarity

Tunnel Elements
Retained Cut
Construction Staging Area
Underground Access
Newhall Maintenance Facility
Stations, Parking, System Facilities

Feet
0 200 400 600 800
0 100 200 300
Meters

N

Figure 3. Archaeological Area of Potential Effects (8 of 8)
VTA's BART Silicon Valley–Phase II Extension Project

VTA's BART Silicon Valley—Phase II Extension Project

Volume II
Finding of Effect for Historic Properties

December 2016

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

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Executive Summary

This Findings of Effect (FOE) report has been prepared for the Santa Clara Valley Transportation Authority's (VTA) Bay Area Rapid Transit (BART) Silicon Valley – Phase II Extension Project (Phase II Project). The purpose of this FOE is to assist the Project proponent, VTA, and the lead federal agency, the Federal Transit Administration (FTA), to comply with Section 106 of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation, as these pertain to federally funded undertakings and their impacts on historic properties.

This FOE satisfies a requirement for federally-funded projects and provides the analysis only for the NEPA BART Extension Alternative as described below. VTA's transit-oriented joint development (TOJD) has no federal nexus, and it is not included in this FOE. Therefore, for purposes of this FOE, the word "Project" refers to the NEPA BART Extension Alternative.

The NEPA BART Extension Alternative proposes an approximately 6-mile extension of the BART system in Santa Clara County, beginning near US 101 and Mabury Road in eastern San Jose, continuing through downtown San Jose, and terminating in the City of Santa Clara (Maps 1 through 3; **Appendix A**). Implementation of the NEPA BART Extension Alternative, if selected, would construct the second phase of VTA's BART Silicon Valley Program, which extends BART 16 miles from the City of Fremont in southwestern Alameda County though the cities of Milpitas, San Jose, and Santa Clara in Santa Clara County, California.

This FOE follows the guidelines for documentation as presented in 36 CFR 800.11. This report summarizes the federal undertaking, as well as the identification and evaluation efforts to date and consultation with interested parties (Chapters 2 and 3). Chapter 4 presents brief descriptions of the historic significance and current status of the historic properties described. The criteria of adverse effect applied to historic properties are in Section 5. This FOE addresses 29 individual historic properties – some of which are contributors to the San Jose Downtown Commercial District – as identified within the report entitled *VTA's BART Silicon Valley – Phase II Extension Project Supplemental Built Environment Survey Report (SBESR),* prepared by JRP in September 2016, which is a supplement to the original *Historical Resources Evaluation Report* (HRER) that JRP produced in January 2003. The State Historic Preservation Officer (SHPO) concurred with the findings of the 2016 SBESR on October 28, 2016 (refer to **Appendix B** for the concurrence letters for both the 2003 and 2016 survey reports). It is concluded that the undertakings would have ***no adverse effect*** on any of the 29 historic properties or the San Jose Downtown Commercial District.

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Contents

Appendices

Photographs

Figures

Tables

List of Acronyms and Abbreviations

ACOE	U.S. Army Corps of Engineers
BART	Bay Area Rapid Transit
CHRIS	California Historical Resources Information System
CSJ	City of San Jose
FOE	Finding of Effect
HOV	High Occupancy Vehicle
HPD	Historic Properties Directory
HRI	Historic Resources Inventory
I-880	Interstate 880
MOA	Memorandum of Agreement
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OHP	Office of Historic Preservation
ROW	Right-of-way
RPA	Register of Professional Archaeologists
RPA	Register of Professional Archaeologists
SHPO	State Historic Preservation Office
SLF	Sacred Lands file
UPRR	Union Pacific Railroad
SR 87	State Route 87
VTA	Valley Transportation Authority

Chapter 1
Description of Undertaking

1.1 Project Overview

The NEPA BART Extension Alternative would consist of an approximately six-mile extension of the BART system from the terminus of VTA's BART Silicon Valley—Phase I Berryessa Extension Project (Phase I Project) in San Jose to Santa Clara. The general Project vicinity and alignment is shown in Maps 1 and 2 (**Appendix A**). The Phase I Project is currently under construction and scheduled to be operational in late 2017. The Phase II extension would descend into an approximately five-mile-long underground tunnel alignment, continue through downtown San Jose, and terminate at grade near the Santa Clara Caltrain Station, as shown in Map 2 (**Appendix A**). Four passenger stations are proposed, and service would start in 2025, assuming funding is available.

There are two tunneling methodologies proposed to construct the BART extension—the Twin-Bore and Single-Bore Options. Under the Twin-Bore Option, two twin-bore tunnels, with one track in each, would be excavated. Each tunnel bore would have an internal diameter of approximately 18 feet (with an outer diameter of approximately 20 feet). The depth of the tunnel would be between 10 feet to 75 feet below ground surface. The crown, or top, of the tunnel of the Twin-Bore Option would be, on average, 40 feet below the surface.

Under the Single-Bore Option, one large-diameter tunnel bore would be excavated. The tunnel bore would have an internal diameter of approximately 40 feet (with an outer diameter of approximately 45 feet) with the tunnel depth at about 70 feet (average) below ground. The crown, or top, of the tunnel of the Single-Bore Option would be, on average, 90 feet below the surface. See Section 1.2.1 for more information on the bored tunnel alignment.

1.1.1 Alignment and Station Features by City

1.1.1.1 City of San Jose

Connection to Phase I Berryessa Extension

The BART extension would begin where the Phase I tail tracks end. The at-grade Phase I tail tracks would be partially removed to allow for construction of the bored tunnels, East Tunnel Portal, and supporting facilities.

The alignment would transition from a retained-fill configuration east of U.S. 101 and south of Mabury Road near the end of the Phase I alignment into a retained-cut configuration and enter the East Tunnel Portal just north of Las Plumas Avenue.

South of the portal, the alignment would pass beneath North Marburg Way, then approximately 25 feet below the creek bed of Lower Silver Creek for the Twin-Bore Option, or approximately 30 feet for the Single-Bore Option, just to the east of U.S. 101, then curve under U.S. 101 south of the McKee Road overpass, and enter Alum Rock/28th Street Station.

Alum Rock/28th Street Station

Alum Rock/28th Street Station would be located between U.S. 101 and North 28th Street and between McKee Road and Santa Clara Street. The station would be underground with street-level entrance portals with elevators, escalators, and stairs covered by canopy structures. In general, each station would have a minimum of two entrances. A parking structure of up to seven levels would accommodate BART park-and-ride demand with 1,200 parking spaces. The station would include systems facilities both above and below ground.

From Alum Rock/28th Street Station, the alignment would curve under North 28th Street, North 27th Street, and North 26th Street before aligning under Santa Clara Street. The alignment would continue under the Santa Clara Street right-of-way (ROW) until the alignment approaches Coyote Creek.

Tunnel Alignment near Coyote Creek

For the Twin-Bore Option, the alignment would transition north of Santa Clara Street beginning just west of 22nd Street and pass approximately 20 feet beneath the creekbed of Coyote Creek to the north of Santa Clara Street and avoid the Coyote Creek/Santa Clara Street bridge foundations. The alignment would transition back into the Santa Clara Street ROW near 13th Street, west of Coyote Creek. However, for the Single-Bore Option, the alignment would continue directly under Santa Clara Street and pass approximately 55 feet beneath the creekbed of Coyote Creek and approximately 20 feet below the existing bridge foundations.

13th Street Ventilation Structure

A systems facility site would be located at the northwest corner of Santa Clara and 13th Streets. This site would include a tunnel ventilation structure, which would be an aboveground structure with an associated ventilation shaft.

Downtown San Jose Station

There are two station location options for the Downtown San Jose Station: the Downtown San Jose Station East Option and the Downtown San Jose Station West Option, as described in detail below. The alignment for this area would be the same irrespective of the station option.

The station would consist of boarding platform levels and systems facilities aboveground and within the tunnel beneath Santa Clara Street, as well as entrances at street level. In general, each station would have a minimum of two entrances. Elevators, escalators, and stairs that

provide pedestrian access to the mezzanine would be at station portal entrances. Escalators and stairs would be covered by canopy structures. The station would not have dedicated park-and-ride facilities.

Downtown San Jose Station East Option

The alignment would continue beneath Santa Clara Street to the Downtown San Jose Station East Option. Under the Twin-Bore Option, crossover tracks would be located east of the Downtown San Jose Station between 7th and 5th Streets (within the cut-and-cover box). Under the Single-Bore Option, the crossover tracks would be located east of the station between 9th and 5th Streets.

Downtown San Jose Station West Option

The alignment would continue beneath Santa Clara Street to the Downtown San Jose Station West Option. Crossover tracks for the Twin-Bore Option would be located east of the Downtown San Jose Station between 2nd and 4th Streets (within the cut-and-cover box). Under the Single-Bore Option, the crossover tracks would be located east of the station between 7th and 2nd Streets.

Tunnel Alignment into Diridon Station

There are two station location options at Diridon Station: the Diridon Station South Option and the Diridon Station North Option, as described in detail below. The alignment into Diridon Station varies between the North and South Options and between the Twin-Bore and Single-Bore Tunnel Options as described below.

Tunnel Alignment into Diridon Station South Option

The alignment would continue beneath Santa Clara Street from the Downtown San Jose Station and shift south beginning just west of South Alamaden Boulevard to pass between the SR 87 bridge foundations. For the Twin-Bore Option, the alignment would pass 40 feet below the riverbed of the Guadalupe River and a retaining wall west of the river, and over 20 feet below the creekbed of Los Gatos Creek. For the Single-Bore Option, the alignment would pass 50 feet below the riverbed of the Guadalupe River, the retaining wall, and the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment for both options would enter the Diridon Station between Los Gatos Creek and Autumn Street.

Tunnel Alignment east of Diridon Station North Option

Under the Twin-Bore Option, the alignment would continue beneath Santa Clara Street from the Downtown San Jose Station and shift south beginning just west of South Almaden Boulevard to pass between the SR 87 bridge foundations. The alignment would then pass 45 feet below the riverbed of the Guadalupe River and a retaining wall, then veer back north to a location just south of and adjacent to Santa Clara Street. The alignment would pass 25 feet below the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment would enter Diridon Station under Autumn Street and directly south of Santa Clara Street.

The Diridon Station North Option is closer to Santa Clara Street in comparison to the South Option.

Under the Single-Bore Option, the alignment would continue beneath Santa Clara Street, continue 50 feet below the riverbed of the Guadalupe River and 50 feet below the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment would shift north and enter Diridon Station between Autumn and Montgomery Streets, directly south of Santa Clara Street. The Diridon Station North Option is closer to Santa Clara Street in comparison to the South Option.

Diridon Station

There are two station location options for Diridon Station: the Diridon Station South Option and the Diridon Station North Option. The alignment varies by station location. Diridon Station would be generally located between Los Gatos Creek to the east, the San Jose Diridon Caltrain Station to the west, Santa Clara Street to the north, and West San Fernando Street to the south. The South Option would be located midway between Santa Clara Street and Stover Street. The North Option would be located adjacent to, and just south of, Santa Clara Street.

The station would consist of a boarding platform level, a mezzanine level, and entrances at street-level portals. The station would have a minimum of two entrances. Entrances would have elevators, escalators, and stairs covered by canopy structures. Systems facilities would be located aboveground and underground at each end of the station.

An existing VTA bus transit center would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. Kiss-and-ride facilities would be located along Cahill Street. No park-and-ride parking would be provided at this station.

Tunnel Alignment West of Diridon Station North Option

For the South Option, west of the station, the alignment for both the Twin-Bore and Single-Bore Options would continue beneath the Diridon Caltrain Station train tracks and White Street. The alignment would then turn towards the north, crossing under The Alameda at Cleaves Avenue and under West Julian Street at Morrison Avenue before aligning under Stockton Avenue.

Under the Diridon Station North Option and Twin-Bore Option, west of the station, the alignment would continue beneath the Diridon Caltrain Station train tracks and White Street. The alignment would then turn towards the north, crossing under The Alameda at Wilson Avenue and under West Julian Street at Cleaves Street before aligning under Stockton Avenue.

Under the Diridon Station North Option and Single-Bore Option, west of the station, the alignment would continue under White and Bush Streets south of The Alameda. The

alignment would then turn towards the north, crossing under The Alameda at Sunol Street and under West Julian Street at Morrison Avenue before aligning under Stockton Avenue.

Tunnel Alignment along Stockton Avenue

Around Pershing Avenue, all of the options—the Twin-Bore and Single-Bore Options and the Diridon Station South and North Options—converge back onto the same alignment under Stockton Avenue.

Stockton Avenue Ventilation Structure

On the east side of Stockton Avenue between Schiele Avenue and West Taylor Street, there are three alternate locations for a systems facility site that would house a tunnel ventilation structure, which would be an aboveground structure with an associated ventilation shaft.

Tunnel Alignment near I-880

The alignment would continue north and cross under the Caltrain tracks and Hedding Street. The alignment would continue on the east side of the Caltrain tracks and cross under Interstate (I-) 880 before ascending and exiting the West Tunnel Portal near Newhall Street.

1.1.1.2 City of Santa Clara

In Santa Clara, the BART extension would consist of the Newhall Maintenance Facility, system facilities, storage tracks for approximately 200 BART revenue vehicles (passenger cars), the Santa Clara Station, and tail track. The San Jose/Santa Clara boundary is located approximately midway through the Newhall Maintenance Facility.

Newhall Maintenance Facility

The Newhall Maintenance Facility would begin north of the West Tunnel Portal at Newhall Street in San Jose and extend to Brokaw Road near the Santa Clara Station in Santa Clara. A single tail track would extend north from the Santa Clara Station and cross under the De La Cruz Boulevard overpass and terminate on the north side of the overpass. The maintenance facility would serve two purposes: (1) general maintenance, running repairs, and storage of up to 200 BART revenue vehicles and (2) general maintenance of non-revenue vehicles. The facility would also include maintenance and engineering offices and a yard control tower. Several buildings and numerous transfer and storage tracks would be constructed.

Santa Clara Station

The closest streets to Santa Clara Station would be El Camino Real to the southwest, De La Cruz Boulevard to the northwest, and Coleman Avenue to the northeast near the intersection of Brokaw Road. The station would be at grade, centered at the west end of Brokaw Road, and would contain an at-grade boarding platform with a mezzanine one level below. Access to the mezzanine would be provided via elevators, escalators, and stairs covered by canopy structures. An approximately 240-foot-long pedestrian tunnel would connect from the

mezzanine level of the BART station to the Santa Clara Caltrain plaza, and an approximately 175-foot-long pedestrian tunnel would connect from the mezzanine level to a new BART plaza near Brokaw Road. Kiss-and-ride, bus, and shuttle loading areas would be provided on Brokaw Road.

A parking structure of up to five levels would be located north of Brokaw Road and east of the Caltrain tracks within the station area and would accommodate 500 BART park-and-ride parking spaces in addition to public facilities on the site.

An approximately 150-foot-high radio tower and an associated equipment shelter would be located within the systems site.

1.2 Definition of Undertakings Proposed

This section describes the types of construction for the BART extension that would occur near historic properties found within the architectural APE. All historic properties are located within the City of San Jose and Santa Clara at various points along the Project alignment. Five types of construction would be used near historic properties: bored tunnel; stations; maintenance facility; tiebacks; and construction staging areas (CSAs).[1] Potential effects of these construction types are generalized in this section, while an analysis of potential effects is provided for each individual property in Chapter 5.2.

1.2.1 Bored Tunnel Alignment

Two tunnel construction methodology options are being considered for the bored tunnel alignment of the Project: the Twin-Bore Option and Single-Bore Option.

Under the Twin-Bore Option, twin-bore tunnels approximately 20 feet in diameter, with one track in each, would be excavated between the tunnel portals utilizing a pressurized closed-faced tunnel boring machine (TBM). The average length of the two tunnel bores would be approximately 5 miles, and the depth would be between 10 feet below ground surface at the tunnel portals to 75 feet below ground surface to avoid obstructions such as bridge and retaining wall foundations. The crown (top) of the tunnel would be on average 40 feet below-grade.

Under the Single-Bore Option, the single-bore tunnels would measure approximately 45 feet in diameter and would be excavated using methods similar to the twin-bore tunnel option. Each tunnel would include two tracks that, depending on the location, would be side-by-side or stacked vertically within the single tunnel. The crown (top) of the tunnel would be on average 70 feet below-grade. The single- and twin-bore tunnels would be lined with precast concrete segmental linings, which are installed behind the TBM as it moves forward and serve as the permanent support for the tunnel. The purpose of a closed-face TBM is to

[1] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 2, June 2016.

balance the surrounding ground pressure by creating a pressure within the excavation chamber at the front of the TBM. Closed-face TBMs keep out groundwater, stabilize the tunnel face, and minimize settlement. While underground, the TBM's excavation chamber is filled with soils excavated from the tunnel face. Conditioning agents are added to the soil in the chamber to aid in maintaining the correct face pressure. By maintaining the chamber pressure close to in-situ (pre-tunneling) water and earth pressure in the ground, the likelihood of groundwater inflows and excessive ground losses are substantially reduced, thereby minimizing ground settlement at the surface.

Excavated material called muck is removed and transported through the tunnel and out the tunnel portals by rail muck cars or by conveyor belts mounted on the sidewalls of the tunnel. Once outside the tunnel, the muck is stockpiled for use as fill material or loaded onto trucks for disposal. Muck may also be temporarily stored within CSAs.

Construction of the tunnel would extend from 2018 through 2024.[2]

1.2.2 Stations

1.2.2.1 Alum Rock/28th Street

The 11-acre station site would be generally bordered by East St. James Street to the north, North 30th Street to the east, North 28th Street to the west and Five Wounds Lane to the south. The site would include an underground station with three street-level access points—two would be located east of North 28th Street and include elevators, escalators, and stairs; one, which would include stairs and an elevator only, would be located west of North 28th Street. Each station entrance option would include a portal entrance canopy structure. Station entrances would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet high. The main entrance would be located at the northern and southern ends of the station (McKee Road and North 28th Street and East Santa Clara and North 28th Streets, respectively). Station improvements would include a pedestrian connection at the south end of the site; bicycle facilities, lighting, street trees, wide sidewalks; and the construction of the Five Wounds Trail along North 28th Street.

Other above ground facilities for the station would include system facilities at the north end of the site and kiss-and-ride passenger drop off areas. System facilities would consist of electrical, ventilation, and communication equipment, a traction power substation (TPSS), auxiliary power substation and an emergency generator. The TPSS would measure (at minimum) approximately 60 feet by 200 feet and be 15 feet in height. System facilities within public view would be concealed behind a concrete-block wall. The emergency exhaust ventilation system would be located at the north end of the station site (near the TSPP) and at the south end; each location would include at least three ventilation shafts that

[2] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.

extend approximately 12 feet above grade and measure approximately 15 by 20 feet. Fresh intake and exhaust shafts would be of a similar size and configuration and location.

Projected construction for stations would extend from 2018 through 2024.[3]

1.2.2.2 Downtown San Jose Station—East Option

The Downtown San Jose Station—East Option would be located underground beneath East Santa Clara Street, between 5th and 2nd Streets. The station would include a boarding platform; a mezzanine one level; street-level station entrances; and underground and above-ground ancillary areas at either station end. Five station entrance options are included as part of this station: on the north and south sides of East Santa Clara Street at the east end of the station (options E4 and E5, respectively); on East Santa Clara Street at the southeast and northwest corner of its intersection with 4th Street (options E2 and E3, respectively); and on the north and south sides of East Santa Clara Street at the station's western end (option E1). All entrance options would include portal entrances covered by canopy shelters and include escalators and stairs; separate elevator entrances covered by canopy shelters would be located options E2, E3, and E5. Entrance canopies would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet high. Underground ancillary areas would include a TPSS, an auxiliary power substation, ventilation facilities, and a Train Control Communications Room (TCCR).

Above-ground components of this station option consists of an emergency exhaust generator that would be located near the east end of the station within a new building to be constructed at the southeast corner of East Santa Clara and 6th Streets. In addition, a systems facility would be located at both the east and west end of the station. These areas would consist of an emergency ventilation facility, which would include a ventilation shaft that would extend approximately 12 feet above grade and measure approximately 15 feet by 20 feet. Fresh intake and exhaust shafts would be of a similar size and configuration and location.

This station option would also include streetscape improvements (guided by San Jose's Master Streetscape Plan) along East and West Santa Clara Street between 7th and 1st Streets.

Projected construction for stations would extend from 2018 through 2024.[4]

1.2.2.3 Downtown San Jose Station—West Option

The Downtown San Jose Station—West Option would be located underground beneath East Santa Clara Street, between 5th and 2nd Streets. The station would include a boarding platform; a mezzanine one level; street-level station entrances; and underground and above-ground ancillary areas at either station end. The station would have a minimum of two entrances. Seven station entrance options are being considered within the Downtown San

[3] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.
[4] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.

Jose Station—East Option. All entrance options would include portal entrances covered by canopy shelters and include escalators and stairs; separate elevator entrances covered by canopy shelters would be located at various entrance options. Entrance canopies would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet high. Underground ancillary areas would include a TPSS, an auxiliary power substation, ventilation facilities, and a TCCR.

Above-ground components of this station option consists of an emergency exhaust generator that would be located near the east end of the station within a new building to be constructed at the southeast corner of East Santa Clara and 4th Streets. In addition, a systems facility would be located at both the east and west end of the station. These areas would consist of an emergency ventilation facility, which would include a ventilation shaft that would extend approximately 12 feet above grade and measure approximately 15 feet by 20 feet. Fresh intake and exhaust shafts would be of a similar size and configuration and location.

This station option would also include streetscape improvements (guided by San Jose's Master Streetscape Plan) along East Santa Clara Street between 4th and Market Streets.

Projected construction for stations would extend from 2019 through 2025.[5]

1.2.2.4 Diridon Station

Diridon Station South Option

The underground Diridon Station South Option would be located between West Santa Clara Street, San Fernando Street, Los Gatos Creek, and the San Jose Diridon Caltrain Station. The 9-acre station would include a boarding platform; a mezzanine one level; two street-level station entrances; and underground and above-ground ancillary areas at either station end. Entrances would be located at either end of the station and include portal entrance canopy structures that shelter elevators, escalators, and stairs. Entrances would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet high. Access to the station would be West Santa Clara Street (at Cahill and Autumn Streets) and West San Fernando Street. The extant VTA bus transit center would be reconfigured for improved access and circulation.

Underground ancillary areas located at each end of the station would include ventilation facilities and a TCCR. Above-ground system facilities would include emergency exhaust ventilation hatches and ventilation shafts, which would extend approximately 12 feet above grade and encompass approximately 300 square feet, and fresh air intake/exhaust hatches. At the east end of the station would be a system facilities site that would include a TPSS, auxiliary power substation, emergency generator, and ventilation structures. The TPSS would consists of a 1,500-square-foot AC house, a 3,300-square-foot DC house with transformers, and a 3,500-square-foot auxiliary power substation with emergency generator. These system

[5] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.

facilities would be approximately 12 feet in height and surrounded by a fence approximately 9 feet high. The same station configuration is proposed for Single- and Twin-Bore Tunnel Options.

Projected construction for stations would extend from 2019 through 2025.[6]

Diridon Station North Option

The Diridon Station North Option includes different configurations for the Single- and Twin-Bore Tunnel Options. The Single-Bore Option would be bordered by Autumn Street to the east, White Street to the west, West Santa Clara Street to the north and West San Fernando Street to the south. The Twin-Bore Option would generally extend between Autumn Street and the Caltrain station tracks and from West Santa Clara and West San Fernando streets. For both configurations, the underground station would parallel the south side of West Santa Clara Street, and would include boarding platform and mezzanine levels, and street-level entrance portals. Primary access to each would be from West Santa Clara Street. Entrance portals and underground ancillary areas at the east and west end of the underground station would be similar in design to the Diridon Station South Option (described above). All other components of the Diridon Station North Option, including the reconfiguration of the VTA bus transit center, would be the same as in the Diridon Station South Option.

Projected construction for stations would extend from 2019 through 2025.[7]

1.2.2.5 Santa Clara Station

The 10-acre Santa Clara Station would be generally located north of the existing Santa Clara Caltrain Station and is generally centered perpendicularly to the west end Brokaw Road. The 10-acre station would be at-grade and include a boarding platform with a mezzanine level below, which would be accessed by elevators, escalators, and stairs covered by at-grade portal entrance canopy structures. The entrance would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet high. A pedestrian tunnel would connect the mezzanine level to the Santa Clara Caltrain plaza; a similar tunnel would connect the mezzanine level to a new BART plaza near Brokaw Road, where kiss-and ride, bus and shuttle loading areas would be located. The station would also include the construction of parking structure up to 5 stories in height north of Brokaw Road.

System facilities, which would include a TPSS train control room and auxiliary power substation that would be located within a 27,000-square-foot site north of the proposed station, would typically range between 12 and 20 feet in height and be surrounded by fencing measuring between 9 to 12 feet high. In addition the station would include a 150-foot-tall radio tower.

[6] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.
[7] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.

Projected construction for stations would extend from 2019 through 2025.[8]

1.2.3 Newhall Maintenance Facility

The Newhall Maintenance Facility would extend west from the West Tunnel Portal (at Newhall Street) to Brokaw Road, adjacent to the Santa Clara Station and built on the former Union Pacific Railroad Newhall Yard. System facility within this site would include an 11,000-square-foot TPSS, a 3,000-square-foot auxiliary power substation, two gap breaker stations measuring 3,200 and 3,800 square feet, and a 3,300-square-foot TCCR. These system facilities would be 12 feet in height with the exception of the TCRR, which would be 35 feet high. Either a 9 or 12 foot high fence would surround system facilities. Two detention basins would also be located within the maintenance facility.

Other features of the maintenance facility include: train car washer; 3-story yard control tower; inspection pit; blowdown facility; wheel truing facility; 70,000-square-foot, 2-story revenue vehicle maintenance shop; turntable; non-revenue vehicle maintenance shop and maintenance and engineering offices; train control house, gap breaker station; 100-foot-tall radio tower; and high-voltage substation.

Projected construction for the Newhall Maintenance Facility would extend from 2023 through 2025.[9]

1.2.4 Tiebacks

The three underground stations, entrances, and underground downtown crossover for the Twin-Bore Option, the station entrances for the Single-Bore Option, and the two mid-tunnel ventilation structures and two tunnel portals for both the Twin- and Single-Bore Options would be constructed using a cut-and-cover construction technique. Due to the nature of soft soils, presence of high groundwater, and proximity to adjacent buildings particularly in downtown San Jose, temporary shoring walls would be installed to support the sides of cut-and-cover excavations. Several methods can be used for temporary shoring walls including soil-cement mix wall and slurry diaphragm wall.

Support for the walls is typically provided through the use of tiebacks and/or internal bracing. Tieback anchors are long metal rods or bundled tendons drilled and grouted into the ground to brace construction support walls and adjacent property and/or structures during excavation of underground facilities. Tiebacks may remain in the ground after completion of construction. The tiebacks are estimated to be up to 110 feet in length with the last 50 feet farthest away from the trench secured in place. Tiebacks are typically spaced at 4 to 6 feet on center horizontally and 5 to 8 feet on center vertically. Tieback installation could start at

[8] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.
[9] ICF International, VTA's BART Silicon Valley—Phase II Extension Project, Draft Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report, "Project Description," Chapter 5, June 2016.

approximately 3 feet below-grade. Tiebacks are generally installed at an incline of 15 degrees from the horizontal.

1.2.5 Construction Staging Areas

Construction staging areas would be required along the alignment to construct the BART extension. These areas may be used for construction of permanent facilities, construction vehicle parking, tunnel muck drying and storage, construction equipment storage and usage, and materials storage and assembly. Each of the permanent facilities of the BART extension, such as the four stations, two tunnel portals, two mid-tunnel ventilation structures, and end-of-the-line maintenance facility would be used as construction staging areas during construction. In addition to the permanent facilities, several staging areas have been identified.

Chapter 2
Efforts to Identify Historic Properties

The identification of historic buildings, structures, and objects undertaken by JRP was presented in the Technical Memorandum Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives Historical Resources Evaluation Report (HRER), prepared by JRP in January 2003[10], and VTA's BART Silicon Valley—Phase II Extension Project Supplemental Built Environmental Survey Report (SBESR), prepared by JRP in September 2016.[11] The State Historic Preservation Officer (SHPO) concurred with the findings of the SBESR in October 2016. See **Appendix B** for SHPO concurrence letters for both the 2003 HRER and 2016 SBESR.

As part of the process to identify historic resources within the architectural APE, JRP reviewed the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), the California Historical Landmarks, and the California Points of Historic Interest lists to identify previously evaluated historic properties within the architectural APE. JRP also examined previous historic resource inventory and evaluation surveys and reports. Given that there has long been a strong historic preservation presence in the City of San Jose and Santa Clara County, JRP found many historic resource inventory and evaluation records on properties within the architectural APE, particularly those located in or near downtown San Jose. The majority of the properties outside of San Jose had not been previously surveyed. Most of these previous studies are on file with the City of San Jose Public Library, the City of San Jose Planning Department Historic Preservation Office, and the archives of "History San Jose" in Kelly Park. In addition, JRP reviewed the literature of previously conducted cultural resources reports in or near the architectural APE and on file with the California Historical Resources Information System (CHRIS) Northwest Information Center housed at Sonoma State University. No known traditional cultural properties were identified during the inventory and evaluation efforts for built environment resources for this Project.

Twenty-nine resources documented as part of this identification effort either are determined eligible for or are listed in the National Register. This FOE applies the Criteria of Effect and Adverse Effect (36 CFR 800.5) to those 29 historic properties and the San Jose Downtown Commercial District (see **Tables 4-1** and **4-2**).

[10] JRP Historical Consulting, Draft Technical Memorandum Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives, prepared for Santa Clara Valley Transportation Authority (January 2003).

[11] JRP Historical Consulting, LLC, VTA's BART Silicon Valley—Phase II Extension Project Supplemental Built Environmental Survey Report (September 2016).

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Chapter 3
Coordination and Public Participation

VTA, in cooperation with FTA, coordinated public participation for this Project pursuant to Section 106 of the National Historic Preservation Act. At the initiation of the Project, VTA contacted interested parties through a notification letter circulated in November 2002, with follow-up correspondence in January 2003. Letters were also sent to 25 local historical agencies and organizations requesting information regarding known or potential historic resources in the Project vicinity. These agencies and organizations included the following:

- Santa Clara County Planning Office
- Alameda County Planning Department
- City of San Jose Planning Department
- City of San Jose Historic Preservation Officer
- City of Milpitas Planning Department
- Alameda County Historical Society
- Santa Clara County Historical Heritage Commission
- Heritage Council of Santa Clara County
- Milpitas Cultural Resources Preservation Board
- Milpitas Historical Society
- Historical Preservation Society of Santa Clara
- History San Jose and Historical Association
- Preservation Action Council of San Jose
- San Jose Historic Landmarks Commission
- San Jose Redevelopment Agency
- East Santa Clara Street Revitalization Committee
- Los Fundadores–Santa Clara
- Victorian Preservation Association
- City of Santa Clara Planning Department
- City of Santa Clara Historical and Landmarks Commission
- Santa Clara County Historical and Genealogical Society
- South Bay Historical Railroad Society
- California Trolley and Railroad Corporation
- National Railroad Historical Society Central Coast Chapter
- Caltrain/Peninsula Corridor Joint Powers Board (JPB)

Responses were received from Los Fundadores–Santa Clara and the City of Milpitas. Follow-up meetings were held with the City of San Jose Historic Preservation Officer,

Preservation Action Council of San Jose, San Jose Historic Landmarks Commission, City of Santa Clara Historical and Landmarks Commission, South Bay Historical Railroad Society, and JPB. Comment letters related to the 2004 Environmental Impact Report (EIR) and 2007 Supplemental EIR were received from City of San Jose Planning Department, City of San Jose Historic Preservation Officer, Preservation Action Council of San Jose, San Jose Historic Landmarks Commission, City of Santa Clara Historical and Landmarks Commission, and South Bay Historical Railroad Society. Coordination with the historical agencies and organizations remains ongoing and interested parties (as identified above) remain on the mailing list for public notices for the Project.

FTA and VTA are coordinating with SHPO regarding the inventory of cultural resources within the Project APE, the eligibility of these resources for listing on the NRHP, and the impacts of the alternatives to such eligible resources. Meetings with the SHPO were held on October 30, 2003, January 26, 2009, December 17, 2009, January 17, 2014, February 29, 2016, May 5, 2016, and June 8, 2016.

In addition, VTA, FTA, and JRP have worked closely with Ms. Lorie Garcia of the South Bay Historic Railroad Society (SBHRS), the historic preservation covenant holder for the two listed train stations within the APE, whose headquarters are located within the Santa Clara Station. VTA, principals of JRP, representatives of local communities, and Ms. Garcia also participated in a meeting and site visit on July 25, 2002, of both the National Register listed railroad stations within the APE: Diridon (Cahill) Station and Santa Clara Station. The SBHRS is the covenant holder for both these stations, which are currently part of the Caltrain system. VTA and FTA will continue to consult with the SBHRS for this Project and provide the SBHRS the opportunity comment on the findings of historic properties for this undertaking.

Starting in 2015, VTA re-initiated three Community Working Groups (CWGs), one for the Alum Rock/28th Street Station area, one for the Downtown San Jose/Diridon Station area, and one for the Santa Clara Station area to communicate project information to key members of the community and provide feedback on strategies related to successfully delivering and completing the BART Extension. CWGs receive briefings on technical areas and project updates and act as a conduit for the community at large. Group members include the leaders of neighborhood and business associations, community organizations, advocacy groups, major property owners, and planning commissioners. VTA invited Mr. Jack Morash, who has been a Santa Clara CWG member since June 11, 2015, as a representative of the South Bay Historical Railroad Society. Mr. Morash provides project updates to Lorie Garcia and contributes to the CWGs by notifying VTA staff of the SBHRS concerns about the Project.

On January 30, 2015, VTA distributed a Notice of Preparation (NOP) to advise interested agencies and the public that VTA intends to prepare an SEIS/SEIR for the Phase II Project. VTA distributed the NOP to approximately 225 agencies, elected officials, and interested parties and organizations in the study area. VTA also notified potentially interested individuals and organizations regarding the scoping process and public scoping meetings for

the Phase II Project. VTA used multiple methods to announce the scoping process and public meetings, including display advertisements in local newspapers, mailings to addresses located in the vicinity of the Phase II Project, emails sent to recipients on the VTA emailing list, news releases posted on the VTA website, and social media postings on VTA's Facebook page and Twitter account.

VTA conducted three formal environmental scoping meetings to gather input and comments prior to the development of the SEIS/SEIR. Meetings were held on February 12, 17, and 19, 2015 in Santa Clara, downtown San Jose, and east San Jose. Each public scoping meeting included a sign-in/open house portion of the meeting, where the public could view Phase II Project informational display boards of the alignment and concept exhibits for the proposed stations, and a presentation portion of the meeting during which VTA staff provided an overview of the Project and environmental process in PowerPoint format. Following the presentation, formal public comments on the presented materials were documented. Oral comments provided at the meetings were transcribed by a court reporter. Written comments were accepted at the meetings and via mail or email to VTA until the comment deadline.

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Chapter 4
Description of Historic Properties

4.1 Historic Properties within the Architectural Area of Potential Effects

The architectural APE includes a total of 29 historic properties that are listed in or are determined eligible for listing in the NRHP and CRHR. This FOE evaluates impacts to those 29 historic properties, which are listed in **Tables 4-1** and **4-2** and are summarized as follows:

- 12 properties listed in the NRHP and CRHR, whose eligibility was confirmed by SHPO during consultation for the 2003 HRER prepared for the VTA's BART Silicon Valley Program;
- 14 properties previously determined eligible for the NRHP and CRHR, whose eligibility was confirmed by SHPO during consultation for the 2003 HRER prepared for the VTA's BART Silicon Valley Program;
- 1 property previously determined eligible for the NRHP and CRHR by consensus through the Section 106 process; and,
- 2 properties determined eligible for the NRHP and CRHR as part of the 2016 SBESR prepared for the Phase II Project; SHPO concurred with the eligibility of these historic properties in October 2016.

Twenty-seven of the 29 historic properties summarized above were identified as listed in or determined eligible for the National Register through previous surveys, federal agency and Office of Historic Preservation (OHP) determinations, and/or NRHP nominations. Of the 27, ten are listed in the National Register as contributors to a National Register-listed historic district but are not individually eligible for the National Register. These 27 historic properties are listed in **Table 4-1** below. The remaining two historic properties were determined eligible for the National Register (30 North 3rd Street, San Jose, Map Reference E-27 and 179-181 Rhodes, San Jose, Map Reference F-22), as shown in **Table 4-2,** as identified as part of the 2016 SBESR. Both of the below tables are arranged by the map reference number assigned to each property and shown in Map 3 (Appendix A).

Table 4-1. Properties Previously Listed in or Determined Eligible for the National Register of Historic Places and California Register of Historical Resources

Map Reference	APN	Street Address	Year Built	NR Status Code	Date of Determination or listing
C-25	467-08-007 467-08-009 467-08-014	1375-1401 East Santa Clara Street	1916-60	2S2	June 9, 2003

Map Reference	APN	Street Address	Year Built	NR Status Code	Date of Determination or listing
C-26	467-10-043	1191 East Santa Clara Street	1949	2S2	June 9, 2003
C-27	467-10-046	1169 (1167) East Santa Clara Street	1888	2S2	June 9, 2003
D-03	467-57-082	227-247 East Santa Clara Street	1928	2S2 2S3	2/6/2006
E-08*	467-23-035	142-150 East Santa Clara Street	1913	1D	1/1/1983
E-09*	467-23-036	138 East Santa Clara Street	1905	1D	1/1/1983
E-10*	467-23-038	124-126 East Santa Clara Street	1900	1D	1/1/1983
E-11*	467-23-039	114-118 East Santa Clara Street	1920	1D	1/1/1983
E-12*	467-23-089	100 East Santa Clara Street	1912	1D	1/1/1983
E-13*	467-22-149	96 East Santa Clara Street[12]	ca. 1883	1D	1/1/1983
E-14*	467-22-148	52 East Santa Clara Street	1900	1D	1/1/1983
E-15	467-21-028	19 East 2nd Street	1925	2S2	1/1/1981
E-18*	467-22-041 467-22-042	42-48 East Santa Clara Street	1930s	1D	1/1/1983
E-19*	467-22-158	36-40 East Santa Clara Street	1869	1D	1/1/1983
E-20	467-54-001 through 467-54-034	22 North 1st Street[13]	1926	2S2	8/3/1981
E-21*	467-62-001 467-62-007 through 467-62-020	8-14 South 1st Street	1926	1D	1/1/1983

[12] This property is also known as 82 East Santa Clara Street.
[13] This property is also known as 28 North First Street.

Map Reference	APN	Street Address	Year Built	NR Status Code	Date of Determination or listing
E-22	259-40-038	34 West Santa Clara Street	ca. 1880 1910s 1920s	2S2	6/9/2003
E-23	259-34-018	81 W. Santa Clara Street	1926	2S2	6/9/2003
E-24	259-34-046	101 West Santa Clara Street	1942	2S2	6/9/2003
E-25	259-38-128	374 West Santa Clara Street	1934	2D2	5/29/1990
E-35[14]	259-35-05	151-155 West Santa Clara Street	ca. 1884 1930 ca. 1970	2S2	2/6/2006
E-36	259-35-035	161-167 West Santa Clara Street	1883	2S	6/4/1996
F-13	261-34-020	Cahill Station and Santa Clara / Alameda Underpass	1935	1D	4/1/1993
F-14	261-33-020	848 The Alameda	ca. 1884	2S	6/9/2003
F-15	261-01-074	176 North Morrison Avenue	ca. 1898	2S2	6/9/2003
I-01	230-06-031 230-06-032 230-06-050 230-06-051	1 Railroad Avenue (Santa Clara Station)	1863-64 1877	1S	2/28/1985
I-02	230-06-040	Benton And Railroad (Santa Clara Tower, Speeder Shed, & Tool House)	1904 1927	2S2 2D	6/9/2003
* Contributor to the San Jose Downtown Commercial District, which was listed in the National Register of Historic Places in 1983.					

[14] The legal parcel documented on this form includes three buildings. The Farmers Union Building at 151-155 West Santa Clara Street was previously determined eligible for listing in the NRHP and CRHR and the current study agrees with the previous determination. The "Old Mill" building at 25-29 North San Pedro Street and the San Pedro Square Properties Building at 35 North San Pedro Street were evaluated for the first time during the present study and found not eligible for listing in the NRHP or CRHR.

Table 4-2. Properties Determined Eligible for Listing in the National Register of Historic Places and California Register of Historical Resources as Part of the 2016 SBESR

Map Reference	APN	Street Address	Year Built	NR Status Code
E-27	467-20-078	30 N. 3rd Street	ca. 1903	2S2
F-22	261-01-063	179-181 Rhodes Court	1948	2S2

4.2 Description of Historic Properties

The 29 historic properties within the architectural APE that are listed in the National Register or have been determined eligible for listing in the National Register are described below. All of the properties are located in or around downtown San Jose and in Santa Clara. The historic properties are arranged by map reference number. The contributing buildings within the San Jose Downtown Commercial District, a National Register-listed historic district (Section 4.2.5), are described as a group, as are the multiple-resources properties referred to as the Cahill Station (Southern Pacific Depot) and the Santa Clara Depot complex (Sections 4.2.15 and 4.2.19, respectively). Both of these sections discuss multiple, related properties. Each section outlines the significance of the property or district and the characteristics that contribute to that significance.

4.2.1 1375-1401 East Santa Clara Street (Map Reference C-25)

The Church of the Five Wounds at 1375-1401 East Santa Clara Street was determined eligible for listing in the National Register under Criteria A and C.[15] Built between 1916 and 1919 by members of the local Portuguese community, the two-story church replaced a smaller chapel erected in 1914 at the same site by the congregation of the Five Wounds Portuguese National Church. Architect John J. Foley designed the Church of the Five Wounds in the Portuguese Baroque Revival style, based upon the Holy Cross Church in Braga, Portugal. The church, sheathed in stucco, is the largest building on the site and also the focal point of an ecclesiastical complex that now includes a rectory, convent, and school. Architectural Historian Ward Hill described the church as follows:

> The church has a cruciform plan composed of high gabled wings projecting to the front (nave), rear (chancel-apse), and sides (transepts). The nave is five bays long; the chancel-apse, three bays long; the transepts, two bays long. Low shed-roofed extensions containing side aisles and shrines flank the front and rear wings. Doric pilasters at each corner of the building rise to the height of the frieze, which is demarcated by cornice moldings that also limn the four gables. Narrower pilasters articulate window bays on each wing. Each gable has

[15] Ward Hill, DPR 523 Form for the Church of the Five Wounds, 1375-1401 East Santa Clara Street, prepared for Basin Research Associates, Inc., "Historic Properties Survey Report for the VTA Santa Clara/Alum Rock Light Rail Project," June 2002; Dr. Knox Mellon, State Historic Preservation Officer, Letter to Leslie T. Rogers, Federal Transportation Administration, Region IX, re: Silicon Valley Transit Corridor Project, (FTA030325A), June 9, 2003.

> a cross finial, and each side and rear gable has a louvered round attic vent. The Church contains approximately 50 stained glass windows of varying shapes and sizes. The building's overall composition and Renaissance-Baroque ornament are derived from a common Catholic church type dating back to St. Peter's Basilica in Rome.

The symmetrical front of the church consists of two square bell towers flanking a gabled central section incorporating a tripartite entry and a round-arched organ-loft window…The entry contains three doorways with paneled wood double doors with transoms. Four fluted Doric pilasters (half-columns) and a Doric cornice enframe the entry. This pseudo-peristyle is surmounted by four flat and fluted Ionic pilasters with a denticulated cornice incorporating a central arch for the loft window – a Palladian composition…The shed-roofed sections along the sides of the church are lined with stepped-arch windows (a total of 14) echoed by smaller clerestory windows (a total of 12) beneath the frieze. Each transept contains two quatrefoil and four clerestory windows on the sides and a single large quatrefoil window on the end…The exterior appears to be intact except for addition of metal railing to the front stairs, a ramp at the east transept doorway, and a tile-roofed open porch at the west transept doorway.[16]

Hill described three other buildings on the parcel as well, all sheathed in stucco. The rectory, constructed in 1949-1950, is a two-story, U-plan building topped by a hipped roof, with a one-story gabled office wing and hip-roof garage attached on the west side. The one-story convent, built in 1957-1958, served as a pre-school and day care facility. The congregation also constructed a school in 1958, a one-story rectangular building with a low pitch gable roof, which Hill described as being "essentially joined" to the convent building. The previous survey stated that the church, rectory, convent, and school buildings appear to retain much of their historic integrity to the time of their respective construction dates, having undergone few alterations in the intervening years.

The Five Wounds Church building (**Photograph 4-1)** meets Criterion C as a "major architectural monument in East San Jose," an "exceptional church design in San Jose," and "probably the only Portuguese Baroque Revival Church in the Bay Area."[17] Furthermore, because of the church's importance as a "central institution in the history of San Jose's Portuguese community," Hill contended that the church and associated rectory appear to meet Criterion A for listing in the National Register, and that these two buildings also meet National Register Criteria Consideration A for religious properties. Criteria Consideration A provides that a religious property may be eligible "if it derives its primary significance from architectural or artistic distinction or historical importance."[18] The evaluation of the church and rectory do not specifically identify the way in which these buildings meet the criteria consideration; however, it does state that they are "consistent" with the consideration. This

[16] Hill, DPR 523 Form for the Church of the Five Wounds.

[17] Hill, DPR 523 Form for the Church of the Five Wounds.

[18] U.S. Department of the Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation," *National Register Bulletin* 15: 26.

finding of effect document assumes that the buildings meet the consideration for their association with the Portuguese community and for the architectural design of the church.

Photograph 4-1: Church of the Five Wounds (1375-1401 East Santa Clara Street).

At the time of this property's eligibility determination in 2003, the convent and school buildings were less than 50 years old and did not appear to meet the criteria in 2002; however, Hill stated that they "may become eligible … when [they are] over 50 years old."[19] The congregation demolished the convent in 2015 for the construction of a new school building. Therefore, for the purpose of this effects analysis, the school building, which is now over 50 years of age, is presumed eligible for the National Register under Criterion A. The period of significance for the church and the rectory in the 2003 determination was identified as 1918-50; however, with the addition of the school, for this FOE the period has been extended to 1958 when that building was completed. The character-defining features of the property include its Baroque Revival ornamentation, stained glass windows, and two square bell towers. The historic property boundary is its legal parcel. In addition, this property is a City of San Jose landmark.[20]

See Section 5.2.2 for the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to the Five Wounds Church at 1375-1401 East Santa Clara Street.

[19] Hill also evaluated three buildings adjacent to the Church of the Five Wounds on the east that were constructed by the *Irmandade do Espirito Santo do Lestse de San Jose* (IES), a Holy Ghost society. Hill asserted that none of these buildings appeared to retain sufficient integrity to qualify for listing in the National Register. (Hill, DPR 523 Form for the Church of the Five Wounds.)

[20] The Church of the Five Wounds was designated City Landmark, File #HL 92-63 by the San Jose City Council in 1992, under the theme of Social, Arts, and Recreation (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002.

4.2.2 1191 East Santa Clara Street (Map Reference C-26)

Constructed in 1949, the Mayfair Theater Building at 1191 East Santa Clara Street is currently used as a church. Despite this change in function, the building retains much of its integrity and was determined eligible for the National Register in 2003.[21] Designed by well-known Northern California theater architect Otto Deichman of San Francisco and built by contractor and engineer Aldo P. Savio, the one-story building was constructed in the Moderne style. The character-defining features of the theater, all part of its façade, are the marquee, ticket booth and corner tower. The marquee (**Photograph 4-2**) is triangular with neon stars and stripes, and cantilevered over the sidewalk. A molded, neon-accented plaster bracket at the façade surmounts the marquee. The octagonal ticket booth, centrally located in the recessed foyer, sits on a flagstone and glass block base, with a wrap-around glass top and an aluminum-faced canopy. The round tower is the most visually prominent aspect of the building, as seen in **Photograph 4-3**. Located on the southeast corner of the building, this futuristic tower has "a flagstone and glass block base, a stucco-clad shaft, and a metal finial outlined with neon tubing. The cylindrical shaft steps up to a smaller metal cylinder capped with five saucer-like elements stacked one atop the other, culminating in a tiny sphere and spire. The imagery is evocative of rocket ships and flying saucers, which were subjects of public fascination when the theater was built."[22]

The theater building is eligible for listing in the National Register under Criterion C as an exceptional Moderne style building in San Jose, and as a "rare intact example of a pre-1950 neighborhood movie theater, many of which have been demolished or extensively remodeled in recent years." The theater also appears to be eligible under Criterion A, because it is significant as a rare example of a neighborhood theater within San Jose, and thus associated with "themes of historical or cultural significance."[23] Its period of significance is 1949, its date of construction. The historic property boundary is its legal parcel.

Section 5.2.3 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to the Mayfair Theater building at 1191 East Santa Clara Street.

[21] Ward Hill, DPR 523 Form for 1191 East Santa Clara Street, prepared for Basin Research Associates, "Historic Properties Survey Report for the VTA Santa Clara/Alum Rock Light Rail Project," June 2002. SHPO concurred that this resource was eligible for its architectural significance under Criterion C of the NRHP, not for its association with historical events or trends (Dr. Knox Mellon, SHPO, to Leslie Rogers, FTA, re: Silicon Valley Rapid Transit Corridor Project, [FTA030325A], June 9, 2003).

[22] Hill, DPR 523 Form for 1191 East Santa Clara Street.

[23] Hill, DPR 523 Form for 1191 East Santa Clara Street; SHPO concurred that this resource was eligible for its architectural significance under Criterion C of the NRHP, not for its association with historical events or trends (Dr. Knox Mellon, SHPO, to Leslie Rogers, FTA, re: Silicon Valley Rapid Transit Corridor Project, [FTA030325A], June 9, 2003)

Photographs 4-2 and 4-3: The Mayfair Theater (1191 East Santa Clara Street).

4.2.3 1169 East Santa Clara Street (Map Reference C-27)

The residence at 1169 East Santa Clara Street was determined eligible for listing in the National Register in 2003. The two-story Queen Anne residence (**Photograph 4-4**) has a roughly rectangular footprint topped by an irregular roof plan. Constructed by retired physician Benjamin F. Allen, the building features walls clad in channel-rustic siding with corner boards and a water table. A high pyramidal roof tops the central, main portion of the building, which also features an angled corner at the façade. Subsidiary gables appear over two-story bays projecting at the front and sides, and a hipped roof tops a single-story rear extension. A hipped and gabled porch shelters the recessed main entry. Fenestration consists of tall rectangular, double-hung windows, fixed-pane windows, and twenty-light pane windows, all simply framed. Its character-defining elements include milled wood ornaments at the porch, bands of shingles at the second story spandrel and frieze level, fish-scale shingles beneath the gables, and large curved brackets with pendants. The residence meets Criterion C for its Queen Anne architectural style. It retains its original ornamental details, virtually all of its original windows, and has had very few exterior alterations.[24] Its period of significance is 1888, its construction date. The historic property boundary is its legal parcel.

[24] Ward Hill, DPR 523 Form for 1169 East Santa Clara Street, prepared for Basin Research Associates, Inc., "Historic Properties Survey Report for the VTA Santa Clara/Alum Rock Light Rail Project," June 2002. SHPO concurred that this resource was eligible for its architectural significance under Criterion C of the NRHP, not for its association with historical

Section 5.2.4 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to the residence at 1169 East Santa Clara Street.

Photograph 4-4: Residence at 1169 East Santa Clara Street.

4.2.4 227-247 East Santa Clara Street (Map Reference D-03)

The Vintage Towers building at 227-247 East Santa Clara Street (also known as the Medico Dental Building) was determined eligible for listing in the National Register in 1986 under Criteria A and C [25] and in 2006.[26] The historic property boundary is its legal parcel. The building, one of San Jose's first four skyscrapers, was designed by architect William Weeks. A group of doctors and dentists financed the construction in 1928, seeking to apply merchandizing and convenience marketing concepts to medical services by constructing the first "one-stop" medical facility in the Bay Area. The building served as San Jose's central

events or trends (Dr. Knox Mellon, SHPO, to Leslie Rogers, FTA, re: Silicon Valley Rapid Transit Corridor Project, [FTA030325A], June 9, 2003).

[25] Neither the CHRIS Northwest Information Center at Sonoma State University nor OHP had a National Register Inventory-Nomination Form for this property at the time of inquiry. OHP issued a determination of eligibility, National Register status code "2," in 1986. The Northwest Information Center has parts 1 and 2 of a "Historic Preservation Certification Application," dating to 1986, on file for this building (Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 25, 2002; and "State Review Sheet, Historic Preservation Certification Application, Vintage Tower, 235-241 Santa Clara Street, San Jose, California," January 8, 1986, CHRIS Northwest Information Center, Sonoma State University).

[26] Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 5, 2012. In 1986, the San Jose City Council designated the building as a City Landmark, File Number HL 86-39, under the theme of Government and Public Services (City of San Jose Historic Landmark File for Vintage Towers / Medico-Dental Building, City of San Jose Planning Department).

medical facility until the 1960s, by which time most of the original tenants had retired, and the building was sold.

Weeks designed the Vintage Towers building, shown in **Photograph 4-5**, in the Art Deco style, incorporating Spanish Colonial Revival ornamental elements throughout the exterior and interior of the building. The reinforced-concrete building is eleven stories tall, with strong vertical elements. The character-defining features include the ornamentation on the first floor, which is sheathed in terra cotta and features elaborate Spanish Colonial details, much of which centers around the main entrance. A series of vertically articulated concrete piers set symmetrically around a central element rise ten stories above the ground floor, with fenestration and spandrels recessed between the piers, accentuating the vertical nature of the building. Terra cotta torches and shields appear on the roof crest of the tallest, central tower, which also features a ten-foot winged figure, made of terra cotta and cast stone sections, at its center. [27]

In the 1986 Historic Preservation Certification Application, the Vintage Towers building was described as the "best example of a modernistic high rise building in the Santa Clara Valley," exhibiting "the change in form from Classical tall buildings to those of soaring height with unbroken lines, forerunners of the modern skyscraper." Maryln Bourne Lortie, a historian for OHP who commented upon the application, agreed that the building appeared eligible under Criterion C. Lortie also suggested that the building may be eligible under Criterion A for its association with "the development of medical service delivery as it is the first 'medical-dental' building in San Jose, concentrating medical offices in one location. It may also reflect a growth in medical specialty practice."[28]

Section 5.2.5 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to the historic property at 227-248 East Santa Clara Street.

[27] "State Review Sheet, Historic Preservation Certification Application – Part 1, Vintage Tower, 235-241 Santa Clara Street, San Jose, California," January 8, 1986, CHRIS Northwest Information Center, Sonoma State University; and Basin Research Associates, Inc., Ward Hill, Glory Anne Laffey, and Charlene Duval, "Cultural Resources Assessment, Civic Plaza Redevelopment Plan Area Between Third to Seventh Streets and East St. John to East San Fernando Streets, City of San Jose, Santa Clara County, California," prepared for David J. Powers & Associates, November 1998.

[28] "State Review Sheet, Historic Preservation Certification Application, Vintage Tower, 235-241 Santa Clara Street, San Jose, California," January 8, 1986, CHRIS Northwest Information Center, Sonoma State University.

Photograph 4-5: Vintage Towers (Medico Dental Building) at 227-247 East Santa Clara Street.

4.2.5 San Jose Downtown Commercial District Map References E-08 through E14, E-18, E-19, and E-21)

The San Jose Downtown Commercial District was listed in the National Register as a historic district in 1983, at the local level of significance.[29] The nomination described the district as "unique in its broad representation of historic California commercial architecture, unsurpassed in Santa Clara County," and as representing "the remaining vestages [sic] of late nineteenth and early twentieth century commercial structures in the downtown." The district includes buildings of a wide range of architectural styles, dating from the 1870s through the 1920s. These buildings reflect various periods of San Jose's development as an emerging commercial center, a prosperous regional city, and as a modern urban hub and included the area's first skyscrapers. The district encompasses roughly two city blocks (over 11 acres) within the City of San Jose, bound on the north by East Santa Clara Street, on the south by East San Fernando Street, on the east by South 3rd Street, and on the west by South 1st Street. Ten of the 28 contributing elements of the district are within the architectural APE. These properties are listed in **Table 4-1**, below, arranged by the map reference number assigned to

[29] Bonnie Bamburg, "National Register of Historic Places Inventory-Nomination Form for the San Jose Downtown Commercial District," August 1980; and Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 25, 2002.

each property and shown on Sheet E of Map 3 (Appendix A).[30] For the individual contributors, their historic property boundaries are each legal parcel.

Table 4-3: Contributors of the San Jose Downtown Commercial District Located within the APE

Map Reference	Street	Street #	APN	Year Built
E-08	E. Santa Clara Street	142-150*	467-23-035	1913
E-09	E. Santa Clara Street	138	467-23-036	1905
E-10	E. Santa Clara Street	124-126	467-23-038	1900
E-11	E. Santa Clara Street	114-118	467-23-039	1920
E-12	E. Santa Clara Street	100	467-23-089	1912
E-13	E. Santa Clara Street	96	467-22-149	ca. 1883
E-14	E. Santa Clara Street	52*	467-22-046	1900
E-18	E. Santa Clara Street	42-48	467-22-041 467-22-042	1930s
E-19	E. Santa Clara Street	36-40	467-22-158	1869
E-21	S. 1st Street	8-14*	467-62-001 467-62-007 through 467-962-020 (formerly 467-22-097)	1926
*City of San Jose Landmark[31]				

There has been some confusion over the past two decades regarding the status of one of these thirteen buildings, the building at 36-40 East Santa Clara Street (Map Reference E-19, shown in **Photograph 4-6**). The Inventory-Nomination Form for the district included this address on a list of *non-contributing* structures and sites. However, the map reference number given to this property on that list, "3," is shown on the accompanying graphic as the adjacent parcel at 32 East Santa Clara Street. This map itself depicted the parcel at 36-40 East Santa Clara as a *contributing* structure, with a map reference number of "4." Possibly because of this confusion within the Inventory-Nomination Form itself, the building was assigned a National Register status code of "6" (not eligible for the National Register or of local interest) on the CHRIS list.

An inventory and evaluation of this building conducted in January 2002 concluded that new information suggested that the building appeared to be eligible for the National Register as a contributing structure to the San Jose Downtown Commercial District National Register

[30] JRP, "Technical Memorandum – Historic Resources Evaluation Report for SVRTC EIS/EIR Alternatives," (Draft), January 2003.

[31] Four of these 10 properties were also designated City Landmarks by the San Jose City Council. The State Meat Market, at 142-150 Santa Clara Street (Map Reference E-08), was designated City Landmark File #HL 92-70 in 1992, under the theme of Commerce. The Odd Fellows Building, at 96 (82) East Santa Clara Street (Map Reference E-13), was designated City Landmark File #HL 80-12 in 1980, under the theme of Social, Arts and Recreation. The New Century Block, at 52 East Santa Clara Street (Map Reference E-14), was designated City Landmark File #HL 80-15 in 1980, under the theme of Commerce. The Bank of Italy, at 8-14 South 1st Street (Map Reference E-21), was designated City Landmark File #HS 84-27, under the theme of Commerce. (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002.)

Historic District, for its "early association with the commercial development of the downtown, and as one of the few remaining commercial structures in the area from the circa 1870 time period."[32] For the purposes of the current Project, it has been assumed that the original intent of the nomination form was to include the building at 36-40 East Santa Clara Street as a contributing structure, and that the building would, at a minimum, appear to be eligible based on the 2002 evaluation.

Photograph 4-6: Contributors to the San Jose Commercial Historic District, 36-40 East Santa Clara Street and 28 East Santa Clara Street. The unlabeled building in-between is a noncontributory.

The San Jose Downtown Commercial District's Inventory-Nomination Form emphasized that the San Jose downtown commercial area has served as a financial and mercantile hub of the Santa Clara Valley for over one hundred years. The buildings are arranged along the street pattern of downtown San Jose, which has remained virtually unchanged since initial surveys in the late 1840s. The nomination cited the three-story Italianate Odd Fellows Building at 96 East Santa Clara Street (Map Reference E-13, also known as 82 East Santa Clara Street and shown in **Photograph 4-7**) as the "best remaining example of downtown commercial architecture" of the 1870s and 1880s period. The heavily ornamented facades of these buildings, including classical cornices, pediments and even a domed turret, appear along the East Santa Clara Street and South 1st Street sides of the district, and are the major character-defining elements of the district.

By the 1880s, downtown commercial activity centered along East Santa Clara and South 1st Streets, supported by the construction of single and double tracked horse-drawn railway systems along both of these streets. Romanesque architecture dominated South 1st Street during this period. New styles such as Edwardian architecture began to dominate commercial

[32] Franklin Maggi, DPR 523 form for 36-40 East Santa Clara Street, prepared for Dill Design Group, "Historic Resources Assessment for the Mixed-Use Project and Expansion of the Century Center Redevelopment Plan Area EIR, for Michael Brandman and Associates," January 2002.

architecture by the twentieth century, featuring cleaner lines than the elaborate Victorian, Romanesque and Italianate styles of the nineteenth century.

Photographs 4-7 and 4-8: Odd Fellows Building (96 East Santa Clara Street, shown left) and commercial building at 52 East Santa Clara Street (right).

The nomination for the district cited the Bank of America building at 8-14 South 1st Street[33] (Map Reference E-21, **Photograph 4-9**) as a dominant contributor at the intersection of East Santa Clara and South 1st Streets. Built in 1926 and designed by H. A. Minton, this thirteen-story-plus-tower building was San Jose's first skyscraper, and also one of the first earthquake-proof buildings in the area. The nomination also noted the Moderne Drug Company building at 50 East Santa Clara Street (what is now 42-48 East Santa Clara Street, Map Reference E-18) for its streamlined design and its 1930s reflection of the "machine age." The nomination concluded:

> The historic downtown commercial district remains…the highest concentration of older buildings in the downtown which reflect the best examples of architecture from almost every period in the growth of the 'American City.'... Because the structures included within the district represent a variety of architectural styles found nowhere else within the county, and because of the historical significance of the development of the commercial core of San Jose as can be seen in their various styles, the district deserves to be included on the National Register of Historic Places.[34]

Section 5.2.6 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to the San Jose Downtown Commercial District.

[33] This property is also known as 12 South 1st Street.

[34] Bamburg, "National Register of Historic Places Inventory-Nomination Form for the San Jose Downtown Commercial District," August 1980.

Photograph 4-9: The Bank of America building at 8-14 South 1st Street.

4.2.6 19 North 2nd Street (Map Reference E-15)

The Realty Building, located at 19 North 2nd Street, was determined individually eligible for the National Register in 1981, and is also a City of San Jose Landmark.[35] The two-story, concrete commercial office building designed by architects Wolfe and Higgins and constructed in 1925, has been home to several realty offices, as well as local surveyors McMillan & McMillan, architect W.E. Higgins, and the Wright-Eley Printing Company.

Four storefront bays (two of which are shown in **Photograph 4-10**) dominate the façade. The bays, framed by pilasters with beaded corners and leafed capitals, are arranged around a central recessed entry. The pilasters rise to a multi-layered cornice, including a frieze with a leaf design framing the building name and a dentil course with egg-and-dart molding under the cornice. Above this ledger is a row of sculpted objects in an alternating pattern."[36] The storefronts themselves consist of wood-frame picture windows with multi-paned transoms. Tile trim and marble panels appear under each picture window. Fenestration on the second

[35] Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 25, 2002. The Realty Building was also designated City Landmark File #HL01-136 by the San Jose City Council in 2001, under the theme of Commerce (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

[36] Franklin Maggi, DPR 523 Form for 19 North 2nd Street, prepared for the Dill Design Group, "San Jose Downtown Historic Survey, for the City of San Jose," August 2000.

floor includes Chicago windows (a commercial window type consisting of a large central fixed pane flanked on each side by narrow operable windows). The main entry is recessed and consists of double glass doors under a round arched fixed transom. A short balconette with a cast-iron rail appears over this doorway. The building appears to retain a high degree of integrity to the time of its construction, and the ornate detailing and fenestration of the façade are its character-defining features.[37]

Photograph 4-10: Detail of west side of the Realty Building's main façade (19 North 2nd Street).

The building is significant for its architecture, under Criterion C, with a period of significance of 1925, its construction date. The historic property boundary is its legal parcel. In addition, a circa 1981 "Historic Resources Survey Sheet" stated that the Realty Building "is eligible as a contributing structure within an historic district in the downtown commercial center" (probably the San Jose Downtown Commercial District National Register Historic District discussed above in Section 4.5). Franklin Maggi also supported this conclusion in his 2000 inventory and evaluation of the building, stating that the Realty Building appeared "to be eligible under Criterion C as a work of high artistic value and under Criterion A as associated with the larger Downtown Commercial District located nearly [sic] south of East Santa Clara Street."[38]

[37] At the time that a "Request for Determination of Eligibility For Inclusion in the National Register of Historic Places" was written for this building, it was described as having "no apparent exterior alterations," while in 2000, Franklin Maggi noted that the building was restored in 1984, and thus "is in excellent condition." ("Request for Determination of Eligibility for Inclusion in the National Register of Historic Places," CHRIS Northwest Information Center, Sonoma State University; and Maggi, DPR 523 Form for 19 North 2nd Street.)

[38] The National Register status code of "2S2" was assigned to the building in 1981 and is documented by a "Historic Resources Inventory Sheet" and "Request for Determination of Eligibility for Inclusion in the National Register of Historic Places," on file with the CHRIS Northwest Information Center, Sonoma State University [Historic Resources Survey Sheet, 19 North 2nd Street (Realty Building), ca. 1981, CHRIS Northwest Information Center, Sonoma State University; and Maggi, DPR 523 Form for 19 North 2nd Street].

Section 5.2.7 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

4.2.7 22 North 1st Street (Map Reference E-20)

The ten-story steel reinforced-concrete building (known as the Commercial Building) at 22 North 1st Street (also listed as 28 North 1st Street and shown in **Photograph 4-11**), built in 1926, was determined individually eligible for listing in the National Register in 1981, and is a City of San Jose Landmark.[39] In August 2000, the building was re-evaluated and that survey concluded that the Commercial Building appears to contribute to the San Jose Downtown Commercial District National Register Historic District (discussed above in Section 4.5) under National Register Criteria A and C."[40]

The Commercial Building's name stems from the company that both initiated its construction and occupied its top two floors until the 1940s, the Commercial Club of Santa Clara County. The other floors housed offices and stores, functions that continue today. Designed by architects William Binder and Ernest Curtis, the building is a three part commercial block with classical details, a form common to urban center construction of the first quarter of the twentieth century.[41] The "Request for Determination of Eligibility for Inclusion in the National Register of Historic Places" regarding the Commercial Building stated that the building is "one of San Jose's more notable structures," largely for its three-part design and Classical ornamentation that includes dentilated cornices, modillions, and symmetrical fenestration. These features appear to be the character-defining elements of the building.[42]

[39] Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 25, 2002. The Commercial Building at 22 North 1st Street was also designated City Landmark, File #HL01-140 by the San Jose City Council in 2001, under the theme of Commerce (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

[40] Franklin Maggi, DPR 523 Form for 22 North 1st Street, prepared for Dill Design Group, "San Jose Downtown Historic Survey, for the City of San Jose," August 2000.

[41] Maggi, DPR 523 Form for 22 North 1st Street.

[42] "Historic Resources Inventory Sheet," and "Request for Determination of Eligibility for Inclusion in the National Register of Historic Places" for the Commercial Building, 22 North 1st Street, Northwest Information Center, Sonoma State University.

Photograph 4-11: The Commercial Building (22 North 1st Street).

The Commercial Building is significant for its architectural merit (Criterion C) and for its historical associations with downtown San Jose (Criterion A), despite modifications made to the ground floor. The Commercial Building retains enough integrity to convey its significance as one of San Jose's earliest skyscrapers, and one of the first skyscrapers of reinforced steel construction. The building is also an example of the work of the significant local architectural firm of Binder and Curtis and is associated with the history of economic growth in downtown San Jose during the 1920s. Franklin Maggi's 2000 evaluation of the building asserted that the Commercial Building appears to contribute to the San Jose Downtown Commercial District National Register Historic District under both Criteria A and C.[43] The historic property boundary is its legal parcel.

Section 5.2.8 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

[43] Maggi, DPR 523 Form for 22 North 1st Street; and "Historic Resources Inventory Sheet," and a "Request for Determination of Eligibility for Inclusion in the National Register of Historic Places" for the Commercial Building, 22 North 1st Street, Northwest Information Center, Sonoma State University.

4.2.8 34 West Santa Clara Street (Map Reference E-22)

The two-story brick commercial building at 34 West Santa Clara Street was determined individually eligible for the National Register under Criteria A and C in 2003, and is a City of San Jose Landmark.[44] This building (**Photograph 4-12**) appears to be significant architecturally, as an early twentieth century commercial building (Criterion C), and for its association with James A. Clayton and Company (Criterion A), an influential local real estate and development firm established in San Jose in 1867. James A. Clayton and Company had their offices here for nearly one hundred years between the 1870s and 1970s. The company handled a majority of the real estate transactions in San Jose during the last half of the nineteenth century, and was one of the first companies of its kind in Santa Clara County. The identified period of significance extends from the buildings construction around 1880 to 1952, and the historic property boundary is its legal parcel.

Photograph 4-12: The James Clayton Building (34 West Santa Clara Street).

The two-part commercial block building, constructed around 1880, has a double storefront with plate glass windows over a marble lower wall. Both entrances to the building are recessed. Above the storefront windows and extending the width of the building is a leaded glass clerestory, with three hopper sashes. A marble sign engraved with the building name appears above the clerestory, while a cartouche inscribed with the year 1867, the year the

[44] Glory Anne Laffey, Historic Resources Inventory Form for 34 West Santa Clara Street, prepared for Archives and Architecture, "Un-reinforced Masonry Survey," 1991. Prior to Laffey's survey, in 1990, the San Jose City Council adopted a resolution designating this building as City Historic Landmark File #88-45, under the theme of Commerce (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

Clayton Company was founded, is located on the west side of the sign. The second floor contains three sets of Chicago windows (recessed fixed wood frame windows flanked by single light casements and fixed windows above). The façade ornamentation, including a dentilated cornice at the stringcourse and parapet roof, is the character-defining element of this building. The current appearance of the building is the result of many alterations over the course of its existence. By around 1915, the leaded glass clerestory was added to the western portion of the façade (34 West Santa Clara Street). In 1922, the façade was heavily altered, resulting in the building's current appearance.[45]

Although a previous evaluation concluded that this building appeared to be significant as a distinct example of a nineteenth century commercial building,[46] JRP's evaluation stated that the extensive remodeling of the building's façade changed its original nineteenth century design. The core of the building likely dates to the 1870s, but the building does not otherwise retain integrity of materials, workmanship, feeling, and association to that period. Nevertheless, as a 1920s building, it appears to be an important example of early twentieth century commercial construction (Criterion C), and retains integrity to convey that significance. This building also appears to be significant for its association with the influential real estate firm of James A. Clayton and Company (Criterion A). The alterations were made during the time of this company's association with the building and, therefore, these changes do not detract from its significance.[47]

Section 5.2.9 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

4.2.9 81 West Santa Clara Street (Map Reference E-23)

The San Jose Building and Loan building at 81 West Santa Clara Street was determined individually eligible for the National Register under Criterion C in 2003. Its period of significance is 1926, its construction date, and the historic property boundary is its legal parcel. The building is also a City of San Jose Landmark.[48] Dr. C. W. Breyfogle formed his

[45] Historic Building Permits for 34 West Santa Clara Street, Permit #577, on file at History San Jose, Kelly Park; and Toni Webb, DPR 523 Form for 34 West Santa Clara Street, prepared for JRP, "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives," Draft, January 2003.

[46] Laffey, Historic Resources Inventory Form for 34 West Santa Clara Street. JRP revisited the building because this previous survey was more than five years old.

[47] Webb, DPR 523 Form for 34 West Santa Clara Street.

[48] Franklin Maggi, DPR 523 Form for 81 West Santa Clara Street, prepared for Dill Design Group, "Historic Resources Assessment for the Mixed-Use Project and Expansion of the Century Center Redevelopment Plan Area EIR," January 2002. The building at 81 West Santa Clara Street was also designated City Landmark, File #HL 91-55 by the San Jose City Council in 1991, under the theme of Commerce (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002; and Toni Webb, DPR 523 Form Update, 81 West Santa Clara Street, prepared for JRP, "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives," Draft, January 2003). SHPO concurred that this resource was eligible for its architectural significance under Criterion C of the NRHP, not for associations with historical events or trends (Dr. Knox Mellon, SHPO, to Leslie Rogers, FTA, re: Silicon Valley Rapid Transit Corridor Project, [FTA030325A], June 9, 2003).

building and loan company in 1885 and it was the first such business in the city. The San Jose Building and Loan Association ultimately financed the construction of hundreds, if not thousands of buildings in the City of San Jose. The company had this small but handsome Beaux-Arts concrete and steel frame bank building built in 1926 and it appears to retain integrity to that time. It has a square, symmetrical façade, as seen in **Photograph 4-13**, and consists of a tall single story. The building's façade is sheathed in concrete over brick, while the building's other exterior walls are exposed concrete. The character-defining features of the building consist of the prominent arched windows, elaborate cornice and parapet as well as other Beaux Arts ornamentation:

> The inset stone doorframe is highly ornate; it is carved with urns, acanthus, swags, and fruit motifs. Of particular note are the two buffalo nickels mirroring each other above the door. Above the door header, a tablet is flanked by two volutes and topped by a sculpted eagle.[49]

Photograph 4-13: San Jose Building and Loan (81 West Santa Clara Street).

This building embodies the distinctive characteristics of the Beaux Arts style and appears eligible under Criterion C. Popular for about fifty years between the 1880s and 1930, this architectural style employs eclectic classical design elements and is typified by its symmetrical façade, roof-line balustrade, cartouches, elaborate decorative details utilizing floral designs in swags and in highlighting the surrounds of arched windows. This property also appears eligible as one of the earliest designs of prominent San Francisco architect Albert F. Roller. A prolific, self-taught architect known as one of the first modernists in the region, Roller practiced for over fifty-five years, until his death in San Francisco at the age of ninety.

Section 5.2.10 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

[49] Maggi, DPR 523 Form for 81 West Santa Clara Street.

4.2.10 101 West Santa Street (Map Reference E-24)

The bank building at 101 West Santa Clara Street (**Photograph 4-14**) was determined eligible for listing in the National Register in 2003. The building is significant under Criteria A and C, and is also a City of San Jose Landmark.[50] Ralph Wyckoff, a locally prominent architect, designed the two-story, concrete building in the Art Deco style. Built in 1942, the building has a flat roof and a façade dominated by two-story fluted pilasters rising from a marble base that separate large two-story metal-framed windows. The pilasters and prominent windows are the character-defining features of the building. The main entry, a set of aluminum framed glass doors recessed under a cantilevered concrete canopy, appears on the south side.[51]

Photograph 4-14: San Jose National Bank (101 West Santa Clara Street).

The original name of the banking group responsible for the construction of this building was Grower's Bank, established in the 1870s. In 1929, the bank became San Jose National, and then Anglo California National Bank, changing its name yet again in 1955 when it merged with Crocker First National Bank to become Crocker Anglo National Bank. Franklin Maggi argued that because of the long-time association of this banking group with downtown San Jose, and the fact that a bank has occupied the building at 101 West Santa Clara Street since its construction in 1942, the building is eligible for listing in the National Register under Criterion A. This evaluation also concluded that the "building retains a high degree of

[50] Franklin Maggi, DPR 523 Form for 101 West Santa Clara Street, prepared for Dill Design Group, "San Jose Downtown Historic Survey, for the City of San Jose," August 2000. The San Jose National Bank was also designated City Landmark, File #HL01-132 by the San Jose City Council in 2001, under the theme of Commerce (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

[51] Maggi, DPR 523 Form for 101 West Santa Clara Street.

integrity with the Wyckoff design, and is a significant implementation of late Art Deco architecture," and therefore qualifies for listing under National Register Criterion C.[52]

Section 5.2.11 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

4.2.11 374 West Santa Clara Street (Map Reference E-25)

The San Jose Water Works Building, located at 374 West Santa Clara Street, was determined eligible for listing in the National Register in 1990.[53] It is also a City of San Jose Landmark.[54] The San Jose Water Works Building is significant under Criterion A for its association with the oldest privately owned water utility in California, an important aspect of development in the area. The property is also significant under Criterion C architecturally and as the work of a master. It is "an excellent example of a distinctive type of office building of its period" and illustrates "a melding of the Moderne, Spanish Colonial Revival and vestigial classicism in a distinctive manner that is characteristic of the period and region." The building was designed by master architect Ernest C. Curtis, of the firm of Curtis & Binder, who is "perhaps San Jose's leading architect between the 1920s and the 1950s."[55]

The building, shown in **Photograph 4-15**, was constructed in two phases in 1934 and 1940, both phases designed by Ernest N. Curtis. The two-story, rectangular building combines elements of the Moderne and Spanish Colonial Revival styles. It features three sections, all two stories in height, including a central section with a flat roof concealed by a parapet, which is flanked by slightly higher hip roof wings clad in terra cotta tile. The exterior of the building retained a large degree of historic integrity at the time of the determination: steel-sash windows on both floors are flanked by fluted piers; a cast-stone Moderne frieze band of rondels and chevrons; and a sculptural pediment in the form of a ship's prow over the main entryway that retains its original glass-paneled wood doors, sidelights and transoms. Other ornamentation includes cast-iron tri-partite panels with a water-themed bas-relief pattern over some windows and wrought-iron grilles in curved and wavy patterns over other windows. The property includes an attached pump house and transformer house built in 1913, a breezeway and Data Processing Building constructed in 1984-85, and a detached concrete

[52] Maggi, DPR 523 Form for 101 West Santa Clara Street; Dr. Knox Mellon, State Historic Preservation Officer, Letter to Leslie T. Rogers, Federal Transportation Administration, Region IX, re: Silicon Valley Transit Corridor Project, (FTA030325A), June 9, 2003.

[53] Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 25, 2002; and Woodruff Minor, National Register of Historic Places Inventory-Nomination Form for the San Jose Water Works Building, prepared for Basin Research Associates, September 13, 1989, in the City of San Jose Historic Landmark File for the San Jose Water Works Building, City of San Jose Planning Department.

[54] The San Jose Water Works building was designated City Landmark, File #HL 91-57, by the San Jose City Council in 1991, under the theme of Resource Exploitation and Environmental Management (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

[55] Minor, National Register of Historic Places Inventory-Nomination Form for the San Jose Water Works Building (September 1989).

cistern dating from between about 1920 and 1940. The determination of eligibility listed in OHP's database does not indicate whether these buildings contribute to the property, however the city's landmark designation does include "subsequent building additions."[56] The historic property boundary is its legal parcel.

Section 5.2.12 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

Photograph 4-15: San Jose Water Works (374 West Santa Clara Street).

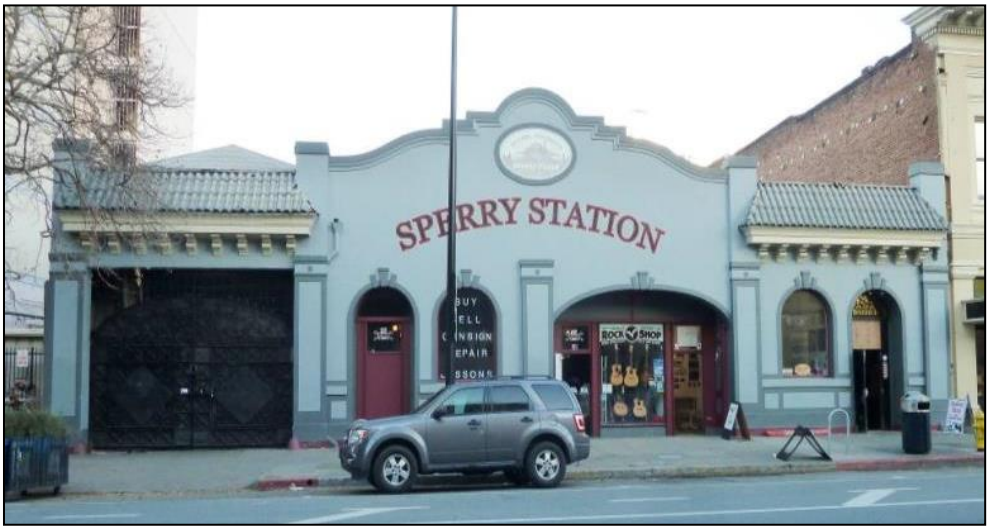
4.2.12 30 North 3rd Street (Map Reference E-27)

Constructed ca. 1903, the Mission Revival-style, one-story industrial building historically known as the Sperry Flour Company distribution warehouse (**Photograph 4-16**) was determined eligible for listing in the National Register under Criterion C in 2016.[57] The building is significant as a distinctive, rare, and relatively early local example of a Mission Revival industrial building – popular from the 1890s to about 1920. The building exhibits several key characteristics of the Mission Revival style, such as its shaped parapet, arched window and door openings with decorative keystones, and stucco exterior finish, but in keeping with Wolfe & McKenzie's predilection to mix styles, it also has elements of Spanish Revival and Colonial Revival styles, including its parapet center roof section with "Sperry Flour" tile medallion flanked by tiled clad projecting roof sections with brackets, pilasters with horizontal bands, arched window and door openings with decorative keystones, and low-relief geometrical designs on the pilasters and lower portion of façade. The building is

[56] Minor, National Register of Historic Places Inventory-Nomination Form for the San Jose Water Works Building; and City of San Jose Historic Landmark File for the San Jose Water Works Building, City of San Jose Planning Department.
[57] Julianne Polanco, SHPO, Letter to Letter to Leslie T. Rogers, Federal Transportation Administration, re: Santa Clara Valley Transportation Authority BART Silicon Valley Phase II Extension Project (Phase II Project), San Jose and Santa Clara, Santa Clara County, CA (FTA_2016_0308_001), October 28, 2016

also significant under NRHP Criterion C and CRHR Criterion 3 as an excellent example of master architectural firm Wolfe & McKenzie's work in an industrial building, illustrating their tendency to mix architectural styles. Wolfe & McKenzie largely designed residences and this building is a rare example of an industrial building within the firm's portfolio. The Sperry Flour Building appears eligible at the local level with a period of significance of ca. 1903, the approximate year it was constructed. The historic property boundary is its legal parcel.[58]

Section 5.2.13 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.



Photograph 4-16: Sperry Flour Company (30 North 3rd Street).

4.2.13 151-155 West Santa Clara Street (Map Reference E-35)

The Farmer's Union Building at 151 West Santa Clara Street (**Photograph 4-17**) was determined eligible for the National Register in 2006 under Criteria A, B, and C.[59] The building is also a City of San Jose Landmark.[60] A previous evaluation of the building did not enumerate the features of the building that appear to make it eligible under each of these criteria, although it provided a description of the building and its history. For this effects analysis, it is assumed that the building appears to qualify under Criterion A for its

[58] JRP Historical Consulting, LLC, DPR 523 Form for Sperry Flour Company, 30 North 3rd Street, prepared for JRP *BART Silicon Valley – Phase II Extension Project Supplemental Built Environment Survey Report* (September 2016).

[59] Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 5, 2012; Franklin Maggi, DPR 523 Form for 151 West Santa Clara Street, prepared for Dill Design Group, "San Jose Downtown Historic Survey, for the City of San Jose," August 2000.

[60] The San Jose City Council designated the Farmer's Union Building at 151 West Santa Clara Street as City Landmark, File #HL01-139, in 2001, effective in July 2002, under the theme of Commerce (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

association with commercial development in San Jose, and under Criterion C for its retention of integrity and Spanish Colonial Revival detailing. It is also the work of master architect William Weeks, who "was especially noted for his Spanish Colonial Revival designs." The building's potential eligibility under Criterion B is less obvious, however. The people listed as being associated with the building were Farmer's Union presidents Frank Leib and John P. McEnery, John and Thomas McEnery (who took over the company after their father John McEnery died), and philanthropist Robert F. Benson. None of these men, however, were identified as individually important figures in local, state or national history.[61]

Photograph 4-17: Farmer's Union Building (151 West Santa Clara Street).

Constructed in 1930 by the Farmer's Union, the building replaced the original Farmer's Union building constructed on the site in 1877. This cooperative of farmers formed in 1874 to buy and sell groceries, produce, hardware, and agricultural equipment. In 1929, the president of the Union, Frank Leib, directed that the old building be demolished, and a new building constructed at the same site. The new building, of concrete construction, was designed by architect William Weeks and built by contractor J.S. Sampson. This three-story Spanish Colonial Revival building features a smooth stucco finish and terra cotta roof tile trim. The upper floors have metal frame casement windows surmounted by fixed transoms, and wrought iron balconies link three sets of windows on both the south and north sides. The plane of these upper floors is slightly set back from that of the ground floor. The walls that face North San Pedro Street are topped by urns, and large storefront windows appear on the ground floor. Other decorative features include panels of glazed ceramic tile, decorative ceramic tile wainscots on the ground floor, and tile work on the floors of some of the

[61] Maggi, DPR 523 Form for 151 West Santa Clara Street.

entryways. The Spanish Colonial Revival ornamentations of red roof tiles and set-back façade are also character-defining features of the building.[62]

Section 5.2.14 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

4.2.14 161-167 West Santa Clara Street (Map Reference E-36)

The Lefranc Building (also known as the Masson Building) at 161-167 West Santa Clara Street, shown in **Photograph 4-18**, was determined individually eligible for the National Register in 1996 under Criteria B and C, and is a City of San Jose Landmark.[63] Designed by Theodore Lenzen in 1883 for Charles Lefranc, the building served as an office, wine cellar, and sales room. A survey of the building by Glory Anne Laffey in 1995 noted that arched niches around the foundation of the building are unique because the cellar appears to have been designed for storing large wine vats. Lefranc, a pioneer vineyardist and winemaker in the Santa Clara Valley, owned the Almaden Vineyard. After his death, the business passed on to his partner and son-in-law Paul Masson, in 1887. Masson established a champagne vineyard in 1896 and become one of California's premier champagne producers. Masson continued to operate the business from the Lefranc Building until his death in 1940. In 1930, he commissioned noted California architect William Weeks to remodel the façade in the Art Deco style, which completely obscured the Lenzen design.[64]

The three-story brick building has a symmetrical, three-part façade made up of three elements (a central set-back element flanked by slightly projecting blocks on each side). Decorative features on the end blocks include window enclosures with a stepped design and octagonal medallions, and recessed metal casement windows with decorated terra cotta lintels and spandrels. Decorative features on the central element include three tall pilasters that extend beyond the parapet, decorated lintels, plain spandrels, a belt course between ground floor and the upper stories featuring a crown molding and plain frieze, and a brick transom strip surmounting the glass storefronts and recessed entrances on the ground floor.[65]

[62] Maggi, DPR 523 Form for 151 West Santa Clara Street.

[63] Dr. Knox Mellon, SHPO, to Leslie Rogers, FTA, re: Silicon Valley Rapid Transit Corridor Project, (FTA030325A), July 9, 2003; Glory Anne Laffey, Historic Resources Inventory Form for 161 West Santa Clara Street, prepared for Archives and Architecture, "Historic Resources Evaluation Report, 161 West Santa Clara Avenue," September 1995. The Lefranc Block at 161-167 West Santa Clara Street was designated as City Landmark, File #HL01-138, in 2001, effective in July 2002, under the theme of Commerce (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

[64] Laffey, Historic Resources Inventory Form for 161 West Santa Clara Street.

[65] Laffey, Historic Resources Inventory Form for 161 West Santa Clara Street.

Photograph 4-18: Lefranc Building (161-167 West Santa Clara).

JRP revisited this property in 2002 for the current Project because the previous survey was more than five years old. This update clarified that the Lefranc Building appears to meet the criteria for listing in the National Register under Criteria B, for its association with Paul Masson and Charles Lefranc, significant winemakers in Santa Clara Valley, and Criterion C, as a significant example of both Art Deco architecture and the work of William Weeks. As such, the basement storage niches and the Art Deco façade are the character-defining features of the building.[66] The boundary of the property is its legal parcel.

Section 5.2.15 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

4.2.15 Cahill Station and Santa Clara/Alameda Underpass (Map Reference F-13)

The Southern Pacific Depot on Cahill Street in San Jose was listed in the National Register in 1993, and is also a City of San Jose Landmark.[67] The depot (presently known as Diridon Station) is eligible under Criterion C for its architectural value, at the state level of

[66] Amanda Blosser, DPR 523 Form Update for 161 West Santa Clara Avenue, prepared for JRP, "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives," Draft, January 2003.

[67] Elizabeth A. McKee, National Register of Historic Places Registration Form for San Jose Southern Pacific Railroad Station, San Jose, April 1992. The Cahill / Diridon Station was also designated City Landmark, File #HL 94-100 by the San Jose City Council in 1994, under the theme of Communication and Transportation (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

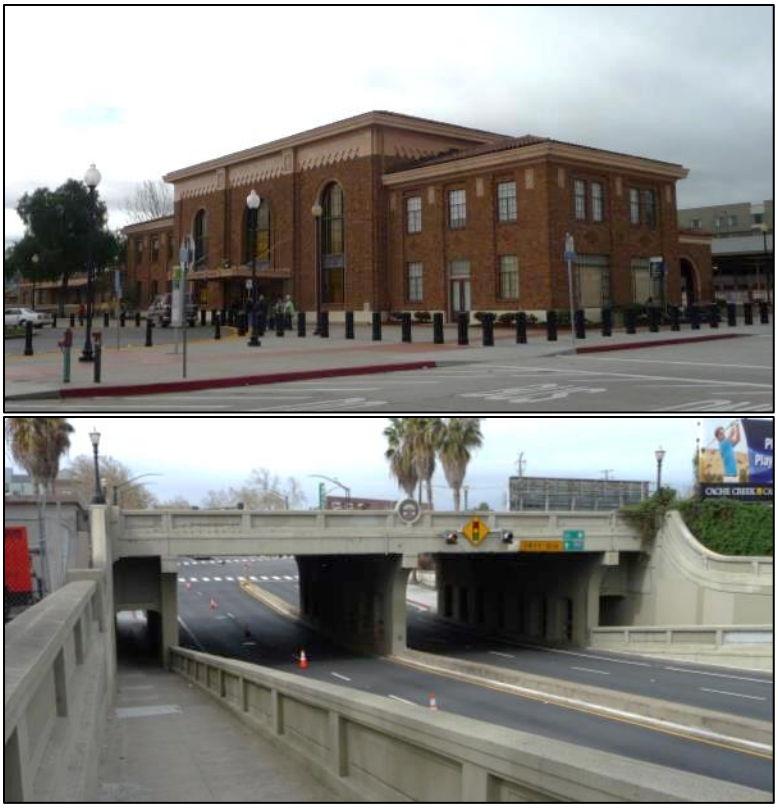
significance, with a period of significance of 1932-1935. The Italian Renaissance Revival building (**Photograph 4-19**), with brick walls and terra cotta roof, was designed by John C. Christie and built by E.C. Morrison. It replaced a much older station on Market Street in San Jose. The building is described as follows by Elizabeth McKee in her 1992 National Register registration form for the property:

> The Southern Pacific Depot on Cahill Street in San Jose is a multi-level combination (passenger and freight) railroad depot constructed in the Italian Renaissance Revival style. Built in 1935, it consists of a three-story central section flanked by two-story wings. The building, a compilation of rectangular sections, is 390 feet long and varies in width from 40 feet to 78 feet. The central section, which contains the passenger waiting room, measures 40 by 80 feet and 33 feet in height. The high center pavilion housing the waiting room is constructed of steel columns and trusses. The side wings are framed with wood. The roofs of the three main sections are hipped with medium boxed eaves and covered with terra cotta tile in varied shades of red and sunset. The south and rear wings are flat roofed and only trimmed with terra cotta tile. The exterior walls are clad with tapestry brick of varied colors and arranged in an English bonding pattern. The foundation walls are concrete. …The property is in fair condition and has been altered very little since its construction.[68]

Several appurtenant buildings and structures were listed as contributors to the station property at the time of its nomination, including an iron gate on the north side of the depot, a wall and fence system, the tracks, two butterfly passenger sheds, a water tank, and a wood-clad compressor house, as well as a car cleaners' shack south of the depot and a herder's shack near the Santa Clara/Alameda Underpass. The herder's shed has since been removed. In addition, it appears the water tank and compressor house have also been removed within the last ten years. The nomination also listed the Santa Clara/Alameda Underpass (**Photograph 4-20**) as a contributing structure to the station:

> The Santa Clara Underpass (referred to as the San Jose Underpass, Bridge #37-45) … is located about 500 feet to the north of the depot. … It is comprised of 43 simple span rolled steel beams on a reinforced concrete pier with windows, and double-walled abutments with pedestrian passages. Its two spans total 82 feet in length, and carry three tracks of the Southern Pacific Depot's north yard throat over Route 82, crossing the roadway at right angles (no skew). The bridge has solid parapet railings, with a large enameled Southern Pacific herald placed above the center pier. Railing ends posts are surmounted by Beaux-Arts luminaries cast by the Joshua Hendy Iron Works at Sunnyvale.[69]

[68] McKee, National Register of Historic Places Registration Form for San Jose Southern Pacific Railroad Station.
[69] McKee, National Register of Historic Places Registration Form for San Jose Southern Pacific Railroad Station.



Photographs 4-19 and 4-20: Cahill/Diridon Station (top) and Santa Clara/Alameda Underpass (bottom).

In April 1992, the Peninsula Corridor Joint Powers Board (JPB) and the South Bay Historical Railroad Society (SBHRS) signed a preservation covenant regarding the Cahill Station. This preservation covenant lists the following as "significant features" for Cahill Station:

> Exterior: All historic features … including brick masonry and mortar; roof; windows and doors and their frames, sashes, and glass; terra cotta cornice and decorative elements; wrought iron fencing; subway and ramps from station to platforms; entrance marquis; flag pole, paint color of gate, grille, and fence; historic trees.[70]

Section 5.2.175.2.16 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to these historic properties.

4.2.16 848 The Alameda (Map Reference F-14)

The two-story Italianate brick commercial building at 848 The Alameda was determined individually eligible for listing in the National Register in 2003. The building is significant under Criterion C as an intact example of early 1880s commercial architecture.[71] The

[70] Preservation Covenant, San Jose Station (Cahill), Appendix 2, "Description of Significant Features."

[71] Dr. Knox Mellon, State Historic Preservation Officer, Letter to Leslie T. Rogers, Federal Transportation Administration, Region IX, re: Silicon Valley Transit Corridor Project, (FTA030325A), June 9, 2003; Glory Anne Laffey, Historic Resources Inventory Form for 848 The Alameda, prepared for Archives and Architecture, "Un-reinforced Masonry

building was inventoried and evaluated in 1991, and since that time, it has been designated as a San Jose City Landmark.[72]

Photograph 4-21: Commercial building at 848 The Alameda.

Constructed circa 1884, the building (**Photograph 4-21**) served first as a grocery store with a residence on the second floor, until the late 1920s when Van Dalsem Brothers Plumbing started to operate their business from the building. In 1936, Albert Schurra, a candy maker whose first store opened in the area in 1912, purchased the building. Schurra eventually sold the business to Hank Viehweger, although the business retained the name "Schurra's." This building is rectangular in plan with one central storefront facing The Alameda. The flat roof is accented by a wooden cornice with paired brackets. A similar, secondary wooden cornice caps the ground floor storefront. A central recessed entry divides the elaborate storefront, which is glazed with plate glass decorated with cast iron pilasters. The second floor of the façade contains two sets of paired 1/1 double hung windows with pedimented hoods. Similar pedimented hoods also appear over the door and windows on the west side of the building. A modern fire escape system enclosed by a brick wall has been added to the rear, during a recent renovation.

Under Criterion C, this building is a significant example of the Italianate two-part commercial block style, as well as an important example of late nineteenth century commercial architecture outside of the downtown commercial district. The building's overall massing and architectural detailing indicate many of the character-defining features of the

Survey," 1991; Meta Bunse, DPR 523 Form for 848 The Alameda, prepared for JRP, "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives," Draft, January 2003.

[72] The building at 848 The Alameda was designated City Landmark, File # 92-71, by the San Jose City Council in 1992 (San Jose City Council, "List of City Landmarks and City Historic Districts Designated by the City Council," ca. 2002).

style, such as elongated double hung windows with pedimented hoods supported by brackets, repeated use of this fenestration pattern, overhanging wooden eaves and cornices with brackets, and iron pilasters on the elaborate storefront.[73] Its period of significance is its year of construction, 1884, and the historic property boundary is its legal parcel.

Section 1.1.1 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

4.2.17 176 North Morrison Avenue (Map Reference F-15)

The residence at 176 North Morrison Avenue was determined eligible for listing in the National Register in 2003.[74] The two-story house, built circa 1898, is significant under Criterion C as an example of Queen Anne residential architecture (**Photographs 4-22**). The house's massing and irregular footprint, shaped by both gables and hipped roof components, porches, and bay windows, provide the residence with the distinctive form typical of the Queen Anne style, in addition to its extensive decorative detailing, with Eastlake influences**.** Its overall plan and these decorative elements are the character-defining features of the building. The walls are clad in wood board siding that is finished with corner boards and decorative carved panels. A band of fish scale shingles delineates the two stories and decorative verge boards dominate the gable peaks on each side of the building. An arched focal window, consisting of a square, fixed pane flanked and topped by stained glass windows, appears under the main gable on the house's façade (west side). Beneath the focal window is a cutout bay window, featuring a stained glass transom separated from the main window by a metal awning. A bay window on the west side separates the house's two entrances, both of which are set in recessed porches decorated with arched spindle work, beading, large turned posts, and balustrades ornamented with beadwork. A south-facing, dormer-like balcony appears above the western porch, its balustrade mirroring the porch's spindle work.[75]

[73] Bunse, DPR 523 Form for 848 The Alameda.

[74] Dr. Knox Mellon, State Historic Preservation Officer, Letter to Leslie T. Rogers, Federal Transportation Administration, Region IX, re: Silicon Valley Transit Corridor Project, (FTA030325A), June 9, 2003.

[75] Christopher McMorris, DPR 523 Form for 176 North Morrison Avenue, prepared for JRP, "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives," Draft, January 2003.

Photograph 4-22: Residence at 176 North Morrison Avenue.

The house embodies distinctive architectural characteristics representative of Queen Anne-style architecture constructed for middle class residents in San Jose during the 1890s. Its elaborate ornamentation and contrasting decorative wall surfaces give the house individuality and variety that distinguishes it within the range of examples of the style in San Jose. Overall, the house retains integrity, is an important example of building practices of the late nineteenth century, and is an important example of the style in western San Jose.[76] The period of significance for this building is ca. 1898, its approximate construction date, and the historic property boundary is its legal parcel.

Section 5.2.18 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

4.2.18 179-181 Rhodes Court (Map Reference F-22)

The two-story duplex located at 179-181 Rhodes Court was determined eligible for listing in the National Register in 2016.[77] This historic property meets Criterion C as an early and distinguished example of the Mid-Century Modern style in San Jose and for possessing distinctive characteristics of a type, period, or method of construction. The building (**Photograph 4-23**) is important because it combines elements of the Mid-Century style in a way not typically used in residential areas of San Jose, and reflects the early post-World War II influences of San Francisco architecture on builders and designers in San Jose. Character-defining features of this postwar duplex include its two-story massing, asymmetrical façade,

[76] McMorris, DPR 523 Form for 176 North Morrison Avenue.

[77] Julianne Polanco, SHPO, Letter to Letter to Leslie T. Rogers, Federal Transportation Administration, re: Santa Clara Valley Transportation Authority BART Silicon Valley Phase II Extension Project (Phase II Project), San Jose and Santa Clara, Santa Clara County, CA (FTA_2016_0308_001), October 28, 2016

flat and shed roof elements with cantilevered eaves and canopies, exterior wall siding, original windows and door configurations. The period of significance for this building is 1948, the year it was constructed, and the boundary of the historic property is its legal parcel.[78]

Section 5.2.19 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to this historic property.

Photograph 4-23: Duplex at 179-181 Rhodes Court.

4.2.19 Santa Clara Depot and Control Tower (Map Reverences I-01 and I-02)

The Santa Clara Depot (Map Reference I-01), also known as Santa Clara Station, and the Santa Clara Control Tower, which includes the Maintenance of Way Speeder Shed and Maintenance of Way Section Tool House (Map Reference I-02) are addressed together for the purposes of this FOE. The buildings share a related function and setting as part of the early development of the Bay Area's railroad transportation system and are managed as a complex by the South Bay Historical Railroad Society and the City of Santa Clara. The Santa Clara Station (**Photograph 4-24**) was listed on the National Register in 1985 as an individual property, and is significant as the "oldest continually operating passenger depot in California dating back to January 1864."[79] The Santa Clara Control Tower was determined eligible for the National Register as an individual property in 2003 and as a contributor to the Santa

[78] Leslie Trew, DPR 523 Form for 179-181 Rhodes Court, prepared for JRP BART Silicon Valley – Phase II Extension Project Supplemental Built Environment Survey Report (September 2016).

[79] Ted Olin Warrison, "A Determination of Eligibility for the Santa Clara Depot of the Southern Pacific Railroad Company," May 19, 1981. See: Part 8, "Statement of Significance."

Clara Depot in 2016. The Speeder Shed and Tool House were determined eligible for listing in the National Register as contributors to the Santa Clara Depot in 2016.[80]

Photograph 4-24: Santa Clara Station (1 Railroad Avenue).

The Santa Clara Station consists of a single building, formed by a passenger depot and attached freight warehouse and loading dock. The San Francisco & San Jose Railroad Company (SF&SJ) constructed the passenger depot in 1863-1864 (**Photograph 4-24**).[81] In the 1870s, the Southern Pacific Railroad Company (SPRR) purchased the SF&SJ and subsequently moved this building to the west side of the tracks in about 1877, at which time it added the freight warehouse section of the building. The station has been in this configuration and location since that time. SBHRS restored the station in 1990 to the Secretary of the Interior's standards for rehabilitation. The station is significant under Criterion C, for its architectural merit, and Criterion A, for its association with the original development of rail transportation in California and the Bay Area.[82] Its significant features, according to a 1992 preservation covenant signed by JPB and SBHRS, include "all exterior features of the Passenger Depot / Freight House building, including board-and-batten walls; wood shingle roof; panel and freight doors; double-hung windows; exterior light fixtures; signage; paint colors; and loading dock." Contributing interior features include "interior

[80] Dr. Knox Mellon, State Historic Preservation Officer, Letter to Leslie T. Rogers, Federal Transportation Administration, Region IX, re: Silicon Valley Transit Corridor Project, (FTA030325A), July 9, 2003; Julianne Polanco, SHPO, Letter to Letter to Leslie T. Rogers, Federal Transportation Administration, re: Santa Clara Valley Transportation Authority BART Silicon Valley Phase II Extension Project (Phase II Project), San Jose and Santa Clara, Santa Clara County, CA (FTA_2016_0308_001), October 28, 2016.

[81] OHP's CHRIS list for Santa Clara County (April 25, 2002) gives a date of construction for the Santa Clara Station as 1876. The Nomination Form for the resource, however, gives a construction date of 1864 as part of the discussion of significance (Office of Historic Preservation. *California Historic Properties Directory Listing (Santa Clara County)*. April 25, 2002; and Warrison, "A Determination of Eligibility for the Santa Clara Depot of the Southern Pacific Railroad Company.")

[82] Warrison, "A Determination of Eligibility for the Santa Clara Depot of the Southern Pacific Railroad Company."

wood wall panelling in agent's office; counter in bay window; panelling and cornice mouldings in baggage room; freight and baggage door hardware [sic]."[83]

Photograph 4-25: Santa Clara Control Tower (top), Speeder Shed (bottom left), and Section Tool House (bottom right).

The Santa Clara Control Tower, Maintenance of Way Speeder Shed, and Maintenance of Way Section Tool House (**Photograph 4-25**) are approximately 500 feet northwest of the depot building. None of these buildings were mentioned in either the National Register Nomination Form or the 1992 preservation covenant regarding the Santa Clara Station, but by 1996 the City of Santa Clara had designated these three buildings and the depot the "Santa Clara Historic Railroad Complex."[84]

The Santa Clara Control Tower has been surveyed and evaluated several times over the last decade. Caltrans District 4 historian Elizabeth McKee prepared an Architectural Inventory / Evaluation Form for the tower in 1991, and Lorie Garcia of SBHRS prepared a Historic

[83] Preservation Covenant, Santa Clara Caltrain Station, Appendix 2, "Description of Significant Features."

[84] "Finding of Effect for the Proposed Upgrade of Santa Clara Depot in Compliance with Americans with Disabilities Act (ADA) and California State Code (Title 24)," March 18, 1996.

Resources Inventory Form for the property in 1993. McKee described the tower as a "Harriman Standard #4" signal tower:

> The Santa Clara Tower is a two-story wood frame building with pyramidal hip roof and broad eaves. The walls are sheathed with horizontal siding with vertical corner boards. Shallow modillions support a bell-cast skirt of narrow rustic siding directly below large banked second story double-hung windows. These windows are set on three elevations so that plant operators have an unobstructed view of the tracks they control. The first story is lit by paired double-hung windows on the elevation facing the tracks and single double-hung windows on the side elevations. Entry is gained at the rear through doorways into each story, the second story accessed by an exterior wooden stairway.[85]

The building's character-defining features are its pyramidal roof, four-sided observation room and standardized plan.

The forms differ on the suggested construction date of the tower. Garcia stated that the building was likely constructed in 1904 and the interlock mechanism installed in 1928, while McKee dated the property to 1927. Both agree that the building's design is like other towers constructed during the period that Edward Henry Harriman led SPRR through modernization (between 1901 and 1909) and instituted expansive infrastructure improvement policies. Years later, SPRR built an extensive freight yard terminal in Santa Clara in 1926 as part of another improvement program that included this expansion of the Santa Clara facility, as well as construction of the Cahill Station in San Jose. The Santa Clara Control Tower was one of five interlocking plants that controlled engine and train movements around San Jose in the late 1920s. McKee found that there had been a tower at Santa Clara prior to 1927, but that it had been located across the tracks. It is unclear whether the current tower, which was in place by 1927 or 1928, was moved from the other site across the tracks or was new construction.

Both McKee and Garcia emphasized the tower's intact architectural qualities, and in a personal interview in November 2000, Garcia added that the interlocking mechanism is still in working order although it is no longer connected to actual track controls. According to Garcia, the City of Santa Clara purchased the tower from the Joint Powers Board (JPB) in 1993. While both Garcia and McKee concluded that the building appeared to be eligible for listing in the National Register, they differed on how it should be listed. The evolution of decisions and evaluations regarding this building are as follows:

- 1985: Santa Clara Southern Pacific Depot was listed in the National Register as an individual property. The property's nomination form did not mention the control tower.
- 1991: Caltrans District 4 Architectural Historian Elizabeth McKee evaluated the Santa Clara Tower and concluded that it appeared to be eligible for listing in the National Register. McKee expressly stated that the control tower was individually eligible because it was not historically associated with the adjacent Santa Clara depot. This eligibility

[85] Elizabeth McKee, California Department of Transportation Architectural Inventory / Evaluation Form for the Santa Clara Tower, November 1991.

conclusion does not appear to have been processed through OHP because the CHRIS historic property data file for Santa Clara County does not list the tower.

- 1992: JPB and SBHRS signed a historic preservation covenant regarding some of the historic train depots along the former SPRR route between San Francisco and San Jose, including the Santa Clara depot. This document did not specifically mention the control tower or the two sheds.
- 1993: Lorie Garcia, of SBHRS, prepared a Historic Resources Inventory form for the Santa Clara Tower as an "addendum to 'Santa Clara Railroad Station,' 1 Railroad Avenue, Santa Clara." This title suggests that it was intended as an addendum to the Santa Clara Depot National Register listing.

JRP revisited the railroad properties in 2002 as part of the inventory and evaluation survey for this Project and concluded that the Control Tower appeared to be eligible for listing in the National Register as a separate property under Criterion C, on the state level and SHPO confirmed that eligibility determination in 2003.[86] The Santa Clara Control Tower and nearby sheds were not built during the same period as the depot, but the buildings are related by the fact that they have more than eighty years of shared history and share the same setting. For planning and project review purposes, the tower and sheds are taken into account here as part of the larger Santa Clara Station property because they appear to be eligible for listing on the National Register.[87] In 2016, the SHPO concurred that the Speeder and Tool Sheds are eligible for the National Register as contributors to the larger Santa Clara Depot historic property.[88]

Section 5.2.20 includes a discussion of the application of the Criteria of Adverse Effect [36 CFR 800.5(a)] to these historic properties.

[86] Dr. Knox Mellon, SHPO, to Leslie Rogers, FTA, re: Silicon Valley Rapid Transit Corridor Project, (FTA030325A), July 9, 2003.
[87] Christopher McMorris, DPR 523 Form for the Santa Clara Control Tower, prepared for JRP, "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives," Draft, January 2003.
[88] Julianne Polanco, SHPO, Letter to Letter to Leslie T. Rogers, Federal Transportation Administration, re: Santa Clara Valley Transportation Authority BART Silicon Valley Phase II Extension Project (Phase II Project), San Jose and Santa Clara, Santa Clara County, CA (FTA_2016_0308_001), October 28, 2016.

Chapter 5
Application of the Criteria of Effect

5.1 Definition of Effect and Criteria of Effect

The definition of effect is contained within 36 CFR Part 800: "*Effect* means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register." An adverse effect occurs "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association…Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."[89] Examples of adverse effects may include, but are not limited to, the following:

i. Physical destruction of or damage to all or part of the property;

ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;

iii. Removal of property from its historic location;

iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.[90]

An effect is noted in this document only when it poses the potential to alter the characteristics of the historic property that qualify it for inclusion in the National Register.

[89] 36 CFR 800.5(a)(1).

[90] 36 CFR 800.5(a)(2)(i through vii).

5.2 Analysis of Adverse Effects

Table 5-1 below provides a summary of the analysis of effects for each historic property within the architectural APE. The following subsections address potential effects to each individual historic property or district. As described in Chapter 1.2, five types of construction would be used near historic properties: bored tunnel; stations; maintenance facility; tiebacks; and construction staging areas. Only those construction types located near a historic property and that have potential to affect a historic property are analyzed in the subsections below.

Noise and Vibration

The analysis for effects to historic properties is based on VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report (September 2016) with additional guidance provided by FTA's Transit Noise and Vibration Impact Assessment (May 2006), herein referred to as FTA Guidance Manual.

The *Noise and Vibration Technical Report* concludes that impacts caused by vibration from construction of the Project may exceed the FTA threshold of 0.12 inch/second (in/sec) peak particle velocity (PPV) for potential to cause physical damage or alteration to historic properties. However, to ensure that no inadvertent adverse damage from construction vibration will affect historic properties, the contractor will be required to maintain vibration levels to less than 0.12 in/sec PPV as measured at historic properties to avoid adverse impacts. Therefore, a comprehensive and detailed Vibration Monitoring Plan will be developed prior to construction to monitor vibration levels near historic structures during construction and will include the following:

- Conduct pre-construction photo and/or video survey of buildings that are sensitive to vibration, such as historic structures;
- Determine which buildings will be monitored for vibration during construction;
- Determine what activities are to be monitored and establish the limits for vibration to avoid adverse effects to historic properties; and
- Develop a protocol for monitoring of existing cracks in buildings.

In addition, any inadvertent damage caused to any historic property from Project construction vibration (should it occur) shall be repaired in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (SOI Standards). Implementation of these avoidance measures would minimize and/or avoid construction vibration impacts on historic properties. Therefore, there are no anticipated indirect adverse effects to historic properties from Project construction vibration.

Construction and operational noise has the potential to cause indirect adverse effects ***only*** on historic properties that have an inherent quiet quality that is part of a property's historic character and significance (i.e. churches, parks, and National Historic Landmarks with significant outdoor use). Of the 29 historic properties addressed in this report, only one, the

Church of Five Wounds (Map Reference C-25), is considered to have an inherent quiet quality. Therefore, the analysis of adverse effects for that property (Chapter 5.2.2) discusses potential effects from the construction and operational noise. All other historic properties, which consist of commercial, transportation, industrial, and residential resources, do not have an inherent quiet quality that is part of their historic character or significance; therefore, the Project would result in no adverse indirect effects to those 28 historic properties from construction or operational noise (36 CFR 800.5[a][2][iv] and [v]). No further analysis is provided with respect to construction or operational noise effects for those 28 historic properties in the following sections.

According to the FTA Guidance Manual, operational (ground-borne) vibration primarily causes human annoyance or interference with use of equipment sensitive to vibration. Damage to historic buildings from vibration resulting from train operation is "unlikely, except when the track will be very close to the structure." In these cases, the FTA Guidance Manual provides direction to use the construction vibration threshold of 0.12 in/sec PPV – or alternatively an RMS velocity level of 90 decibels (VdB) – for those structures.[91] Operational vibration levels at all 29 historic properties would be below 90 VdB, thus there are no anticipated adverse effects to any historic properties from Project operational vibration.[92] No further analysis is provided with respect to operational noise effects for the 29 historic properties in the following sections.

Surface Settlement during Construction

As described in the *Geotechnical Memorandum* prepared for the Project by Parikh Consultants (February 2014), the Project may result in surface settlement from construction of the tunnel with a TBM or with cut-and-cover construction of the stations (Twin-Bore Option only), station entrances, tunnel portals, and mid-tunnel vent structures. Ground-settlement reduction techniques, such as pressurized closed-face TBM, the addition of conditioning agents to the soils around the face of the TBM, and use of a combination of soil-cement mix or slurry diaphragm walls, ground treatment, strengthening of structures, and underpinning of structures, would be implemented during construction around historic properties. Construction of the Twin-Bore Option could result in a maximum settlement of approximately 0.50 inches occurring at the centerline between the two bores, while the maximum predicted settlement for the Single-Bore Option would be 1 inch. For cut-and-cover construction, surface settlement would vary with distance from the excavation, with a maximum, approximately 1.4 inches, at areas adjacent to open cut-and-cover excavations.[93]

[91] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Report No. FTA-VA-90-1003-06 (Washington, DC: US Department of Transportation, FTA, Office of Planning and Environment, May 2006), 8-3, 8-4, and 12-13.
[92] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report, September 2016.
[93] EPC Consultants, Inc., *SVSX Single-Bore Feasibility Study*, January 2016.

The use of the above ground-settlement reduction methods during construction are not anticipated to cause indirect adverse effects to any historic properties. However, to ensure no inadvertent adverse damage from ground settlement from the above-mentioned construction methods would affect historic properties, pre-construction and post-construction condition surveys will be conducted, following industry best practices, on historic buildings that are determined to be sensitive to ground settlement. In addition, monitors will be installed prior to and during construction at select historic structures to monitor ground movements and the effects of tunnel boring and cut-and-cover activities on these sensitive structures. Monitoring can be used to direct real-time adjustments to construction techniques and methods to minimize ground settlement at a given location.

Pre- and post-construction building assessments will be conducted by independent surveyors for selected historic buildings along the alignment to assess the conditions of the properties. The pre-construction assessment will determine which historic buildings are considered sensitive, and therefore susceptible to potential damage from ground settlement, and would require further post-construction building assessment and/or monitoring during construction. In addition, any inadvertent damage caused to any historic property from Project construction (should it occur) shall be repaired in accordance with the SOI Standards. With the implementation of the requirements listed above, ground settlement under and around historic structures would be minimized and/or avoided, thus no indirect adverse effect from Project construction is anticipated.

Summary

This FOE addresses each of the individual 29 historic properties identified during the inventory and evaluation survey conducted for this Project. It is concluded that the undertakings would have no adverse effect on any of the 29 historic properties or the San Jose Downtown Commercial District, to which ten of the individual historic properties contribute.

Table 5-1. Summary of Effects by Criteria of Effects

Map Reference	APN	Street Address	Physical destruction of or damage to all or part of the property	Alteration that is not consistent with Secretary of the Interior's standards for the treatment of historic properties	Removal of the property from its historic location	Change in character of property's use or physical features within the property's setting that contribute to its historic significance	Introduction of visual, atmospheric, or audible elements that diminish the integrity of property's significant historic features	Neglect of a property which causes its deterioration	Transfer, lease, or sale of property out of Federal ownership or control
C-25	467-08-007 467-08-009 467-08-014	1375-1401 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
C-26	467-10-043	1191 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
C-27	467-10-046	1169 (1167) East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
D-03	467-57-082	227-247 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-08*	467-23-035	142-150 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-09*	467-23-036	138 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-10*	467-23-038	124-126 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-11*	467-23-039	114-118 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-12*	467-23-089	100 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Map Reference	APN	Street Address	Physical destruction of or damage to all or part of the property	Alteration that is not consistent with Secretary of the Interior's standards for the treatment of historic properties	Removal of the property from its historic location	Change in character of property's use or physical features within the property's setting that contribute to its historic significance	Introduction of visual, atmospheric, or audible elements that diminish the integrity of property's significant historic features	Neglect of a property which causes its deterioration	Transfer, lease, or sale of property out of Federal ownership or control
E-13*	467-22-149	96 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-14*	467-22-148	52 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-15	467-21-028	19 East 2nd Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-18*	467-22-041 467-22-042	42-48 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-19*	467-22-158	36-40 East Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-20	467-54-001 through 467-54-034	22 North 1st Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-21*	467-62-001 467-62-007 through 467-62-020	8-14 South 1st Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-22	259-40-038	34 West Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-23	259-34-018	81 W. Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Map Reference	APN	Street Address	Physical destruction of or damage to all or part of the property	Alteration that is not consistent with Secretary of the Interior's standards for the treatment of historic properties	Removal of the property from its historic location	Change in character of property's use or physical features within the property's setting that contribute to its historic significance	Introduction of visual, atmospheric, or audible elements that diminish the integrity of property's significant historic features	Neglect of a property which causes its deterioration	Transfer, lease, or sale of property out of Federal ownership or control
E-24	259-34-046	101 West Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-25	259-38-128	374 West Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-35	259-35-05	151-155 West Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-27	467-20-078	30 North 3rd Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
E-36	259-35-035	161-167 West Santa Clara Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
F-13	261-34-020	Cahill Station and Santa Clara / Alameda Underpass	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
F-14	261-33-020	848 The Alameda	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
F-15	261-01-074	176 North Morrison Avenue	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
F-22	261-01-063	179-181 Rhodes Court	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

Map Reference	APN	Street Address	Physical destruction of or damage to all or part of the property	Alteration that is not consistent with Secretary of the Interior's standards for the treatment of historic properties	Removal of the property from its historic location	Change in character of property's use or physical features within the property's setting that contribute to its historic significance	Introduction of visual, atmospheric, or audible elements that diminish the integrity of property's significant historic features	Neglect of a property which causes its deterioration	Transfer, lease, or sale of property out of Federal ownership or control
I-01	230-06-031 230-06-032 230-06-050 230-06-051	1 Railroad Avenue (Santa Clara Station)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
I-02	230-06-040	Benton And Railroad (Santa Clara Tower, Speeder Shed, & Tool House)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

5.2.2 1375-1401 East Santa Clara Street, Church of Five Wounds (Map Reference C-25)

Construction and operation of the Project would not result in direct or indirect adverse effects to the Church of Five Wounds as described below.

In the vicinity of this historic property, the Project would consist of the construction of Alum Rock/28th Street Station and either a single- or twin-bore tunnel alignment. Located outside of the historic property boundary, none of these construction activities would result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the proposed Project would not cause a direct adverse effect on the Church of Five Wounds.

The proposed Project would not cause indirect adverse effects on the Church of Five Wounds under 36 CFR 800.5(a)(2)(iv) and (v) from the introduction of visual elements. The 11-acre Alum Rock/28th Street Station would consist of an underground station; above-ground facilities including portal entrance canopy structures, system facilities (electrical, ventilation, and communication equipment, a TPSS, auxiliary power substation and an emergency generator), a seven-story parking structure, and kiss-and-ride passenger drop off areas; as well as other improvements (roadway modifications, pedestrian connection; bicycle facilities, lighting, street trees, wide sidewalks; and construction of the Five Wounds Trail along North 28th Street).

The closest above-ground component of the station (the one-story southern entrance portal) would be approximately 115 feet northwest of the historic property's northern boundary and more than 290 feet northwest of its closest contributing structure (the rectory), as shown in **Figures 5-1** and **5-2** below. All other components of the station would be more than 230 feet north of the church's other contributing elements. A perimeter wall encloses the church property along the majority of its north and west sides; therefore, most of the above-ground features of the Project would not be visible from the historic property. However, the perimeter wall does not extend north of the church school building. Some Project components, such as the northern station entrance portal, seven-story parking structure along North 28th Street, as shown in **Figure 5-1** below, and system facilities would be visible when looking north and northwest from the northern façade of that contributing structure and from the upper floors of the main church. However, these Project components would be a considerable distance (more than 290 feet) away from the contributing school structure. The removal of nearby industrial buildings for construction of the station and its proposed above-ground facilities would not adversely alter the viewshed surrounding this historic property. Similarly, while other Project improvements, such as roadway modifications, sidewalks, and the Five Wounds Trail, would be visible from the either the church's rectory or the school, these modifications would not adversely alter the viewshed or setting of this historic property. The integrity of the property's significant historic features and its use, both of which contribute to its historic significance, would remain unchanged.

The 11-acre station site would also be the site of a construction staging area that would be visible when looking north and northwest from the school building, west from the rectory, and west and north from the upper floors of the church. However, this proposed Project component would be temporary and would not cause adverse indirect visual effects on the historic property. In addition, the bored tunnel alignment of the proposed Project would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, no adverse impacts are anticipated that would result from vibration or noise caused by the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[94] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

Impacts from construction of the underground station box for the Alum Rock/28th Street Station is anticipated to produce noise levels above the FTA threshold of 85 A-weighted decibels (dBA) at the location of this historic properties' school building. However, application of mitigation measures would avoid adverse effect to this historic property. Mitigation identified in the Project's *Noise and Vibration Technical Report* includes installation of a temporary noise wall or noise curtain (a flexible barrier hung from frames) and restriction on noise-generating construction activity hours. The temporary noise or curtain wall would be high enough to block equipment generating noise and result in an anticipated 5 dBA reduction in construction noise level.[95] Implementation of these avoidance/minimization efforts would avoid indirect adverse effects to this historic property.

Operational noise has the potential to cause indirect adverse effect *only* on historic properties that have an inherent quiet quality that is part of a property's historic character and significance (i.e. churches, parks, and National Historic Landmarks with significant outdoor use). At the location of this historic church, the predicted operational noise level would reach up to 25 dBA, a level less than the FTA threshold of 40 dBA for institutional buildings and historic buildings with an indoor use that involves mediation and study (i.e. a church or

[94] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.
[95] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

school).[96] Therefore, the Project would result in no adverse indirect effects from construction or operational noise or vibration.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Refer to Map 3 in Appendix A for the location of this historic property as well as the conceptual plans for the proposed Alum Rock/28th Street Station and **Figures 5-1** and **5-2** below for existing and simulated views.

[96] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 3-7, 3-8, and 8-3.

Figure 5-1: Church of Five Wounds, Existing View (top) and Simulated View (bottom) looking north along North 28th Street from East Santa Clara Street.

Figure 5-2: Church of Five Wounds, Existing View (top) and Simulated View (bottom) looking south along North 28th Street from just north of Five Wounds Lane.

5.2.3 1191 East Santa Clara Street (Map Reference C-26)

The construction and operation of the Project would not result in direct or indirect adverse effects to the Mayfair Theater at 1191 East Santa Clara Street, as described below.

In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath East Santa Clara Street. Neither tunnel option would result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the proposed Project would not cause a direct adverse effect on the Mayfair Theater building.

The proposed Project would not cause indirect adverse effects on this historic property from the introduction of visual elements. The single- and twin-bore tunnel alignments would be below-grade and therefore neither would result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[97] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the

[97] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property.

5.2.4 1169 East Santa Clara Street (Map Reference C-27)

The construction and operation of the Project would not result in direct or indirect adverse effects to the residence at 1169 East Santa Clara Street, as described below.

In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath East Santa Clara Street. Neither tunnel alignment would result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the proposed Project would not cause a direct adverse effect on this historic residence.

The proposed Project would not cause indirect adverse effects on this historic property from the introduction of visual elements. The single- or twin-bore tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[98] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction

[98] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property

5.2.5 227-247 East Santa Clara Street (Map Reference D-03)

The construction and operation of the Project would not result in direct or indirect adverse effects to the Vintage Towers building at 227-247 East Santa Clara Street as described below.

In the vicinity of this historic property, the Project would include of the construction of either a single- or twin-bore tunnel alignment beneath East Santa Clara Street and the Downtown San Jose Station—East Option, as well as a construction staging area on the south side of Santa Clara Street. None of these Project components would result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the proposed Project would not cause a direct adverse effect on this historic property.

The proposed Project would not cause indirect adverse effects on this historic property from the introduction of visual elements. The single- and twin-bore tunnel would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

The Downtown San Jose Station—East Option would consist of an underground station and above-ground facilities consisting of portal entrance canopy structures, system facilities (emergency exhaust generator that would be housed in a new building, ventilation shafts, fresh air intake and exhaust shafts), and streetscape improvements as shown in **Figure 5-3** below. None of these Project components would result in adverse visual effects to the Vintage Towers building. Because the station would be below-grade, it would not result in any indirect adverse effects from the introduction of new visual elements (36 CFR 800.5[a][2][iv] and [v]). The historic property would be approximately 95 feet southwest of the E4 portal entrance option, approximately 150 feet northwest of the E5 portal entrance option, and more than 220 feet northwest of ventilation, fresh air intake and exhaust shafts that would be located near the east end of the station (along the south side of East Santa Clara Street between 6th and 7th Streets and near a new building that would house the emergency exhaust generator). While the one-story canopy structures and shafts, which would be approximately 15 and 12 feet tall, respectively, would be visible when looking southeast

from Vintage Tower, none of these components would adversely alter the viewshed or setting of the historic property. These structures would be located a considerable distance away from the historic property, and across two well-trafficked thoroughfares (East Santa Clara and 6th Streets). The historic property's setting and view have already been altered by the introduction of modern buildings and street amenities in its immediate vicinity, and the introduction of other similar modern facilities would not diminish the integrity of the property's significant historic features and its use, both of which contribute to its historic significance. For similar reasons, the construction of the emergency exhaust generator and its associated building would not cause any indirect adverse visual effects.

The station site would also be used as a construction staging area and would be visible when looking south, east, and west from the historic property; however, this proposed Project component would be temporary and would not cause adverse indirect visual effects on the historic commercial building (36 CFR 800.5[a][2][iv] and [v]).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[99] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

[99] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the proposed Downtown San Jose Station—East Option and **Figure 5-3** below for existing and simulated views.

Figure 5-3: 227-247 East Santa Clara Street, Existing View (left) and Simulated View (right) looking northeast along East Santa Clara Street toward 6th Street (Downtown San Jose Station – East Option).

5.2.6 San Jose Downtown Commercial District Map References E-08 through E14, E-18, E-19, and E-21)

The construction and operation of the Project would not result in direct or indirect adverse effects to the San Jose Downtown Commercial District or to any of the ten contributing buildings located within the APE as described below.

In the vicinity of this historic district, the Project would include the construction of either a single- or twin-bore tunnel alignment beneath East Santa Clara Street and the construction of either the East or West Option of the Downtown San Jose Station.

Below presents the analysis of effects to the historic district according to the individual Project components listed above.

5.2.6.1 Bored Tunnel Alignments

Direct Effects

Construction of a single- or twin-bore tunnel alignment would not be located within any parcels containing buildings that contribute to the significance of the San Jose Downtown Commercial District. Construction of either bore tunnel alignment would not result in a direct adverse effect to the historic district because this Project component would not cause the partial removal of, physical destruction of, or damage to the historic district or its contributors under 36 CFR 800.5(a)(2)(i), (ii) and (iii).

Indirect Effects

Construction or operation of either the single- or twin-bore tunnel alignment would not result in any indirect adverse effects to this historic district and its contributors from the introduction of new visual, vibration, or auditory elements. The single- and twin-bore tunnel alignment would be below-grade and therefore would not result in any indirect adverse effects to the historic district or any of its contributors from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v). There are also no predicted vibration or noise impacts from the construction or operation of this Project component at the location of this historic district (36 CFR 800.5[a][2][iv] and [v]).[100] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration

[100] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

5.2.6.2 Downtown San Jose Station—East Option

The Downtown San Jose Station—East Option would consist of an underground station and above-ground facilities consisting of three entrance options (E1, E2, and E3), system facilities (ventilation shafts, fresh air intake and exhaust shafts, etc.), two construction staging areas, and streetscape improvements near the historic district.

Direct Effects

The construction of the Downtown San Jose Station—East Option would not result in a direct adverse effect to the historic district or its contributing elements. None of the Project components for this station option would be located within any parcels containing buildings that contribute to the significance of the San Jose Downtown Commercial District. Only one aboveground component of this station option, one entrance portal structure for the E1 station entrance, would be located within the boundaries of the historic district. Located on the south side of East Santa Clara Street between 2nd and 3rd Streets (**Figures 5-4** and **5-5**), the E1 entrance would be adjacent to (north of) two contributors to the historic district: 96 East Santa Clara Street (Map Reference E-13) and 52 East Santa Clara Street (Map Reference E-14). The E1 station entrance would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet in height. This station entrance would be located within the sidewalk and would not alter these two contributing elements to the historic district. However, the station entrance may alter the landscaping, infrastructure and hardscape (i.e. sidewalks, curbs, light standards, and street furniture) within the public right-of-way, but these street features have been altered and/or replaced over time and are not considered contributing elements of the district. Given the size of the historic district (28 contributing structures in total located within a more than two-square-block area over 11 acres), and that there is only one location (as noted above) where an aboveground structure is

proposed for this station option within or immediately adjacent to the historic district, any potential alteration of the street features within the public right-of-way would not present an adverse effect to the overall historic district. The integrity of setting, location, association, and feeling of the historic district and its contributors would remain unchanged. Set in a dense urban setting, the historic district has already been altered by the construction of modern (i.e., not dating to the historic district's period of significance) buildings, structures, and infrastructure, including the addition and/or replacement of light standards, mailboxes, signage, traffic and pedestrian light, bus shelters, parking meters, and sidewalk improvements. Therefore, this station option would not result in a direct adverse effect to the historic district or its contributing elements because it would cause the partial removal of, physical destruction of, or damage to the historic district or its contributors under 36 CFR 800.5(a)(2)(i), (ii) and (iii).

Indirect Effects

None of the Project components proposed under the Downtown San Jose Station—East Option would result in adverse visual effects to the historic district or to its individual contributors. The station would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements (36 CFR 800.5[a][2][iv] and [v]).

This station option would include the E1 station entrance, which as noted above would be located within the boundaries of the historic district; and the E2 and E3 entrance options, which would be located near, but outside of the historic district. The E1 option would include two separate entrance portal structures on the north and south side of East Santa Clara Street, mid-block between 2nd and 3rd Streets (see **Figures 5-4** and **5-5** for the E1 entrance on the south side of East Santa Clara Street); the E2 entrance option, which would be located on the northeast side of East Santa Clara Street east of 4th Street (**Figure 5-6**); and the E3 entrance option that would be sited on the southeast side of East Santa Clara Street just northeast of 4th Street. Each of these entrance options would include canopy structures that would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet in height. The E2 and E3 options would also include an elevator and canopy structures.

None of these station entrances would cause an indirect adverse effect to any of the 10 historic properties located within the Project APE or associated historic district from the introduction of new visual elements (36 CFR 800.5[a][2][iv] and [v]). All 10 historic properties are located along well-trafficked pedestrian and automobile routes and a modern transit mall (along South 2nd Street) that serves both bus and light rail intersects the historic district. Construction of these station entrances would not significantly or importantly alter the relationship of any historic building or associated district to its transportation corridors. These proposed station entrances would be located within the existing curb line and sidewalk. With the distance between the entrances and the historic buildings and the use of transparent glass walls for the proposed shelters, the shelters would not noticeably block

views when looking to or from historic properties, nor would they alter the character-defining features for which the historic properties or the district were found to be historically significant. While canopy structures over each station entrance option would be visible from one or more of the 10 contributing buildings, none would adversely alter the setting or integrity of those historic properties or the overall historic district. The introduction of an entrance canopy would be consistent with the character of the existing transportation corridors and the dense, urban setting of the area for which change is a constant. Construction of station entrances would not cause any change in use or physical features of setting that may contribute to the significance of the 10 historic properties within the Downtown San Jose Commercial District that are located within the Project APE, or the overall historic district.

Above-ground system facilities under the Downtown San Jose Station—East Option located near the historic district would include tunnel ventilation, fresh air intake and equipment access shafts, which would extend approximately 12 feet above ground, and an emergency exits. All of these components would be at the northwest corner of East Santa Clara and 3rd Streets and while visible when looking northeast, northwest, and southwest from the historic district, they would be far enough away (more than 100 feet) and across East Santa Clara, a well-trafficked thoroughfare, that they would not adversely alter the viewshed or setting of this historic district or any of its 10 contributors. Therefore, the Project would not cause adverse indirect visual effects (36 CFR 800.5[a][2][iv] and [v]).

The Downtown San Jose Station—East Option site would also be used as construction staging area and would be visible when looking northeast, northwest, and southwest from northernmost border of the historic district; however, this proposed Project component would be temporary and would not cause adverse indirect visual effects on the historic district or any of the 10 contributors (36 CFR 800.5[a][2][iv] and [v]).

Streetscape improvements along East Santa Clara Street between 4th and 1st Streets (immediately adjacent to the historic district) for the Downtown San Jose Station—East Option would also not cause any adverse visual effects to this historic property (36 CFR 800.5[a][2][iv] and [v]). Set in an dense urban setting, the streets within and adjacent to this historic district have already been altered by the construction of modern buildings, structures, and infrastructure, including the addition and/or replacement of light standards, mailboxes, signage, traffic and pedestrian lights, transit shelters, parking meters, and sidewalk improvements (including sidewalk extensions, curb replacement, etc.). Therefore, this Project component would not cause any indirect adverse effects to this historic district (36 CFR 800.5[a][2][i], [ii], [iii], and [v]).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the Downtown San Jose Station—East Option at the location of this historic district (36 CFR 800.5[a][2][iv] and [v]).[101] As described in Section 5.2 above,

[101] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

5.2.6.3 Downtown San Jose Station—West Option

The Downtown San Jose Station—West Option would consist of an underground station and above-ground facilities consisting of four entrance options (E4, E5, E6 and E7), system facilities (ventilation shafts, fresh air intake and exhaust shafts, etc., and an emergency exhaust generator that would be housed in a new building), construction staging area, and streetscape improvements in or near the historic district.

Direct Effects

The construction of the Downtown San Jose Station—West Option would not result in a direct adverse effect to the historic district or its contributing elements. None of the Project components under this station option would be located within the boundaries of any parcels containing buildings that contribute to the significance of the San Jose Downtown Commercial District. Some components (E4 and E6 station entrance options – see **Figure 5-7** for simulated view of the E6 entrance; an equipment access shaft; and a construction staging area) of the Downtown San Jose Station—West Option would be located within the boundaries of the historic district. The E4 entrances would be located adjacent 42-48 East Santa Clara Street (Map References E-18), a contributor to the historic district; and the E-6

station entrance option and equipment access shaft would be adjacent to the contributing building at 52 East Santa Clara Street (Map Reference E-14).

The construction of these station entrance options would be located within the sidewalk, and would not directly alter the buildings described above. The station entrance options may alter the landscaping, infrastructure and hardscape (i.e. sidewalks, curbs, light standards, and street furniture) within the public right-of-way in front of and adjacent to these buildings; however, these features have been altered and/or replaced over time are not considered contributing elements of the district. Given the size of the historic district (28 contributing structures in total located within a more than two-square-block area over 11 acres), and that there are only three station location entrances (as identified above) for this station option that would be located within or immediately adjacent to the historic district, any potential alteration of the street features within the public right-of-way would not present an adverse effect to the overall historic district. The integrity of setting, location, association, and feeling of the historic district and its contributors would remain unchanged. Set in a dense urban setting, the historic district has already been altered by the construction of modern (i.e., not dating to the historic district's period of significance) buildings, structures, and infrastructure, including the addition and/or replacement of light standards, mailboxes, signage, traffic and pedestrian light, bus shelters, parking meters, and sidewalk improvements. There will be no direct adverse effect to any of the historic district properties (36 CFR 800.5[a][2][i], [ii], and [iii]) from the construction of the Downtown San Jose Station—West Option. Therefore, this proposed component of the Project would not cause a direct adverse effect on this historic district.

Indirect Effects

None of the proposed Downtown San Jose Station—West Option Project components (listed above) would result in adverse visual effects to the historic district or its individual contributors. The station would be below-grade and would not result in any indirect adverse effects from the introduction of new visual elements (36 CFR 800.5[a][2][iv] and [v]).

The E4 station entrance option would consist of one entrance portal structure located along the north side of Fountain Alley (**Figure 5-8**), just west of the South Second Street Transit Mall, which was added in the late 1990s. This canopy structure would be sited near the southeast (secondary) side of the contributing commercial building located at 42-48 East Santa Clara Street (Map Reference E-18). The E6 entrance option would be sited on the northeast side of South Second Street Transit Mall, adjacent to the district contributor at 52 East Santa Clara Street (Map Reference E-14). The E5 (**Figure 5-7**) and E7 entrance options would be located outside the historic district boundary on North 2nd and North 3rd Streets, respectively, across the northeast side of East Santa Clara Street. Each of these entrance options would include canopy structures that would measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be approximately 15 feet in height.

The station entrances listed above would not cause any indirect adverse effects to any of the 10 historic properties located within the Project APE or associated historic district from the introduction of new visual elements (36 CFR 800.5[a][2][iv] and [v]). All 10 historic properties are located along well-trafficked pedestrian and automobile routes and a modern transit mall (along South 2nd Street) that serves both bus and light rail, and intersects the historic district. The proposed construction of station entrances would not significantly or importantly alter the relationship of any historic building or associated district to its transportation corridors. These proposed station entrance options would be located within the existing curb line and sidewalk. With the distance between the entrances and the historic buildings and the use of transparent glass walls for the proposed shelters, the shelters would not noticeably block views when looking to or from historic properties, nor would they alter the character-defining features for which the historic properties or the district were found to be historically significant. While canopy structures for each station entrance option would be visible from one or more of the 10 contributing buildings, none would adversely alter the setting or integrity of those historic properties or the overall historic district. The introduction of an entrance canopy would be consistent with the character of the existing transportation corridors and the dense, urban setting of the area for which change is a constant. Construction of station entrances would not cause any change in use or physical features of setting that may contribute to the significance of the 10 historic properties with the Downtown San Jose Commercial District, or the overall historic district.

For similar reasons outlined above for the station entrances, the construction of the equipment access shaft on South 3rd Street (at the southeast corner of East Santa Clara and South 3rd Street) near the district contributor located at 100 East Santa Clara Street (Map Reference E-12) would not result in any indirect adverse visual effects to the historic district (36 CFR 800.5[a][2][iv] and [v]).

Above-ground system facilities under the Downtown San Jose Station—West Option near the historic district would include tunnel ventilation and fresh air intake shafts, an emergency exhaust generator, and an emergency exit, all of which would be located at the northwest corner of East Santa Clara and 3rd Streets housed in a proposed one-story building (**Figure 5-4**). The new building would replace an existing two-story structure. An equipment access shaft would also be constructed on the northwest side of East Santa Clara Street, adjacent to the proposed building. While the proposed new building that would conceal the above-ground system facilities would alter the current view and setting of the historic district, they would be far enough away (more than 75 feet) and across East Santa Clara, a well-trafficked thoroughfare, that they would not adversely alter the viewshed or setting of this historic district or any of its 10 contributors and therefore, would not cause adverse indirect visual effects (36 CFR 800.5[a][2][iv] and [v]).

The Downtown San Jose Station—West Option site would also be used as a construction staging area. A small area would be located within the historic district near the E4 and E6 station entrance options. While this Project component would be visible when looking northeast, northwest, and southwest, from northernmost border of the historic district, the

staging area would be temporary and would not cause adverse indirect visual effects on the historic district or any of the 10 contributors (36 CFR 800.5[a][2][iv] and [v]).

Streetscape improvements proposed under the Downtown San Jose Station—West Option along West Santa Clara Street between 1st and 4th Streets (immediately adjacent to the historic district) would also not cause any adverse visual effects to this historic property (36 CFR 800.5[a][2][iv] and [v]). Set in an dense urban setting, the streets within and adjacent to this historic district have already been altered by the construction of modern buildings and structures and infrastructure, including the addition and/or replacement of light standards, mailboxes, signage, traffic and pedestrian light, transit shelters, parking meters, and sidewalk improvements (including sidewalk extensions, curb replacement, etc.). Therefore, this Project component would not cause any indirect adverse effects to any part of this historic district (36 CFR 800.5[a][2][i], [ii], [iii], and [v]).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the Downtown San Jose Station—West Option at the location of this historic district (36 CFR 800.5[a][2][iv] and [v]).[102] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

[102] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

The proposed Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of the historic district and its contributors as well as conceptual plans for the proposed Downtown San Jose Station—East Option and Downtown San Jose Station—West Option, and **Figures 5-4** through **5-8** below for existing and simulated views.


Third

Figure 5-4: San Jose Downtown Commercial District, Existing View (top) and Simulated View (bottom) of the Downtown San Jose Station—East Option E1 entrance option. Views are looking southwest along Santa Clara Street showing historic district contributors (Map Reference E-13) at left.


2ND ST

Figure 5-5: San Jose Downtown Commercial District, Existing View (top) and Simulated View (bottom) of the Downtown San Jose Station—East Option E1 entrance option. Views are looking southeast along Santa Clara Street showing South 3rd Street (far right) and historic district contributor (Map Reference E-13, middle right, and Map Reference E-14, middle left.

Figure 5-6: San Jose Downtown Commercial District, Existing View (top) and Simulated Views (middle and bottom) of the Downtown San Jose Station—East Option E2 entrance option. Views are looking northeast along Santa Clara Street showing historic district contributors (Map Reference E-08 through E-10) at far right.


Third

Figure 5-7: San Jose Downtown Commercial District, Existing View (top) and Simulated Views (middle and bottom) of the Downtown San Jose Station—West Option E5 and E6 entrance options (right and left, respectively) looking southwest along Santa Clara Street. Historic district contributor (Map References E-13) is shown at left.


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Figure 5-8: San Jose Downtown Commercial District, Existing View (top) and Simulated Views (bottom) of the Downtown San Jose Station—West Option E4 entrance option looking north along South 2nd Street Transit Mall and showing Map References E-14 (middle right) and E-18 (middle left)

5.2.7 19 North 2nd Street (Map Reference E-15)

Construction and operation of the Project would not result in direct or indirect adverse effects to the Realty Building (19 North 2nd Street), as described below.

In the vicinity of this historic property, the Project would consist of the construction of a single- or twin-bore tunnel alignment beneath East Santa Clara Street for the Downtown San Jose Station—East Option, and a cut-and-cover construction methodology for the Downtown San Jose Station—West Option. In addition, the Project would include a construction staging area near this historic property. All Project construction would be conducted outside of the Realty Building's historic property boundary and would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the proposed Project would not cause a direct adverse effect on this historic property.

None of the proposed Project components listed above would cause indirect adverse effects on this historic property from the introduction of visual elements. The single- and twin-bore tunnel alignments of the proposed Project would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

5.2.7.1 Downtown San Jose Station—East Option

The closest above-ground components of the Downtown San Jose Station—East Option would be the E1 station entrance canopy structures and streetscape improvements. The station entrance option would be located along East Santa Clara Street, east of 2nd Street. The canopy structure on the north side of East Santa Clara Street would not be visible from the historic property, and while the canopy structure on the south side of East Santa Clara Street may be visible when looking west from the historic property's main façade, it would be more than 200 feet away, across both 2nd and East Santa Clara Streets, and would be buffered from view by trees and other streetscape amenities (some of which are associated with the light rail corridor along 2nd Street). The introduction of this one-story canopy structure, which would be up to 15 feet high, would not adversely diminish the viewshed or setting of this historic property. For similar reasons, streetscape improvements along West Santa Clara Street directly adjacent (northwest) to the historic building would also not cause any adverse effects to this historic property. Therefore, this station component would not result in any indirect adverse visual effects to this historic property (36 CFR 800.5[a][2][iv] and [v]).

The station site would also be used as construction staging area. but this temporary Project component would not be visible from the historic property and would not cause adverse indirect visual effects on the historic commercial building (36 CFR 800.5[a][2][iv] and [v]).

All other components of this station option would be a considerable distance away and would not be visible from this historic property. Therefore the construction or operation of the Downtown San Jose Station—East Option would not cause any cause adverse visual effects under 36 CFR 800.5(a)(2)(iv) and (v).

5.2.7.2 Downtown San Jose Station—West Option

Under the Downtown San Jose Station—West Option, the closest above-ground Project component, the E-5 entrance option, would be located directly across 2nd Street (approximately 60 feet away) from this historic property (**Figure 5-9**). While the two one-story canopy structures, which would be up to 15 feet high, would be visible from the façade of this historic property, they would be partially sheltered from sight by trees and other streetscape amenities. Construction and operation of these canopy structures would not adversely alter the viewshed or setting of this historic property, as the view and setting have already been changed by the construction of a modern 14-story high-rise building adjacent to this historic property. This station option would also include streetscape improvements along West Santa Clara Street directly adjacent (northwest) to the historic building. For similar reasons outlined above for the station entrance options, this Project component would also not cause any adverse effects to this historic property. Therefore, this station component would not result in any indirect adverse visual effects to this historic property (36 CFR 800.5[a][2][iv] and [v]).

The station site would also be used as construction staging area and would be visible when looking west and northeast from the historic property; however, the staging area would be temporary and would not cause adverse indirect visual effects on the historic commercial building (36 CFR 800.5[a][2][iv] and [v]). All other components for this station option would be a considerable distance away and would not cause any adverse effects to this historic property. Therefore, construction or operation of the Downtown San Jose Station—West Option would not cause any cause adverse visual effects under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[103] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall

[103] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The proposed Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the proposed Downtown San Jose Station—East Option and Downtown San Jose Station—West Option, and **Figure 5-9** below for existing and simulated views.

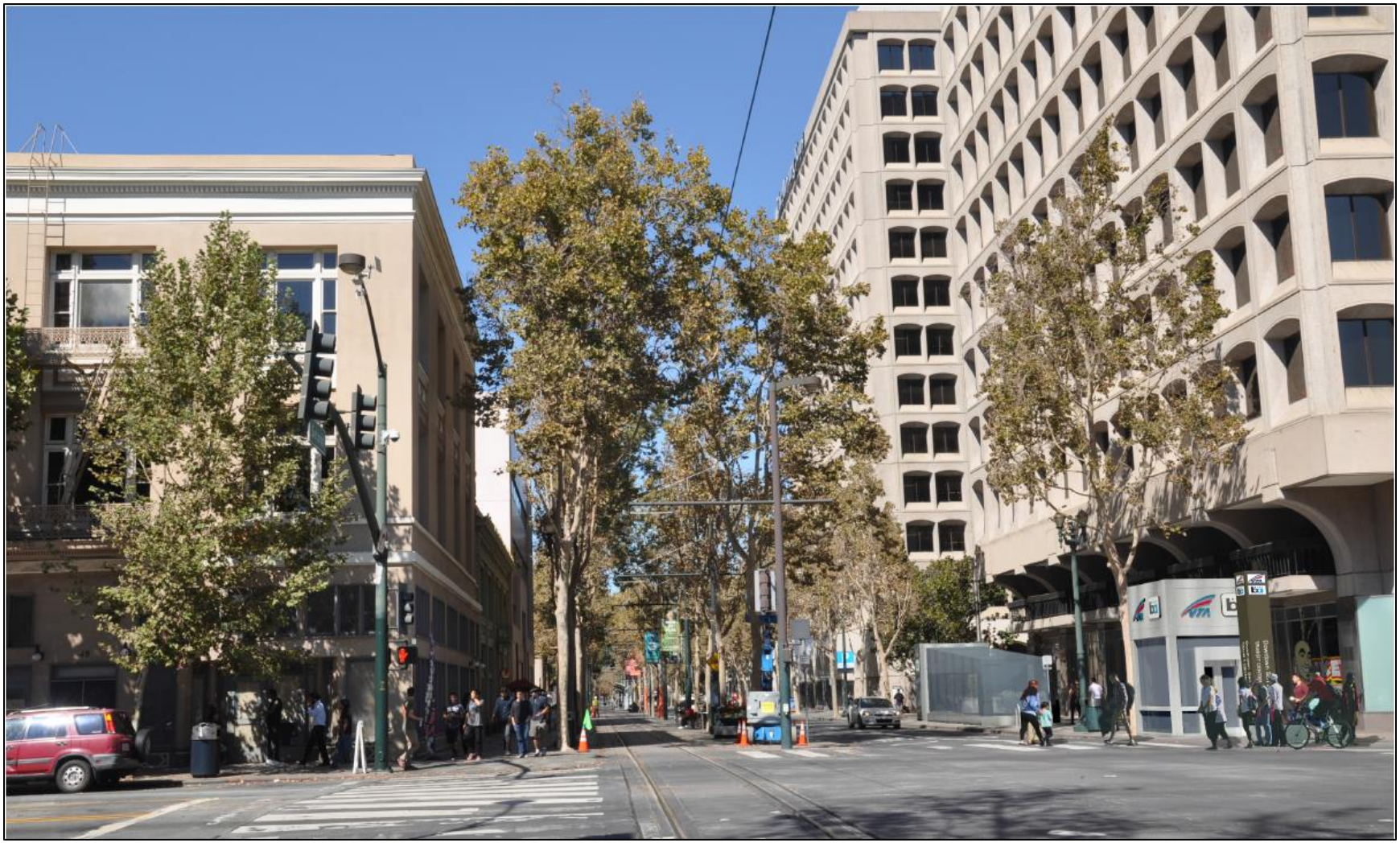

Figure 5-9: 19 North 2nd Street, Existing View (top) and Simulated View (bottom) of Downtown San Jose Station—West Option E5 entrance option, looking northwest along North 2nd Street.

5.2.8 22 North 1st Street (Map Reference E-20)

Construction and operation of the Project would not result in direct or indirect adverse effects to the historic property located at 22 North 1st Street. In the vicinity of this historic property, the Project would consist of the construction of either a single-or twin-bore tunnel alignment beneath East Santa Clara Street for the Downtown San Jose Station—East Option, and a cut-and-cover construction methodology for the Downtown San Jose Station—West Option. In addition, the Project would include a construction staging area near this historic property. All Project construction would be conducted outside of this historic property's boundary and would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

None of the Project components listed above would cause indirect adverse effects on this historic property from the introduction of visual elements. The single- and twin-bore tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

5.2.8.1 Downtown San Jose Station—East Option

A construction staging area for the Downtown San Jose Station—East Option would be located between North 1st and Market Streets, across the street from this historic property. Although this area would be visible when looking west and northwest from the historic property; this Project component would be temporary and would not cause adverse indirect visual effects on the historic commercial building. Streetscape improvements along West Santa Clara Street would also not cause any adverse effects to this historic property. All other components of this station option would be a considerable distance away from the historic property and would not result in an adverse visual effect (36 CFR 800.5[a][2][iv] and [v]).

5.2.8.2 Downtown San Jose Station—West Option

The closest above-ground component of the Downtown San Jose Station—West Option would be a construction staging area between North 1st and Market Streets. For the same reasons outlined above, this Project component would not result in an adverse effect to this historic property, nor would any streetscape proposed along Santa Clara Street under this station option. All other components of this station option would be underground and/or a considerable distance away and out of view of this historic property. Therefore the construction or operation of the Downtown San Jose Station—West Option would not cause any cause adverse visual effects under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR

800.5[a][2][iv] and [v]).[104] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The proposed Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the proposed Downtown San Jose Station—East Option and Downtown San Jose Station—West Option.

5.2.9 34 West Santa Clara Street (Map Reference E-22)

Construction and operation of the Project would not result in direct or indirect adverse effects to the historic property located at 34 West Santa Clara Street. In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath West Santa Clara Street and the Downtown San Jose Station—West Option. All Project construction would be conducted outside of this historic property's boundary and would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

[104] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

None of the Project components listed above would cause indirect adverse effects on this historic property from the introduction of visual elements. Both bored tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v). The only above-ground features of the Downtown San Jose Station—West Option would be the E3 station entrance option, above-ground system facilities (fresh air intake and TPSS), and construction staging area along West Santa Clara Street and streetscape improvements along West Santa Clara Street. The E3 station entrance option and system facilities would be located on the northwest side of West Santa Clara Street, approximately 100 feet northwest of this historic property. The construction of both of these Project components would require the demolition of a modern bank building. The entrance would include two above-ground structures—a canopy structure that would measure approximately 40 feet long and 24 feet wide and an elevator structure that would be 10 by 10 feet. Both structures would be up to 15 feet in height and would be behind a one-story, glass and metal curtain wall (**Figure 5-10** below) measuring approximately 160 feet wide. The station entrance would not block views when looking to or from the historic property, and the setting of the historic property would not be altered in an adverse manner. The scale and massing of the curtain wall is consistent with other historic (and modern) buildings within this block of West Santa Clara Street, in which the setting has already been altered by the addition of modern infill construction. The fresh air intake and TPSS would also be located behind the curtain wall. The substation would measure approximately 60 by 200 feet and 15 feet high while the intake would be 10 by 10 feet and approximately 18 feet high. Because of the distance and placement behind the curtain wall, neither of these facilities would be visible from the historic property. Thus, the E3 station entrance would not cause any indirect adverse visual effect (36 CFR 800.5[a][2][iv] and [v]) to this historic property.

The staging area and streetscape improvements would be directly adjacent to this historic property. While the staging area would be visible when looking north from the historic property, it would be temporary and would not cause adverse indirect visual effects on the historic commercial building. Streetscape improvements would also not cause any adverse effects to this historic property. All other above-ground components of this station option would be a considerable distance away from the historic property and would not result in adverse visual effect (36 CFR 800.5[a][2][iv] and [v]).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[105] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a

[105] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the proposed Downtown San Jose Station—West Option.

5.2.10 81 West Santa Clara Street (Map Reference E-23)

Construction and operation of the Project would not result in direct or indirect adverse effects to the San Jose Building and Loan building at 81 West Santa Clara Street. In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath West Santa Clara Street, the Downtown San Jose Station—West Option, and a construction staging area associated with the Downtown San Jose Station—East Option. All Project construction would be conducted outside of this historic property's boundary and would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

None of the Project components listed above would cause indirect adverse effects on this historic property from the introduction of visual elements. The single- and twin-bore tunnel alignment would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

In the area of this historic property, the above-ground components of the Downtown San Jose Station—West Option would include the E3 station entrance, system facilities (fresh air

intake, TPSS, and a tunnel ventilation shaft), construction staging areas, and streetscape improvements. The E3 station entrance option and system facilities would be sited immediately adjacent to the northeast of this historic property. Both Project components would utilize an extant vacant parcel and would also require the demolition of a modern bank building to the northeast. The station entrance option would include two above-ground structures—a canopy structure that would measure approximately 40 feet long and 24 feet wide and an elevator structure that would be 10 by 10 feet. Both structures would be up to 15 feet in height and would be set back approximately 50 feet from Santa Clara Street. A one-story glass and metal curtain wall (see **Figure 5-10**) would extend approximately 160 feet from the southeast corner of the historic building's main façade to the southwest corner of the building located at the northwest corner of West Santa Clara Street and North 1st Street. The wall would be free-standing and therefore would not cause any direct adverse effects to the historic building. The small scale of the station entrance structures, their use of transparent glass walls, as well as transparent glass used in the curtain wall, would not diminish the integrity of the historic property's significant historic features. The station entrance would not block views when looking to or from the historic property, and the setting of the historic property would not be altered in an adverse manner. The setting has already been altered by the construction of modern infill construction, including a building eight stories or more in height, adjacent to and across the street from this historic property.

The fresh air intake and TPSS would also be located behind the curtain wall. The substation would measure approximately 60 by 200 feet and 15 feet high while the intake would be 10 by 10 feet and approximately 18 feet high. Because of the placement behind the curtain wall, neither of these facilities would be visible from the historic property. The tunnel ventilation shaft would be located directly northwest of the historic property near the secondary façades of the historic property and within a vacant parcel. The ventilation shaft would extend approximately 12 to 18 feet above grade and measure between approximately 10 by 10 feet to 15 by 20 feet. With no window openings along its secondary sides, the above-ground ventilation shaft would not be visible from the historic property. Thus, the E3 station entrance option and above-ground system facilities would not cause any indirect adverse visual effect (36 CFR 800.5[a][2][iv] and [v]) to this historic property.

The station site would also include a construction staging area, which would be adjacent to the southeast and northeast sides of this historic property. The staging area would be visible when looking southwest and southeast from the historic property's main; however, this Project component would be temporary and would not cause adverse indirect visual effects on the historic property under 36 CFR 800.5(a)(2)(iv) and (v). Streetscape improvements along West Santa Clara Street (immediately adjacent to the historic property's main façade) would also not cause any adverse visual effects to this historic property (36 CFR 800.5[a][2][iv] and [v]).

For the same reasons identified for the Downtown San Jose Station—West Option, the staging area for the Downtown San Jose Station—East Option, which would be directly

adjacent to this historic property, would not cause adverse indirect visual effects on the historic commercial building (36 CFR 800.5[a][2][iv] and [v]).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[106] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The proposed Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the proposed Downtown San Jose Station—West Option, and **Figure 5-10** below for existing and simulated views.

[106] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.


SAN JOSE BUILDING AND LOAN ASSOCIATION
CHASE
GOLD CLUB
CHASE

Figure 5-10: 81 West Santa Clara Street, Existing View (top) and Simulated View (bottom) of Downtown San Jose Station—West Option E3 entrance option, looking northwest from West Santa Clara Street.

5.2.11 101 West Santa Street (Map Reference E-24)

Construction and operation of the Project would not result in direct or indirect adverse effects to historic property at 101 West Santa Clara Street. In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath East Santa Clara Street and the Downtown San Jose Station—West Option. All Project construction of would be conducted outside of this historic property's boundary and would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

None of the Project components listed above would cause indirect adverse effects on this historic property from the introduction of visual elements. Both the single- and twin-bore tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

In the area of this historic property, the only above-ground components of the Downtown San Jose Station—West Option would include the E1 and E2 station entrance options and construction staging areas. The E1 and E2 station entrances would be located on the west and east sides of Market Street, south of West Santa Clara Street. Located a considerable distance southeast of the historic property (more than 150 feet), only the entrance canopy on the east side of Market Street would be visible when looking southeast from historic property; however, it would not adversely alter the viewshed or setting of the historic property. This structure would be located a considerable distance away from the historic property, and across two well-trafficked thoroughfares (East Santa Clara and Market Streets). The historic property's setting and view have already been altered by the introduction of modern, multi-storied buildings in its direct vicinity, and the introduction of a small-scale glass-walled structure for the proposed station entrance would not diminish the integrity of the property's significant historic features and its use, both of which contribute to its historic significance.

The construction staging area along West Santa Clara and Market Streets would be directly adjacent to this historic property. Another construction staging area would be within the block bounded by Santa Clara, Market, 1st, and E. St. John Streets. While these Project components would be visible when looking north and east from the historic property; the staging area would be temporary and would not cause adverse indirect visual effects on the historic commercial building. All other above-ground components of this station option would be a considerable distance away from the historic property and would not result in adverse visual effect (36 CFR 800.5[a][2][iv] and [v]).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR

800.5[a][2][iv] and [v]).[107] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the Downtown San Jose Station—West Option.

5.2.12 374 West Santa Clara Street (Map Reference E-25)

Construction and operation of the Project would not result in direct or indirect adverse effects to the San Jose Water Works building at located at 374 West Santa Clara Street. In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment. The depth of the twin- and single-bore tunnels would be approximately 60 and 75 feet below ground surface, respectively. Construction of either of these options would not result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the proposed Project would not cause a direct adverse effect on this historic property.

[107] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

The Project would not cause indirect adverse effects on this historic property from the introduction of visual elements. The single- and twin-bore tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v). All other above-ground Project components would be a considerable distance away (more than 520 feet east) from this historic property and would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[108] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the Diridon Station.

[108] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

5.2.13 30 North 3rd Street (Map Reference E-27)

Construction and operation of the Project would not result in direct or indirect adverse effects to the Sperry Building at located at 30 North 3rd Street. In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath East Santa Clara Street and the construction of either the Downtown San Jose Station—East Option or Downtown San Jose Station—West Option. Construction of these Project components would not result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on the historic property.

The Project would not cause indirect adverse effects on this historic property from the introduction of visual elements. The bored tunnel alignments of the proposed Project would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

5.2.13.1 Downtown San Jose Station—East Option

Under the Downtown San Jose Station—East Option, the above-ground features would include the E1 and E2 station entrances, system facilities (fresh air intake, tunnel ventilation, and equipment access shafts, and emergency exit stairs), construction staging areas and streetscape improvements near this historic property (see **Figure 5-11**). The historic property would be approximately 145 feet northeast and 110 feet northwest of the E1 and E2 station entrances, which would consist of one-story portal entrance structures. Neither of these station entrance options, nor the emergency stairway adjacent to the E2 entrance, would be visible from the historic building. The E1 entrance is located on the northwest and southeast sides of East Santa Clara Street southwest of 3rd Street. This entrance would be blocked from view by the proposed new building that would house above-ground system facilities (analyzed below). Similarly, the E2 entrance would be located on the northwest side of East Santa Clara Street, southeast of the buildings rear façade which has no window or door openings; therefore the E2 station entrance option would not be visible from the historic property.

The closest above-ground system facilities (identified above) would located on the south side of 3rd Street, near the corner of Santa Clara Street. The shafts would extend approximately 12 to 18 feet above grade and measure between approximately 10 by 10 feet to 15 by 20 feet. For similar reasons as outline above for the station entrances, these Project components would not result in any indirect adverse visual effects to the Sperry Building (36 CFR 800.5[a][2][iv] and [v]).

Near the Sperry Building, construction staging areas for the east station option would be located along East Santa Clara (more than 95 feet southwest), and along the southwest sides of 3rd and 4th Streets. While this Project component would be visible when looking south and southwest from the historic property's main façade; the staging areas would be temporary

and would not cause adverse indirect visual effects on the historic commercial building. Streetscape improvements proposed along East Santa Clara Street would be far enough away so as to not have any adverse visual effect on this historic property. All other above-ground components of this station option would be a considerable distance away from the historic property and would not result in adverse visual effect (36 CFR 800.5[a][2][iv] and [v]).

5.2.13.2 Downtown San Jose Station—West Option

The only above-ground features of the Downtown San Jose Station—West Option near this historic property would be the E7 station entrance, system facilities (fresh air intake and equipment access shafts, emergency exit stairs, and emergency exhaust generator, all of which would be located at the northwest corner of East Santa Clara and 3rd Streets housed in a proposed one-story building), construction staging areas and streetscape improvements (see **Figure 5-12**). The historic property would be located approximately 60 feet northeast of, and across 3rd Street from, the E7 entrance option. The entrance would be one-story in height and measure approximately between 8 and 24 feet wide, 10 and 40 feet long, and would be up to15 feet high and include a separate elevator shelter. The new building at this location would replace an existing two-story building. While the station entrance and proposed new building that would the conceal above-ground system facilities under this station option would alter the current view and setting of the historic building, they would be far enough away from the property so as not to affect the building in an adverse manner. For similar reasons, streetscape improvements proposed along East Santa Clara Street would not have any adverse visual effect on this historic property. Therefore, the construction and operation of the station would not alter the property's significant historic features for which it qualifies for the National Register nor diminish its historic integrity. Therefore the station would not result in any adverse effects to the Sperry Building under 36 CFR 800.5(a)(2)(iv) and (v).

Near the Sperry Building, construction staging areas for this station option would be located along East Santa Clara (more than 95 feet southwest), and along the southwest sides of 3rd and 4th Streets. While this Project component would be visible when looking south and southwest from the historic property's main façade, the staging areas would be temporary and would not cause adverse indirect visual effects on the historic commercial building. All other above-ground components of this station option would be a considerable distance away from the historic property and would not result in adverse visual effect (36 CFR 800.5[a][2][iv] and [v]).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of either the east or west options at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[109] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required

[109] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The proposed Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the proposed Downtown San Jose Station—East Option and Downtown San Jose Station—West Option, and **Figures 5-11** and **5-12** below for existing and simulated views.


Santa Clara
E Santa Clara St

Figure 5-11: The Sperry Building (30 North 1st Street), Existing View (top) and Simulated View (bottom) for the Downtown San Jose Station—East Option, facing northeast on North 1st Street.


Santa Clara

Figure 5-12: The Sperry Building (30 North 1st Street), Existing View (top) and Simulated View (bottom) for the Downtown San Jose Station—West Option, facing northeast on North 1st Street.

5.2.14 151-155 West Santa Clara Street (Map Reference E-35)

Construction and operation of the Project would not result in direct or indirect adverse effects to the Farmer's Union Building (151 West Santa Clara Street). In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath West Santa Clara Street and the Downtown San Jose Station—West Option. The construction of these Project components would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the proposed Project would not cause a direct adverse effect on this historic property.

None of the Project components listed above would cause indirect adverse effects on this historic property from the introduction of visual elements. The bored tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v). The west station option, which includes a construction staging area, would be located more than 250 feet (one block) northeast of the historic property, and no above-ground element of the station would be visible from the Farmer's Union Building because those above-ground components (E1 and E2 entrance options and the system facilities) would be blocked from view by several multi-story buildings along San Pedro and West Santa Streets.

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[110] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on

[110] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the Downtown San Jose Station—West Option.

5.2.15 161-167 West Santa Clara Street (Map Reference E-36)

Construction and operation of the Project would not result in direct or indirect adverse effects to the Lefranc Building (161-167 West Santa Clara Street). In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment beneath West Santa Clara Street and the Downtown San Jose Station—West Option. The construction of these Project components would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

None of the Project components listed above would cause indirect adverse effects on this historic property from the introduction of visual elements. The bored tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v). The west station option, which includes a construction staging area, would be located more than 330 feet (one-and-a-half blocks) northeast of the historic property and no above-ground element of the station would be visible from the Lefranc Building because those above-ground components (E1 and E2 entrance options and the system facilities) would be blocked from view by several multi-story buildings along San Pedro and West Santa Clara Streets.

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[111] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining

[111] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the Downtown San Jose Station—West Option.

5.2.16 Cahill Station and Santa Clara/Alameda Underpass (Map Reference F-13)

Construction and operation of the Project would not result in direct or indirect adverse effects to the Cahill Station (presently known as Diridon Station), as described below.

In the vicinity of this historic property, the Project would consist of the construction of either a single- or twin-bore tunnel alignment, and the construction of either the Diridon Station North Option or Diridon Station South Option. While the construction of Diridon Station North and Diridon Station South Options would be located within the boundary of the historic property, all Project construction under each station option would be located within areas already altered by the modern improvements, namely the construction of the VTA bus transit center, which was completed around 2000. None of the buildings, structures or objects that contribute to the historic property would be physically altered, demolished, or removed as a result of the construction of the proposed Diridon Station. The twin- and single-bore tunnels would pass approximately 40 feet and 90 feet below-grade on average, respectively, beneath the historic station's tracks, and the construction of these tunnels would not result in any physical alteration, demolition or removal of any contributing element of the historic property. Therefore, the proposed Project would not cause any direct adverse effects to this historic property under 36 CFR 800.5(a)(2)(i), (ii), and (iii).

As stated above, the proposed single- and twin-bore tunnel alignments would be located below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

5.2.16.1 Diridon Station South Option

Above-ground features of the proposed 9-acre Diridon Station would include the E1 and E2 station entrances; tunnel ventilation, emergency exhaust ventilation, and fresh air shafts, emergency exhaust ventilation hatches and shafts at each end of the underground station; and a systems facility site at the east end of the station. The E1 and E2 station entrance options each would consist of an elevator and a portal canopy structure for the stairs and escalators. Canopy structures would measure between approximately 8 and 24 feet wide, 10 and 40 feet in length, and 12 and 15 feet in height. The E1 station entrance option (**Figure 5-13**) would be located within the boundary of the historic property, just north of the depot. All structures of the proposed station entrance would be more than 70 feet from the historic property's primary contributor, approximately 50 feet northeast of the historic wrought-iron fence, and approximately 85 feet or more northeast of the tracks and passenger sheds. The use of translucent glass for the walls of the canopy structures would not adversely block the view from any contributing element of this historic property, and the size, scale, and massing of the one-story canopy structures would be consistent with the overall historic property.

The E2 station entrance option would be located along the west side of Autumn Street, just south of West Santa Clara. It would be located approximately 450 feet northeast and outside of the historic property boundary. The view of this Project component when looking northeast from the historic property's contributing elements would be buffered by a large parking lot with trees, and/or one-and two story buildings sited along Montgomery and South Autumn Streets.

The introduction of either the E1 or E2 entrance options would not diminish the integrity of the property's significant historic features or the historic use of this transportation property, and they would not have an indirect adverse effect on the design, setting, feeling, and viewshed of this property (36 CFR 800.5[a][2][iv] and [v]).

At the western end of the underground station, tunnel ventilation, emergency exhaust ventilation, and fresh air shafts would extend approximately 12 feet above ground. These shafts would be located within the present VTA bus transit center (added to the Cahill Station around 2000) and just east of a wrought-iron fence (a significant historic feature of the historic property) between the transit center and tracks. While the introduction of the shafts, which would measure between 10 by 10 feet and 15 by 20 feet each, would somewhat alter the setting and view of the historic property, they would not do so in an adverse manner. The placement of the shafts in an area already altered by the extant transit center, and at a distance from the key contributors (station, passenger sheds, and tracks) would not obscure any historic features of the historic property's contributors nor would they diminish the qualities of the overall historic property that qualify it for listing in the National Register.

Therefore, the ventilation and fresh air intake shafts would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

While the systems facility site would include a TPSS within a 1,500-square-foot AC house, a 3,300-square-foot DC house with transformers, an auxiliary power substation, emergency generator, and tunnel ventilation and fresh air shafts, all of which would be at-grade and approximately 12 feet in height, these Project components would be located on the east side of South Autumn Street, more than 600 feet east of all contributing features of the historic property. The view of these Project components when looking east, southeast and northeast from the contributing elements of the historic property would be buffered historic property by a large parking lot with trees, and/or one-and two story buildings sited along Montgomery and South Autumn Streets. Therefore, the systems facility site would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

The station would also include the reconfiguration of a modern VTA bus transit center located between the tracks, West Santa Clara and Cahill Streets, and kiss-and ride facilities would be sited to the northwest of the transit center along Cahill Street. The new bus transit center would include reconstructed bus shelters similar in size and massing to the extant bus shelters; therefore, they would not alter the view or setting of the historic property and would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

5.2.16.2 Diridon Station North Option (Single-Bore Tunnel)

The Diridon Station North Option would have much of the same facilities as the Diridon Station South Option (described above). Above-ground features of the proposed station would include the E1 and E2 station entrances and a systems facility (tunnel ventilation shafts, TPSS, auxiliary power substation, fresh air shafts, ventilation facilities, emergency exhaust ventilation hatches and shafts, etc.) at the east and west ends of the underground station. The E1 and E2 station entrance options each would consist of an elevator and portal canopy structures for the stairs and escalators. Canopy structures would measure between approximately 8 and 24 feet wide, 10 and 40 feet in length, and 12 and 15 feet in height. The E1 station entrance option (**Figure 5-14**) would be located within the boundary of the historic property, approximately 275 feet north of the depot, the historic property's primary contributor. The E1 entrance canopy would be approximately 20 feet east of the historic wrought-iron fence and tracks and approximately 75 feet south of the undercrossing, all of which contribute to the significance of the property. The use of translucent glass for the walls of the canopy structures would not adversely block the view from any contributing element of this historic property, and the size, scale, and massing of the one-story canopy structures would be consistent with the overall historic property.

The E2 station entrance option would be located more than 400 feet east of the E1 entrance, at the southwest corner of the Montgomery and West Santa Clara Streets intersection and

outside the historic property boundary. The view of this Project component when looking northeast from the historic property's contributing elements would be buffered by a large parking lot with trees, and/or one-and two story buildings sited along Montgomery and South Autumn Streets. The introduction of either the E1 or E2 entrance options would not diminish the integrity of the property's significant historic features or the historic use of this transportation property, and would not have an indirect adverse effect on the design, setting, feeling, and viewshed of this property (36 CFR 800.5[a][2][iv] and [v]).

Aboveground system facilities at the western end of the underground station would be sited at the southeast corner of the Stockton Avenue and White Street intersection. The facilities at this location would include tunnel ventilation shafts, emergency exists, and fresh air intakes, all of which would be housed in a small, one-story building to be constructed as part of the Project (**Figure 5-14**). These facilities would be located on the western side (and within approximately 50 feet) of the contributing tracks and undercrossing and outside the historic property boundary. The placement of this facility outside the historic property boundary, in an area already altered by modern construction, together with the small size and scale of the proposed building, would not present any adverse visual effects to the overall historic property or its nearby contributing features (i.e. tracks and undercrossing). The integrity of the property's significant historic features and its historic transportation use would not be diminished. Aboveground system facilities, which would also include a TPSS, would also be located at the eastern end of the station, on the east side of Montgomery Street just south of West Santa Clara. This site would be more than 500 feet from any contributing feature of the historic property. The view of facility when looking east, northeast from contributing elements of the historic property would be buffered by a large parking lot with trees. Therefore, none of the above-ground system facilities would not have an indirect adverse effect on the design, setting, feeling, and viewshed of this property (36 CFR 800.5[a][2][iv] and [v]).

The station would also include the reconfiguration of a modern VTA bus transit center located between the tracks, West Santa Clara and Cahill Streets, and kiss-and-ride facilities would be sited to the northwest of the transit center along Cahill Street. The new bus transit center would include reconstructed bus shelters similar in size and massing to the extant bus shelters; therefore, they would not alter the view or setting of the historic property and would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

5.2.16.3 Diridon Station North Option (Twin-Bore Tunnel)

This station option would include the same Project components as described above in the Diridon Station North Option (Single-Bore Tunnel). The E1 station entrance option (**Figure 5-16**) would be at the same location as the Single-Bore Tunnel station option, within the boundary of the historic property and approximately 275 feet north of the contributing depot. The E1 entrance canopy would be approximately 50 feet east of the historic contributing wrought-iron fence and tracks and approximately 75 feet south of the contributing

undercrossing. The use of translucent glass for the walls of the canopy structures would not adversely block the view from any contributing element of this historic property and the size, scale, and massing of the one-story canopy structures would be consistent with the overall historic property. The introduction of the E1 entrance options would not diminish the integrity of the property's significant historic features or the historic use of this transportation property.

The E2 station entrance option would be located more than 700 feet east of the E1 entrance, at the southwest corner of the Autumn and West Santa Clara streets intersection and outside the historic property boundary. The E2 station entrance would be far enough away from the historic property that it would not present any adverse visual effects on the historic station. Therefore, neither entrance option would not have an indirect adverse effect on the design, setting, feeling, and viewshed of this property (36 CFR 800.5[a][2][iv] and [v]).

Aboveground system facilities under this station option would include emergency exists, tunnel ventilation, and fresh air ventilation shafts just west of the E1 entrance option. These components would measure approximately between 10 by 10 feet and 15 by 20 feet each, and extend approximately 12 feet above ground. These structures would partially obstruct the view of about 20 feet of the contributing wrought-iron fencing, which is approximately 500 feet in length, when looking west toward the resource from the bus transit center and would somewhat alter the setting and view of the historic property, they would not do so in an adverse manner. The placement of the shafts in an area already altered by the extant transit center, and at a distance from key contributors (station and passenger sheds) would not significantly alter any historic features of the historic property's contributors nor would they diminish the qualities of the overall historic property that qualify it for listing in the National Register. Therefore, the ventilation and fresh air intake shafts would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

For the same reasons outlined above for the Diridon Station North Option (Single-Bore Tunnel) and Diridon Station South Option, the system facilities at the eastern end of this station option and the reconfiguration of the modern VTA bus transit center would not alter the view or setting of the historic property and would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[112] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a

[112] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property as well as conceptual plans for the Diridon Station, and **Figures 5-13** through **5-16** below for existing and simulated views.

Figure 5-13: Existing View (top) and Simulated View (bottom) of the Diridon Station South Option E1 station entrance option looking north along Cahill Street showing the Southern Pacific Depot (left).

Figure 5-14: Existing View (top) and Simulated View (bottom) of the Diridon North Station Single Bore Option E1 station entrance looking northwest showing the contributing wall and fence system (background).

Figure 5-15: Existing View (top) and Simulated View (bottom) of the Diridon North Station Single Bore Option looking southeast from the intersection of The Alameda and White Street showing the contributing Santa Clara/Alameda Underpass (left).

Figure 5-16: Existing View (top) and Simulated View (bottom) of the Diridon North Station Twin Bore Option E1 station entrance looking northwest showing the contributing wall and fence system (background).

5.2.17 848 The Alameda (Map Reference F-14)

Construction and operation of the Project would not result in direct or indirect adverse effects to the commercial building located at 848 The Alameda. The Project would consist of the construction of either a single- and twin-bore tunnel alignments for the Diridon Station North Option and Diridon Station South Option. Only the single-bore tunnel for the Diridon Station North Option would be beneath this historic property. The crown (top) of that tunnel would be 65 to 70 feet below-grade. All other tunnel alignments would be more than 50 feet from this historic property. Neither of the single- or twin-bore tunnel alignments would result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

The bored tunnel alignments would all be below-grade and would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[113] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized

[113] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property.

5.2.18 176 North Morrison Avenue (Map Reference F-15)

Construction and operation of the Project would not result in direct or indirect adverse effects to the residence located at 176 North Morrison Avenue. In the vicinity of this historic property, the Project would consist of the construction of single- and twin- bore tunnels for the Diridon Station North Option and Diridon Station South Option alignments. The twin-bore tunnel for the Diridon Station North Option alignment would pass immediately northwest of this historic property. The single- and twin-bore tunnels for the Diridon Station South Option would be beneath the southwest corner of this historic property. The crown (top) of the twin- and single-bore tunnels for each option would be 45 and 65 to 70 feet below-grade, respectively. The single-bore tunnel for the Diridon Station North Option alignment would be directly beneath the westernmost portion of this historic property. The construction of these Project components would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

The bored tunnel alignments of the Project would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[114] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

[114] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property.

5.2.19 179-181 Rhodes Court (Map Reference F-22)

The construction and operation of the Project would not result in direct or indirect adverse effects to the duplex located at 179-181 Rhodes Court. In the vicinity of this historic property, the Project would consist of the construction of single- or twin-bore tunnels. Single-bore tunnels for the Diridon Station North Option alignment and Diridon Station South Option alignment, which would be approximately 65 to 70 feet below-grade, and the twin-bore tunnel for the Diridon Station South Option alignment (approximately 45 feet below-grade) would be more than 125 feet southeast of this historic property. The twin-bore tunnel for the Diridon Station North Option alignment would pass directly beneath this historic property. The crown (top) of the tunnel would be on average 40 feet below-grade. The construction of these Project components would not result in the partial removal of, physical destruction of, or damage to the historic property under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause a direct adverse effect on this historic property.

The bored tunnel alignments would be below-grade and therefore would not result in any indirect adverse effects from the introduction of new visual elements under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of the proposed Project at the location of this historic property (36 CFR 800.5[a][2][iv] and [v]).[115] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required

[115] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on this historic property. Please refer to Map 3 in Appendix A for the location of this historic property.

5.2.20 Santa Clara Depot and Control Tower (Map Reverences I-01 and I-02)

Construction and operation of the Project would not result in direct or indirect adverse effects to the Santa Clara Depot and Control Tower or the Maintenance of Way Speeder Shed and Maintenance of Way Section Tool House, as described below.

In the vicinity of these historic properties, the Project would consist of the construction of an at-grade track alignment, the Santa Clara Station platform and canopy, and the proposed Newhall Maintenance Facility. All of these Project components would be located more than 150 feet away from the four above-mentioned historic properties and would not result in the partial removal of, physical destruction of, or damage to these historic properties under 36 CFR 800.5(a)(2)(i), (ii) and (iii). Therefore, the Project would not cause any direct adverse effects to Santa Clara Depot and Control Tower or the Maintenance of Way Speeder Shed and Maintenance of Way Section Tool House.

The 10-acre station would include one-story portal entrance canopy structures that would access the mezzanine level of the proposed station and a pedestrian tunnel that would connect from the mezzanine level of the proposed station to the Santa Clara Caltrain plaza located

west of the extant railroad corridor (**Figures 5-17** through **5-19**). This pedestrian tunnel connection would be below-grade and would not be visible from any of the historic properties. All other components of the proposed station such as a one-story boarding platform, a parking structure up to five stories in height, and two system facilities that would include buildings and equipment between 12 and 20 feet high (TPSS, auxiliary power substation, etc.) would be more than 270 feet north and northwest from all historic properties. The Newhall Maintenance Facility would extend from Newhall Street northwest to De La Cruz Boulevard, and would be constructed on the site of a former rail maintenance yard (Newhall Yard). It would consist of at-grade tracks, office and maintenance buildings, control tower and system facilities (TPSS), auxiliary power substation, gap breaker stations, radio tower, and TCCR), and detention basins. The proposed tracks, maintenance yard, and station platform would be visible from the east, northeast, northwest, and southeast sides all four historic buildings; however, the historic buildings would be a considerable distance (more than 150 feet) from these Project components and would not adversely diminish the viewshed of the industrial and rail transportation setting of these historic properties. These historic buildings were originally constructed along a nineteenth century, at-grade railroad, and the introduction of a similar rail line and its associated station and maintenance facilities nearby would not diminish the qualities of these historic properties that qualify them for the listing in the National Register. Therefore, the Project would not result in any adverse effects to the Santa Clara Depot, Control Tower, Maintenance of Way Speeder Shed, or Maintenance of Way Section Tool House under 36 CFR 800.5(a)(2)(iv) and (v).

Furthermore, there are no predicted vibration or noise impacts from the construction or operation of any of the above described components of the proposed Project at the location of these historic properties (36 CFR 800.5[a][2][iv] and [v]).[116] As described in Section 5.2 above, implementation of avoidance measures would result in no indirect adverse effect on historic properties from Project construction vibration. While vibration levels from construction are anticipated to exceed the FTA threshold of 0.12 in/sec PPV at some locations, the Project contractor will be required to restrict vibration to less than 0.12 in/sec PPV near historic properties. Additionally, a Vibration Monitoring Plan will be developed and implemented prior to construction outlining procedures for monitoring vibration levels before and during construction at historic properties that have been determined to be sensitive to vibration impacts. Further, any inadvertent damage to historic properties resulting from construction vibration impacts shall be repaired according to SOI Standards. Implementation of the above measures would avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction vibrations.

As described above in Section 5.2, the Project will employ treatments that would reduce ground settlement related to construction of the tunnel with the TBM and cut-and-cover construction around historic properties, thus avoiding indirect adverse effects to historic properties. In addition, to ensure no inadvertent damage from ground settlement occurs on

[116] Wilson Ihrig, VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report.

this historic property, the Project will conduct pre-construction and post-construction building condition surveys, and monitors will be installed at select structures prior to and during construction. The monitors will measure ground movement at the sites of tunnel boring and cut-and-cover activities, and will ensure that ground settlement is minimized during construction to avoid impacts on these sensitive structures. Implementation of the above measures would minimize and/or avoid indirect adverse effects to historic properties (36 CFR 800.5[a][2][iv] and [v]) from Project construction.

The Project results in a finding of ***No Adverse Effect*** on these historic properties. Please refer to Map 3 in Appendix A for the location of these historic properties as well as conceptual plans for the proposed Santa Clara Station and **Figures 5-17** through **5-19** below for existing and simulated views.

Figure 5-17: Existing View (top) and Simulated View (bottom) of the Santa Clara Depot (left) looking northwest from the Caltrain station platform, showing the proposed at-grade tracks and Santa Clara Depot platform (far right).

Figure 5-18: Existing View (top) and Simulated View (bottom) looking north from of the Santa Clara Depot (right). The Santa Clara Caltrain plaza is at center and the proposed at-grade tracks and Santa Clara Depot platform are shown in background right.

Figure 5-19: Existing View (top) and Simulated View (bottom) looking north from the intersection of El Camino Real and Railroad Avenue toward the Control Tower, Maintenance of Way Speeder Shed, and Maintenance of Way Section Tool House (center right) and showing the proposed Santa Clara Depot platform in background.

Chapter 6
Conclusions

This document applies the criteria of adverse effect [36 CFR Part 800.5(a)(1)] from the proposed undertaking and its effect to historic properties as identified in the *BART Silicon Valley – Phase II Extension Project Supplemental Built Environment Survey Report* (September 2016). This FOE concludes that the proposed undertaking would result in *no adverse effect* to the 29 historic properties or San Jose Downtown Commercial District within the architectural APE for this Project.

Table 6-1. Summary of Effects

Map Reference	APN	Street Address	Findings
C-25	467-08-007 467-08-009 467-08-014	1375-1401 East Santa Clara Street	No Adverse Effect
C-26	467-10-043	1191 East Santa Clara Street	No Adverse Effect
C-27	467-10-046	1169 (1167) East Santa Clara Street	No Adverse Effect
D-03	467-57-082	227-247 East Santa Clara Street	No Adverse Effect
E-08*	467-23-035	142-150 East Santa Clara Street	No Adverse Effect
E-09*	467-23-036	138 East Santa Clara Street	No Adverse Effect
E-10*	467-23-038	124-126 East Santa Clara Street	No Adverse Effect
E-11*	467-23-039	114-118 East Santa Clara Street	No Adverse Effect
E-12*	467-23-089	100 East Santa Clara Street	No Adverse Effect
E-13*	467-22-149	96 East Santa Clara Street	No Adverse Effect
E-14*	467-22-148	52 East Santa Clara Street	No Adverse Effect

Map Reference	APN	Street Address	Findings
E-15	467-21-028	19 East 2nd Street	No Adverse Effect
E-18*	467-22-041 467-22-042	42-48 East Santa Clara Street	No Adverse Effect
E-19*	467-22-158	36-40 East Santa Clara Street	No Adverse Effect
E-20	467-54-001 through 467-54-034	22 North 1st Street	No Adverse Effect
E-21*	467-62-001 467-62-007 through 467-62-020	8-14 South 1st Street	No Adverse Effect
E-22	259-40-038	34 West Santa Clara Street	No Adverse Effect
E-23	259-34-018	81 W. Santa Clara Street	No Adverse Effect
E-24	259-34-046	101 West Santa Clara Street	No Adverse Effect
E-25	259-38-128	374 West Santa Clara Street	No Adverse Effect
E-35	259-35-05	151-155 West Santa Clara Street	No Adverse Effect
E-27	467-20-078	30 North 3rd Street	No Adverse Effect
E-36	259-35-035	161-167 West Santa Clara Street	No Adverse Effect
F-13	261-34-020	Cahill Station and Santa Clara / Alameda Underpass	No Adverse Effect
F-14	261-33-020	848 The Alameda	No Adverse Effect
F-15	261-01-074	176 North Morrison Avenue	No Adverse Effect

Map Reference	APN	Street Address	Findings
F-22	261-01-063	179-181 Rhodes Court	No Adverse Effect
I-01	230-06-031 230-06-032 230-06-050 230-06-051	1 Railroad Avenue (Santa Clara Station)	No Adverse Effect
I-02	230-06-040	Benton And Railroad (Santa Clara Tower, Speeder Shed, & Tool House)	No Adverse Effect

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Chapter 7
List of Preparers

Rebecca Meta Bunse (M.A., History–Public History, California State University, Sacramento) meets the Secretary of the Interior's standards for both historian and architectural historian (as defined in 36 CFR Part 61). Ms. Bunse, who is a partner at JRP Historical Consulting, LLC, has more than 25 years of experience as a consulting historian on a wide variety of historical research and cultural resource management projects.

Bryan Larson (M.A. in Public History, California State University, Sacramento), a partner at JRP, has been conducting historic survey and evaluation studies since 1998. Based on his education and experience, he qualifies as a historian/architectural historian under the Secretary of the Interior's Professional Qualification Standards.

Toni Webb, a JRP architectural historian, received a BFA in Historic Preservation from the Savannah College of Art & Design and has over 16 years of experience in public history and historic preservation. Based on her level of experience and education, Ms. Webb qualifies as an architectural historian under the Secretary of the Interior's Professional Qualification Standards.

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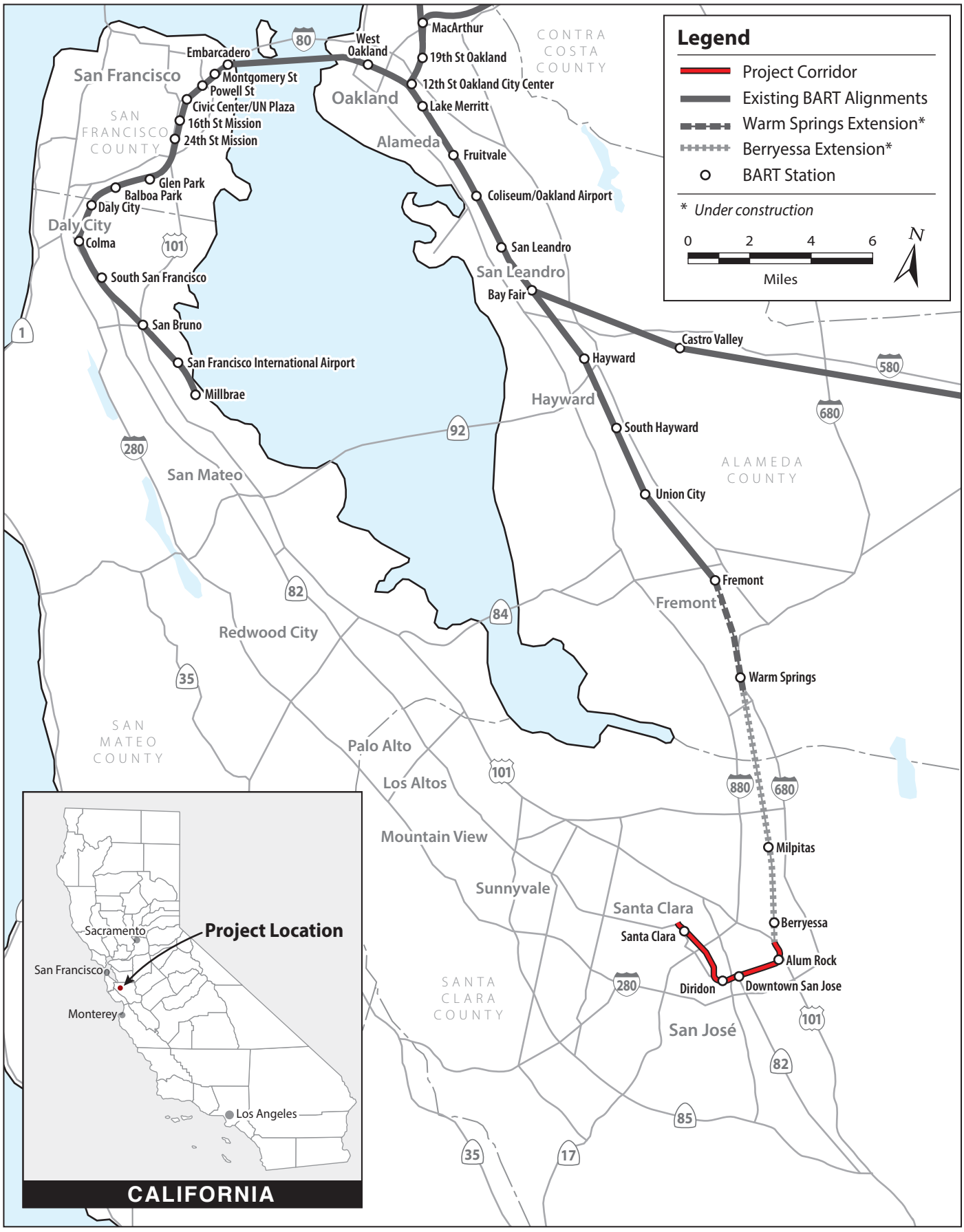
———. DPR 523 Form Update, 81 West Santa Clara Street, prepared for JRP. "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives." Draft, January 2003.

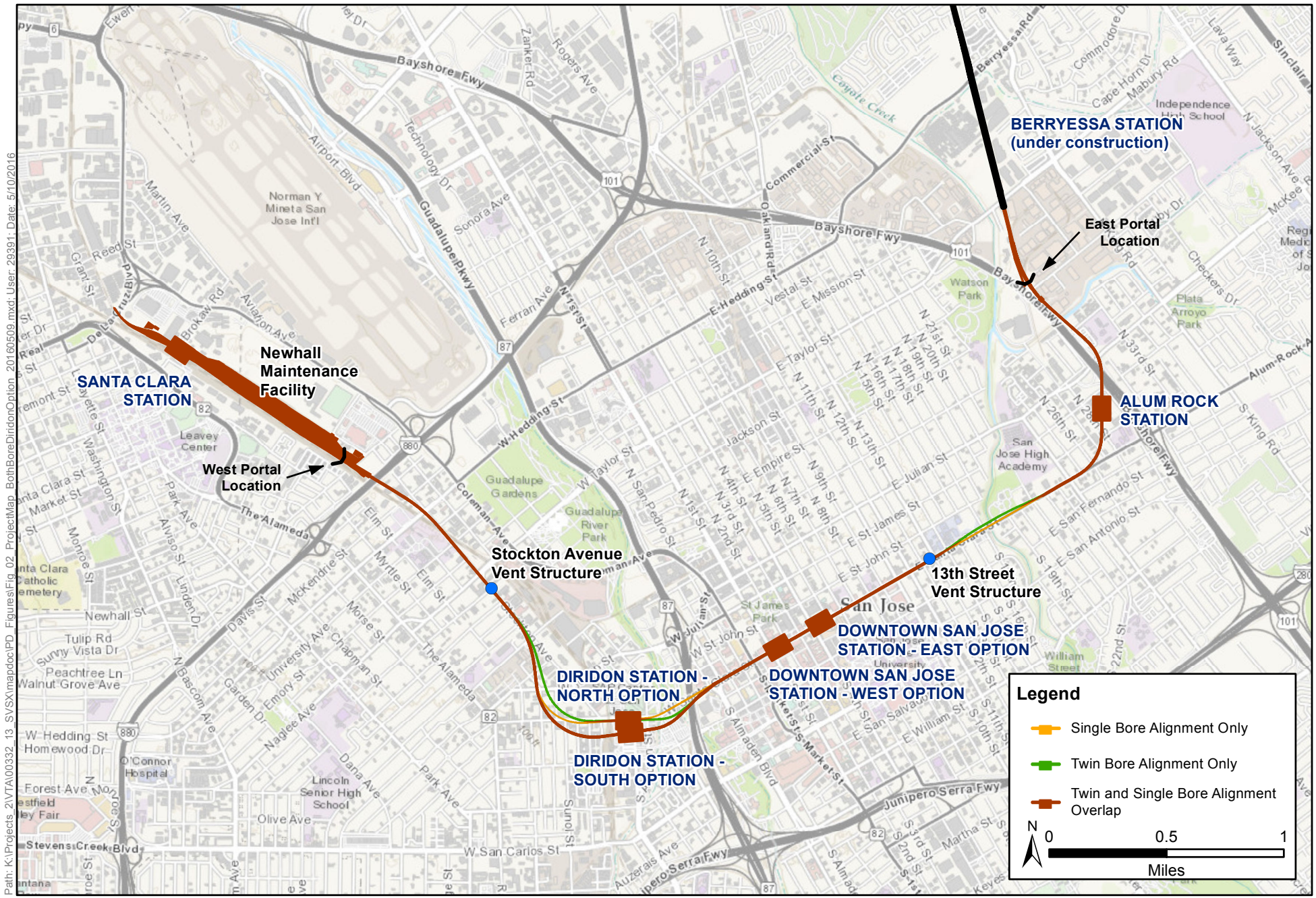
Wilson Ihrig. *VTA's BART Silicon Valley—Phase II Extension Project, Noise and Vibration Technical Report,* September 2016.

Appendix A
Maps



Graphics... 33213 (2-23-2015)

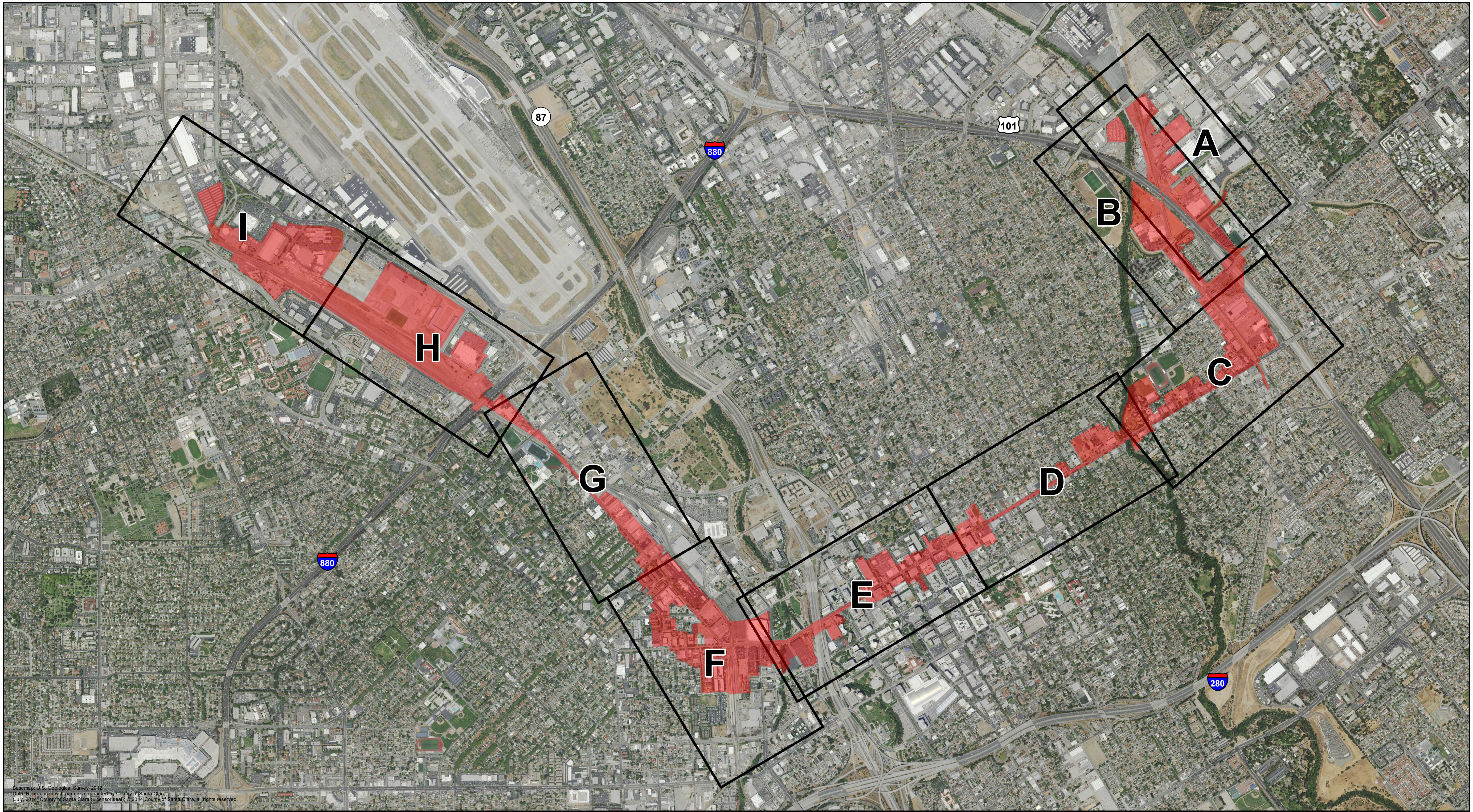
Map 1
Regional Location
VTA's BART Silicon Valley–Phase II Extension Project



Path: K:\Projects_2\VTA\00332_13_SVSX\mapdoc\PD_Figures\Fig_02_ProjectMap_BothBoreDiridonOption_20160509.mxd; User: 29391; Date: 5/10/2016

Source: Station and Track, VTA 2014; Basemap, ESRI 2015

Map 2
Project Map (with Options)
VTA's BART Silicon Valley – Phase II Extension Project



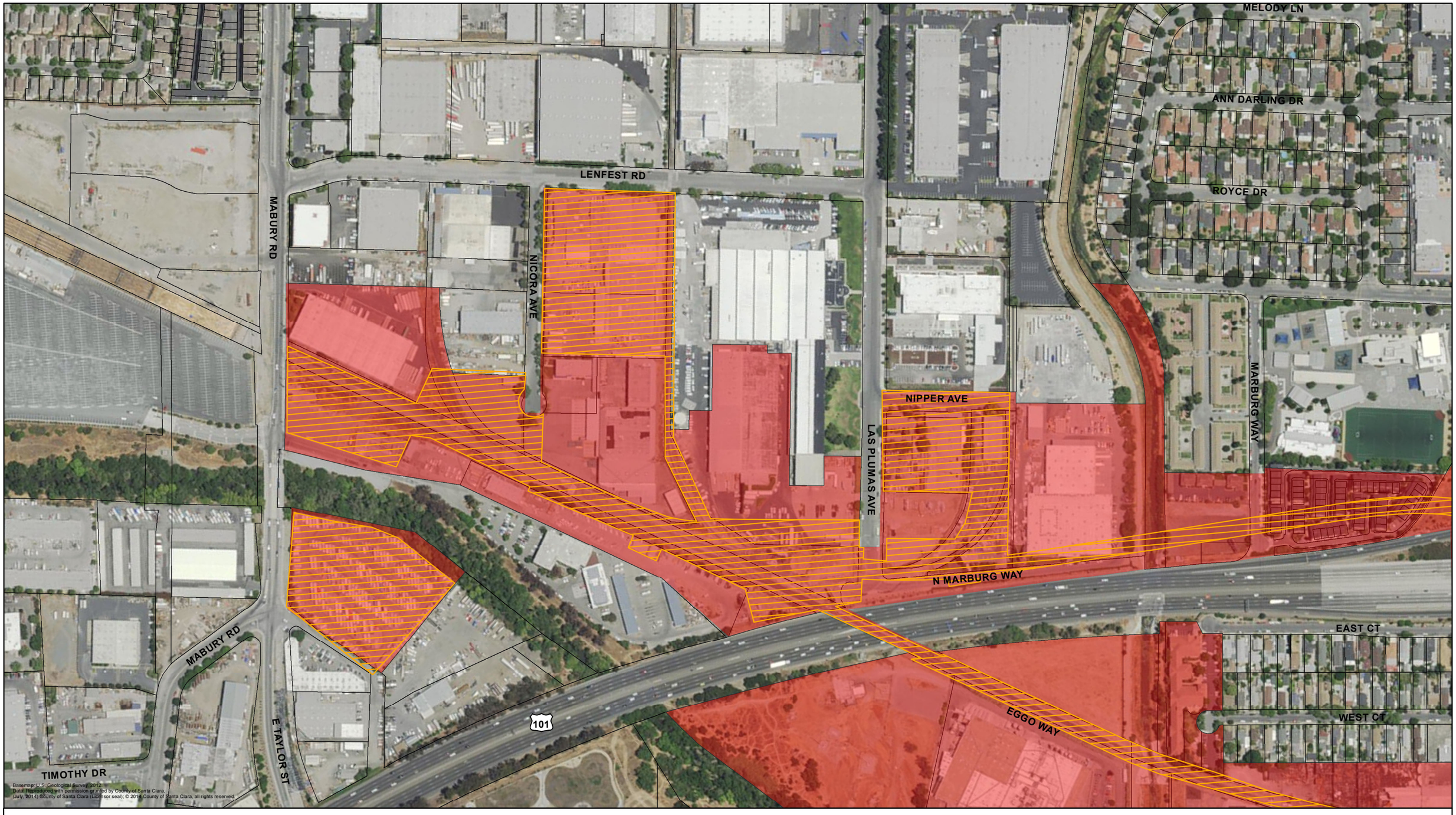
Map Sheet

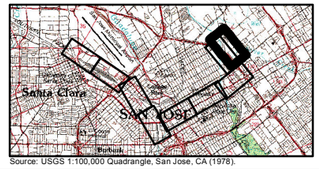
Architectural APE

0 3,250 6,500

Feet

Map 3-INDEX.
Architectural APE / Location Map





Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

0 490 980

Feet

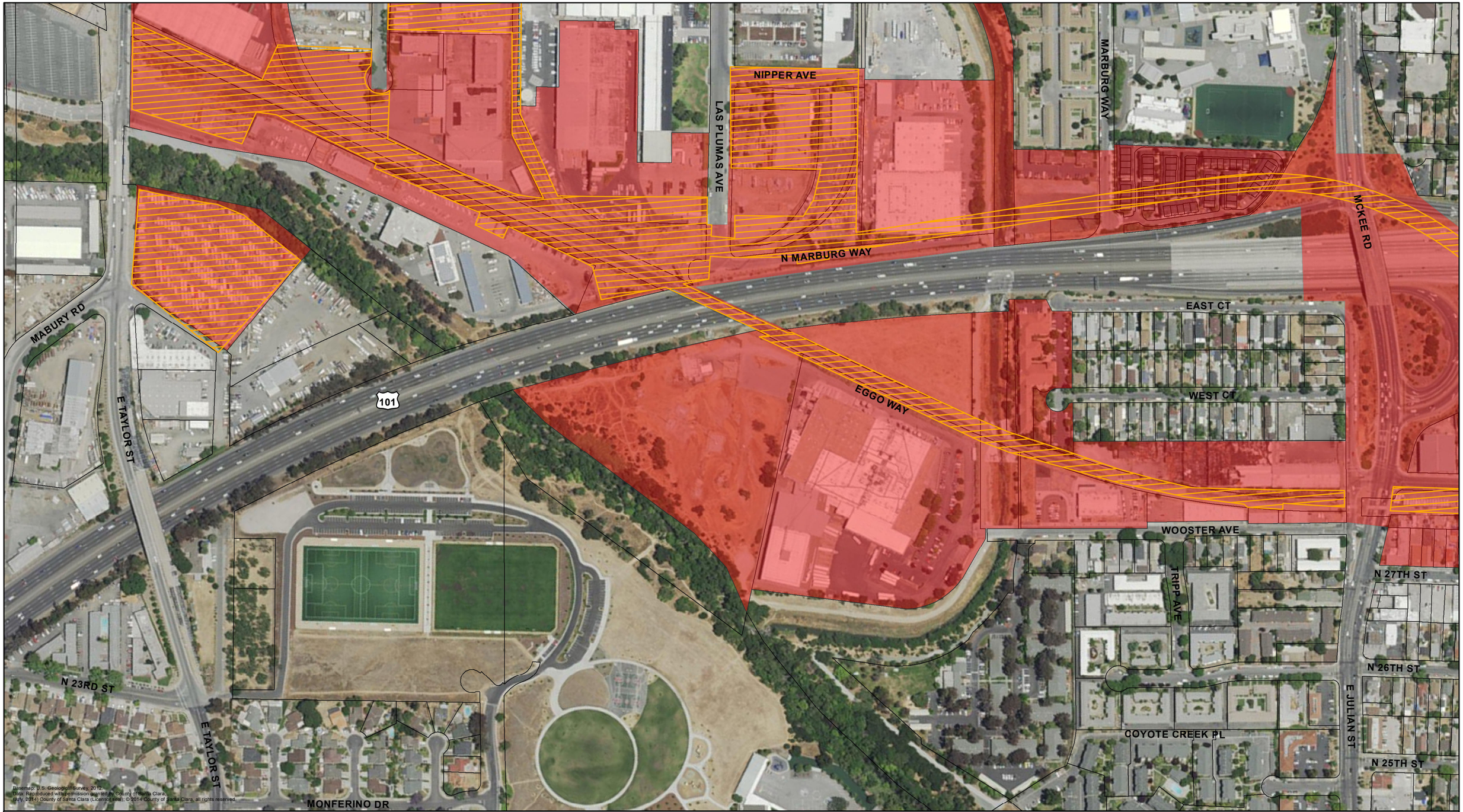
Architectural APE

Historic Disctrict

A-01 Historic Properties

Project Footprint

Map 3-A.
Architectural APE / Location Map



Basemap: U.S. Geological Survey, 2012.
Data: Reproduced with permission granted by County of Santa Clara.
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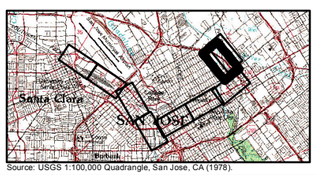


Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

0 490 980

Feet

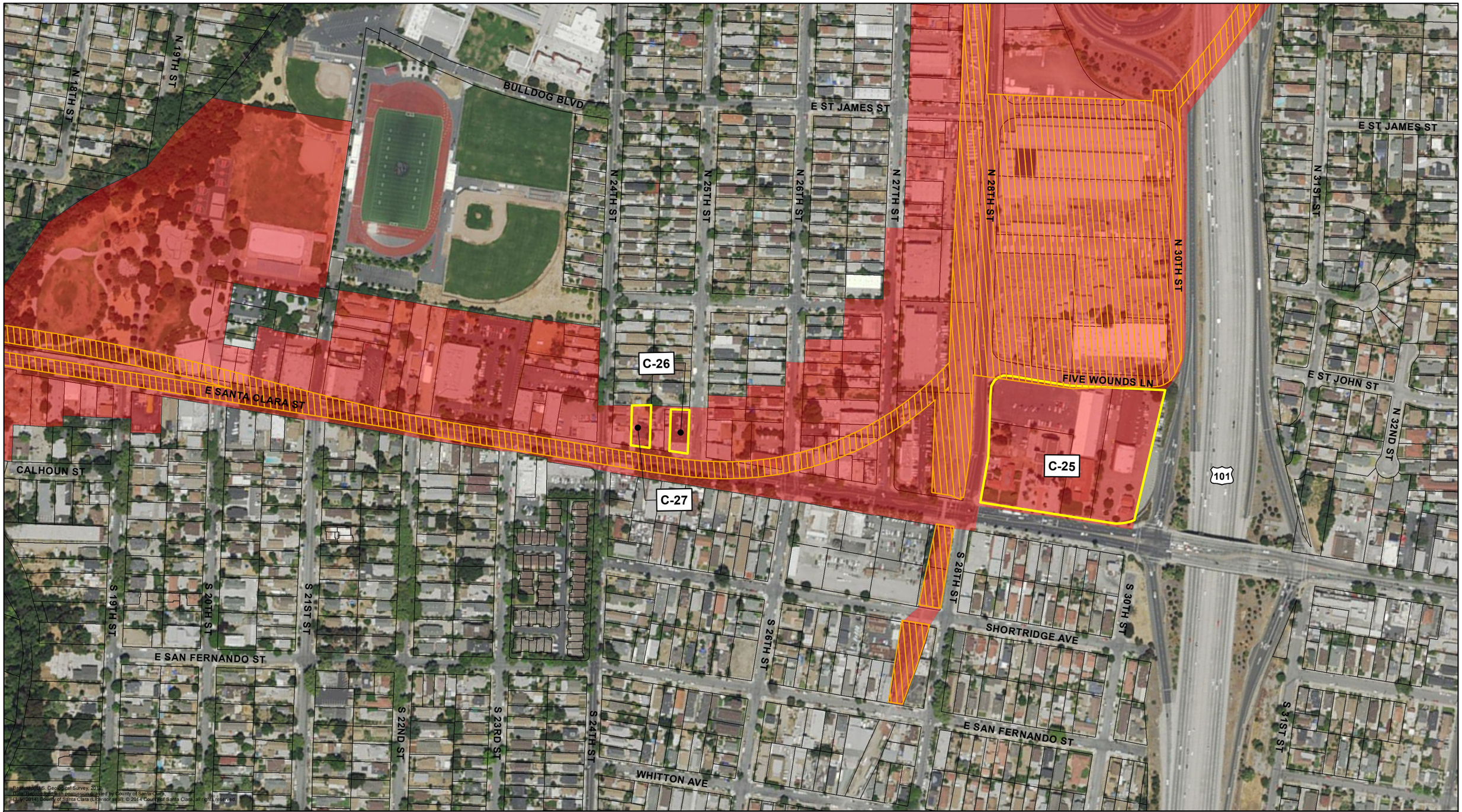
Architectural APE

Historic Disctrict

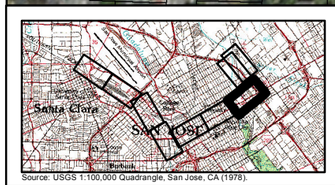
B-01 Historic Properties

Project Footprint

Map 3-B.
Architectural APE / Location Map



Basemap: U.S. Geological Survey, 2015.
Aerial photography flown and processed by County of Santa Clara.
(July, 2014) County of Santa Clara (1-Sensor aerial). © 2014 County of Santa Clara. All rights reserved.

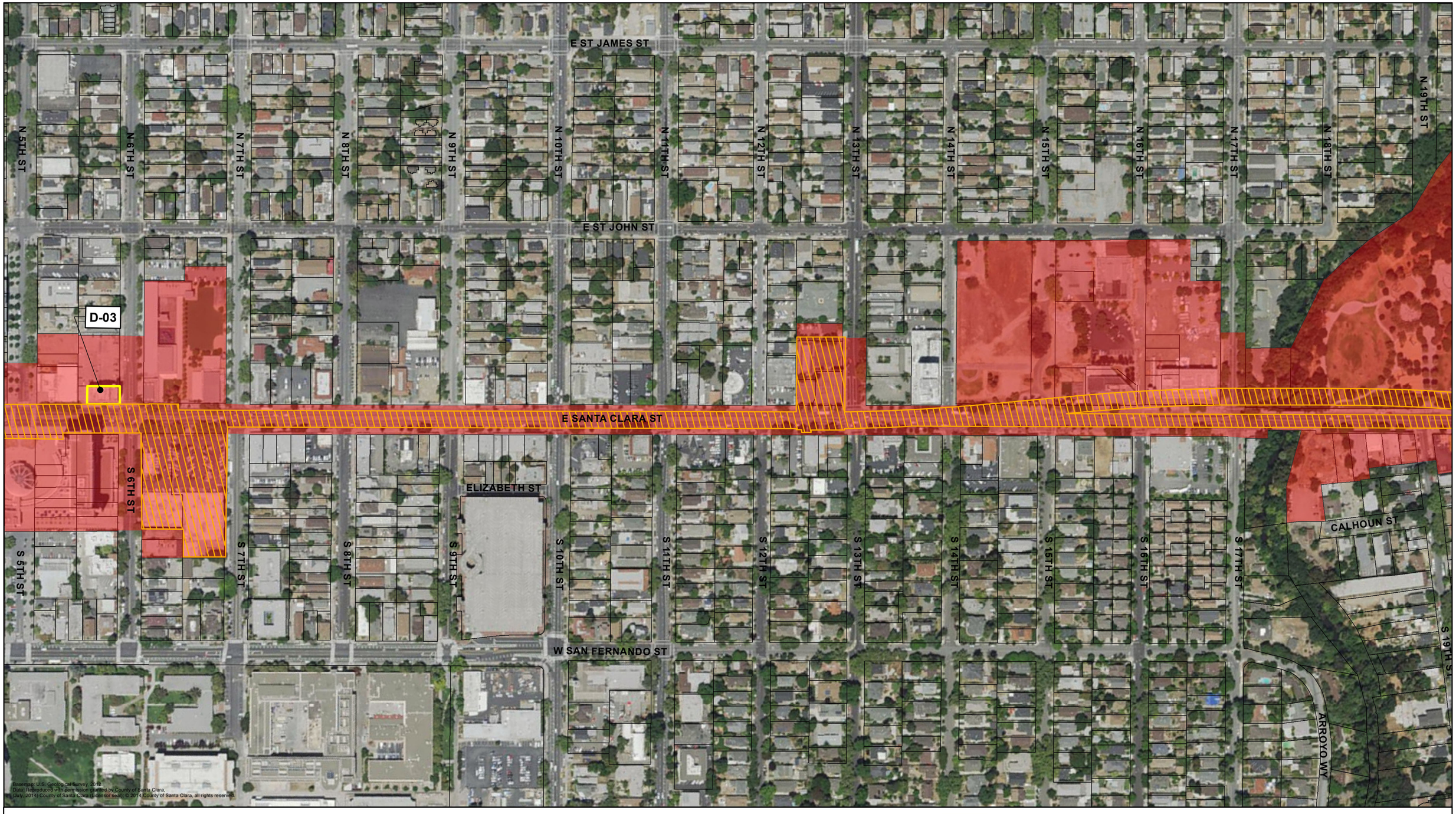


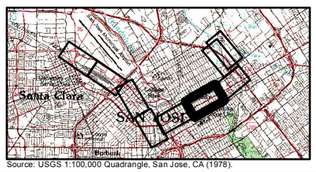
Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

0 490 980
Feet

Architectural APE
Historic Disctrict
C-01 Historic Properties
Project Footprint

Map 3-C.
Architectural APE / Location Map





Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

0 490 980

Feet

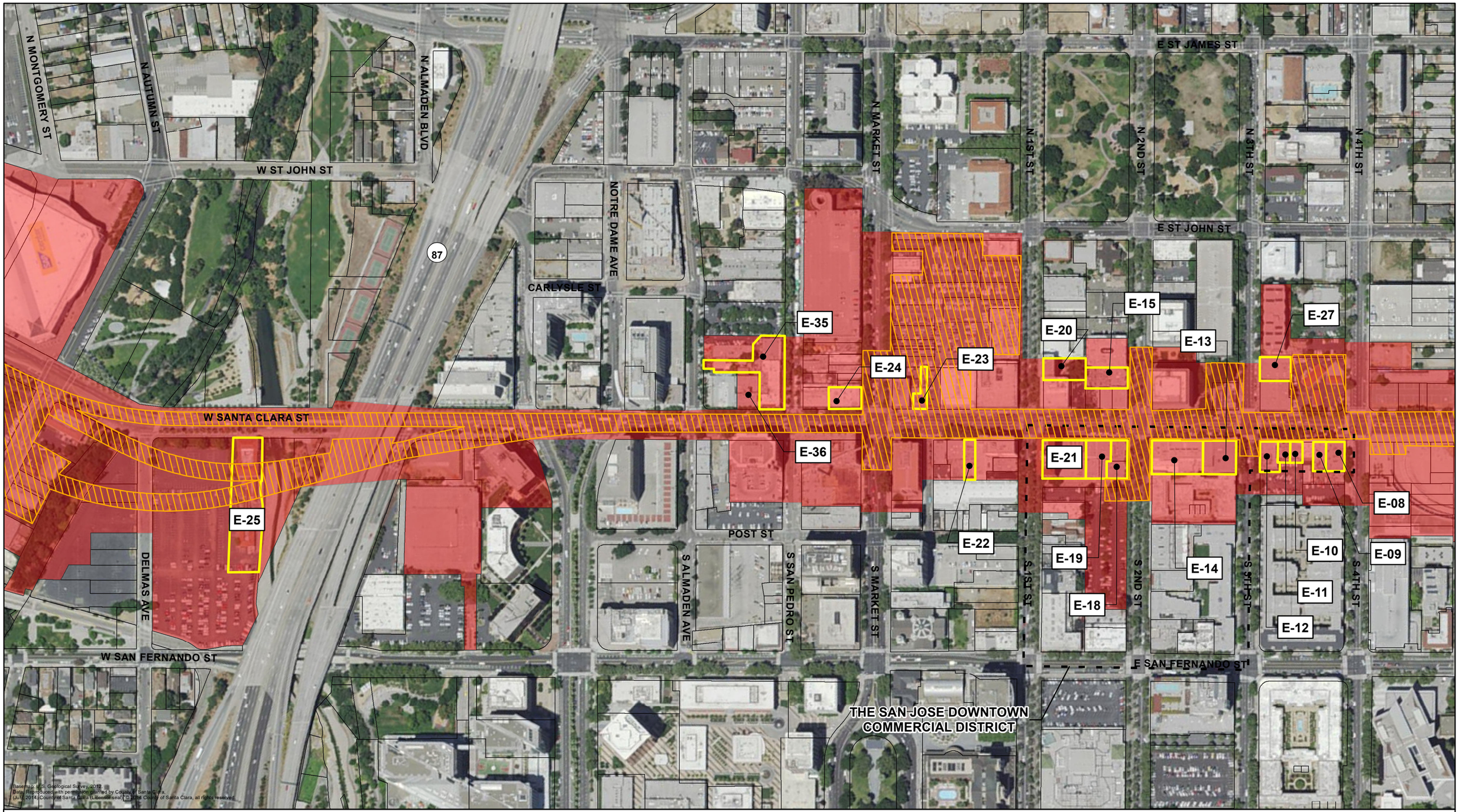
Architectural APE

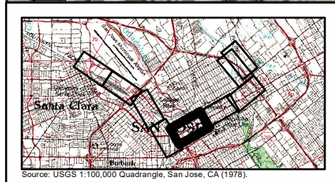
Historic Disctrict

D-01 Historic Properties

Project Footprint

Map 3-D.
Architectural APE / Location Map





0 490 980
Feet

Architectural APE
Historic Disctrict
E-01 Historic Properties
Project Footprint

Map 3-E.
Architectural APE / Location Map

N MONTGOMERY ST
CINNABAR ST
STOCKTON AVE
CINNABAR ST
F-22
F-14
THE ALAMEDA
F-13
CAHILL ST
BUSH ST
S AUTUMN ST
S MONTGOMERY ST
SONOMA ST
GIFFORD AVE
PARK AVE
JOSEFA ST
LORRAINE AVE
RHODES CT
WILSON AVE
SOUTHERN PACIFIC DEPOT
(CAHILL STATION)
F-15
W JULIAN ST
SUNOL ST
CLEAVES AVE
SAN FERNANDO ST
LENZEN AVE
N KEEBLE AVE
S MORRISON AVE
ATLAS AVE
DUPONT ST
MC EVOY ST
PARK AVE
W SAN CARLOS ST

Basemap: U.S. Geological Survey, 2012.
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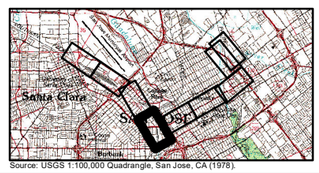
Data (2014) County of Santa Clara (Lisenser seal) © 2014 County of Santa Clara, all rights reserved.



Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

0 490 980
Feet

Architectural APE
Historic Disctrict
F-01 Historic Properties
Project Footprint

Map 3-F.
Architectural APE / Location Map

WALNUT ST
COLEMAN AVE
SEYMOUR ST
W TAYLOR ST
ASBURY ST
EMORY ST
UNIVERSITY AVE
W HEDDING ST
MCKENDRIE ST
CHESTNUT ST
STOCKTON AVE
LAUREL ST
ELM ST
VILLA AVE
SCHIELE AVE
HARDING AVE
PERSHING AVE
HOOVER AVE
LENZEN

Basemap: U.S. Geological Survey, 2012.
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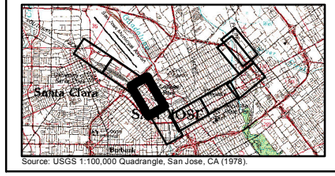

Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

0 490 980
Feet

Architectural APE
Historic Disctrict
G-01 Historic Properties
Project Footprint

Map 3-G.
Architectural APE / Location Map

AVIATION AVE
COLEMAN AVE
NEWHALL DR
CHESTNUT ST
WACO ST
STOCKTON AVE
VERMONT ST
880
CAMPBELL AVE
EL CAMINO REAL
ARBOL WY
OBRIEN CT
COOK ST
NEWHALL ST
ELM ST
HAMLINE ST
MYRTLE ST
VERMONT ST
MC KENDRIE ST

Basemap: U.S. Geological Survey, 2012
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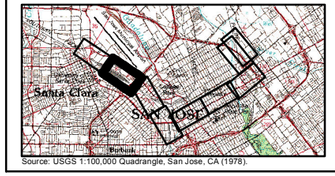

Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

0 490 980
Feet

Architectural APE
Historic Disctrict
H-01 Historic Properties
Project Footprint

Map 3-H.
Architectural APE / Location Map

REED ST
COLEMAN AVE
BROKAW RD
PARKER ST
REED ST
GRANT ST
LAFAYETTE ST
REEVE ST
DE LA CRUZ BLVD
LEWIS ST
THE ALAMEDA
HARRISON ST
EL CAMINO REAL
FREMONT ST
SHERMAN ST
BENTON ST
RAILROAD AVE
RAILROAD AVE
SANTA CLARA STATION
I-02
I-01

Basemap: U.S. Geological Survey, 2012.
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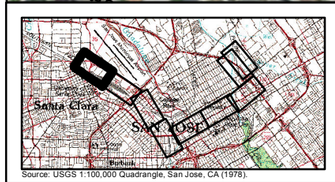


Source: USGS 1:100,000 Quadrangle, San Jose, CA (1978).

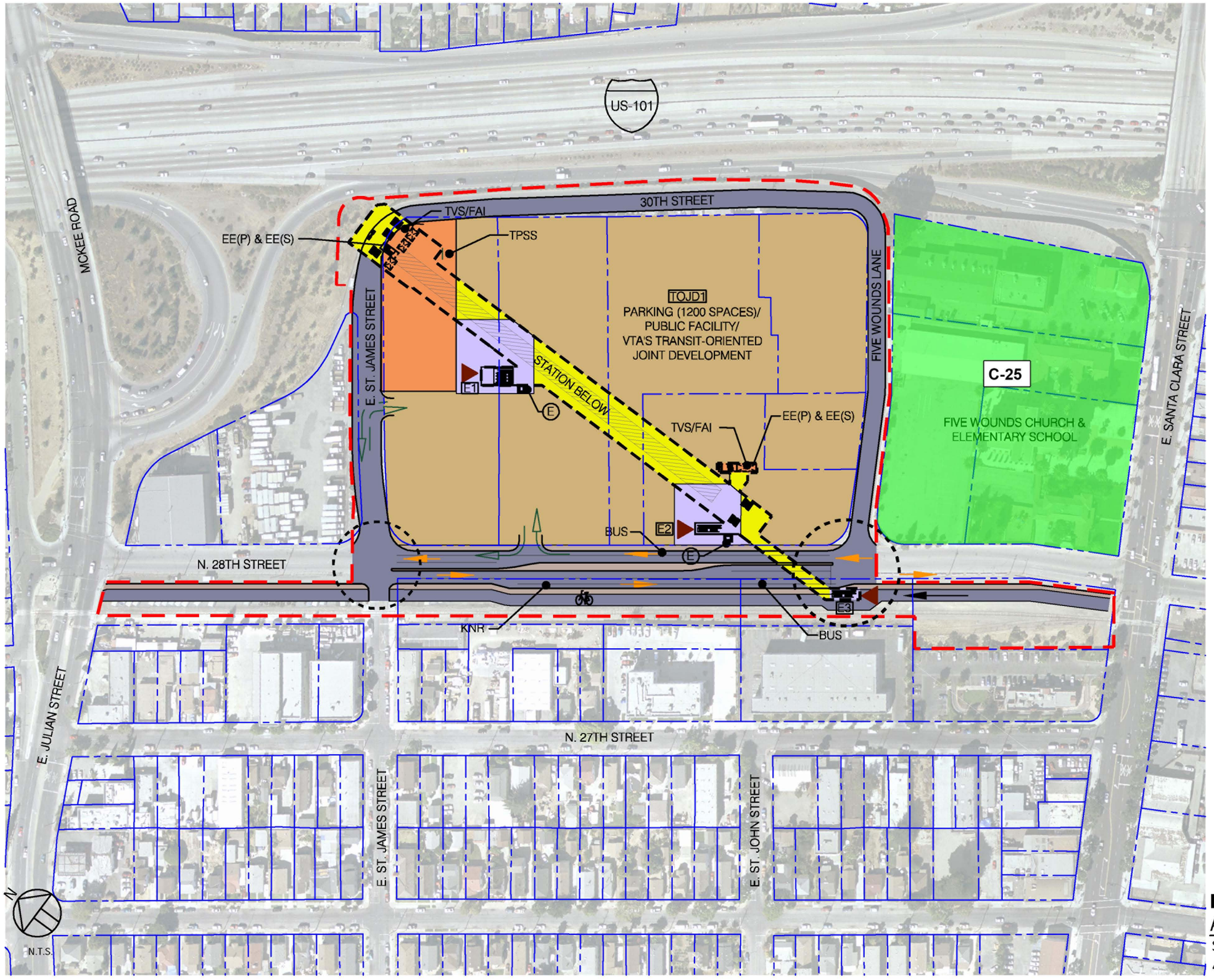
0 490 980
Feet

Architectural APE
Historic Disctrict
I-01 Historic Properties
Project Footprint

Map 3-I.
Architectural APE / Location Map

Station Conceptual Plans

The following station conceptual plans show proposed Transit-Oriented Joint Development (TOJD) sites. The TOJD is proposed as part of the CEQA BART Extension with TOJD Alternative, not as part of the NEPA BART Extension Alternative. This FOE satisfies a requirement for federally funded projects and provides the analysis only for the NEPA BART Extension Alternative. VTA's transit-oriented joint development (TOJD) has no federal nexus, and it is not included in this FOE.



LEGEND

- STATION ENTRANCE OPTIONS
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE GROUND SYSTEMS FACILITIES
- PARKING/PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- ROADWAY MODIFICATIONS
- HISTORIC PROPERTIES
- CONSTRUCTION STAGING AREA
- KEY PEDESTRIAN LINKAGE
- BUS CIRCULATION
- VEHICLE ACCESS
- NEW SIGNALIZED INTERSECTION
- BIKE FACILITY
- (E) ELEVATOR OPTIONS

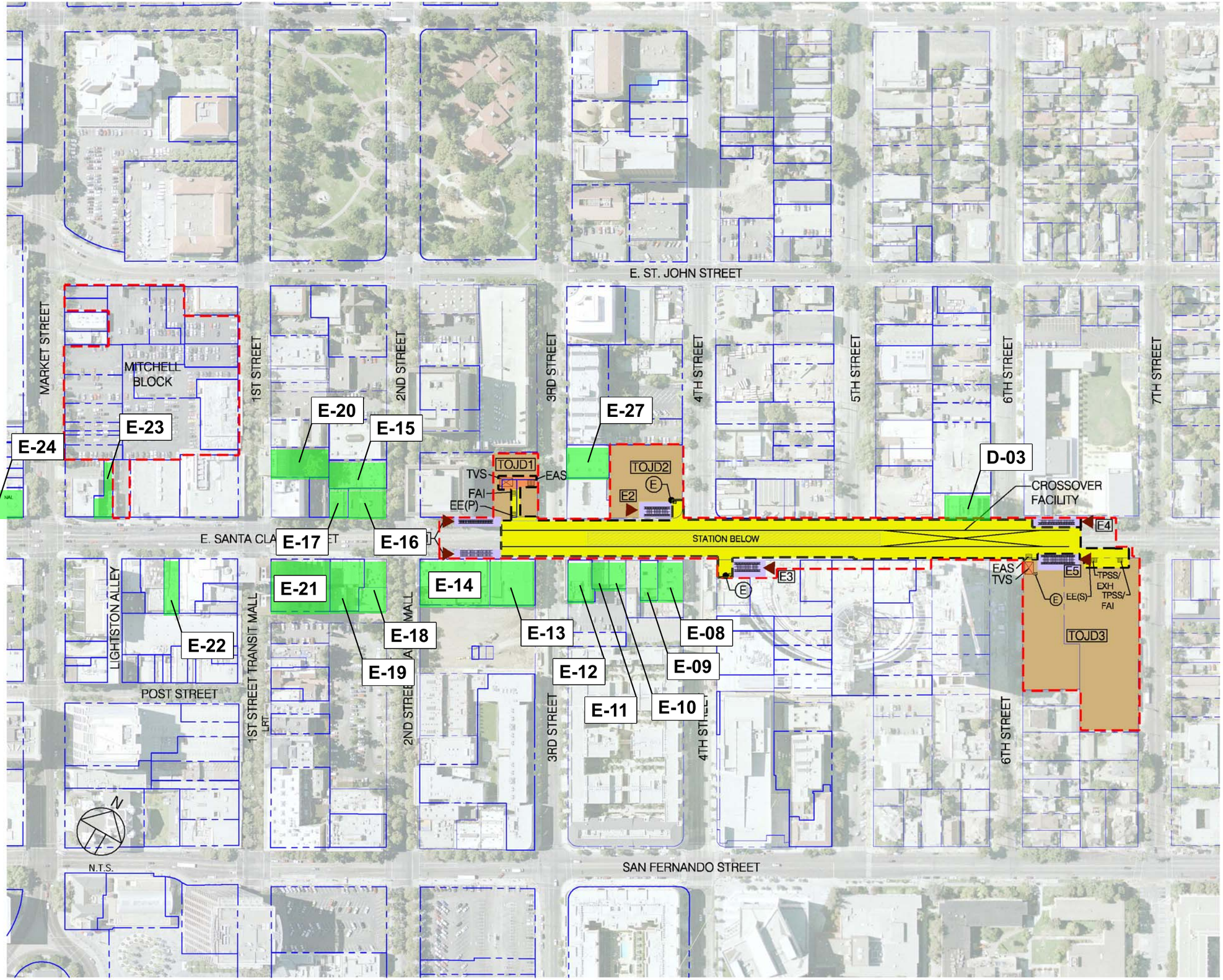
EE(P)	EMERGENCY EXIT (PASSENGER) STAIRS
EE(S)	EMERGENCY EXIT (SERVICE) STAIRS
E1	ENTRANCE OPTION #
FAI	FRESH AIR INTAKE
KNR	KISS-AND-RIDE
TOJD1	VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
TPSS	TRACTION POWER SUBSTATION
TVS	TUNNEL VENTILATION SHAFT

DRAFT CONCEPTUAL PLANS

ALUM ROCK/28TH STREET STATION

SINGLE & TWIN BORE TUNNEL

4/26/16



LEGEND

- STATION ENTRANCE OPTIONS
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE GROUND SYSTEMS FACILITIES
- PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- HISTORIC PROPERTIES
- CONSTRUCTION STAGING AREA
- (E) ELEVATOR OPTIONS
- EE(P) EMERGENCY EXIT (PASSENGER) STAIRS
- EE(S) EMERGENCY EXIT (SERVICE) STAIRS
- E1 ENTRANCE OPTION #
- EAS EQUIPMENT ACCESS SHAFT
- FAI FRESH AIR INTAKE
- TOJD1 VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
- TPSS TRACTION POWER SUBSTATION
- TVS TUNNEL VENTILATION SHAFT

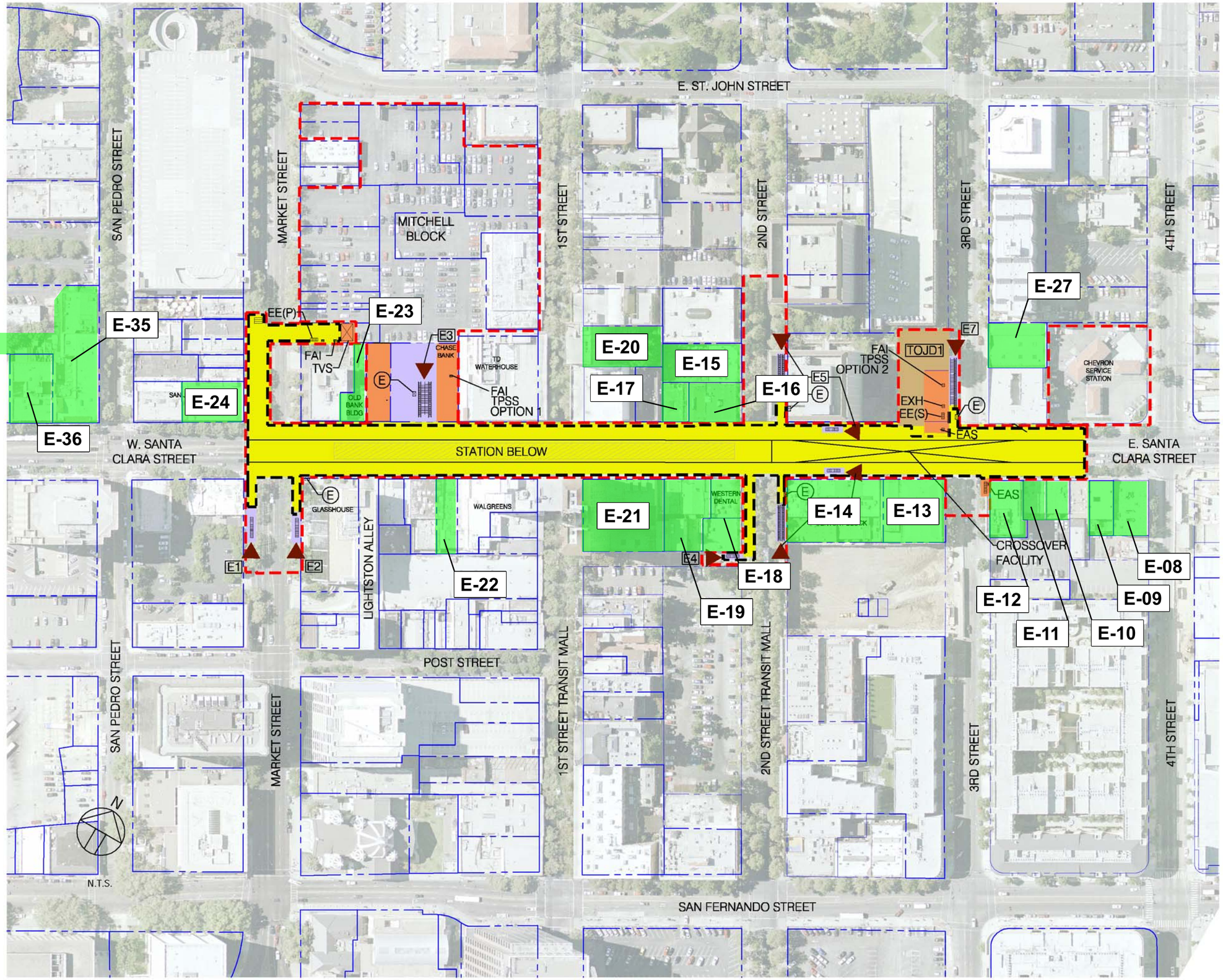
DRAFT CONCEPTUAL PLANS

DOWNTOWN SAN JOSE STATION

EAST OPTION

SINGLE & TWIN BORE TUNNEL

4/26/2016



LEGEND

- STATION ENTRANCE OPTIONS
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE GROUND SYSTEMS FACILITIES
- PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- HISTORIC PROPERTIES
- CONSTRUCTION STAGING AREA
- (E) ELEVATOR OPTIONS
- EAS EQUIPMENT ACCESS SHAFT
- EE(S) EMERGENCY EXIT (PASSENGER) STAIRS
- EE(P) EMERGENCY EXIT (SERVICE) STAIRS
- EXH EMERGENCY EXHAUST
- E1 ENTRANCE OPTION #
- FAI FRESH AIR INTAKE
- TOJD1 VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
- TPSS TRACTION POWER SUBSTATION
- TVS TUNNEL VENTILATION SHAFT

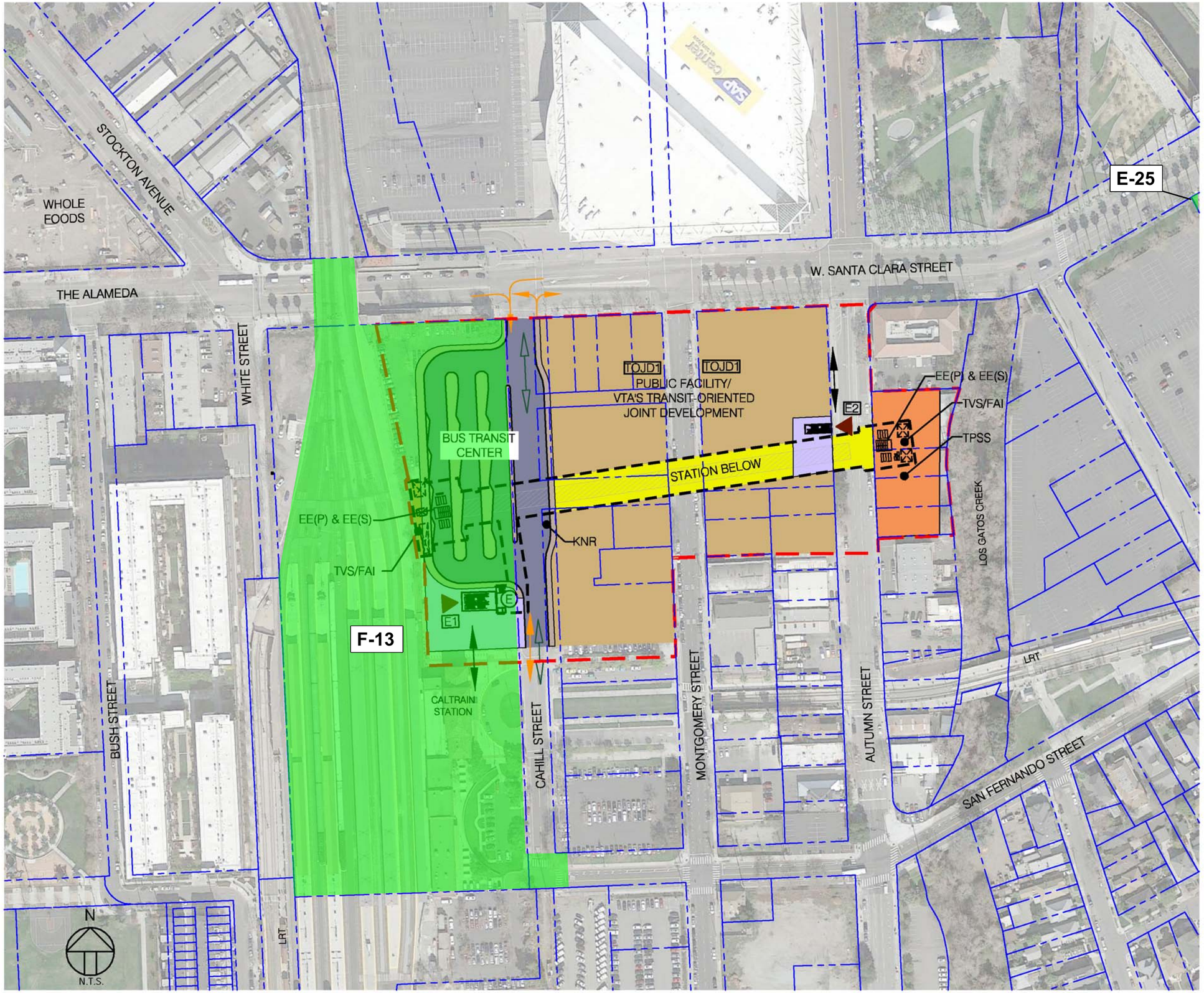
DRAFT CONCEPTUAL PLANS

DOWNTOWN SAN JOSE STATION

WEST OPTION

SINGLE & TWIN BORE TUNNEL

4/26/2016



LEGEND

- STATION ENTRANCE OPTIONS
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE GROUND SYSTEMS FACILITIES
- PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- ROADWAY MODIFICATIONS
- HISTORIC PROPERTIES
- CONSTRUCTION STAGING AREA
- KEY PEDESTRIAN LINKAGE
- BUS CIRCULATION
- VEHICLE ACCESS
- (E) ELEVATOR OPTIONS
- EE(P) EMERGENCY EXIT (PASSENGER) STAIRS
- EE(S) EMERGENCY EXIT (SERVICE) STAIRS
- [E1] ENTRANCE OPTION #
- FAI FRESH AIR INTAKE
- KNR KISS-AND-RIDE
- [TOJD1] VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
- TPSS TRACTION POWER SUBSTATION
- TVS TUNNEL VENTILATION SHAFT

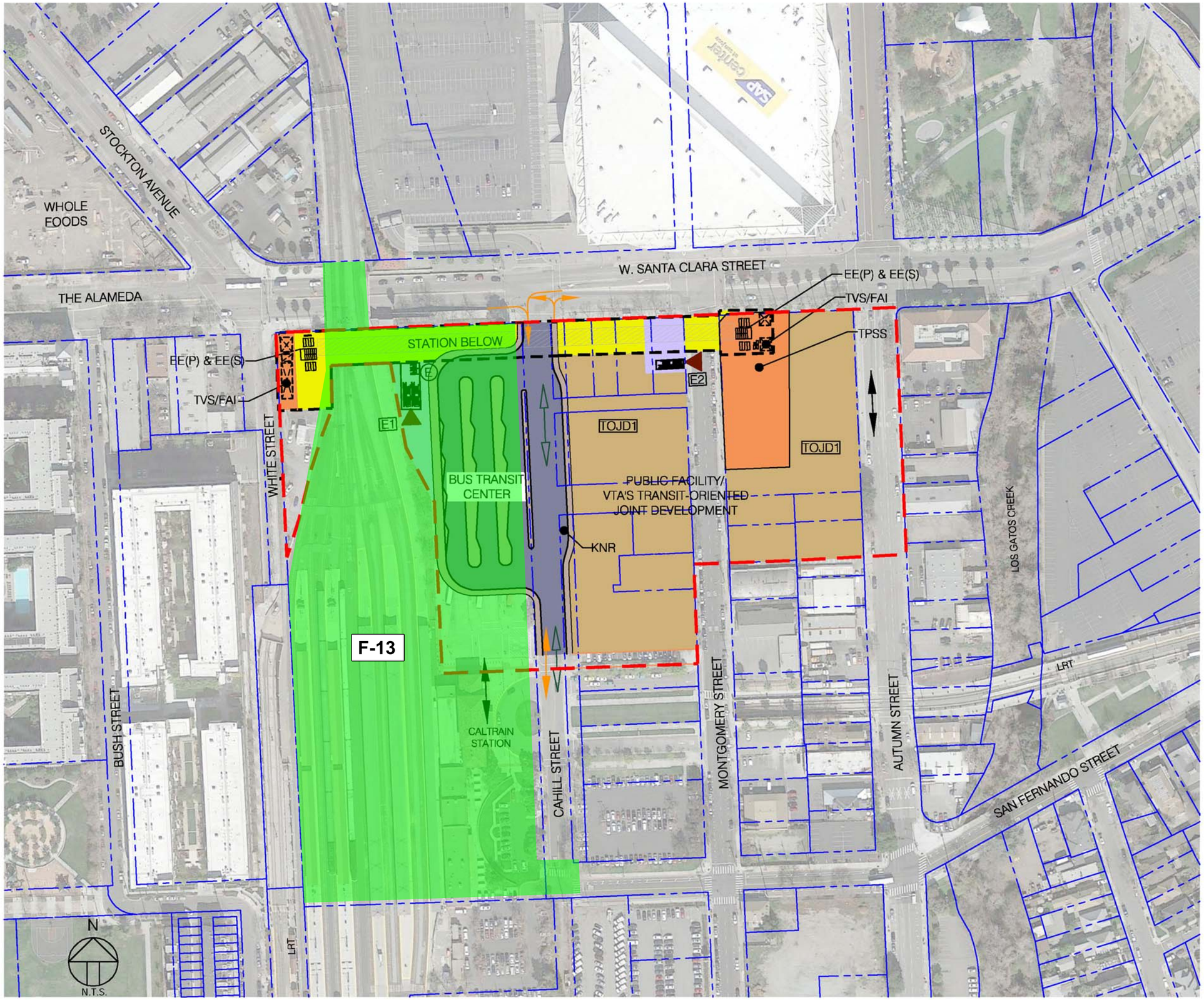
DRAFT CONCEPTUAL PLANS

DIRIDON STATION

SOUTH OPTION

SINGLE & TWIN BORE TUNNEL

4/26/2016



LEGEND

- STATION ENTRANCE OPTIONS
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE GROUND SYSTEMS FACILITIES
- PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- ROADWAY MODIFICATIONS
- HISTORIC PROPERTIES
- CONSTRUCTION STAGING AREA
- KEY PEDESTRIAN LINKAGE
- BUS CIRCULATION
- VEHICLE ACCESS
- (E) ELEVATOR OPTIONS
- EE(P) EMERGENCY EXIT (PASSENGER) STAIRS
- EE(S) EMERGENCY EXIT (SERVICE) STAIRS
- [E1] ENTRANCE OPTION #
- FAI FRESH AIR INTAKE
- KNR KISS-AND-RIDE
- [TOJD1] VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
- TPSS TRACTION POWER SUBSTATION
- TVS TUNNEL VENTILATION SHAFT

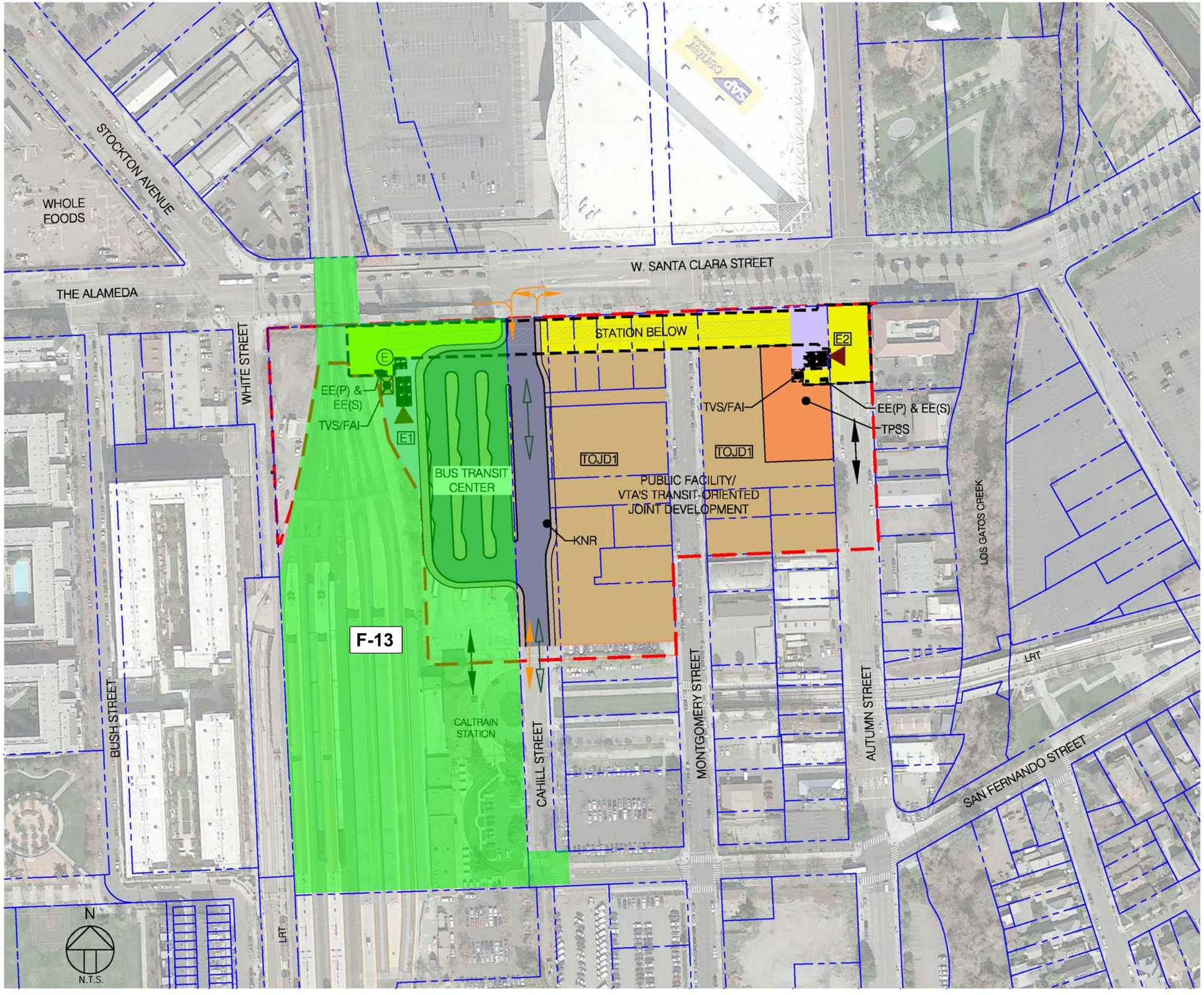
DRAFT CONCEPTUAL PLANS

DIRIDON STATION

NORTH OPTION

SINGLE BORE TUNNEL

4/26/2016



LEGEND

- STATION ENTRANCE OPTIONS
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE GROUND SYSTEMS FACILITIES
- PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- ROADWAY MODIFICATIONS
- HISTORIC PROPERTIES
- CONSTRUCTION STAGING AREA
- KEY PEDESTRIAN LINKAGE
- BUS CIRCULATION
- VEHICLE ACCESS
- (E) ELEVATOR OPTIONS
- EE(P) EMERGENCY EXIT (PASSENGER) STAIRS
- EE(S) EMERGENCY EXIT (SERVICE) STAIRS
- [E1] ENTRANCE OPTION #
- FAI FRESH AIR INTAKE
- KNR KISS-AND-RIDE
- [TOJD1] VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
- TPSS TRACTION POWER SUBSTATION
- TVS TUNNEL VENTILATION SHAFT

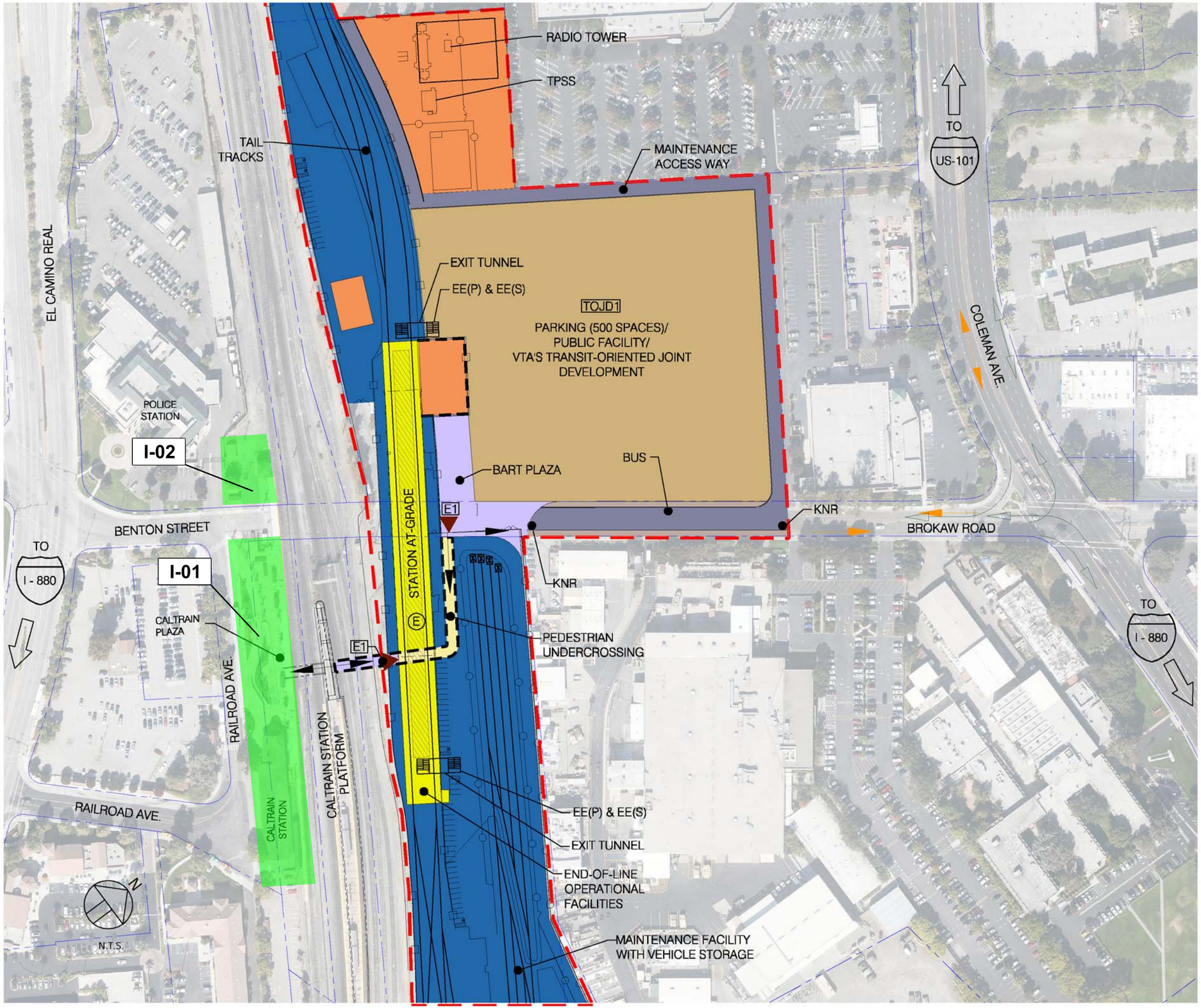
DRAFT CONCEPTUAL PLANS

DIRIDON STATION

NORTH OPTION

TWIN BORE TUNNEL

4/26/2016



LEGEND

- STATION ENTRANCE OPTIONS
- AT GRADE STATION
- ABOVE GROUND SYSTEMS FACILITIES
- PARKING/PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- MAINTENANCE FACILITY WITH VEHICLE STORAGE / TAIL TRACKS
- ROADWAY MODIFICATIONS
- HISTORIC PROPERTIES
- CONSTRUCTION STAGING AREA
- KEY PEDESTRIAN LINKAGE
- BUS CIRCULATION
- VEHICLE ACCESS
- (E) ELEVATOR OPTIONS
- EE(P) EMERGENCY EXIT (PASSENGER) STAIRS
- EE(S) EMERGENCY EXIT (SERVICE) STAIRS
- E1 ENTRANCE OPTION #
- KNR KISS-AND-RIDE
- TOJD1 VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
- TPSS TRACTION POWER SUBSTATION

DRAFT CONCEPTUAL PLANS

SANTA CLARA STATION

SINGLE & TWIN BORE TUNNEL

4/26/2016

Appendix B

SHPO Concurrence Letters

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@mail2.quiknet.com

June 9, 2003

REPLY TO: FTA030325A

Leslie T, Rogers, Regional Administrator
Federal Transit Administration, Region IX
201 Mission Street, Suite 2210
SAN FRANCISCO CA 94105-1839

Re: Silicon Valley Rapid Transit Corridor Project, San Jose, Santa Clara County.

Dear Mr. Rogers:

Thank you for submitting to our office your March 19, 2003 letter, Historic Resources Evaluation Report (HRER), and Archeological Survey and Sensitivity Report (ASSR) regarding the proposed Silicon Valley Rapid Transit Corridor Project (SVRTC) in the City of San Jose, Santa Clara County. The SVRTC would enhance regional connectivity through expanded, interconnected rapid transit services between Bay Area Rapid Transit (BART) in Fremont and light rail and Caltrain in Silicon Valley. The project would improve public transit services by providing increased transit capacity, more convenient access to services, and the alleviation of severe and ever-increasing traffic congestion on the Interstate 880 (I-880), and I-680 freeways between Alameda and the Silicon Valley.

The SVRTC includes two "build" alternatives that would meet the project purpose and need. The "build" alternatives include:

- The "New Starts" Baseline Alternative, which would build upon existing, planned, and programmed transportation improvements in the corridor with additional express bus service and other associated improvements.

- The BART Extension Alternative, which would extend the BART system approximately 16.3 miles from the planned Warms Springs BART Station in Fremont, south along the Union Pacific Railroad (UPRR) to Santa Clara Street in San Jose, then west in a subway under public and private property through east and downtown San Jose, to terminate at grade near the Santa Clara Caltrain Station. This alternative would include seven stations plus one optional station along the alignment.

The architectural and archeological Areas of Potential Effects (APEs) for these project alternatives extend from Fremont southward through the City of Milpitas to eastern San Jose, where it turns west running through San Jose and then northwest into the City of Santa Clara. The APEs also encompass an area at the north end of the project between I-680 and I-880, as well as a discontiguous area at the I-880/Montague Expressway interchange. The APEs include the Union Pacific Railroad (UPRR) right-of-way from Fremont to San Jose to encompass BART extension alignment tracks. Much of this portion will contain areas to allow for BART operational stations and substations, parking areas, and turn-around tracks. For the archeological APE, where the alignment

is a subway, parcels surrounding facilities that connect from the surface to the 40-50 foot deep tunnel are included; and the bored tunnel is not. For the architectural APE a buffer zone immediately adjacent to surface construction and the legal parcels immediately above the work for tunneled portions of the project are included. The project APEs, with one exception, appear adequate and meet the definitions set forth in 36 CFR 800.16(d). I recommend that the FTA either revise the archeological APE for the BART Extension Alternative to include the bored, 40-50 foot deep tunnel, or make explicit the agency's rationale for excluding the tunnel from that APE.

FTA is seeking my comments on its determination of the eligibility of 250 pre-1962 architectural buildings and structures within the architectural APE for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. A review of the HRER leads me to make the following comments regarding these properties:

- The twenty (20) architectural properties noted in the HRER as listed on the NRHP or previously determined, by consensus, to be eligible for inclusion on the NRHP are still eligible properties under applicable criteria established by 36 CFR 60.4.

- I concur that the following architectural properties are eligible for inclusion on the NRHP under applicable criteria established by 3 CFR 60.4:

    1. Five Wounds Church, 1375 East Santa Clara Street, San Jose, Criteria A and C.

    2. Mayfair Theater, 1191 East Santa Clara Street, San Jose, Criterion C.

    3. Residence at 1169 East Santa Clara Street, San Jose, Criterion C

    4. Fox Building, 40 N. 4th Street, San Jose, Criterion C.

    5. San Jose Building and Loan, 81 West Santa Clara Street, San Jose, Criterion C.

    6. James Clayton Building, 34 West Santa Clara Street, San Jose, Criteria A and C.

    7. Structure at 51 N. San Pedro Street (Spaghetti Factory), San Jose, Criterion A.

    8. Calpak/Del Monte Plant #51, 50 Bush Street, San Jose, Criterion A and C.

    9. 848 The Alameda, San Jose, Criterion C

    10. Residence at 176 North Morrison Avenue, San Jose, Criterion C

    11. Muirson Label and Crate Company building, 421-435 Stockton Avenue, San Jose, Criterion A and C.

The Five Wounds Church building and its attached Rectory have strong

associations with the cultural and social history of San Jose's Portuguese community. The church building is probably the only religious structure in the Bay Area that fully exhibits the elements of the Portuguese Baroque Revival architectural style. The remaining structures eligible under Criterion A have strong associations with the development of significant commercial enterprises in the San Jose area that involved food processing, banking, and agriculture-associated manufacturing. These structures eligible under Criterion C appear to have retained sufficient integrity of design, materials, and workmanship to convey both their architectural style and historic period of significance.

A number of other structures were deemed eligible in the HRER under Criterion A. However, I felt the HRER did not provide compelling evidence of any of these structures' associations with significant historical events. The historical themes cited for their significance under Criterion A were not sufficiently developed to justify these properties inclusion on the NRHP. As a result these structures are included with the remaining pre-1962 structures cited in the HRER that are not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The structures have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function.

FTA is also seeking my concurrence on the adequacy of the archeological inventory and the ASSR, and is requesting that I endorse the agency's proposed strategy for the further identification and management of archeological properties. The inventory of archeological in the ASSR would be adequate as the first part of a phased process of identification and evaluation under 36 CFR 800.4(b)(2) if FTA were to propose such a process. I would reconsider FTA's strategy for the further identification and management of archeological properties to present potential subsequent phases of that process, and I would want to consult with FTA on those subsequent phases.

Thank you again for seeking my comments on your project. If you have any question, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at ccaes@ohp.parks.ca.gov.

Sincerely,

Dr. Knox Mellon
State Historic Preservation Officer

STATE OF CALIFORNIA – THE RESOURCES AGENCY

GRAY DAVIS, *Governor*

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July 9, 2003

REPLY TO: FTA030325A

Leslie T, Rogers, Regional Administrator
Federal Transit Administration, Region IX
201 Mission Street, Suite 2210
SAN FRANCISCO CA 94105-1839

Re: Silicon Valley Rapid Transit Corridor Project, San Jose, Santa Clara County.

Dear Mr. Rogers:

It has been brought to my attention by Meta Bunse of JRP Historical Consulting (JRP) that further clarification is needed regarding my concurrence on the National Register of Historic Places (NRHP) eligibility of seven architectural properties located within the Area of Potential Effects (APE) of the Silicon Valley Rapid Transit Project in the City of San Jose in Santa Clara County. In my letter of June 9, 2003 I provided comments on the NRHP eligibility of architectural properties evaluated in Volumes I and II of the Historic Resources Evaluation Report (HRER) (JRP, January 2003) provided for my review by the Federal Transit Administration (FTA). My letter apparently neglected to include comments on the NRHP eligibility of seven architectural properties noted in the HRER. Due to this oversight, I am providing FTA with the following supplemental comments regarding the aforementioned properties:

- 884 E. Santa Clara Street - This property is not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The structure has no strong associations with significant historical events or persons, and is an interesting, but not outstanding, example of its architectural type (Romanesque/Baroque).

- 17-25 E. Santa Clara Street - This property is not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The structure has undergone numerous changes to its exterior and interior and does not retain sufficient integrity of design, materials, and workmanship to individually qualify for inclusion on the NRHP.

- 127-145 Post Street and 33-45 S. Market Street --These properties are not individually or collectively eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. These structures have associations with the development of the early commercial development in the downtown San Jose area, but are not distinguished representatives of any particular architectural type. Both structures have also undergone numerous changes to their exteriors and interiors and do not retain sufficient integrity to convey their associations with their historic periods of significance.

- 101 W. Santa Clara Street - This building is eligible for inclusion on the NRHP under Criterion C as defined in 36 CFR 60.4. The building is a good example of the late Art Deco architectural style and has retained its integrity of design, materials, workmanship, feeling and association with its historic period of significance (1942 to 1953).

- 151 W. Santa Clara Street - Given the number of uses this building has served during its existence, it is unclear from the documentation how extensive any alterations to the structure may have been. Until this issue is clarified by additional documentation, I recommend that, for purposes of this project, the structure retain its status of appearing eligible for inclusion on the NRHP.

- 161-167 W. Santa Clara - In our letter of June 4, 1996 (HUD960122C), this property was determined, by consensus, to be ineligible for inclusion on the NRHP. A review of the HRER provides no evidence that compels me to reverse my original consensus finding on this property's NRHP eligibility.

- Santa Clara Tower, Benton Street and Railroad Avenue - As noted in my letter of December 9, 2002 (FTA021021A), I concurred with FTA's determination that this property was eligible for inclusion on the NRHP under Criterion C as defined by 36 CFR 60.4. I stand by my finding of NRHP eligibility for this structure.

Thank you again for providing me the opportunity to clarify my comments on the above properties. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at ccaes@ohp.parks.ca.gov.

Sincerely,

Dr. Knox Mellon
State Historic Preservation Officer

Cc: Meta Bunse, JRP Historical Consulting

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April 6, 2016 Reply To: FTA_2016_0308_001

Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Santa Clara Valley Transportation Authority BART Silicon Valley Phase II Extension Project (Phase II Project), San Jose and Santa Clara, Santa Clara County, CA

Dear Mr. Rogers:

Thank you for the letter received March 8, 2016, initiating consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 300101) and its implementing regulation at 36 CFR § 800. The Federal Transit Administration (FTA), in coordination with the Santa Clara Valley Transportation Authority, (VTA), is requesting my comments on the Area of Potential Effect (APE) for the undertaking and concurrence with the eligibility determinations described below. Included with your letter were:

- Project Area Map (Attachment A)
- Archaeological APE Map (Attachment B)
- Architectural APE Map (Attachment C)
- *Revised Draft VTA's BART Silicon Valley—Phase II Extension Project Archaeological Resources Technical Report,* prepared by ICF International in February, 2016 (ARTR) (Attachment D)
- *VTA's BART Silicon Valley—Phase II Extension Project Supplemental Built Environment Survey Report,* prepared by JRP Historical Consulting, LLC in February, 2016 (SBER) (Attachment E)
- Call Log Documenting Correspondence with Native American Groups (November 2015) (Attachment F)

VTA proposes to construct an approximately 6 mile-long subway through downtown San Jose which includes four new stations (Alum Rock, Downtown San Jose, Diridon, and Santa Clara). FTA is providing funding for the undertaking. The Phase II Extension Project would begin at the terminus of the BART Silicon Valley Phase I Berryessa Extension (Phase I) Project, east of US 101 and south of Mabury Road in San Jose. The Phase II Project would begin at grade where it would connect to the Phase I Project terminus and then descend into an approximately 5-mile – long subway tunnel that continues through downtown San Jose and terminates at grade in the City of Santa Clara near the Santa Clara Caltrain Station.

As described in the consultation letter, the subway tunnel will be constructed using Tunnel Boring Machines (TBMs) at a depth of approximately 35-90 feet below grade. The four stations mentioned above will be constructed using cut-and-cover methods, and excavation for these is anticipated to extend approximately 70-150 feet deep. FTA has delineated the Area of Potential Effect for the undertaking to encompass the approximately 6-mile-long rail alignment (including

the 5 miles of tunnel), four stations, two mid-tunnel vent structures, two vent structure locations, and a maintenance yard, as shown in Attachments B and C of the consultation package.

Identification efforts included a records search, field survey, and Native American coordination, as discussed in the ARTR and SBER. The literature review identified one archaeological resource within the APE, CA-SCL-363H/P-43-000369, which consists of the historic-era building remnants, foundations, and trash deposits of the former Pueblo de San Jose, as well as the foundations of the Amesquita Adobe. This resource was previously evaluated and determined eligible for the National Register of Historic Places (NRHP) under Criteria A and D. The Third Mission San Jose (CA-SCL-30/H (P-43-000050)) is outside of, but within 500 feet of, the APE and includes remains of the Mission and the associated neophyte cemetery. It was determined eligible for the NRHP in 1982. No additional archaeological resources were identified within the APE.

The SBER identified 27 properties that were previously listed in or determined eligible for the NHRP in the APE, including the San Jose Downtown Commercial district, including ten contributors, the Southern Pacific Depot (Cahill Station) and Santa Clara Station. Two new properties, 30 North 3rd Street and 49 Wilson Avenue in San Jose, were recommended as eligible for the NRHP. An additional 81 properties were recommended as not eligible.

After reviewing the information submitted with your letter, I offer the following comments:

- I agree that the APE as described in the consultation package is appropriate, per 36 CFR § 800.4(a)(2).
- However, I cannot concur that FTA's identification and evaluation efforts are sufficient for this undertaking per 36 CFR § 800.4(b) at this time. Please address the following:

ARTR

- I understand that because a large majority of the undertaking consists of boring, conducting a complete archaeological survey of the APE is unnecessary. However, please confirm that areas of the APE where surface excavations will occur are completely paved and therefore an archaeological survey is not required.
- Please clarify the depth of the vertical boring. Page 1-5 of the ARTR states 10-75 feet and page 5-1 states 35-90 ft.
- The ARTR explains that pre-construction testing was not feasible in most locations. Please identify any areas that are feasible for testing located in archaeological sensitive areas or where surface excavation will occur.
- Will there be any ground disturbing activities associated with the construction staging area within the SCL-363H site boundary? Based on the 2003 site record, it appears that all previous archaeological testing occurred outside of the proposed staging area boundary. Please discuss the likelihood of encountering subsurface deposits here.
- Figure 4 of the ARTR notes the "approx. 10' recorded depth of Amesquita Adobe". However on page 3-7 of the ARTR it states that the depth of the adobe foundations extends from 3-8'. Other than the 2003 site record, has recent archaeological work confirmed the location and depth of the foundations? The 2003 site record seems to question the accuracy of the 1979 depth of the foundations. The 2003 site record indicates that "The 1979 original site record by Whitlow states that some buried foundations were 8 feet deep. We cannot establish the basis for that statement…".
    - Please clarify at what depth the boring will occur underneath the foundations—10 or 35 feet.
    - Please elaborate more on the statement "due to the age of the adobe in the late 18th to early 19th century, it is very unlikely that the depths of the Adobe or

deposits associated with the adobe extend beyond 25 feet below the existing ground."

- It appears that only the location of known historic-era sites was used to determine areas with high sensitivity for encountering historic-era resources. Were other methods of historical research employed such as archival research, consultation of historic maps, analysis of the historical development of the APE, etc. to determine the likelihood of encountering historic-era resources within the APE? Specifically in areas where surface excavations will occur.
- Page 1-5 of the ARTR states that it is unanticipated that cultural deposits exist at or below 10 feet. How was this determination made being that the majority of the APE is within alluvial Holocene-age landforms? Of those that have been tested, what is the depth of the sites within the study area?
- How/why was a 500' distance to water sources chosen for determining areas of high prehistoric archaeological sensitivity?

SBER

- Please provide additional historic context and analysis regarding the eligibility of the Sperry Flour Company Building, 30 North 3rd Street, San Jose (APN 467-20-078) under Criteria A, B, and C. The role of property in the industrial development of San Jose is not clear, nor is the importance of David B. Moody. Please provide information regarding the architectural firm of Wolfe and McKenzie, why they are considered master architects, and how the Sperry Flour Building would be representative of their career or a particular phase in their career. Additionally, please provide additional analysis regarding the integrity of the building as alterations to the windows, doors, and other openings would appear to be fairly significant issues.
- 49 Wilson Avenue, San Jose (APN 261-033-025) appears to be a fairly modest example of Queen Anne or Folk Victorian residential architecture. Please provide additional analysis regarding why this property is a significant example of its type and period of construction. It is also unclear whether the photos included with the DPR forms are current, or if the photos in the technical report are the current photos. The front window of the building has been altered, which would be a fairly significant alteration for this modest building; clarification on the current appearance would be very helpful.
- It appears from the DPR forms that there are numerous examples of residential buildings representing a number of styles that may be better examples of a type or period of construction within a similar context as 49 Wilson Avenue. Discussion of why 49 Wilson Avenue rose to the recommended level of significance and properties such as 27 Sunol Street, 30 Sunol Street, 34 Sunol Street, or 48-52 South 6th Street (also the work of Wolfe and McKenzie) would not rise to the same level of significance would be appropriate.

Thank you for considering historic properties in your planning process, and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest, Historian, at (916) 445-7022 or e-mail at kathleen.forrest@parks.ca.gov or Alicia Perez, Archaeologist, at (916) 445-7020 or Alicia.perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

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October 28, 2016

Reply To: FTA_2016_0308_001

Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Santa Clara Valley Transportation Authority BART Silicon Valley Phase II Extension Project (Phase II Project), San Jose and Santa Clara, Santa Clara County, CA

Dear Mr. Rogers:

Thank you for the letter received October 3, 2016, continuing consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 300101) and its implementing regulation at 36 CFR § 800. Included with the consultation package was the following documentation:

- Revised Archaeological APE Maps
- Revised Architectural APE Maps
- Revised *VTA's BART Silicon Valley Phase II Extension Project—Archaeological Resources Technical Report,* prepared by ICF International in September, 2016 (ARTR)
- Revised *VTA's BART Silicon Valley Phase II Extension Project—Supplemental Built Environment Survey Report,* prepared by JRP Historical Consulting, LLC in September, 2016 (SBESR)
- Comment/Response Matrix addressing comments from the April 6, 2016 consultation letter from the SHPO to the Federal Transit Administration (FTA)

The Santa Clara Valley Transportation Authority (VTA) proposes to construct an approximately 5 mile-long subway through downtown San Jose which includes four new stations (Alum Rock, Downtown San Jose, Diridon, and Santa Clara). FTA is providing funding for the undertaking. The Phase II Extension Project would begin at the terminus of the BART Silicon Valley Phase I Berryessa Extension (Phase I) Project, east of US 101 and south of Mabury Road in San Jose. The Phase II Project would begin at grade where it would connect to the Phase I Project terminus and then descend into an approximately 5-mile–long subway tunnel that continues through downtown San Jose and terminates at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Two tunneling options have been proposed, a single-bore option and a twin-bore option. The construction details are fully described in the consultation package.

Previous correspondence from my office in April, 2016, provided comments on the Area of Potential Effect (APE) and identification efforts. The APE has since been revised to reflect the changes in the project description as discussed in the consultation package. The APE encompasses the approximately 6-mile long rail alignment, including five miles of tunnel, four stations, two mid-tunnel vent structures, two tunnel portals, a maintenance yard, construction staging areas, historic districts, cultural landscapes, and all areas that could be directly or indirectly affected by the proposes undertaking.

In response to the comments of the April, 2016 letter, the ARTR was revised to include additional geoarchaeological and buried site sensitivity data, historic context and updated prehistoric background, expanded methods section, and details on archival research in relation to buried historic-period site locations. No additional previously identified archaeological resources were identified within the revised APE; one resource was identified within 500 feet of the revised APE. Archival research identified 84 locations where historic-period archaeological sites potentially exist within or immediately adjacent to the APE. Finally, 26 archaeological sites were recorded outside of the APE but within 0.5 miles of the Phase II project area.

Buried site sensitivity was modeled for the entire project area and determined that several project facilities are within areas of high buried site sensitivity. These locations of high sensitivity are located under existing, occupied structures or on private property. Presence/absence testing is not feasible at this time.

The SBER identified 14 new potential built environment resources in the revised APE. Twenty-nine historic properties listed in, determined eligible for listing in, or recommended as eligible for listing in the National Register of Historic Places (NRHP) were also identified within the revised APE. Two properties (30 North 3rd Street and 179-181 Rhodes Court) were determined eligible for the NRHP and CRHR as part of the 2016 SBESR. Ninety-five properties were recommended as not eligible for listing in the NRHP, as shown on the attached table.

The FTA is requesting my comments on the revised Area of Potential Effect (APE) for the undertaking and concurrence with the eligibility determinations described above. FTA has also proposed the development of a Programmatic Agreement (PA) and Cultural Resources Treatment Plan to address the phased archaeological identification efforts. After reviewing the information submitted with your letter, I offer the following comments:

- I agree that the revised APE as described in the consultation package is appropriate, per 36 CFR § 800.4(a)(2).
- I concur, per 36 CFR § 800.4(c)(2), that:
    - The Santa Clara Control Tower and the Maintenance of Way Speeder Shed and Maintenance of Way Section Tool House are <u>eligible</u> for the NRHP <u>as contributing elements</u> of the Santa Clara Station property, per 36 CFR § 800.4(c)(2).
    - 30 North 3rd Street (APN 467-20-078) in San Jose is <u>eligible</u> for listing in the NRHP under Criterion C at the local level of significance as a

distinctive, rare, and relatively early local example of a Mission Revival industrial building.

- 179-181 Rhodes Court (APN 261-01-063) in San Jose is eligible for listing in the NRHP under Criterion C as an early and distinguished example of the Mid-Century Modern Style in San Jose.
- The Old Mill Building at 25-29 North San Pedro Street and the Pedro Square Properties building at 35 North San Pedro Street (APN 259-35-057) are not eligible for listing in the NRHP, while the Farmers Union Building on the same parcel remains eligible.
- 48-52 South 6th Street and 58 South 6th Street in San Jose, and the 95 properties listed on the attached table are not eligible for listing in the NRHP.

- I also concur that FTA and VTA's identification efforts to date are appropriate for this undertaking, and that the development of a Programmatic Agreement (PA) and Cultural Resources Treatment Plan to address the phased archaeological identification efforts per 36 CFR § 800.14(b)(1)(ii) is appropriate.

Thank you for considering historic properties in your planning process, and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest, Historian, at (916) 445-7022 or at kathleen.forrest@parks.ca.gov or Alicia Perez, Archaeologist, at (916) 445-7020 or Alicia.perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
A-01	254-02-044	1460	Mabury Road	San Jose	1971	6Z	No
A-02	254-02-029; 254-02-057	665	Lenfest Road	San Jose	1956	6Z	No
A-03	254-03-039	1590-1600	Las Plumas Avenue	San Jose	1957	6Z	No
A-04	254-02-076; 245-02-77	1480	Nicora Avenue	San Jose	ca. 1963	6Z	No
A-05	254-01-023	1404	Mabury Road	San Jose	ca. 1968-73	6Z	No
A-06	245-01-024	1354	E. Taylor Street	San Jose	ca. 1968-73	6Z	No
B-01	254-12-011	1505	Marburg Way	San Jose	1971	6Z	No
B-02	249-64-028	475	Eggo Way	San Jose	1962	6Z	No
B-03	467-07-024	1304	E. Julian Street	San Jose	ca. 1949, 1956	6Z	No
C-01	467-09-031	1298	E. St. John Street	San Jose	1960	6Z	No
C-02	467-09-032	85	N. 27th Street	San Jose	1966	6Z	No
C-03	467-09-033	83	N. 27th Street	San Jose	1947	6Z	No
C-04	467-09-039	23	N. 27th Street	San Jose	1964	6Z	No
C-05	467-09-051	88, 90	N. 26th Street	San Jose	ca. 1937, 1964	6Z	No
C-06	467-09-050	74	N. 26th Street	San Jose	1949	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
C-07	467-09-049	60	N. 26th Street	San Jose	1940	6Z	No
C-08	467-09-048	50	N. 26th Street	San Jose	1926	6Z	No
C-09	467-10-007	33-35	N. 26th Street	San Jose	1924	6Z	No
C-10	467-10-008	25	N. 26th Street	San Jose	1918	6Z	No
C-11	467-10-014	30	N. 25th Street	San Jose	1937	6Z	No
C-12	467-11-014	89	N. 24th Street	San Jose	1918	6Z	No
C-13	467-11-015	81	N. 24th Street	San Jose	1928	6Z	No
C-14	467-11-040	75	N. 24th Street	San Jose	1928	6Z	No
C-15	467-11-018	29	N. 24th Street	San Jose	1918	6Z	No
C-16	467-11-037	1121	E. Santa Clara Street	San Jose	1957	6Y	No
C-17	467-11-023	1119	E. Santa Clara Street	San Jose	1929	6Z	No
C-18	467-11-028	1047	E. Santa Clara Street	San Jose	1887, 1924	6Z	No
C-19	467-11-035	32-36	N. 21st Street	San Jose	1924, 1965	6Z	No
C-20	467-11-034	28	N. 21st Street	San Jose	1938	6Z	No
C-21	467-11-033	24-26	N. 21st Street	San Jose	1921	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
C-22	467-11-038	1001	E. Santa Clara Street	San Jose	1946	6Z	No
C-23	467-11-032	18-20	N. 21st Street	San Jose	1952	6Z	No
C-24	467-11-031	16	N. 21st Street	San Jose	1930	6Z	No
C-28	467-30-037	902	E. Santa Clara Street	San Jose	1967	6Z	No
D-01	467-16-097	57	N. 13th Street	San Jose	1920	6Z	No
D-02	467-24-110; 467-24-111	264-272	E. Santa Clara Street	San Jose	1966	6Z	No
E-01	467-20-079	147	E. Santa Clara Street	San Jose	1969	6Z	No
E-02	467-21-040	2	N. 2nd Street	San Jose	1972	6Z	No
E-03	259-34-043	19	N. Market Street	San Jose	ca. 1900-15	6Z	No
E-04	259-34-044	15	N. Market Street	San Jose	1927	6Z	No
E-05	259-34-045	9-11	N. Market Street	San Jose	1946	6Z	No
E-06	259-38-124	24	S. Autumn Street	San Jose	ca. 1969	6Z	No
E-07	259-38-119	50-52	S. Autumn Street	San Jose	1960	6Z	No
E-26	467-20-080	60	N. 3rd Street	San Jose	1971-73	6Z	No
E-28	467-23-034	15-19	S. 4th Street	San Jose	1939	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
E-29	467-21-029	31	N. 2nd Street	San Jose	ca. 1922, 1983-86	6Z	No
E-30	259-34-010	99	N. 1st Street	San Jose	1973-75	6Z	No
E-31	259-34-014	25-55	N. 1st Street	San Jose	ca. 1877, 1947	6Z	No
E-32	259-34-029	84-90	N. Market Street	San Jose	1903	6Z	No
E-33	259-34-028	80	N. Market Street	San Jose	ca. 1903	6Z	No
E-34	259-34-040	31	N. Market Street	San Jose	1956	6Z	No
E-37	259-35-058	20	N. Almaden Avenue	San Jose	1945	6Z	No
F-01	261-33-040	730	The Alameda	San Jose	1964	6Z	No
F-02	261-33-039	746-748	The Alameda	San Jose	1965	6Z	No
F-03	259-28-001	32	Stockton Avenue	San Jose	ca. 1954	6Z	No
F-04	259-28-002	60-62	Stockton Avenue	San Jose	ca. 1920	6Z	No
F-05	259-28-003	106-120	Stockton Avenue	San Jose	1917	6Z	No
F-06	259-28-004	138	Stockton Avenue	San Jose	ca. 1930	6Z	No
F-07	259-28-024	250	Stockton Avenue	San Jose	ca. 1948	6Z	No
F-08	261-033-025	49	Wilson Avenue	San Jose	ca. 1890	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
F-09	261-33-015	30	Sunol Street	San Jose	1915	6Z	No
F-10	261-02-060	173	N. Morrison Avenue	San Jose	1955	6Z	No
F-11	261-02-062	950	W. Julian Street	San Jose	1973	6Z	No
F-12	261-02-053	945	W. Julian Street	San Jose	ca. 1966	6Z	No
F-16	261-33-026	51	Wilson Avenue	San Jose	ca. 1884-90	6Z	No
F-17	261-33-014	34	Sunol Street	San Jose	ca. 1887	6Z	No
F-18	261-32-059	27	Sunol Street	San Jose	1912	6Z	No
F-20	261-01-013	128	Rhodes Court	San Jose	1921	6Z	No
F-21	261-01-014	152	Rhodes Court	San Jose	1920	6Z	No
F-23	261-01-062	201-203	Rhodes Court	San Jose	1963	6Z	No
F-24	261-01-061	229	Rhodes Court	San Jose	1920	6Z	No
F-25	261-01-060	253	Rhodes Court	San Jose	1920	6Z	No
F-26	261-01-059	275	Rhodes Court	San Jose	1920	6Z	No
F-27	261-01-058	295	Rhodes Court	San Jose	1924	6Z	No
F-28	261-01-081	908	West Julian Street	San Jose	ca. 1930	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
F-29	261-01-080	920	West Julian Street	San Jose	1930	6Z	No
F-30	261-01-079	936	West Julian Street	San Jose	1930	6Z	No
F-31	261-01-093	264	North Morrison Avenue	San Jose	1963	6Z	No
F-32	261-01-047	850	Cinnabar Street	San Jose	ca. 1892	6Z	No
G-01	261-04-005	707-725	Lenzen Avenue	San Jose	1946	6Z	No
G-02	261-04-039	475	Stockton Avenue	San Jose	1963	6Z	No
G-03	259-10-023	645	Lenzen Avenue	San Jose	ca. 1954	6Z	No
G-04	259-10-002	478	Stockton Avenue	San Jose	1953	6Z	No
G-05	259-10-004	530	Stockton Avenue	San Jose	1940	6Z	No
G-06	259-10-016	534-536	Stockton Avenue	San Jose	1946	6Z	No
G-07	259-10-021	580	Stockton Avenue	San Jose	1925	6Z	No
G-08	259-10-008	600	Stockton Avenue	San Jose	1967	6Z	No
G-09	259-10-009	610	Stockton Avenue	San Jose	1945	6Z	No
G-10	259-10-010; 259-10-011	630-644	Stockton Avenue	San Jose	1948	6Z	No
G-11	230-41-004	707	W. Hedding Street	San Jose	1950	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
G-12	261-11-003	889	Stockton Avenue	San Jose	ca. 1965	6Z	No
G-13	261-05-034	700	Harding Avenue	San Jose	ca. 1929	6Z	No
G-14	261-05-035	551	Stockton Avenue	San Jose	ca. 1928	6Z	No
G-15	261-05-068	597-599	Stockton Avenue	San Jose	1924-29, 1962-65	6Z	No
I-03	230-46-069	1205	Coleman Avenue	Santa Clara	1961-93	6Y	No

5.3 GENERAL DISCUSSION OF HISTORICAL SIGNIFICANCE OF PROPERTIES IN THE CURRENT SURVEY POPULATION

5.3.1 151-155 W. SANTA CLARA STREET / 17-35 N. SAN PEDRO STREET (MAP REFERENCE # E-35)

One property, the Farmers Union Building located at 151-155 W. Santa Clara Street / 17-35 N. San Pedro Street (Map Reference # E-35), has been previously determined eligible for the NRHP under Criteria A, B, and C (**Table 2**). It has been assigned NR Status Code 2S2, signifying that the property has been determined eligible for the NRHP and CRHR by consensus through the Section 106 process. The building is also listed as a San Jose City Landmark. The building is eligible for the NRHP at the local level of significance with a period of significance of 1930-1960. This resource is also considered a historical resource for the purposes of CEQA.

JRP updated the original form[35] in order to survey and evaluate two additional historic-period buildings located on the same legal parcel that had not previously been evaluated for NRHP or CRHR eligibility, and concluded that while the Farmers Union Building remains eligible, the two newly recorded buildings are not eligible for either

[35] Franklin Maggi, DPR 523 Form for the Farmer's Union Building (Resource ID SJCHS132), in: Dill Design Group, "San Jose Downtown Historic Survey for the City of San Jose," August 2000.