

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
(VTA)**

SILICON VALLEY RAPID TRANSIT CORRIDOR EIS/EIR

DRAFT

Technical Memorandum

**Historical Resources Evaluation Report
for
SVRTC EIS/EIR Alternatives**

**Prepared by
JRP Historical Consulting Services
1490 Drew Ave., Suite 110
Davis, CA 95616**

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EXECUTIVE SUMMARY

The Santa Clara Valley Transportation Authority (VTA) has prepared this Historic Resources Evaluation Report (HRER) based on research and fieldwork conducted by JRP Historical Consulting Services (JRP) between February 2002 and January 2003. This report identifies and evaluates historic properties within the Area of Potential Effects (APE) for the Silicon Valley Rapid Transit Corridor (SVRTC) located in Alameda County and Santa Clara County, California. This HRER examines the potential eligibility of historic resources within the APE for listing in the National Register of Historic Places (referred to in this report as the National Register), as well as their potential eligibility for listing in the California Register of Historical Resources (referred to in this report as the California Register). The purpose of this document is to assist VTA and the Federal Transit Administration (FTA) to comply with applicable sections of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and the implementing regulations of the Advisory Council on Historic Preservation (36 CFR Part 800), as these pertain to federally-funded undertakings and their effects on historic properties. It also seeks to help VTA comply with the California Environmental Quality Act (CEQA) for this project, as it pertains to historical resources. The resources studied for this report have been evaluated in accordance with Section 15064.5(a)(2)-(3) of CEQA Guidelines using the California Register of Historical Resources criteria outlined in Section 5024.1 of the California Public Resources Code.

After completing a Major Investment Study (MIS) in November 2001, VTA proposed an extension of the Bay Area Rapid Transit (BART) system to Milpitas, San Jose, and Santa Clara. The MIS was conducted to identify a Preferred Investment Strategy for the SVRTC. VTA evaluated eleven alternatives in the MIS report, including various modes of transportation such as express bus, bus rapid transit, commuter rail, diesel and electric light rail, and BART. The MIS also reviewed various alignments and stations located in the cities of Fremont, Milpitas, San Jose, and Santa Clara, California. In addition to the No-Action Alternative, VTA's Preferred Investment Strategy proposes to continue study of the Baseline Alternative and the BART Extension Alternative, see Section 1.1.¹ The Baseline Alternative builds upon existing, planned, and programmed transportation improvements in the corridor with additional express bus service and other associated improvements. The BART Extension Alternative proposes that BART be extended on approximately 16.3 miles of the Union Pacific Railroad (UPRR) alignment. This line would extend from the planned Warm Springs BART Station in Fremont to the vicinity of 28th Street and Santa Clara Street in San Jose. It would then proceed under downtown San Jose in a tunnel, which would surface south of the Santa Clara Caltrain Station and the project would terminate at Lafayette Street north of the Santa Clara Caltrain Station. With this alternative, VTA proposes seven new BART stations along the alignment.

The APE for the historic architectural survey for this project accounts for each alternative under consideration, the No-Action Alternative, the Baseline Alternative, and the BART Extension Alternative. In general, the APE extends from Fremont, in southern Alameda County, southward

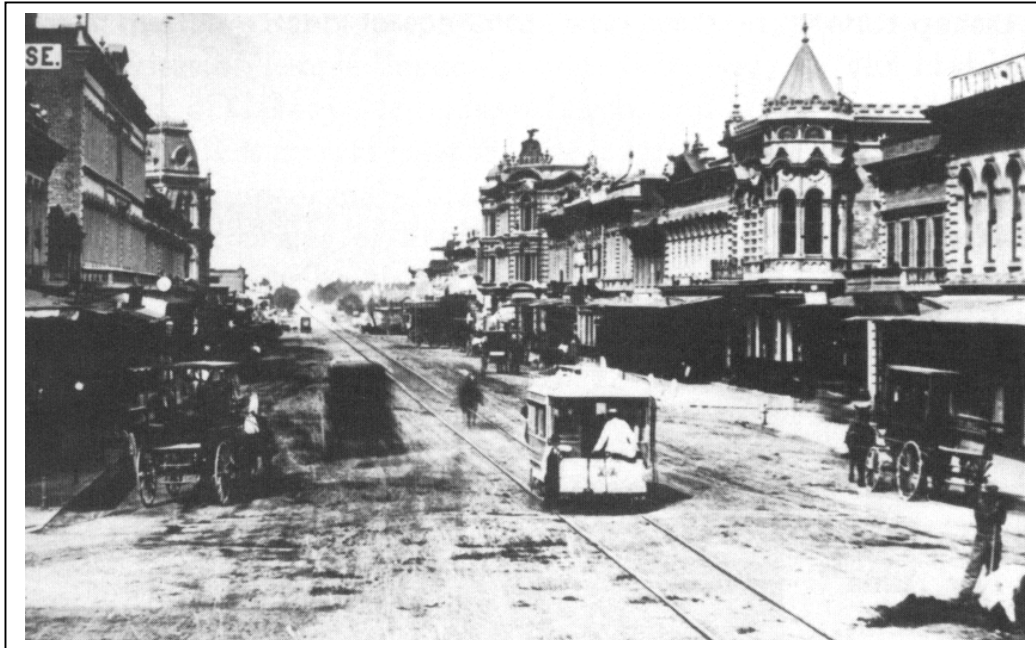
¹ Santa Clara Valley Transportation Authority, "BART Extension to Milpitas, San Jose and Santa Clara: Background," March 15, 2002, online at: <http://www.svrtc-vta.org/vta/background.asp>; "BART Extension to Milpitas, San Jose and Santa Clara: Alternatives," November 28, 2001, online at <http://www.svrtc-vta.org/vta/alternatives.asp>; and "BART Extension to Milpitas, San Jose and Santa Clara: Questions Asked," no date, online at <http://www.svrtc-vta.org/vta/FAQ.asp> (accessed June 2002).

through Milpitas to eastern San Jose, where the APE turns west running through San Jose and then northwest into Santa Clara. The APE also includes a discontinuous area at the I-880 / Montague interchange in southern Milpitas because of HOV lane connections proposed by the Baseline Alternative. The APE encompasses 657 buildings, structures, and objects. Of the total number of resources, 250 were built in or before 1962. These make up the known historic resources, or “survey population,” for this project. The inventory and evaluation efforts conducted for this project addressed each resource of the survey population by applying the appropriate National Register and California Register evaluation criteria. Although resources evaluated for these programs are usually fifty years old or older, this survey included all resources within the APE that would be forty years old or older as of 2002 to account for the passage of time between the period of project review and project completion, estimated for 2012. The remaining 407 non-historic properties within the APE contained only buildings, structures, or objects that were either built in 1963 or later and were not subject to this evaluation. There were also 110 vacant parcels at the time of the field surveys, which took place between February 2002 and January 2003. These non-historic and vacant parcels required no further study.

The general project location is shown in **Figure 1** and the project vicinity is shown in **Figure 2.1 and Figure 2.2**. The APE for historic architectural resources is shown in **Figures 3.1 through Figure 3.22**, which also includes Map Reference numbers keyed to the historic resources surveyed by this report. All of the figures are located in **Appendix A**. Evaluations of each of the historic resources within the APE are presented on DPR 523 forms² attached as **Appendix B**, and each form includes the Map Reference number shown graphically in Figure 3. The survey population resources are summarized in various tables included in Section 6. The tables are also organized by the Map Reference numbers that appear on Figure 3. The tables include the Assessor Parcel Number (APN), address or location of each property, date of construction, and status for listing in the National Register or for consideration as a historical resource for the purposes of CEQA.

Of the 250 historic resources, thirty-eight are listed in the National Register, have been determined eligible for the National Register, or appear eligible for listing in the National Register. These properties are either eligible or appear to be eligible as historical resources for the purposes of CEQA. Four additional properties within the APE do not appear to meet the criteria for listing in the National Register, but do appear to be eligible as historical resources for the purposes of CEQA. The remaining 208 resources do not appear to meet the criteria for listing in the National Register, nor do they appear to meet the criteria to be considered historical resources for the purposes of CEQA.

² JRP did not re-survey or re-evaluate any properties within the APE that were previously listed in or determined eligible for the National Register (National Register Status Code 1 or 2), unless there was a compelling reason that some clarification was necessary. JRP did prepare update forms for properties that had been evaluated more than five years ago, or in 1997 or before, and if additional information was required for Section 106 or CEQA compliance for this project. Properties surveyed within the past five years generally did not require re-evaluation. Where possible, JRP included copies of the previous survey forms (see Appendix B).



Detail from a historic view of downtown San Jose showing a turn of the century streetcar.
(Marjorie Pierce, *San Jose and Its Cathedral* [Santa Cruz: Western Tanager Press Inc., 1990], 93).

1. INTRODUCTION

1.1. Project Alternatives

This technical memorandum describes and evaluates the historic architectural resources present within the Area of Potential Effects (APE) for the public transit alternatives under study as part of the Environmental Impact Statement and Environmental Impact Report (EIS/EIR) for the Silicon Valley Rapid Transit Corridor (SVRTC). The Santa Clara Valley Transportation Authority (VTA) is the local lead agency conducting the EIS/EIR. In addition to the No-Action Alternative, two improvement alternatives, the Baseline Alternative and the Bay Area Rapid Transit (BART) Extension Alternative, are being evaluated in the environmental document:

- **Baseline Alternative.** This alternative builds upon existing, planned, and programmed transportation improvements in the corridor with additional express bus service and other associated improvements. The Federal Transit Administration (FTA) requires a Baseline Alternative as part of the New Starts Program to provide a basis for comparison to the proposed project.

The SVRTC Baseline Alternative would expand express bus service between: (1) the Central Valley, Tri-Valley, and central Contra Costa County and the proposed BART Warm Springs Station in southern Fremont, Alameda County; and (2) the Warm Springs BART Station and various Silicon Valley destinations in Santa Clara County. The service into Santa Clara County would augment existing express bus service and improvements planned in the County's Valley Transportation Plan 2020.

In addition, the following three new busway connectors are proposed in the Baseline Alternative to facilitate bus circulation into and out of the Warm Springs BART Station:

- The Interstate 680-to-Warm Springs BART Station (I-680 WS) Aerial Busway Connector
 - The Warm Springs BART Station-to-Interstate 880 (WS I-880) Aerial Busway Connector
 - The Interstate 880-to-Montague Expressway (I-880 ME) Aerial Busway Connector
- **BART Extension Alternative.** The BART Extension Alternative is a 16.3-mile extension of the BART system. It would begin just south of the planned Warm Springs BART Station in Fremont, extend along the Union Pacific Railroad (UPRR) line to Milpitas, and then continue to 28th and Santa Clara Streets in San Jose. From there, BART would leave the railroad right of way, tunneling under downtown San Jose to the Diridon Station. The BART Extension would then turn north under the Caltrain line and terminate near the Santa Clara Station. BART trains are expected to run every six minutes, with the extension of the San Francisco and Richmond routes. A BART maintenance and storage yard also is proposed at the end of the extension in San Jose/Santa Clara. Along the alignment, seven station locations have been proposed: 1) Montague/Capitol, 2) Berryessa, 3) Alum Rock, 4) Civic Plaza/San Jose State University, 5) Market Street, 6) Diridon/Arena, and 7) Santa Clara. A South Calaveras Optional Station is also proposed in Milpitas. The BART rail car fleet would be expanded from 859 vehicles to a total of 977 vehicles to operate at 2025 service levels.

The VTA Board of Directors (Board) selected the BART Alternative as the Preferred Investment Strategy for the SVRTC on November 9, 2001. This was at the conclusion of a Major Investment Study of transportation improvement alternatives for the Fremont to San Jose corridor. The Board instructed that the BART Alternative and Baseline Alternative be further evaluated in the environmental compliance phase in accordance with FTA guidelines for project development under the federal New Starts program.

2. RESEARCH AND FIELD METHODS

The APE for historical architectural resources within the Silicon Valley Rapid Transit Corridor project was developed by Parsons Transportation Group (PTG), Earthtech, Inc., and JRP Historical Consulting Services (JRP) in consultation with VTA and FTA. The APE, which is further described below, accounts for each alternative under consideration, the No-Action Alternative, the Baseline Alternative, and the BART Extension Alternative. The overall project location is shown in **Figure 1**, the project vicinity is shown in **Figure 2.1** and **Figure 2.2**, and the APE for historic architectural resources is shown in **Figure 3.1** through **Figure 3.22**. The APE shown in the twenty-two sheets of Figure 3, includes all alternatives and alternative options under consideration, and also includes Map Reference numbers keyed to the historic resources surveyed by this report. The figures are located in **Appendix A**.

The APE for the historic architectural survey for this project includes an area that extends from Fremont in southern Alameda County southward through Milpitas, southwest through San Jose, and then northwest into Santa Clara. This APE accounts for each alternative under consideration. Because the BART Extension Alternative would involve the most potential construction, it defined the boundary of most of the historic architectural APE, but the HOV lane connections proposed by the Baseline Alternative are included at the north end of the APE and in a discontinuous portion of the APE at the I-880 / Montague interchange in southern Milpitas. In general, the APE extends from near the proposed Warm Springs BART station to the Santa Clara Caltrain Station via the UPRR (former Western Pacific Railroad, or WPRR) right-of-way, downtown streets (subway alignment), and the Caltrain right-of-way.

The architectural APE for this project was drawn in a manner consistent with general cultural resource practices. Shown in **Figure 3.1** through **Figure 3.22** as a solid black line, the architectural APE includes the Area of Direct Impact (ADI), plus a buffer zone immediately adjacent to surface construction, as well as the legal parcels immediately above the work for tunneled portions of the project. Standard cultural resource survey practices include evaluation of all buildings and structures located on a given legal parcel as a single historic resource. Therefore, where the proposed project bisected a parcel, the boundary was drawn to include the whole parcel into the APE. The historic resources within the APE are identified on the APE maps with a reference number consisting of the sheet number and corresponding map reference number. Resources that appear on APE map Sheet 12, for example, have been assigned Map Reference numbers "12-01, 12-02, etc." The map reference numbers were assigned beginning on Sheet 1, at the north end of the project in Fremont, and ending on Sheet 15 in Santa Clara. Summary tables listing the status of the historic properties within the APE in relation to their National Register or CEQA status are in Section 6.

JRP conducted background research to assess which resources would be part of the survey population for this project and conducted appropriate fieldwork to record these resources. JRP conducted research in property records through First American Real Estate Solutions (FARES) commercial database, and also reviewed current and historic topographic and property maps, Santa Clara County and Alameda County assessment records, historic aerial photographs, and other documents including the previous documentation of historic properties discussed below. This determined which buildings, groups of buildings, structures, and objects would be studied in

more detail as resources that appeared to have been built in or before 1962. This group constitutes the survey population for this report.

Although resources evaluated for the National Register and California Register programs are usually fifty years old or older, this survey included all resources within the APE that were forty years old or older as of 2002 to account for the passage of time between the period of project review and project completion, estimated for 2012. Generally, properties that are less than fifty years old are excluded from listing in these programs, unless they can be shown to be exceptionally important. Extending the survey period to include the year 1962 provides a buffer to account for the possibility of a long lead-time between preparation of environmental documentation and actual project construction.

Buildings, structures, and objects determined to have been built in 1963 or later were considered non-historic. None of the post-1962 resources appear to be eligible for inclusion in the National Register or the California Register of Historical Resources (referred to as the California Register in this report), and none required further study. In keeping with other general historic architectural cultural resources practices, JRP categorically excluded some features of the built environment from its survey. These features and property types included many common components of infrastructure that do not appear to meet the criteria for listing in the National Register, the California Register, or any local ordinance. These structures included: culverts, ditches, pipelines, billboards, power lines, transmission towers, and ubiquitous street features and street furniture.

Of the 657 buildings, structures, and objects located within the APE, 250 contain historic resources consisting of individual buildings, groups of buildings, structures, groups of structures, and objects. The remaining 407 properties were built in 1963 or later. There are also 110 vacant parcels located within the APE. In keeping with the standards of the California Department of Parks and Recreation and Office of Historic Preservation, the survey population of 250 resources was inspected in the field, photographed, and described in detail on DPR 523 forms, as necessary. The DPR 523 forms are attached in **Appendix B**. Themes found within the historic context in Section 3 reflect the property types found within the study area and include nineteenth and twentieth century agricultural development, residential and commercial development, and transportation within the study area. Very few of the resources within the survey population date to before 1900; however, a general treatment of the late eighteenth and nineteenth century history of the area is provided to set the stage for early development of the area and the establishment of the communities of Warm Springs (Fremont), Milpitas, Santa Clara, and San Jose.

JRP also undertook property-specific research for individual resources in both archival and published records. JRP staff conducted this research both in conjunction with the fieldwork and after the field surveys were completed, between February 2002 and January 2003. Research for this project was conducted at the California State Library, Sacramento; Shields Library, University of California, Davis; Caltrans Transportation Library, Sacramento; Caltrans District 4 Maps and Plans Office, Oakland; Alameda and Santa Clara County Assessors' Offices; Santa Clara County Recorder's Office; Santa Clara County Surveyor's Office; Alameda County Maps and Files Room (Hayward); California Room, San Jose Public Library; the archives of "History San Jose" at Kelly Park; Map Collection, University of California, Berkeley; and California State Railroad Museum Library. JRP staff also conducted personal interviews, as necessary, and met

with the City of San Jose's Historic Preservation Officer. For a complete listing of materials consulted, please refer to the references listed in Section 7.

As part of the process to identify historic resources within the APE, JRP reviewed existing information from previous surveys. JRP reviewed the National Register, the California Register, the California Historical Landmarks, and the California Points of Historic Interest lists to assess the location of known historic properties within the 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 San Jose and Santa Clara County, JRP found many historic resource inventory and evaluation records on properties within the APE, particularly those located in or near downtown San Jose. The majority of the properties outside of San Jose had not been previously surveyed. JRP located most of these previous studies at the City of San Jose Public Library, the City of San Jose Planning Department Historic Preservation Office, and the archives of "History San Jose" at Kelly Park. In addition, JRP reviewed the literature of previously conducted cultural resources reports in or near the architectural APE provided by the California Historical Resources Information System Northwest Information Center housed at Sonoma State University.

2.1. Preparers' Qualifications

JRP prepared this technical memorandum to provide an evaluation of the historic resources within the APE for the SVRTC EIS/EIR Alternatives. Principals Meta Bunse and Rand Herbert directed the project, consulted on the development of the APE, managed the identification and survey of historic architectural resources, conducted research and evaluation analysis, and contributed to the narrative context developed for the study area. The principals also directed data management and graphics production. Ms. Bunse received a M.A. in Public History from California State University, Sacramento and has over twelve years of experience in public history and historic preservation. Mr. Herbert received a M.A.T. (Teaching) in History from the University of California, Davis and has over twenty-five years of experience in public history and historic preservation. Based on their levels of education and experience, Ms. Bunse and Mr. Herbert qualify as historians under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Staff historians for this report were Amanda Blosser, Jessica Herrick, Kathleen Kennedy, Bryan Larson, Christopher McMorris, Theresa Rogers, and Toni Webb. Staff historians conducted field survey of historic architectural resources, performed research and contributed to the evaluation analysis, as well as data management and graphics production. Staff historians also contributed to the production of the narrative context developed for the study area. Ms. Blosser, Mr. McMorris, Ms. Rogers, and Ms. Webb also qualify as historians and/or architectural historians under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Ms. Blosser received a M.S. in Architecture from Texas Tech University with a specialization in historic preservation and has over three years of experience in public history and historic preservation. Mr. McMorris received a M.S. in Historic Preservation from Columbia University in New York and has over four years of experience in public history and historic preservation. Ms. Rogers received a M.A. in Public History from California State University, Sacramento and

has over six years of experience in public history and historic preservation. Ms. Webb received a B.F.A. in Historic Preservation from the Savannah College of Art & Design and has over four years of experience in public history and historic preservation.

Research assistants and technicians on this report were Courtney Chambers, Brandon De Lallo, Susan Hotchkiss, Eric Johnson, Cindy Toffelmier, and Andrew Walters. The assistants and technicians conducted directed field survey and research tasks, as well as data management, graphics production, and word processing. Many of the research assistants at JRP are recent graduates or current students of the Public History program at California State University, Sacramento. Other research assistants and technicians are graduates of the University of California, Davis or California State University, Sacramento, with bachelor degrees in history or related fields.

3. HISTORICAL OVERVIEW

3.1. Introduction

This historical overview presents the context for the evaluation of the historic resources identified in field surveys and research for this report. The overview is shaped by the fact that the study area follows two types of major transportation corridors: railroads and major roadways. The first five miles at the northern end of the APE parallels a railroad alignment established in the late 1860s. The next six miles, until the APE reaches San Jose, follows a rail line completed in 1921. The APE generally crosses east-west through San Jose along Santa Clara Street, a route that was established during the Pueblo Period and formalized by the early American surveys of the 1850s. As the APE turns northwest toward Santa Clara, it passes another street that had its beginnings as a pre-statehood trail (The Alameda) and another established in the early American Period (Stockton Avenue). The APE terminates north of Santa Clara Station, which is located near the site of a former passenger depot that served another rail line established in the 1860s. These transportation systems were a major factor in the development of the region, not only in support of agriculture, settlement, and communication, but also in land tenure and general patterns of growth. These themes are addressed here to provide the appropriate context within which the resources of the survey population are evaluated for historic significance.

3.2. Early History of Santa Clara and Southern Alameda County: 1769-1848

The earliest exploration of the Santa Clara Valley by Euro-Americans began in 1769. Although there are no extant resources within the APE directly associated with this early period of development, a brief discussion of the era is provided here because the subsequent settlement by both the Spanish and later Mexican settlements formed the basis for transportation and land tenure in the San Jose area during the American Period and well into the twentieth century.

3.2.1. Spanish Period: 1769 to 1822

Spanish exploration of the southern San Francisco Bay Area began in the 1760s and Spain's settlement of the region started in 1777 with the founding of Pueblo San Jose and Mission Santa Clara. Maritime explorers had passed by the Bay Area since the seventeenth century, but did not venture to the interior until Sergeant Jose Francisco Ortega led a small scouting party from the coast (near present day Pacifica) and sighted the San Francisco Bay in the fall of 1769. The following year, Pedro Fages led a group north from Monterey to explore possible land routes to the San Francisco Bay. He and his party passed through the wetlands of the Guadalupe River and Coyote Creek drainages on their way along the eastern shore of San Francisco Bay in November 1770. Fages passed through the Santa Clara Valley again in 1772. The Spanish government of Mexico soon decided to settle the valley based on the positive reports of Fages and others who had traveled through the area.³

³ Warren Beck and Ynez Haase, *Historical Atlas of California* (Norman, OK: University of Oklahoma Press, 1974), map 17.

The settlement practices of the Spanish government included several mechanisms for establishing occupation: presidios (military), missions (religious), and pueblos and ranchos (civil). In the area now known as Santa Clara County, Spain utilized three of these mechanisms: the Catholic Church founded Mission Santa Clara in 1777; the Spanish government established Pueblo San Jose that same year; and Spanish governors later granted a few ranchos in the region. (Mission San Jose was founded twenty years after Santa Clara, and quite a distance north in what is now Alameda County). Mission Santa Clara had a long history of relocation to avoid flooding from the Guadalupe River, moving five times before 1825 when it arrived at its present site, which eventually became the University of Santa Clara campus.⁴

Meanwhile, Governor Don Felipe de Neve began the process for the region's first civil settlement, also in 1777. The governor approved a site for Pueblo San Jose on the east side of the Guadalupe River and the pueblo's pioneer inhabitants were chosen largely from the soldiers serving at the presidios in Monterey and San Francisco. Corporal Gabriel Peralta headed the founding group of *pobladores* who established the pueblo on the riverbank in November 1777. High water caused the pueblo's new dam to break just above the small settlement during the following winter (1777-1778), inundating that first town site. At some point before 1791, the settlers decided to abandon this site and establish their community further south, still on the east side of the Guadalupe River but above its confluence with Los Gatos Creek. This area is south of modern day West St. James Street, along both sides of Market Street down to roughly William Street. It forms the oldest part of what would become the City of San Jose, and the APE for this project crosses through the area along East and West Santa Clara Street.⁵ Nevertheless, no above ground resources that date to this period exist within the APE.

The Spanish also had the authority to grant land to individual Spanish subjects, although these grants were relatively rare compared to the number later granted by the Mexican government. The APE passes through land that was once part of five ranchos (in addition to the Pueblo San Jose lands), but there are no remaining rancho-era buildings, structures, or objects within the survey area. Only one of these tracts dates to the Spanish Period: Rancho Tularcitos. Spain's last Governor of Alta California, Pablo Vicente de Solá, granted this almost 4,400-acre tract to Jose Higuera in 1821, just months before Mexico gained its independence. Many years later, Mexican Governor Alvarado re-authorized the grant to Higuera in 1839.⁶

3.2.2. Mexican Period: 1822 to 1848

After successfully throwing off Spanish rule in 1820-24, the Mexicans continued to settle Alta California's land, slowly branching outward from the early settlement regions. Between 1835 and 1844, the Mexican governors of Alta California granted four more ranchos through which the APE passes, although again, there are no historic resources within the APE that date to this

⁴ Elizabeth Eve Messmer, "California's First Civil Settlement: The Early Years of the Pueblo San Jose," *Historias* 20 (1976): 47-65; Clyde Arbuckle, *Santa Clara County Ranchos* (San Jose, CA: Rosicrucian Press, 1968), passim; and Beck and Haase, *Historical Atlas of California*, map 19. A few other ranchos were granted by Spanish governors in what is now Santa Clara County, but all were either reappropriated or re-granted during the Mexican period. These tracts were largely located in the western and southern reaches of the county.

⁵ Messmer, "California's First Civil Settlement," 54; City of San Jose, Department of City Planning, "Downtown San Jose 1995: Draft Environmental Impact Report," (February 1983), Figure 58.

⁶ Arbuckle, *Santa Clara County Ranchos*, 13, 15, 22-23, 36, 38-39.

period. Both Nicholas Berryessa and Jose Maria Alviso claimed the Rancho Milpitas. Unable to produce evidence to back up his claim, Berryessa lost the conflict and later, the grant was confirmed by the United States District Court to the heirs of Jose Maria Alviso. This rancho contained about 4,460 acres, and is bounded on the north by Rancho Tularcitos. Above Rancho Tularcitos is the northernmost rancho in the APE, Rancho Agua Caliente, which straddles the modern county boundary line between Alameda and Santa Clara counties. The first grant for this 9,560-acre rancho was made in 1836, and was later reauthorized by Governor Juan Alvarado to Fulgencio Higuera in 1839. Governor Manuel Micheltoarena granted the last two ranchos in the study area in 1844. Both are located west of Pueblo San Jose on the west banks of Los Gatos Creek and the Guadalupe River. James Alexander Forbes was the grantee of Rancho El Potrero de Santa Clara that consisted of nearly 2,000 acres between the Pueblo and Mission Santa Clara. Micheltoarena granted Rancho Los Coches to an Indian named Roberto from the mission.⁷

The boundaries of many Mexican land grants were vague and overlapping, while legal titles were often unclear. After the United States acquired California in 1848, a Land Commission was established to adjudicate these confusing issues and these five ranchos were confirmed by the Commission between 1854 and 1856. The Pueblo San Jose lands were subject to a more protracted legal process, but were also confirmed in 1859. After the boundaries of the land grants were cleared, American settlers began to quickly superimpose a familiar American character on the former Hispanic pueblo.⁸

3.3. Santa Clara County and Southern Alameda County: 1849-1899

Soon after California became an American territory, the Sierra gold rush brought an influx of people into the Santa Clara Valley and the eastern shores of San Francisco Bay. Some of the new arrivals started farms or went into business and many were able to make these agricultural or commercial pursuits if not more profitable, certainly more dependable than mining. The infusion of investment in both land and the local economy transformed San Jose from a small farming community to a bustling city, and saw the start of prosperous farms on the fertile plains skirting the southern end of San Francisco Bay. **Figure 4** and **Figure 5** illustrate the development of San Jose and its surrounding environs shortly after the Gold Rush. California's bid for statehood, accelerated by this influx of people and the Gold Rush, was achieved in 1850, with San Jose serving as the first capital of the state. New settlements grew around the former Spanish and Mexican era pueblos, missions, and ranchos, and the communities began to develop a distinctly American character.⁹

For over a century, beginning in the mid-1800s and continuing into the post-World War II era, the Santa Clara Valley was one of the foremost agricultural regions in the state. Through the 1870s, the fertile valley was a wheat and grain capital, as well as home to a burgeoning wine industry. Vineyards and wineries continue to be a part of the valley's agricultural heritage, but by the turn of the century wheat and barley had been almost totally abandoned in favor of orchard crops, particularly apricots, plums, and cherries. After World War II, however, rapid

⁷ Phyllis Filiberti Butler, *The Valley of Santa Clara: Historic Buildings, 1792-1920* (San Jose, CA: The Junior League of San Jose, 1975), 57; and Crisostomo Perez, *Land Grants in Alta California* (Rancho Cordova, CA: Landmark Enterprises, 1996), 52, 62, 73, 83.

⁸ Perez, *Land Grants in Alta California*, 52, 62, 73, 83.

⁹ Clyde Arbuckle, *Clyde Arbuckle's History of San Jose* (San Jose, CA: Memorabilia of San Jose, 1986), 55, 79-80; and Stephen M. Payne, *Santa Clara County: Harvest of Change* (Northridge, CA: Windsor Publications, 1987), 69-73.

urbanization and the incorporation of towns such as Milpitas and Fremont forever changed the agricultural character of much of the county. Today, acres upon acres of former orchard land have been developed for residential and commercial uses.¹⁰

The agricultural heritage of the Santa Clara Valley extends at least as far back as the Mexican Rancho Period. Many of the various ranchos that comprised the region undertook subsistence level farming, but more predominantly engaged in cattle ranching. By 1848, the Mexican Period had come to an end, yet many new settlers carried on the agricultural tradition with small family farmsteads. By the 1850s, American farmers were also growing wheat and barley in what is now southern Alameda County and throughout the Santa Clara Valley, as part of an economic transformation in the entire state. The soil in the valley was rapidly recognized as some of the best in the country for growing grains, and grains soon became the dominant agricultural crop in the state, remaining prominent in the region until the 1890s when farmers in the Midwest started to grow wheat in great quantities. Closer to East Coast markets, those producers had an advantage over West Coast farmers who soon turned to other crops. During the first decade of the twentieth century, grain production in the Santa Clara Valley dropped precipitously – from over 1.6 million bushels of wheat, barley, and oats in 1899 to roughly 220,000 bushels in 1909.¹¹

Santa Clara farmers quickly learned that orchard farming, particularly specialty crops such as prunes and apricots, was much more lucrative than grain farming. After the wheat industry started to decline in the 1880s, Santa Clara County agriculture became practically synonymous with fruit farming and processing. The history of fruit farming in the county can be traced to the early 1850s, when several farmers began experimenting with small orchards on their grain farms. But the farms did not enjoy great success until the 1890s, when deciduous fruit acreage soared to more than 80,000 acres.¹² As technologies advanced, specialty fruits gained popularity among growers. The Pellier Brothers introduced the French prune in 1856, providing the basis for a highly successful prune industry later in the nineteenth century. Wine grapes were another early crop in the county. In the early 1850s, hundreds of French settlers came to Santa Clara County, many bringing knowledge of winegrowing and winemaking. Early important winemakers included Pierre Sainsevain's Belle Vue Vineyard and Charles Lefranc's Sweet Grape Vineyard. Santa Clara County soon became the leading wine region in California. Unlike wheat and other grain crops, winegrowing remained a successful Santa Clara Valley industry throughout the twentieth century. Paul Masson, New Almaden, and Mirassou, the "big three" Santa Clara County wineries, continue to operate today.¹³

The success of agriculture in the Santa Clara Valley rested on the ability of farmers to bring their crops to market, and so was intimately tied to the development of transportation in the region. Before the arrival of the railroad, wagons and water transportation were the only options for shipping from the area within and surrounding the APE. For instance, in southern Alameda County, in the northern portion of the APE, navigation became the most important means of

¹⁰ Payne, *Santa Clara County: Harvest of Change*, 69-96.

¹¹ Richard Walker and Matthew Williams, "Water from Power: Water Supply and Regional Growth in the Santa Clara Valley," *Economic Geography* (April 1982), 96-99; Payne, *Santa Clara County: Harvest of Change*, 69; and Timothy J. Lukes and Gary Y. Okihiro, *Japanese Legacy: Farming and Community Life in California's Santa Clara Valley* (Cupertino, CA: California History Center, De Anza College, 1985), 16.

¹² Walker and Williams, "Water from Power: Water Supply and Regional Growth in the Santa Clara Valley," 96-99; and Payne, *Santa Clara County: Harvest of Change*, 74.

¹³ H. M. Butterfield, *History of Deciduous Fruits in California*, reprinted from *The Blue Anchor*, California Fruit Exchange (July 1938), 30-31; and Payne, *Santa Clara County: Harvest of Change*, 76-77.

transportation before the 1860s, surpassing local roads, which were often in poor repair or impassable during some seasons. Goods were shipped from Warm Springs District and Dixon's Landing to the San Francisco Bay for further transport.¹⁴

In Santa Clara County, overland horse carts, wagons, and coaches provided the main means of transportation until the appearance of railroads. No formal system of roads was adopted until later in the county's history during the American period, and instead these horse and ox-drawn vehicles gradually wore trails into the land over a period of continual use.¹⁵ One of the few formally planned roads in the county, and also one of the oldest located within the APE, is The Alameda. Established early in the Spanish period of occupancy, this thoroughfare originally connected the pueblo of San Jose de Guadalupe with Mission Santa Clara, so that residents of the pueblo could attend mass at the mission. Father Catala laid out the course of the roadway in 1795, and its general route has since been a major transportation artery in Santa Clara County. Father Catala located the road's alignment along a canal dug by Mission Indians that brought water from a spring near present-day Hanchett Park to the Mission fields. The road was lined with three rows of red willow saplings to provide shade, and in hopes of providing protection against winter floods. Unfortunately, the willows failed to give adequate protection to The Alameda during rainy periods, and as a result the road was often impassable for the winter months, forcing many travelers to walk alongside the muddy road cutting new paths.¹⁶

Other roads in the City of San Jose and Santa Clara County were laid out during the American period, as surveyors like William Campbell and Chester Smith Lyman began to map the city and unincorporated areas of the county. Some of these routes generally followed trails established during the Spanish and Mexican Periods and others were established to connect pioneer settlements. The road labeled the "Milpitas Road" on historic maps ran from what is now Hedding Street north to the county line, through Ex-Mission of San Jose land and large agricultural tracts. Another major road started in San Jose at 1st Street and passed southward through town where it became known as the Monterey Road. It continued southeast to the county line and beyond to San Juan Bautista. The road between San Jose, Los Gatos, and the western county line ran southwest from downtown and eventually crossed the county line on its way to Santa Cruz.¹⁷

The major thoroughfare through the center of San Jose was soon called Santa Clara Street because it ran southwest to connect with The Alameda, which traveled towards the Mission of Santa Clara. Because of its connection with The Alameda, this major roadway often proved impassable during the winter. In order to deal with this problem, the county granted a franchise in 1862 to the Alameda Turnpike Company, allowing the company to levy a toll on The Alameda in return for keeping the road in good working order. The company erected gates in San Jose to control the traffic on the road, but had trouble keeping the gates up, as the residents of the county were never very pleased about the franchise. The county eventually bought back the franchise several years later, and by 1870, the road was again public.¹⁸

¹⁴ Charles Howard Shinn, *Historical Sketches of Southern Alameda County* (Oakland, CA: Alameda County Historical Society, 1991), 5-6.

¹⁵ Frances L Fox, *Land Grant to Landmark* (San Jose, CA: Pied Piper Publishers, 1978), map.

¹⁶ Eugene T. Sawyer, *History of Santa Clara County, California* (Los Angeles, CA: Historic Record Company, 1922), 36.

¹⁷ Arbuckle, *Clyde Arbuckle's History of San Jose*, 58; Sawyer, *A History of Santa Clara County*, 147; Santa Clara County map, 1890; and Fox, *Land Grant to Landmark*, map.

¹⁸ Sawyer, *History of Santa Clara County, California*, 147-148.

Transportation methods within Santa Clara County, as with the entire nation, were revolutionized with the introduction of railroads. The need for rail transportation in the Santa Clara Valley was clear from the start. San Jose, the first California state capital in 1850, was only about forty miles south of San Francisco, yet travel between the two cities had to take place via navigation on San Francisco Bay followed by a wagon ride from the nearest landing at Alviso, or overland, which was a time-consuming and arduous trip via unreliable roads. Railroad lines were well established in the eastern states by this time, but the transcontinental link was almost 20 years away and California's early railroad investors had many obstacles to contend with, not the least of which included generating funding and kindling public support. Another major obstacle was the geography of the Bay Area, from the craggy San Francisco peninsula to the inundated wetlands that ringed the bay itself.

In 1860, with an upturn in the economy fueled by the silver boom in Nevada, the San Francisco – San Jose Railroad Company (SF&SJ) began construction of a line to connect these two important cities. More than 300 laborers laid track through the hills south of San Francisco. Difficulties in obtaining construction materials from the eastern states because of the Civil War slowed construction, as did heavy storms and flooding during the winter of 1861–62. The line reached Palo Alto in late 1862, and service began between San Francisco and Big Trees Station (now Menlo Park) on October 19, 1863. Three months later, on January 16, 1864, the line opened between the Race Track and San Jose. Later that year, the line was extended into downtown San Francisco. Regular daily passenger service during the first year of operation consisted of a morning train and two afternoon round trips between San Francisco and San Jose. The fledgling line did not have substantial station buildings during its early years. In fact, boxcars, or maintenance of way cars, were often used as shelters at station stops during this period.¹⁹ One of San Jose's early station masters, Hugh C. McCormick, interviewed in 1925 (at the age of eighty-three) about the railroad's early days, recalled that "stations along the way were simply sheds. There wasn't even a shed at Menlo Park or Palo Alto then."²⁰ The Santa Clara Station was originally built in 1863. In 1877 the building was moved across the street to its current location, and attached to the existing freight building (Map Reference #15-02).

Within a few years of the SF&SJ's success, another line was established along the eastern shore of San Francisco Bay. A short-lived company established by the Central Pacific and the SF&SJ called the Western Pacific Railroad (not to be confused with the twentieth century Western Pacific Railroad that is referred to in this report as the WPRR and discussed below in Section 3.4, that built its San Jose branch between 1917-1921) built the first rail line on this alignment in 1869. This early line was built to connect Sacramento and San Jose, and it ran southward from Oakland through the former rancho and mission lands of the East Bay to San Jose. Some of the stations and freight sidings along the early line developed into small settlements such as the Harrisburg Station of the Warm Springs District and the small community of Milpitas (see Section 3.3.2, below). The backers of the Central Pacific formed a new company to operate the western portion of the system, called the Southern Pacific Railroad (SPRR), and this enterprise soon took control of this line, as well as the SF&SJ line on the peninsula. These two systems

¹⁹ John R. Signor, *Southern Pacific's Coast Line* (Wilton: Signature Press, 1994), 3-4; Louis Richard Miller, "The History of the San Francisco and San Jose Railroad," Master's thesis, UC Berkeley, 1947, 64-65; Alan Hynding, *From Frontier to Suburb: The Story of the San Mateo Peninsula* (Belmont, CA: Star Publishing Company, 1982), 62; and Fred A. Stindt, "Peninsula Service; A Story of Southern Pacific Commuter Trains," *Western Railroader* (1957): 23-25.

²⁰ "90th Anniversary: The Iron Horse Comes to San Jose," *The Western Railroader* 17 (March 1954): 6; and Sawyer, *History of Santa Clara County*, 150-151.

were linked in San Jose at SPRR's 4th Street Station and, during the early 1870s, SPRR went on to expand its operations southward by building its Coast Line down 4th Street and Monterey Road. During the rest of the nineteenth century, the railroad expedited the agricultural and population expansion of the region, providing transportation for both products and passengers.²¹

3.3.1. Early Development in San Jose: 1848-1899

During the 1840s and 1850s, settlers from the eastern United States began to superimpose an American character on the Hispanic town of San Jose. In response to this pressure, the city commissioned a survey, and the first surveyor, William Campbell, assigned block ranges and lot numbers to the city to quickly establish a gridiron pattern on the lands adjacent to the pueblo. A subsequent and more detailed survey by Chester Lyman in 1848 continued the rectangular layout and established the familiar grid of San Jose that exists today. After the completion of these two surveys, the city boundaries extended east of the Plaza to 8th Street, north to Julian Street, and south to Reed Street. San Jose's main core, about three miles wide, remained approximately this size until the twentieth century.²²

Once the city boundaries were established, those with claims to land were granted legal title and the unclaimed lots were sold. Although not particularly creative, the standard gridiron system did allow for relatively rapid land apportionment and facilitated the transfer of property ownership, as well as tax assessment. This system also often encouraged land speculation, which was the case in San Jose, and the lots sold quickly. The city began to undertake improvements of infrastructure during the 1850s and 1860s by installing natural gas and sewer service. Additionally, the San Jose Water Company, incorporated in 1866, started providing water to a city that was otherwise dependent on well water. These improvements and the increasing population soon supported a small commercial district centered at the intersection of Santa Clara and Market Streets. Most of the buildings around this intersection were still adobe at this point in San Jose's history, but new buildings began to reflect a combination of New England architectural traditions and the Hispanic architectural traditions already present. New construction conformed to the street pattern set up by the surveyors, aligned with the grid arrangement. None of the resources within the APE date to this earliest period of American construction, although the remains of some of these buildings and structures may exist subsurface. The earliest extant, above ground resources in the APE were built during the next period of construction in the downtown area.²³

This next phase of development in San Jose began as the city became the mercantile and financial center for the Santa Clara Valley and the southern San Francisco Bay Area. Commercial growth was relatively steady from the 1870s through the early twentieth century, and this economic prosperity resulted in more expansion. The commercial center shifted east from Santa Clara and Market Streets to Santa Clara and 1st Streets, as several developers

²¹ George H. Drury, *The Golden Years of Railroading: Southern Pacific in the Bay Area: The San Francisco-Sacramento-Stockton Triangle* (Waukesha, WI: Kalmbach K Books: 1996), 101-102; and Don L. Hofsommer, *The Southern Pacific, 1901-1985* (College Station, TX: Texas A&M University Press: 1986), 4.

²² Dill Design Group, *Expansion of the Century Center Redevelopment Plan Area and Mixed-Use Project Historic Resources Assessment*, 11; and Clyde Arbuckle, *History of San Jose*, 59.

²³ Sawyer, *History of Santa Clara County, California*; Arbuckle, *History of San Jose*, 499; and Far Western Anthropological Research Group, Inc., "Archaeological Survey and Sensitivity Report for the Silicon Valley Rapid Transit Corridor BART Extension Project (Draft)," prepared for Valley Transportation Authority, October 2002.

constructed large commercial buildings and blocks along Santa Clara Street during the 1880s. The city government followed suit after Chinatown, located at Market and San Fernando streets, burned in 1887. Crews began construction on a city hall building in 1889 in the Plaza located off of Market Street and also began building a new post office in 1893. The post office, now the San Jose Museum of Art, is located outside the APE for this project and the City Hall, also outside of the APE, was demolished in 1958. Most of this new construction replaced the adobe pioneer architecture with more substantial brick buildings that varied in height from one to five stories, and were designed or constructed in architecture styles such as Italianate, Richard Romanesque, and Classical Revival. Common commercial construction typical of main streets began to fill in the downtown blocks of San Jose between these more elaborate buildings. By the 1890s, there were several hotels, various retail businesses, a concert hall, a livery, and two churches located within this area.²⁴

A portion of the surviving nineteenth century buildings has been listed in the National Register as “The San Jose Downtown Commercial District.” Of the approximately thirty buildings and sites contributing to the character of the district, thirteen are within the APE for this project. Among these, the nomination cited the three-story Italianate Oddfellows Building at 82 East Santa Clara Street (Map Reference #12-18) as the “best remaining example of downtown commercial architecture of the 1870s and 1880s within the ... district.”²⁵

Residential growth accompanied the boom of the mercantile district in San Jose. These early neighborhoods were located in close proximity to the central city where working and middle class city dwellers could walk to local businesses, industries, and community buildings. By the end of the early American period in the 1890s, San Jose boasted a population of more than 9,000, and the number of dwellings rose drastically from the estimated 80 to 100 structures built during the Mexican period, in order to accommodate the influx of people. With the establishment of lumber mills and the arrival of trained building professionals, architectural styles popular throughout much of America began to spread throughout California, including these early San Jose neighborhoods, and the adobe traditions of the Hispanic culture slowly disappeared. Pattern books, architectural publications, and a constant flow of new immigrants also helped to disseminate these new styles.²⁶

Located east of Coyote Creek, East San Jose was one of several outlying areas that started to develop in the nineteenth century, as the city center increased in density. East San Jose encompassed several residential tracts, originally laid out in the 1880s, but with the exception of a small group of residences built on lots in the East San Jose Homestead Association subdivision, and a few commercial buildings located on East Santa Clara Street, it remained largely undeveloped until the twentieth century. Samuel A. Bishop had established the East San Jose Homestead Association development in 1869. By 1876, this area located south of East Santa Clara Street (formerly Alum Rock Avenue) between what is now South 19th and South 24th Streets, had 250 residents and a school. The neighborhood was successful, in part, because of Bishop’s horse-drawn San Jose & Santa Clara Railroad (SJ&SC) along Santa Clara Street and

²⁴ Dill Design Group, Historic Resources Survey, Downtown San Jose, 24; Sanborn Map Company, Sanborn Fire Insurance Maps, “San Jose, California,” 1884, 1891; and Sawyer, *History of Santa Clara County, California*, 172.

²⁵ National Register of Historic Places Inventory-Nomination Form for the San Jose Downtown Commercial District, prepared by Bonnie Bamberg, August 1980; and California State Office of Historic Preservation, Directory of Properties in the Historic Property Data File for Santa Clara County, April 25, 2002.

²⁶ Arbuckle, *History of San Jose*, 65; and Sally Woodbridge, ed., *Bay Area Houses* (New York: Oxford University Press, 1976).

The Alameda that he had built up to Coyote Creek in 1868. This early form of public transportation was an impetus for growth in East San Jose.

East San Jose expanded with additional subdivisions including the Beach Addition south of East San Antonio Street, and the Lendrum Tract, located east of South 24th Street. Bishop's SJ&SC received a second franchise to expand service east to 24th Street (originally McLaughlin Street) in 1877, which also helped propel development in this area. Land speculation continued with endeavors such as the Easton Eldridge Company's twelve block subdivision called the Garden City Tract, bounded by North 24th Street, North 28th Street, East Santa Clara Street, and East Julian Street, laid out in 1887. Although the lots sold quickly, only a handful of residences and other buildings had been erected on the parcels of these tracts by the end of the nineteenth century. Map Reference #11-06 and #10-37 are examples of early residences in East San Jose.

Additional transportation improvements appeared in 1896, when the steam-driven Alum Rock Railway began service between 26th Street and the city park in the foothills east of town known as Alum Rock Park. The railway's engine house was located in the Garden City Tract at the northeast corner of 26th Street and East Santa Clara Street but is now gone, and two commercial buildings currently occupy the site. The area between North 24th Street and Coyote Creek remained largely undeveloped into the twentieth century except for a few houses and the Garden City Sanitarium, which Dr. Lewis J. Belknap founded in 1897. The sanitarium was located just north of East Santa Clara Street near the east bank of Coyote Creek, and the property later became East San Jose Hospital, Columbia Hospital, and Theodore Roosevelt Junior High School.²⁷

Several outlying areas on the western side of San Jose's corporate limits were subdivided for residential development in the late 1880s, although like East San Jose they did not experience substantial development until the twentieth century. Located west of Guadalupe River, the earliest subdivision was University Grounds Subdivision, surveyed in 1866 by J. J. Bowen, Santa Clara County Surveyor. The tract was named for its proximity to the University of Pacific, which was located at Emory and Stockton Avenue from 1871 to 1924 when Bellarmine College Preparatory took over the site and the University of Pacific relocated to the City of Stockton. The subdivision became known as the University Grounds after the 1870s. By 1915, the neighborhood consisted of homes on large lots with unimproved parcels interspersed between, while two stores and a post office served the residents and the college. Morrison Estates was the next subdivision in this area, recorded for E.V. Thorne in 1876.²⁸ It was located between Cinnabar Street, The Alameda, and Stockton Avenue, including parcels facing both sides of Morrison Avenue, and originally contained twenty lots. The subdivision remained largely undeveloped until the turn of the century, when moderately sized middle-class houses were constructed on parcels along Morrison Avenue, near The Alameda, and smaller working-class homes were built along Cinnabar Street. The Morrison Estates dwellings were constructed adjacent to nearby industries, such as the Fredericksburg Brewery and the Muirson Label and Carton Company plant. The San Jose Railroad car house and trolleys along The Alameda provided access to downtown.

²⁷ Arbuckle, *History of San Jose*, 59-60 and 113-114; Easton Eldridge Company "Garden City Tract," subdivision map, approved by Santa Clara County Recorder August 22, 1887 (Book of Maps B, page 70); Sanborn Map Company, Sanborn Fire Insurance Maps, "San Jose, California," 1891 and 1915; and Thompson & West, *Historical Atlas Map of Santa Clara County*, (San Francisco: Thompson & West, 1876).

²⁸ Santa Clara County Assessor's Records, Map Book A, page 12.

3.3.2. *Santa Clara, Milpitas, and Warm Springs: 1848-1899*

In addition to San Jose, the APE passes through two other Santa Clara County communities, Santa Clara and Milpitas, as well as Warm Springs in southern Alameda County. The City of Santa Clara had its beginnings in the foundation of Mission Santa Clara, while Milpitas and Warm Springs grew out of small rural settlements based on ranchos on the southeast side of San Francisco Bay. In all three cases, the initial cluster of farmsteads or small settlements around which the communities formed were established before the Gold Rush and slowly developed into small towns during the American Period (**Figure 6** and **Figure 7**).

The City of Santa Clara developed around the Mission of Santa Clara located northwest of the Pueblo de San Jose. Father Real commissioned William Campbell to survey the mission lands and parcel the land for sale in 1846. The lots were one hundred yards square and each citizen was given one lot with the stipulation that they build a house on the lot within three months. By that time, a hotel, two stores, a wood frame schoolhouse, and several wood frame houses made up the town of Santa Clara, although none of the historic resources in the survey area for this project date to this period. The city government of Santa Clara was not established until 1852 when trustees were chosen as city officials, and the town remained small and distinct from San Jose for the next century. The old mission was converted for use as a school known as Santa Clara College, established in 1851.²⁹ The city attracted several large manufacturing companies in the late nineteenth century, including Pacific Manufacturing and Morse Seed Company, which boosted the local economy. These early manufacturing resources are no longer extant.

Milpitas was largely an agricultural crossroads with a small cluster of buildings located at the intersection of Milpitas and Alviso roads during its early history (**Figure 4** and **Figure 6**). Not only did the early town consist of a small handful of settlers and outlying farmsteads, the area remained quite rural and agricultural until it incorporated in the 1950s. Spanish for “cornfields,” Milpitas was named for the corn patch of Jose Maria de Jesus Alivso’s ranch. Joseph Weller is credited with naming the community, choosing the name of this local ranch plot for the newly opened Post Office on Main Street. After statehood, title to the rancho lands was debated for years and was not finalized until the 1870s. By this time, many American settlers had located in the Milpitas area including Joseph Murphy, Dudley Wells, Joseph Scott, and Fredrick Creighton. These residents built stores, a school, and eventually a depot at the crossroads of the Main Street and Calaveras Road. Although none of these early structures remain standing within the APE, the southeast corner of these crossroads has been proposed as the site of a BART station as part of this project.³⁰

The Warm Springs District is located in southern Alameda County on part of the former Rancho del Agua Caliente granted to Fulgencio and Valentine Higuera in 1836. As with most rancho lands, this 9,564-acre tract of land was primarily used for pasturing cattle during the Mexican Period, although Spanish padres at Mission San Jose to the north did farm extensively and had

²⁹ Sawyer, *History of Santa Clara County*, 277-280.

³⁰ Fox, *Land Grant to Landmark*, map; and Patricia Loomis, *Milpitas: The Century of ‘Little Cornfields, 1852-1952*, Local History Series vol. 30, (Cupertino, CA: California Local History Center, 1986).

productive gardens and orchards.³¹ Many early settlers in the Warm Springs area were discouraged miners, who turned to farming in the 1850s and 1860s after disappointing results in the Mother Lode region. The new arrivals, farmers and land speculators alike, recognized the potential of the fertile land and the area became a sparsely populated agricultural area known as the Warm Springs District. The district was served by Warm Springs Landing during the 1850s and 1860s, established in the 1850s about the time Fulgencio Higuera sold 3,000 acres of the rancho. This landing allowed shallow draft vessels to transport crops, chiefly grains, to larger shipping points in San Francisco. In 1858, Abram Harris started a general merchandise store at a point where the main road between the mission and San Jose crossed Aqua Fria Creek. Although the small settlement that developed around the store acquired the name Harrisburg, when the SPRR came through in the late 1860s, railroad officials gave the name “Warm Springs” to the station located just to the west. As the community spread to include the rail station, residents decided to change the town’s name, and in 1885 the post office officially became Warm Springs.³²

3.4. Santa Clara and Southern Alameda Counties: 1900-1945

The Santa Clara Valley and the gentle slopes of the southeastern shores of San Francisco Bay were well-proven productive agricultural areas by the turn of the century. For the first several decades of the twentieth century, this area continued to be one of the foremost agricultural regions in the state where orchard crops dominated the industry and spawned major packing and processing businesses throughout the valley. The success of these enterprises declined after World War II, however, because much of the valuable farmland was taken out of production as the area suburbanized and towns such as Milpitas and Fremont incorporated. The transportation systems that had been established in the nineteenth century also remained relatively unchanged until World War II, the only exception being the completion of WPRR’s San Jose Branch line in 1922. At the end of the Second World War, most of the land between what are now Fremont and San Jose, as well as the outskirts of Santa Clara, still consisted of open fields, pastures, and orchards. Today, only a small fraction of open agricultural land exists in the study area, which is now dominated by modern residential, commercial, and industrial complexes transected by modern freeway corridors.³³

Even though the mid twentieth century would mark the beginning of dramatic changes for the South Bay, the first half of the century was still characterized by a sharp distinction between the urbanized center of San Jose and the agricultural nature of the rest of the land in the study area (**Figures 8-10**). The Santa Clara Valley was renowned during this time for its wide expanses of apricot, plum, and cherry orchards, as well as other crops that were processed and packed locally for shipment nationwide. By 1930, the area led the country in prune production with more than 172,000 acres devoted to the crop. Most of the over fifty canneries and packing plants located throughout the valley, such as Del Monte and Sunsweet, were locally owned during this period, although Calpak (based in San Francisco) and Libby (of Chicago) also had plants in the area.

³¹ Charles Howard Shinn, *Historical Sketches of Southern Alameda County* (Oakland, CA: Alameda County Historical Society, 1991), 5-6; and Country Club of Washington Township, *History of Washington Township*, 3d ed. (Niles, CA: Country Club of Washington Township Research Committee, 1965, 1950), 128-132.

³² David L. Durham, *California’s Geographic Names* (Clovis, CA: Quill Driver Books, 1998), 720; and Country Club of Washington Township, *History of Washington Township*, 130.

³³ Glenna Matthews, “‘The Los Angeles of the North’: ‘San Jose’s Transition from Fruit Capital to High-Tech Metropolis,’” *Journal of Urban History* 25, no. 4 (May 1999): 459-461.

Together, the plants employed about a third of Santa Clara County's non-agricultural labor force at the height of the industry in the early 1920s, and still represented more than forty percent of manufacturing labor at the end of World War II.³⁴ Resources within the survey area that are associated with this context include Del Monte's former Plant 51 (Map Reference #13-01), which dates to 1914 and is located south of The Alameda and west of Cahill Station (Map Reference #12-68), and the former Muirson Label and Carton Company (1913) (Map Reference #13-36), which produced labels for the packing industry. Local agriculture was not, however, limited to orchard fruits. Farms ceased growing dry-farmed grains and turned to irrigated crops in the 1910s, producing such row crops as beans, tomatoes, and strawberries. Vineyards first established in the 1880s also represented about 10,000 acres of agricultural land in the Santa Clara Valley through the 1930s.³⁵

One of the largest changes in the study area during the 1920s was the arrival of a second transcontinental rail service: the Western Pacific Railroad (WPRR). The line's financiers were attracted to the area because of the demand for shipping agricultural products, but the construction of this railroad also had long-term effects on land tenure and development later in the twentieth century.

WPRR's predecessor company, Western Pacific Railway Company, completed a line from Salt Lake City to Oakland in 1909, but at that time had turned down the town of East San Jose's offer to have its western terminus sited there. Six years later, the railroad informed the City of San Jose of its intention to build a feeder line into the Santa Clara Valley. The Western Pacific Railway Company's unstable financial condition, resulting from high construction costs and failure to attract many industrial customers along the main line, delayed this plan. The Western Pacific Railway Company reorganized in 1916 as WPRR, and began planning the San Jose Branch line only to be interrupted by World War I. Still hoping to tap Santa Clara County's rich agricultural economy, WPRR resumed construction in 1920.³⁶ The company completed the twenty-three mile line from Niles to San Jose in 1921 and immediately opened it to what one author called "freight and mixed train service."³⁷

The line was designed to serve industrial and other businesses that had been previously neglected by the SPRR, and WPRR did have marginal success in developing this market. The former Chevy-Chase Fruit and Vegetable Company plant on East Julian Street (Map Reference #10-01) was developed at this site in the 1930s to take advantage of shipping opportunities on the new line. The WPRR San Jose Branch yard was located southwest of McLaughlin Avenue (South 24th Street) and East Williams Street (outside of the survey area for this project). The first WPRR freight depot was located on the east side of North 27th Street at East Santa Clara Street in San Jose. In May 1922, WPRR opened another freight depot on The Alameda west of Bush Street in western San Jose and, over time, WPRR's freight business shifted from the 27th Street

³⁴ Matthews, "The Los Angeles of the North," 459-461; Glenna Matthews, "The Apricot War: A Study of the Changing Fruit Industry During the 1930s," *Agricultural History* (January 1985): 25-27; Payne, *Harvest of Change*, 92, 98; and Walker and Williams, "Water from Power: Water Supply and Regional Growth in the Santa Clara Valley," 96-99.

³⁵ Matthews, "The Apricot War," 25-27; and Walker and Williams, "Water from Power: Water Supply and Regional Growth in the Santa Clara Valley," 96-99.

³⁶ Arthur Lloyd, Jr., "Western Pacific's San Jose Branch," *The Western Railroader* 17, no.11, issue 179, September 1954, 4-7; Arbuckle, *History of San Jose*, 111-113; G.H. Keiss, "Fifty Candles for Western Pacific," *Mileposts*, March 1953; Norman W. Holmes, *Prune County Railroad: Steel Trails to San Jose* (Huntington Beach, CA: Shade Tree Books, 1985), 139; and Frank Brehm, "Operations," Western Pacific website, 2001, online at: www.wplives.com/wp/Operations/operations.html (accessed August 2002).

³⁷ Arthur Lloyd, Jr., "Western Pacific's San Jose Branch," *The Western Railroader* 17, no.11, issue 179, September 1954, 5.

facility to this newer depot. WPRR later leased the 27th Street depot to fruit and vegetable purchasers A. Levy & J. Zentner Company (this building was razed in 1967). Although passenger service began in 1923 connecting the San Jose Branch line with WPRR's main line "Scenic Limited" service at Niles, low ridership and the onset of the Depression caused WPRR to cancel its passenger service in 1931. The railroad struggled through the Depression, but nevertheless managed to continue purchasing land along the right-of-way of the San Jose Branch line, which thrived at least during the height of the fruit and lettuce seasons.³⁸

Railroad construction and modernization also influenced development at the opposite end of the study area, between western San Jose and the City of Santa Clara. As discussed above in Section 3.3, SPRR had established a presence in the San Jose area in the nineteenth century with the acquisition of the SF&SJ line and other railroad lines in the area, incorporating them into its Coast Line system. The SPRR line through San Jose first passed through Santa Clara, turning eastward near College Park Station and traveling to 4th Street in San Jose, running along this street until leaving the city on its southeastern edge. As agricultural and commercial production increased, the SPRR lines were subject to more traffic, and by the 1920s the company recognized that its San Jose facilities were congested and in need of still more modernization.

As part of SPRR's system-wide improvement efforts during the early to mid-twentieth century, the railroad upgraded its facilities, bridges, and track capacities along much of its Coast Line route from San Francisco to Gilroy. During the 1910s and 1920s, increased automobile traffic and train service on and around SPRR's main line through downtown San Jose became problematic for both the prospering city and for the railroad. To resolve this issue, SPRR not only built a new switching yard at Newhall Street south of the Santa Clara station in the 1920s (Map Reference #14-04), it also constructed a new main line bypass of downtown San Jose, including a new terminal at Cahill Street (Map Reference #12-68). Begun in 1928, SPRR completed the bypass in 1935. From the College Park Station, the bypass line followed the existing Santa Cruz line to San Carlos Street and then ran along a new right-of-way across the city to the Lick area near Monterey Road where it met with the original Coast Line tract. The City of San Jose favored this plan, in part, because it eliminated twenty-four grade crossings within the city. The new line also included eight grade separations along important streets and roads, and more of these structures were added to the line over the next few years (see below).³⁹

Rail service was not the only mode of transportation to experience a trend of expansion and modernization. Motor vehicle traffic grew exponentially on the roads and highways of the Bay Area in the 1910s and 1920s, and dramatically increased traffic levels strained the capacity of the existing road system. In 1907, there were only 14,000 motor vehicles registered in California, rising to over 123,000 by 1914. By the end of the 1920s, there were nearly two million motor vehicles registered in the state. The Los Angeles area boasted the most cars and other motor vehicles in the state (some forty percent by the mid-1930s). Nevertheless, San Francisco, San Mateo, and Santa Clara counties combined represented twelve to fourteen percent of California's registered vehicles in the 1910s and 1920s. By 1930, San Jose was the only California city

³⁸ Lloyd, "Western Pacific's San Jose Branch," 4-7; and Arbuckle, *History of San Jose*, 111-113.

³⁹ Erle Heath, *Seventy-five Years of Progress: Historical Sketch of the Southern Pacific* (Southern Pacific Bureau of News, 1945), 18, 25; Hofsommer, *The Southern Pacific, 1901-1985*, 126; John R. Signor, *Southern Pacific's Coast Line* (Wilton, CA: Signature Press, 1994), 3, 84; and Holmes, *Prune County Railroading*, 110.

whose weekday traffic exceeded that of holidays, and there were 2.92 cars for every resident of Santa Clara County.⁴⁰

The advent and increased use of the automobile emphasized the need for a paved road system in California. Before the turn of the century, according to one source, less than 100 miles of reliable roads existed in California, none of which were passable during overly rainy periods. The call for good roads became a popular political issue after the turn of the century, spurred by automobile clubs, bicyclists, and automobile manufacturers.⁴¹ The state legislature created the Bureau of Highways in 1895, which completed a series of road surveys establishing twenty-eight separate routes. In 1902, the State Constitution was amended to empower the state government to establish a state highway system, pass laws for highway construction, and provide aid to counties for improving and constructing their road systems. Because of a lack of funding for these programs, little was accomplished by the agency until in 1909, when the legislature authorized additional funds, approved by voters the following year, requiring that the state acquire land and build a connected highway system. This legislation laid the foundation for California's modern highway and improved county road system, establishing a blueprint consisting of coastal and valley north-south "trunk" lines through the state and east-west branch lines off these trunks, known as "laterals," connecting the county seats. This plan resulted in California's first paved highway and county roads in 1915.⁴²

After the establishment of the paved highway and county road system, counties began initiating their own city and countywide improvements by re-grading and surfacing existing roads and in some cases, replacing existing bridges, which appears to be the case with the Guadalupe River Bridge (Map Reference #12-60) and Los Gatos Creek Bridge (Map Reference #12-62) in downtown San Jose. The county built these two bridges in 1924, probably as replacement structures for much older bridges located on this major thoroughfare through San Jose.⁴³

Increased traffic on both rail and roadways resulted in more frequent conflicts between railroad and motor vehicle traffic, the dangerous consequences of which were immediately apparent. Between World War I and World War II, many of the grade crossings along the SPRR Coast Line between San Francisco and Gilroy were recognized as particularly hazardous. Despite the need and public support for grade separations, funding for such projects was limited throughout the 1920s and even more so during the Great Depression. The Federal Government eventually provided grade separation funding with the Emergency Relief Appropriation Act of 1935, supplementing the initial program each year between 1938 and 1941. Of the over sixty-five grade separations built or upgraded in California through federal funding between 1935 and 1941, two are located within the APE for this project: the Lafayette Street Underpass built in 1936 (Map Reference #15-08), and the Taylor Street (formerly Polhemus Street) Underpass in 1940 (Map Reference #13-44).⁴⁴

⁴⁰ *California Highways and Public Works* (February 1926): 15; *California Highways and Public Works* (May-June 1928): 31; and (October 1929); Engineering Department of the Automobile Club of Southern California, "Traffic Survey Los Angeles Metropolitan Area 1937" (Los Angeles: Autosocal Printery, 1938); *California Highways and Public Works* (May-June 1928): 31; and Dill Design Group, Historic Resources Survey, Downtown San Jose, 26.

⁴¹ James J. Flink, *America Adopts the Automobile, 1895-1900* (Massachusetts and London, Eng: MIT Press, 1970), 202-203.

⁴² Raymond Forsyth and Joseph Hagwood, *One Hundred Years of Progress: A Photographic Essay on the Development of the California Transportation System* (Sacramento, CA: Signature Press, 1996), 11-13.

⁴³ Forsythe and Hagwood, *One Hundred Years of Progress: A Photographic Essay of the Development of the California Transportation System*, 11-13.

⁴⁴ *San Francisco Chronicle*, August 17, 1934; George T. McCoy, "Thirty-nine Grade Crossings on California Highways Being Eliminated with \$7,500,000 Federal Funds," *California Highway and Public Works* (October 1935): 1-6; *Biennial Report of the*

3.4.1. San Jose: 1900-1945

During the early part of the twentieth century, the community of East San Jose experienced a period of growth and subsequent short-lived existence as a separately incorporated town between 1906 and 1911. The incorporation movement actually grew out of the neighborhood's response to the establishment of five saloons in the area and its main purpose was to regulate liquor sales and the nuisances caused by these businesses. Once formed, the East San Jose Board of Trustees passed a bond issue to build a sewer system and make street improvements. They also constructed a library and passed ordinances aimed at keeping the city healthy, clean, and safe. These ordinances required residents to maintain their properties and associated sidewalks, prevented billboards, and required permits to drive large herds of stock through the streets.⁴⁵

East San Jose boasted 1,400 residents by the time it incorporated in 1906. In the five short years that East San Jose was a separate city, the town developed a thriving, although small, commercial area along Alum Rock Avenue, now East Santa Clara Street. Residential development of East San Jose was generally sparse through the 1910s, but a concentration of homes was located in the original subdivision and along East San Fernando Street (including the properties at Map Reference #11B-12 and #11B-13). By this time, the small community was served by both SJ&SC and Alum Rock Railway, which had been integrated and electrified by San Franciscan Hugh Center. The next owner of the line, developer Lewis Hanchett, sold the line to SPRR in 1907. SPRR acquired the system as part of its attempt to control electric transit service between San Francisco and San Jose, and changed the system's name to the San Jose Railroad.⁴⁶

Three large new residential tracts were subdivided on the northern side of the small city during this period, including the Spaulding Garden tract in 1908. Subdivided for Laura J. Spaulding and Virginia L. Johnston, the tract encompassed 500 acres of former San Jose pueblo lands. Despite their early subdivision, these parcels remained largely vacant until the WPRR line was built, after which time a small light industrial and commercial area grew up in this area around the railroad. The subdivision remained one of the few on the north side of McKee Road until the 1920s.⁴⁷

By 1911, many East San Jose residents believed that they would be better served if the town was part of the City of San Jose. In that year's elections, they voted to annex the town to the larger city. Shortly after annexation, East San Jose's north-south roadways were renamed with numbers that continued the numbering of San Jose streets, and several of the east-west roads were given new names as well. Despite annexation and the transportation improvements made in East San Jose, the area developed slowly over the next few decades. Additional businesses opened along East Santa Clara Street, such as the San Jose Lumber Company (Map Reference #10B-01, later operated under the name of the Mayfair Lumber Company and, most recently, Empire Lumber) and W.H. Ferguson Real Estate (Map Reference #10-38), and houses were built

California Highway Commission, 1936, 76; and F.W. Panhorst, "Sixty-Eight Grade Separation Projects Aggregate \$11,000,000," *California Highway and Public Works* (May 1939): 11-14.

⁴⁵ Leland Joachim, "History of East San Jose," *San Jose Mercury* (September 13, 1980).

⁴⁶ Arbuckle, *History of San Jose*, 120-121.

⁴⁷ "Official Map of Santa Clara County, California," (San Jose, CA: McMillan & McMillan, 1929).

on some of the empty residential lots on the side streets during the 1910s and 1920s (including Map Reference #10-33). Following World War I, two major construction projects were completed that affected East San Jose: the arrival of the WPRR branch line, discussed above, and the completion of the Five Wounds Church in 1919 (Map Reference #10-14). The area's Portuguese immigrant population had started to organize support for the construction of the church in 1914. By this time, East San Jose had become attractive to many immigrant groups settling in the Santa Clara Valley, where many worked as agricultural laborers. In addition to the Portuguese, Hispanics also formed a large portion of residents in East San Jose.⁴⁸

McKee Road (now East Julian Street) served as the boundary between San Jose and the unincorporated areas of Santa Clara County. The area adjacent to the road was largely undeveloped, with only a few dwellings located east of Coyote Creek and north of McKee Road until the 1920s and 1930s. The first subdivision here, Spaulding Garden (described above), still contained many empty lots when John R. Chace, an agent for Associated Oil and Union Ice Company, had the small neighborhood of Garden Villa Lots laid out in 1926, just to the east of Spaulding Garden on the east side of the newly completed WPRR branch line. Chace later became active in San Jose political life and was appointed as Postmaster from 1912 until 1931. Garden Villa Lots was bound by McKee Road on the south, the WPRR line on the west, and East Court on the east (**Figure 9**). Only the block that faced McKee Road was developed in the years immediately after the neighborhood's creation, with several small cottage plan houses located in this area by the early 1930s (such as Map Reference #10-05 and #10-06). Chace retained ownership of most of the lots throughout the Depression Era, and many parcels within this subdivision were not built until the early 1940s.⁴⁹

On the western side of San Jose, the APE for this project passes through a series of tracts and subdivisions along The Alameda that were incorporated into the city limits between the 1910s and the 1950s. These districts included: the Lenzen subdivision annexed in 1916; the Stockton district annexed in 1924; and the White Street district annexed in 1925; followed by the largely residential areas known as College Park, and the Sunol and Burbank districts. The Rhodes Homestead subdivision was the last of several large properties subdivided in the area north of The Alameda and adjacent to Stockton Avenue. Other properties around Rhodes had been subdivided in the nineteenth century, but remained largely undeveloped. Commercial and industrial properties developed along Stockton Avenue and The Alameda (including Map Reference #13-41), while moderately sized middle-class houses appeared adjacent to The Alameda on the lots of the early twentieth century tracts. Smaller working-class houses were constructed on side streets (such as Map Reference #13-33). Some residents of this area worked locally for the railroads or companies such as the Fredericksburg Brewery, the Muirson Label and Carton Company (Map Reference #13-36), or the Richard Chase Company fruit cannery, while others commuted elsewhere via streetcars that linked The Alameda to downtown San Jose. Although many of the residential properties along Rhodes Court and other adjacent streets have remained residential, others have been altered or demolished in recent decades. The area now features a mix of single family, multi-family, and condominium residential units; offices; light industrial buildings; and commercial properties.⁵⁰

⁴⁸ Arbuckle, *History of San Jose*, 59-60 and 119-121; United States Geological Services, San Jose Quadrangle Map, 1899; and Sanborn Map Company, Sanborn Fire Insurance Maps, "San Jose, California," 1891 and 1915.

⁴⁹ Santa Clara Assessor Subdivision maps, Book U, 1926, 40; Basin Research Associates, "Santa Clara Light Rail Historic Survey Report," (June 1999).

⁵⁰ Sanborn Map Company, Sanborn Fire Insurance Maps, "San Jose, California," 1884, 1891, 1915, 1930, 1951 and 1962; City Directories, 1920 to 1975; Payne, *Harvest of Change*, 178-181; and Arbuckle, *History of San Jose*, 33, 84, 137, 457. To the

3.4.2. Santa Clara, Milpitas, and Warm Springs: 1900-1945

Even though the town of Santa Clara was formalized in the 1850s, it remained a small community surrounded by open fields and orchards well into the twentieth century (**Figure 5**). In fact, even though the SR&SJ railroad built its line past the edge of town in the mid-1860s, the adjacent land kept its rural character while packing houses and other manufacturers with shipping needs were constructed immediately next to the rail line. Construction of the Newhall Yard (Map Reference #14-04) in the late 1920s (described above in Section 3.4) was the first of many changes that gradually altered the character of Santa Clara (**Figure 11**). During the 1930s and 1940s, buildings near the rail line still included several canneries and processing companies, such as Rosenberg Brothers and Pratt Low Preserving Company, but also began to include industrial manufacturers such as Panco Cosmetic Manufacturing Incorporated (Map Reference #15-06, currently occupied by Western Forge & Flange Company). World War II brought manufacturing businesses to the South Bay and with them, a burst of growth. In 1940, Santa Clara held a population of 6,650; by the end of the war almost 10,000 people lived in the community, an increase of nearly fifty percent. Nevertheless, most of the historic resources in the Santa Clara area of the APE for this project were actually built after World War II, during the next period of development.⁵¹

At the other end of the survey area, Warm Springs and Milpitas also retained their rural character during the first four decades of the twentieth century (**Figures 8 and 12**). The largest changes in these areas include the construction of WPRR's San Jose Branch line (completed in 1921) and a gradual transition from grain fields and pastureland to orchards and row crops. The same farming families tended to hold the same tracts of land and these regions generally saw few major changes to the landscape until after World War II. The area north of downtown Milpitas, for example, was held by the descendants of the town's founder, Joseph Weller, until the 1950s.⁵²

3.5. Santa Clara and Southern Alameda Counties: 1946-1962

The growth of the Bay Area spiked dramatically during the war and the following decades, as it did for many metropolitan areas across the country. This population explosion, however, had a slightly different character in the South Bay. Before the war, the landscape of this area was largely open and clearly divided between the small city of San Jose, the little town of Santa Clara, and communities that were little more than crossroads at Milpitas and in the Warm Springs District (**Figures 12-14**). At the end of the war, most of the land between what are now Fremont and San Jose, as well as the outskirts of Santa Clara, still consisted of open fields, pastures, and orchards. Today, only a small fraction of open agricultural land exists in the study area, which is now dominated by modern residential, commercial, and industrial complexes transected by modern freeway corridors. Despite this growth, Santa Clara County remained a top producer of certain crops as late as 1960. At that time, county farms still produced more

north and west of the Rhodes Homestead was the "Morrison Estates Subdivision" recorded in 1876 (Santa Clara County Recorder, Book of Maps A, 12).

⁵¹ Division Engineer's Office, Coast Division, Southern Pacific Company, *Station Map, Santa Clara, Rancho Potrero de Santa Clara, Santa Clara County*, 1917 revised to 1927.

⁵² Country Club of Washington Township, *History of Washington Township*, 130; and Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York and Oxford: Oxford University Press, 1985), 238.

apricots and prunes than anywhere in the state, around a third of the state's total, and the county ranked only second in cherry and pear crops. Urban growth proceeded at an even faster pace in Alameda County, but this area also retained much of its agricultural character until the early 1960s, being the fourth largest producer in the state of cherries, and first in cucumbers and cauliflower production.⁵³

Although farms in the area were still productive, drastic changes were well underway in Santa Clara and Alameda Counties. San Jose's city government approved 1,400 annexations between 1950 and 1970, expanding the area of the city from seventeen to almost 140 square miles. Immigrants drawn to wartime industries, followed by returning veterans and their families, and the San Jose annexations resulted in an equally dramatic population growth within the city – from around 95,000 at the end of the war to almost 446,000 in 1970. Some unincorporated areas, like Milpitas, actually formed local support for incorporation to fend off the aggressive annexations, and even the established town of Santa Clara battled with San Jose's "grab" for land between the two cities. During the 1950s and 1960s, this low-density growth simply leapfrogged over farmland where owners refused to sell. As was the case throughout much of the Bay Area, the growth that occurred between 1946 and 1960 created an urban fabric that spread outward in largely single-story construction, with much of the agricultural land converted to residential tracts.⁵⁴

Additionally, within a few years many of the orchards and other agricultural industries of the Santa Clara Valley were replaced with new defense-related and electronics industries that had discovered the region during the war. Automobile manufacturers (Ford Motors in Milpitas, Map Reference #06-01), the aerospace industry (Lockheed's Missile and Space Division in Sunnyvale), and the electronics industry (a major IBM plant in San Jose) all established manufacturing plants in the area during the 1950s, resulting in a patchwork of areas with small dense development and incorporated districts interspersed with orchards and truck gardens.⁵⁵ Within the APE, post-war growth consisted largely of infill development, both in the commercial district of downtown San Jose and the residential neighborhoods on the east and west sides of the city. New homes were built on empty lots or replaced older structures in more established residential areas, such as East San Jose where dwellings such as 58 South 26th Street (Map Reference #11B-05) were added between 1946 and 1962.

By the mid-1950s commercial growth outside the city center, such as Macy's department store and Valley Fair shopping mall, threatened the established businesses downtown. Although only a few miles from the core of downtown, the new shopping facilities drew customers away from the urban center of San Jose by providing such conveniences as free parking adjacent to the stores. In contrast, parking downtown had become not only inadequate but also more expensive. Important among downtown business were the financial institutions that lined Santa Clara Street. Although there were a growing number of banks constructing branches in the suburbs, most financial institutions continued to value a presence in downtown San Jose for main offices or headquarters buildings.

⁵³ Philip Parsons and C. McCorkle, "A Statistical Picture of California's Agriculture," *California Agricultural Experiment Station Extension Service Circular 459*, (University of California, 1963), 59-61; and Matthews, "The Los Angeles of the North," 459-461.

⁵⁴ Parsons and McCorkle, "A Statistical Picture of California's Agriculture," 59-61; and Matthews, "The Los Angeles of the North," 459-461.

⁵⁵ Matthews, "The Los Angeles of the North," 462-463; and Payne, *Harvest of Change*, 175-182. Truck gardens are farms or gardens which typically grow produce for sale locally.

San Jose's city center, like many other downtown areas in American cities, began to decline as suburban development increased. Downtown businesses and property owners in San Jose fought this decline and organized to promote downtown and lobby for urban renewal. Organizations such as "Forward San Jose," formed in 1957, promoted urban renewal and new parking structures, as well as supporting city planning that encouraged such activities and actively soliciting newer stores and developers to locate in the downtown area. The "urban renewal" movement swept cities throughout California and the nation, bringing with it the wholesale demolition of older, so called "blighted," residential and commercial urban areas. This demolition was intended to clear the way for new construction that was anticipated to revitalize cities. The renewal movement also manifested itself in the choices of individual businesses to "modernize" their buildings. For instance, in an effort to attract customers, several commercial and retail businesses in the San Jose downtown area undertook rehabilitation of the aging building stock in the city center by modernizing facades. Other building activities involved new construction or complete replacements of older buildings. For example, the Roos-Atkins Building (Map Reference #12-34) at 15 East Santa Clara Street was constructed in 1948 to replace an older commercial building. Another symbol of this pattern of change was the San Jose City Council's decision to move the City Hall to North 1st Street, which took place in 1958.⁵⁶ These types of changes were not unique to San Jose; virtually all American cities underwent a similar movement, designed to invigorate their downtown centers.

The San Jose City Council responded to the calls for urban renewal with a plan in 1961 designed to not only benefit the city and county but also to reverse downtown development practices that had been in place. The new plan was based on steps laid out by the Federal Government who subsidized most of the cost, although private interests and state and local governments also took part in the plan. By 1967, progress was clear, and additional plans were being developed for the expansion of San Jose State College's campus and the construction of a new library and theater, as well as parking garages, a new city hall, and improved freeways.

The projects required the razing of whole blocks of residential and commercial buildings. The largest of these "blight" areas was south of West Santa Clara Street and covered over eight blocks between the Guadalupe River and South Market Street. The removal of older buildings made way for such financial complexes as the Park Center Plaza, completed in 1971, and smaller scale buildings such as the San Francisco Savings and Loan building at 110 West Santa Clara Street (Map Reference #12-74). These two buildings are representative of the two different aspects of urban renewal trends in San Jose. The first was an attempt to return downtown San Jose to its place as the financial center of the burgeoning Silicon Valley. With the construction of the Park Center Plaza, Bank of America, Wells Fargo, and Crocker Bank were among the financial institutions that moved their regional or servicing offices to San Jose. The second building represented a trend towards the construction of new, smaller-scale financial institutions like the San Francisco Savings and Loan at 110 West Santa Clara Street (Map Reference #12-74). In contrast to the high-rise skyscrapers, institutions constructed suburban style, one-story branch banks complete with drive-thru windows in order to compete with branches built on the outskirts of the city.⁵⁷

⁵⁶ Dill Design Group, "Expansion of the Century Center Redevelopment Plan Area and Mixed-Use Project Historic Resources Assessment," 16; Forward San Jose, Inc., The Downtown Association, "Progress 1958," (1958), from the clippings file, California Room, San Jose Public Library.

⁵⁷ Norman Bowman, "After 45 Years, Bank of America Opens New Main Office," *San Jose Mercury News*, June 15, 1971, 21; and "the World of Finance—San Jose Welcomes a Regional Focal Point," *San Jose Mercury News*, January 31, 1971, 3F-4F.

Although millions of dollars were poured into revitalization throughout the 1960s, the elaborate plans took several decades to complete. Proponents for this vast expenditure of resources pointed out the value of rebuilding and enhancing the position of San Jose's downtown as the region's business, finance, and commercial center. While its implementation required the loss of hundreds of older and historic buildings downtown San Jose, urban renewal was ultimately successful in revitalizing these activities in an area that traditionally had been a hub of activity.⁵⁸

The industrial districts of San Jose and Santa Clara also expanded based on wartime demands for industrial products. These companies not only took advantage of infrastructure already in place, such as the WPRR branch line and SPRR's bypass line, but also developed new areas along freeway corridors that characterized highway construction during the latter part of this period. In San Jose, light industrial construction crowded in along the WPRR line north of Santa Clara Street and west of the recently constructed Bayshore Freeway (US 101), including local businesses like San Jose Steel (Map Reference #10-10). Similar growth took place on the western side of the city near the Cahill Station and in the mixed industrial and commercial area between The Alameda and Stockton Avenue. Stephen's Meats (Map Reference #12-69), a building housing the California State Employment office (Map Reference #13-14) and Coast Pipe & Supply Company (Map Reference #12-70) were all built at this time. Just to the northwest in Santa Clara, businesses developed sites around the Newhall Yard on Grant and Reed streets.

Heavy industry also grew substantially during this period, the largest sites depending upon direct access to rail transportation. For instance, in 1953 the Ford Motor Company established an automobile assembly plant (Map Reference #06-01) along the WPRR rail line south of what is now the City of Milpitas, having been successfully attracted to the area by the railroad company. WPRR built a freight station and yard adjacent to the plant for easy transport (see Map Reference #01-07 and #06-02 for WPRR resources related to the plant). The Ford assembly plant established freight contracts with SPRR, as well. A decade later, SPRR was able to attract General Motors into building an assembly plant in Fremont, for which SPRR built its adjacent rail yard at Warm Springs.⁵⁹

Other industrial customers appeared in the area over the years, establishing several spur lines connecting to the WPRR rail line in Fremont, Milpitas, and the King Road area of San Jose, for example. The railroad gained a large customer when the Food Machinery Corporation (FMC) built a large industrial plant within the study area for this project. Founded in late 1920s as a merger of two local firms, the John Bean Spray Pump Company and Anderson-Barngrover Company, FMC exceeded \$10 million in sales and had nine machinery plants nationwide by the beginning of World War II. During the war, the company produced amphibious vehicles for the US military at four of its plants, including the facility on Julian Street in San Jose. In 1948, FMC moved some of its operations to a site on Coleman Avenue, located within the APE for this project (Map Reference #14-05). This large site bordered most of the east side of SPRR's Newhall Yard (Map Reference #14-04), providing the facility with a direct shipping point for the

⁵⁸ Forward San Jose, Inc., the Downtown Association, "Progress 1958"; "The Various Steps Ahead Necessary for Urban Renewal Plans," *San Jose Mercury News*, August 6, 1961, 1; and John Spalding, "Dollars to Pour into 'New Downtown,'" *San Jose Mercury News*, June 30, 1967, 1; John Spalding, "Downtown Due for Revitalization," *San Jose Mercury News*, June 26, 1967.

⁵⁹ The General Motors plant was built in the early 1960s and did not require further evaluation for the purposes of this study. "Western Pacific's San Jose Branch," *The Ferroequinologist*, May 1978, 5; and Erle Heath, *Seventy-five Years of Progress: Historical Sketch of the Southern Pacific*, 18, 25.

M-75 tanks that FMC built for the US Army during and after the Korean War. The San Jose plant continued to manufacture tanks, specifically the Bradley Fighting Vehicle, until orders dropped and the company closed the facility in the early 1990s.⁶⁰

SPRR did not make major changes to its operating system during this period, instead generally maintaining and making slight alterations to facilities along the Milpitas line, peninsula route, and Coast Line. SPRR regularly installed new tracks, ties, ballast, and other equipment to update service to its industrial customers in the region. It also contributed to the construction of grade separations, such as the underpass at Mission Boulevard constructed in 1954 (see Map Reference #01-08).⁶¹ In the late 1970s and 1980s rail traffic in San Jose began to wane, as the once lucrative cannery and fruit packing industry declined and much of the remaining agricultural business shifted to truck transportation. WPRR started to consolidate its freight operations, closing its freight depot on The Alameda in 1967, as well as demolishing the passenger depot on 28th Street that same year. By 1971, the Milpitas yard office handled all freight transactions. After its earlier success with Ford, WPRR tried to attract and establish similar arrangements with other large industrial users in its extensive land holdings along the San Jose Branch line, but as late as 1980, only forty percent of WPRR's land holdings between Niles and San Jose were developed. Instead, the growing technology and electronics companies established in the Silicon Valley purchased much of WPRR's vacant property. In addition, railroads generally consolidated divisions and crew bases during the 1970s and 1980s, leading to a decline in rail yard traffic. The Ford plant also began to struggle financially during the 1970s, finally closing in 1983. In 1982, the Union Pacific Railroad (UPRR) acquired WPRR and brought the line in as UPRR's Western District. UPRR went on to acquire SPRR in 1996.⁶²

The railroads also suffered from an increase in vehicular traffic levels during the second half of the twentieth century. The importance of highways as traffic arteries expanded in the late 1940s and early 1950s because of the growth in commuter traffic throughout Santa Clara County and the adjacent Bay Area. Larger numbers of middle-class families started to seek homes in residential suburbs away from the city centers in which many worked, creating a commuter population that required roads better able to handle increased traffic, such as freeways. In California, construction of freeways has been largely a post-war phenomenon, although the state's first freeway, the Arroyo Seco Parkway, was actually dedicated on December 30, 1940. The pressure of continuing traffic growth, as well as adequate and predictable sources of federal and state funding for highways such as the Federal Interstate program, allowed California to embark upon a massive highway construction program between 1940 and 1969.⁶³ The bulk of the highways and interstates in the state were upgraded during this period, including the Bayshore Freeway (US 101) and the Eastshore Freeway (Route 5 between San Jose and Warm Springs). Over the years, upgrading improvements and widening projects continued. The freeway structures within the APE for this project were constructed during this later period, and

⁶⁰ Payne, *Harvest of Change*, 146, 175; and Ward Hill, DPR 523 form for FMC Property at 1115-1125 Coleman Avenue, San Jose, prepared March 2002 for VTA.

⁶¹ "Western Pacific's San Jose Branch," *The Ferroequinologist*, May 1978, 5; Heath, *Seventy-five Years of Progress*, 18, 25; Hofsommer, *The Southern Pacific*, 126; and Signor, *Southern Pacific's Coast Line*, 3.

⁶² Lloyd, "Western Pacific's San Jose Branch;" Arbuckle, *History of San Jose*, 111-113; David R. Clemens, "The Milpitas F's," *Western Pacific Feather River Route*, Winter 1976, 38; Payne, *Harvest of Change*, 253; "WP's San Jose Branch Over the Years," *The Ferroequinologist*, March 1978, 5; "Western Pacific's San Jose Branch," *The Ferroequinologist*, May 1978, 2-6; Ken Rattenne, "The Big Decline," *San Jose Sentinels II*, May 1996, online at: www5.pair.com/rattenne/BayAreaRR/tower2.htm (accessed August 2002); and Holmes, *Prune Country*, 156.

⁶³ Forsyth and Hagwood, *One Hundred Years of Progress*, 71.

were not surveyed because they date to 1963 or later. One bridge in the survey area, the Santa Clara Junction Overhead (Map Reference #15-09), was built in 1959 as part of the development of expressways in the Santa Clara Valley.

As highway and road construction expanded both in California and throughout the United States during the post-war period, grade separation design moved away from being emblematic of civic pride to existing as a functional component of the transportation system. Post-war freeways passed over SPRR's Coast Line using concrete decks supported by plain concrete bents or piers. Similarly unadorned concrete deck girder bridges, also with plain concrete bents or piers, were constructed by the State Department of Transportation, now Caltrans, to separate local roads from the railroads, although some of these bridges were designed with rounded edges and curved piers to provide a more sleek appearance. The Department of Transportation and SPRR continued to use steel deck girder and through girder designs during this period as well.⁶⁴

3.5.1. *New Cities: Milpitas and Fremont (Warm Springs Vicinity), 1946-1962*

For nearly one hundred years, the small community of Milpitas had existed as a rural stop on SPRR's line along the eastern shore of the San Francisco Bay. By the 1950s, however, the expansive annexation policies of San Jose threatened to engulf the unincorporated community. A group of interested veterans formed the Milpitas Development Association to improve community services, establishing fire, sewer, and water districts in the late 1940s and early 1950s (**Figure 15**). After the Ford Motor Company's decision to construct an assembly plant (Map Reference #06-01) along the WPRR line in 1953, Milpitas incorporated. For the next thirty years, Ford and WPRR were the only industrial employers in Milpitas, with Ford employing a work force of 6,000 people at its peak. This increase in employment quickly attracted new and diverse residents to the area, and Milpitas became one of the first towns to elect an African-American mayor, Ben Gross, in 1967, and have an integrated worker housing project.⁶⁵ By the late 1960s, the town held a population of more than 20,000. Tract homes such as those at Map Reference #05-01 through #05-03 (located just north of Milpitas and constructed in 1960) were built to help accommodate this growth. Although other small businesses took advantage of the city's railroad facilities, commercial growth within the city was relatively slow, setting the stage for the enormous expansion of Silicon Valley businesses into Milpitas in the 1980s and 1990s.⁶⁶

Major changes in the Warm Spring District did not occur until well after World War II. During the 1950s, the area was still largely divided into orchards, vineyards, and ranch land. As the greater Bay Area developed, however, land in rural southern Alameda County became more desirable for suburban development. Larger agricultural parcels were subdivided into small farming properties. Individually, the small communities in this area were unable to attract large industrial development or provide upgraded infrastructure or public services. Wanting to keep some control over area growth and maintain the semi-rural character of their small towns, local residents chose incorporation as a way to retain local control and prevent encroachment or annexation into larger bordering cities. In 1956, five of these small towns, Niles, Mission San

⁶⁴ Some designs may have been influenced national standards that the Federal Highway Administration promulgated during this period.

⁶⁵ Payne, *Harvest of Change*, 252-253.

⁶⁶ Payne, *Harvest of Change*, 252-253; and Sawyer, *History of Santa Clara County*, 296.

Jose, Centerville, Irvington, and Warm Springs incorporated into the City of Fremont, forming the third largest city in California in terms of area.⁶⁷

The area near South Grimmer Boulevard, Fremont Boulevard, and the former SPRR (now UPRR) was slated for industrial development in the new city's general plan adopted in 1962. Within a few years General Motors chose the Warm Springs District as the location for a new auto assembly plant, opening the facility in 1964. Although it was the major employer in the area, opening the plant immediately attracted additional industrial growth. Today, this portion of the Warm Springs District is a mixture of commercial/industrial properties with a growing presence of residential subdivisions. The rural nature of Warm Springs' past is visible only in small pockets of remaining agricultural lands scattered throughout the encroaching development, such as the properties inventoried for this project near the intersection of South Grimmer Boulevard and Old Warm Springs Boulevard (Map Reference #01-03, #01-04, #01-05).⁶⁸

⁶⁷ Country Club of Washington Township, *History of Washington Township*, 133-136; and "Fremont History" website accessed September 26, 2002, <http://www.aclibrary.org/branches/frm/frmhist.asp>.

⁶⁸ "A Geographic Profile of Fremont, California: Fremont's Economy," April 25, 2000, website accessed September 30, 2002, http://geography.berkeley.edu/ProjecsResouces/Community.../Fremont_landuse.htm.

4. DESCRIPTION OF CULTURAL RESOURCES

4.1. Introduction

The architectural APE extends from Warm Springs BART to Santa Clara Caltrain Station and runs south via the UPRR (former WPRR) right-of-way, downtown streets (subway alignment), and the Caltrain right-of-way to end in Santa Clara. The northernmost point of the APE is just north of South Grimmer Boulevard in Fremont, in southern Alameda County, along the former WPRR and SPRR lines. The APE runs southeast along these lines into Santa Clara County, continuing southeast along the WPRR line where the two lines diverge near Berryessa Creek and North Abel Street in Milpitas. The APE corridor then proceeds southward along the former WPRR line into San Jose. In the area near US 101, the APE turns westward, leaving the WPRR line and continuing through the city in a subway under Santa Clara Street. After crossing the downtown area, it turns northwest along Stockton Avenue, terminating in Santa Clara at a point northwest of Santa Clara Station near Lafayette Street. The width of the APE corridor varies from approximately 100 feet to approximately 2,500 feet, based on project-related work in a given area.

This APE encompasses 657 buildings, groups of buildings, structures and objects, 250 of which contain resources built in 1962 or earlier. These historic era resources / historic properties are characterized below and constitute the survey population for this study. Together, these resources reflect the major themes of the historic context presented in Section 3 of this report. The remaining 407 properties were built after 1962, and 110 were vacant at the time of the survey. Neither the non-historic properties nor the vacant parcels required further study. Furthermore, none of these non-historic properties appear to meet the criteria for listing in the National Register because they are less than forty-five years old and do not meet the demanding threshold of “exceptional significance” established for recently built resources.

While the project APE covers a large area that passes through two counties, four cities, and numerous suburban neighborhoods, nearly ninety percent of the historic properties are actually located within the corporate boundaries of San Jose. The majority of these are commercial properties, ranging in character from large commercial buildings in East San Jose to mercantile businesses in multi-story buildings in the downtown area. Residential properties constitute the second largest type of resource within the study population. As with the commercial properties, the largest concentration of historic era residential buildings is located within San Jose city limits, although a few such resources are present in southern Alameda County and northern Santa Clara County as well. Industrial buildings make up a smaller portion of the survey population, and are largely located along the former WPRR and SPRR rail lines, and the major highway corridors. Several resources within the APE did not fall into these categories, and so were grouped together based on their various functions to form a “miscellaneous” category that represents two percent of the survey population. Made up of churches, church related community centers, utility buildings, and fraternal organization buildings, these resources are generally located in San Jose. A small number of historic era infrastructure resources are also present within the APE and consist of railroad structures, bridges, and highway related resources. To facilitate the following discussion, the survey population properties were grouped into these categories (commercial, residential, industrial, miscellaneous, or infrastructure) according to

their historic resource attributes as defined by the California State Office of Historic Preservation's "Instructions for Recording Historical Resources" (March 1995).

4.2. Commercial Properties (Historic Resource Attribute Codes HP5, HP6, HP7, and HP10)

4.2.1. Commercial Construction Between 1848-1899

Of the historic resources within the APE, there are 101 commercial properties, their dates of construction ranging from 1870 to 1962. Roughly one quarter of these resources (twenty-three) were built before 1900 and constitute the earliest commercial development in the Santa Clara Valley. These nineteenth century buildings, almost all located along East and West Santa Clara Street in downtown San Jose, were built to conform to the original street grid pattern laid down in the city during 1849. They are arranged in an orderly fashion typical of real estate development practices in most mid-nineteenth century American towns. These buildings also represent accepted attitudes in American city planning during this period, when land use in cities was still largely diversified.⁶⁹ As a result, the urban nucleus of San Jose developed a rich variety of businesses that included banking, retail, restaurants, hotels, residences, churches, carriage works (later auto shops), and several light industries such as pasta manufacturing, livery, and soap works.⁷⁰ Generally, the style and construction of these San Jose buildings are typical of commercial construction found in other American cities at the time, although a few exceptions were constructed with architectural styles unusual for their location or era.

By and large, these buildings are constructed of brick, stand one to two stories tall, and are usually set close to the street where the façades present stylistic elements from the Italianate, Romanesque, and Neo-Classical architectural styles. Many of these buildings exhibit the characteristics of the two-part commercial block, a common type of commercial building composition that incorporates a horizontal division into its architecture, to create two distinct "zones." The zones reflect the potential variety of uses of the ground floor versus the upper floors of the buildings. The lower floors form the first zone, and were generally used for retail space and presentation of wares and services in storefronts. The proportion of glazing in the lower floors is greater than in the upper floors; in fact, sometimes the entire storefront is glazed. The first floor is also sometimes topped with a cornice to further accentuate the difference between the stories and their use. The upper stories of these buildings do not incorporate as much glazing, and were often intended for office or even residential use. Generally, architectural ornaments were applied to the wall surface on these floors.⁷¹

Architectural style is reflected in the type of ornamentation applied to the main façade of each building. In San Jose, Italianate is the most common style among these early resources. A good example of this type of commercial construction that retains historic integrity is Map Reference #12-18 (82 East Santa Clara Street), the Oddfellows Building, located on the corner of 2nd and Santa Clara streets (see **Figure 16**). Map Reference #12-45 (33-45 South Market Street) is an

⁶⁹ Spiro Kostof, *The City Shaped: Urban Patterns and Meanings through History* (Boston, Mass.: Bulfinch Press, April 1999).

⁷⁰ Sanborn Map Company, Sanborn Fire Insurance Maps, "San Jose, California," 1884, 1891, 1915, 1915 updated 1950.

⁷¹ Richard Longstreth, *Buildings of Main Street: A Guide to Commercial American Architecture* (Walnut Creek, CA: Altamira Press, 2000), 31.

example of a two-part commercial block built in an eclectic Romanesque style. The building features a prominent cornice and parapet wall, as well as architectural ornaments with Romanesque characteristics such as an arcade across the façade and spring arch windows. Many of these late nineteenth century buildings, however, no longer reflect their original design, having undergone alterations as attitudes in urban planning and architectural fashion shifted in the early twentieth century.

One exception to this pattern of development within the APE is Map Reference #13-10, constructed circa 1884 and located west of downtown at 848 The Alameda (**Figure 17**). This Italianate style brick building, two stories tall with an elaborate cornice and window hoods, predates most of the commercial construction along The Alameda by nearly forty years. Most of the extant building within the APE along The Alameda did not develop until the 1920s or later. This type of building is also not typically found outside of the downtown area, and is not present anywhere else in the APE.

4.2.2. *Commercial Construction Between 1900-1945*

Approximately one-half of the commercial resources within the APE were constructed during the period from 1900 to 1945. These fifty-two resources represent a period of major change for the Santa Clara Valley, as San Jose expanded outward and its fringes experienced a growth in density. As land uses became more segregated by physical separation of various uses, an important shift in attitudes about city planning occurred. Simpler and less elaborate architectural designs for commercial buildings gained favor during this period, incorporated in both the one-part and two-part commercial blocks (one-part commercial blocks have only one story that is typically treated much like the lower “zone” of a two-part commercial block, giving the building the appearance of a box with a decorated façade).⁷² Traditional masonry construction gave way to a host of new architectural materials such as steel skeletons, concrete, clay tile, and exterior veneer. Resources dating to later in this period visually reflect the popularity of these new materials, as they appeared in new facades applied to older building stock to create an “updated look.”

As land values began to rise and property within urban areas became more valuable for commercial development, architects and builders in many American cities turned to the construction of taller buildings that could provide more square footage per lot. Increased vertical expansion became possible through the standardization of the parts of the steel skeleton, a construction technique readily adapted by builders.⁷³ In San Jose, there were only a few buildings that developed in this pattern, including the twelve-story Bank of America Building Map Reference #12-27 (8-14 South 1st Street), constructed in 1926. Designed by architect H.A. Minton, it was the first “skyscraper” in San Jose and represents a pattern of urban construction that is generally seen in cities much more populous. Map Reference #12-59 (231-233 West Santa Clara Street), built in 1930 and known as the De Anza Hotel, also represents this move to tall towers, being a ten-story concrete and steel building.

Generally speaking, however, escalating land prices in downtown San Jose did not cause commercial construction to expand vertically, as it did in some cities. Instead, San Jose tended

⁷² Longstreth, *Buildings of Main Street*, 54.

⁷³ Longstreth, *Buildings of Main Street*, 76.

to expand horizontally. The urban center spread to outlying areas that were either underdeveloped or consisted of smaller scale mercantile construction. The downtown area, once confined to a relatively compact entity (east of 5th Street and west of the Guadalupe River), grew in geographic size. Much of this growth occurred to the east, although the western portion of downtown along San Pedro Street, Almaden Avenue, and Market Street continued to experience infill of smaller one- and two-story buildings during this period as well. These buildings generally illustrate the trend towards simpler building designs and the use of wood frame and veneer materials. Architectural detail was still concentrated around façade openings and rooflines, as seen in Map Reference #12-58 (44 South Almaden Avenue, shown in **Figure 18**), but tended to incorporate newer revival styles in the 1910s and 1920s. Later in this period, Art Moderne designs also appeared.

Outside the downtown core, two distinct areas developed as commercial districts, generally arranged along major roadways. The first natural extension of San Jose was eastward along East Santa Clara Street towards open land now bisected by US 101. Commercial businesses gradually spread in this direction from the original city center up to Coyote Creek. The resources located along this strip are generally more typical of “main street” buildings. With the exception of the Medico-Dental Building, Map Reference #12-01 (227-247 East Santa Clara Street), they are under two stories tall, are constructed of wood frame with brick, wood veneer, or stucco, and have simpler architectural ornamentation. Period Revival details are often used in these buildings, as seen in Map Reference #12-07 (179-181 East Santa Clara Street), an example of a Spanish Revival-influenced two-part commercial block. Map Reference #12-61 (374 West Santa Clara Street) is a good example of a two-part commercial block designed with Spanish Revival detailing.

Commercial construction eventually continued along East Santa Clara Street east of Coyote Creek (in what is now known as East San Jose), where commercial development had previously been sporadic. In this area, development generally followed the same pattern as survey population buildings west of the river, just not as densely and in more modest expressions of architectural styles reflecting working class neighborhoods. These buildings are typically one or two stories in height, with wood frames covered with wood or brick veneer, or stucco. They also feature plate glass storefronts and wood paneling with an economy of detail concentrated at the roofline or around the fenestration or other openings. The one-part commercial block type characterizes most of these resources within this time period, with a few examples of two-part block commercial buildings. Map Reference #10-32 (1201 East Santa Clara Street) and Map Reference #11-18 (962-968 East Santa Clara Street) illustrate these trends (**Figure 19**).

During the early part of the 1900s, concentrated commercial development also occurred west of San Jose’s downtown commercial core. Buildings of an industrial nature were constructed on parcels close to SPRR from Los Gatos Creek to Stockton Avenue (discussed below in Section 4.4.) while commercial businesses appeared along the thoroughfares of West Santa Clara Street, The Alameda, and Stockton Avenue. Until the 1920s, many of the parcels that faced this corridor remained vacant. However, once The Alameda was incorporated as a portion of US 101, the roadway saw increased growth in commercial businesses. The store at 840 The Alameda (Map Reference #13-09) was constructed in 1928 and is a typical example of construction in this area, as is Map Reference #13-07 (808 The Alameda). Both are one-story wood frame commercial buildings clad in stucco, with minimal ornamentation mainly concentrated around openings.

The two-part commercial block form, common to the buildings found within the APE dating to this time period, remained prevalent through World War II. In San Jose in particular, this type of construction is commonly seen in all of the commercial areas outside of the downtown district, although examples do appear throughout the entire project area. The same distinct zones seen in earlier resources characterize these buildings, but they are much simpler in design and ornamentation. They are generally under two stories tall, with simplified architectural ornamentation judiciously applied to the façade. New architectural motifs introduced during this period included references to the European modernist influence, manifested in the Art Deco and Art Moderne style.

Much of the new commercial construction resulted from a tendency to remodel older façades with an “updated look.” This trend stemmed from changing architectural fashions, as well as wider availability of inexpensive imitative construction materials. The scarcity of labor and the low cost of the new materials tempted builders and building owners to try the latest and most efficient technological developments.⁷⁴ Because most new materials were marketed as substitutes for traditional materials, these substitutes were often given trial installations. Substitutions and changes in material orders among builders were so common that they were seen as characteristic of the American building industry. These new materials provided for the application of new, fresh looks to older building stock, to suit the varying whims of the public in hopes that the modern updates would be attractive to customers. Map Reference #12-41 (19 South 1st Street) is an especially good example of this type of façade alteration (**Figure 20**).

4.2.3. Commercial Construction Between 1946-1962

Between 1946 and 1962, twenty-six commercial buildings were constructed within the APE for the current project. At this time, the cities in the Santa Clara Valley, like the most other American cities, experienced an outward flow of business from the city center and a subsequent phenomenal growth of suburban commercial strips, as well as the use of new architectural forms in commercial construction. During this period, San Jose went on a major campaign of land annexations, while other communities to the northeast such as Milpitas and Fremont organized to incorporate. In the years after the war, the City of San Jose incorporated large tracts of land surrounding the city, annexing a total of one thousand separate communities. Despite this annexation activity, the survey population does not illustrate major growth in San Jose or Santa Clara County, because the annexations were located mostly to the east and south, outside the APE. Post-war suburban growth is not well represented in this survey population for the same reason. Instead, the lack of resources within the APE dating to the postwar period is indicative of the inverse relationship of suburban expansion and urban decline that occurred in many cities.

The few commercial resources that were constructed in downtown San Jose after World War II were infill construction on parcels where buildings were demolished, adding a layer of density to the present urban pattern within what was the corporate boundary of San Jose (west of US 101 and south of McKee Road). Map Reference #12-36 (25 West Santa Clara Street) is a seven-story building constructed in 1946. Directly across the street is Map Reference #12-34, the Roos-Atkins Department Store, also one of the few new buildings constructed in downtown San Jose

⁷⁴ Thomas Jester, ed., *Twentieth Century Building Materials, History and Conservation* (Washington D.C.: McGraw Hill Publishers), 34.

soon after the war. Constructed in 1948, this department store sits on the site of the former San Jose Bank Building.

Post-war suburban construction was the fastest growing type of construction in Santa Clara County, but again this types of construction is not well represented in the APE, because the APE follows rail lines established in the 1860s and 1920s and passes through the oldest portions of Milpitas, San Jose, and Santa Clara. Of the few resources within the APE dating to the later post war period and representing suburbanization of commercial properties, the San Jose Flea Market (Map Reference #09-01) is the best example. The market is located on land that had served various agricultural and commercial purposes since the 1880s. When it was established in 1960 the first buildings were unadorned wood frame structures that are unrecognizable among the numerous additional buildings built in the succeeding decades.

4.3. Residential Properties (Historic Resource Attribute Codes HP2, HP3, and HP4)

The 89 residential properties located within the APE consist of several types of dwellings, including single-family properties, multi-family properties, and various associated outbuildings. Nearly all are located within the San Jose city limits. Only four are located in Milpitas, and five are in the unincorporated portions of Alameda County in the vicinity of Fremont, while there are no residential properties present within that portion of APE that runs through Santa Clara. These residential buildings range in date of construction from the 1880s to 1962 and represent a broad variety of domestic architectural styles popular in American residential neighborhoods. Most of the residences are one story in height, of wood frame construction, and set in middle class residential neighborhoods with typical amenities found in speculative real estate tracts, such as a well-developed pattern of streets, sidewalks, sewer systems, and the ubiquitous lawn. During this eighty-year period, residential development generally involved a landowner who merely subdivided and sold lots rather than providing for the construction of residences, which was up to the individual buyer. Many of these residential resources have been altered since their construction, including changes in their exterior appearance or changes in use. Those properties within the APE that have been converted now serve as commercial businesses such as professional offices or retail stores.

4.3.1. Residential Properties Constructed Between 1849-1899

The six earliest residential resources within the APE were constructed in the late nineteenth century, dating from circa 1880 to ca. 1899, and are located in early San Jose suburbs. These middle and working class neighborhoods, defined by a rectilinear grid of streets, represent a dramatic period of change for American cities, when communities were “turned inside out,” creating suburban affluence and urban center despair.⁷⁵ This trend was actually slow to arrive in San Jose, as many of the houses located in these early neighborhoods were not constructed until well after the initial period of speculative development and subdivision in the nation. Although neighborhoods such as East San Jose and tract neighborhoods located off The Alameda had been subdivided much earlier, development awaited the transportation revolution and the introduction of the streetcar in the 1870s and 1880s, making these neighborhoods easily accessible to

⁷⁵ Jackson, *Crabgrass Frontier*, 20.

downtown San Jose. The six residential resources within the APE that date to this early period of residential development were constructed in two popular architectural styles of the late nineteenth century, the Queen Anne and the Italianate.

Two of these houses were built in the Italianate style fashionable from 1840-1880 and are located in the western residential suburbs of San Jose. One-story Italianate cottages constructed circa 1880 and 1886, both Map Reference #13-37 (417 Stockton Avenue) and Map Reference #12-65 (35 South Autumn Street) are good examples of the vernacular expression of this style. A higher concentration of Italianate style dwellings is located in the Hensley Historic District, listed in the National Register in 1983 (but located outside of the APE), and in residential areas that developed around the downtown commercial district in the original grid of San Jose (also outside of the APE to the north and south).

There are also four residences recognizable as Queen Anne style dwellings within the APE for this project, built prior to 1900. These resources have irregular massing, irregular and steeply pitched roofs, and the application of ornate details used to vary the appearance of exterior wall surfaces. This style encompassed many of the eclectic domestic architectural expressions of the late nineteenth century, capturing picturesque interpretations of historic styles, mostly based on English models. The style is predominately found in larger upper-middle class houses, but was used extensively throughout California to adorn even the simplest residences. Map Reference #10-37 (1169 East Santa Clara Street) and Map Reference #11-06 (56 South 21st Street), both located in East San Jose, are modest examples of the Queen Anne style and were constructed in 1888 and circa 1890, respectively. They are typical examples of moderately sized houses built in working and middle class neighborhoods. These houses actually predate many of the adjacent resources in the APE, as overall there were few residences constructed in East San Jose before the turn of the century (**Figure 21**).

Constructed circa 1898, Map Reference #13-25 (176 North Morrison Avenue) is a highly articulated example of the Queen Anne style (**Figure 22**). This residence features a picturesque and asymmetrical silhouette with vertical emphasis, distinctive to Queen Anne architecture. Its contrasting decorative wall surfaces, gable end relief decoration, detailed spindle work, stained glass windows, and corbelled chimney give the house an individuality and variety that distinguishes it within the range of examples of the style in San Jose. The varied roof forms that are fundamental to the Queen Anne style and its decorative features are influenced by Eastlake ornamentation, as can be seen in this house's robust lathe work, decorative verge boards, and carved panels. The house's design falls between the large Queen Anne style mansions seen elsewhere in San Jose and the myriad working class Queen Anne style houses such as those found nearby on Cinnabar Street.

Within the evolution of the Queen Anne style in San Jose (and California), this house is representative of the style's later incarnation, without the towers and turrets built on Queen Anne residences in the 1880s, for example. It also lacks the wrap-around porch or veranda seen in earlier Queen Anne dwellings. While the house has Eastlake ornamentation elements, it is not an Eastlake style residence, for it lacks the angular forms of that style and does not express its frame construction on its exterior. Rather, this house retains the asymmetrical and rambling volumetric qualities, as well as the distinctive decorative details, of what is now referred to as high-Victorian Queen Anne. However, its form and scale indicate the style's transformation towards the more restrained Classical Revival and Colonial Revival styles, like those used for the

residence's northerly neighbors at 204 and 230 North Morrison Avenue (Map Reference #13-26 and #13-27) that became popular in the 1900s and 1910s.

Many of these early residences have been altered, and now function as multi-family dwellings. For example, Map Reference #10-37 (1169 East Santa Clara Street) now functions as an apartment complex, while Map Reference #13-25 (176 North Morrison Street) and the outbuilding located behind Map Reference #11-06 (56 South 21st Street) currently serve as small individual apartments. This trend towards converting outbuildings or single-family units to multi-family dwellings is a common occurrence in many older residential neighborhoods. Map Reference #11B-15 (94 South 24th Street) is an example of a house that has undergone a series of changes. Its original style is unknown, but it was constructed circa 1890 as a one-story house that was later modified using Queen Anne style architectural details. Major changes to the exterior were completed by 1951, and the house was subsequently converted for use as a duplex.

4.3.2. Residential Properties Constructed Between 1900-1945

There are sixty-five single family and multi-family houses within the project APE that date to the period between 1900 and 1945. Once again, the highest concentration of these properties is within the city limits of San Jose. Although these resources are not located in one specific district or neighborhood, they represent an assortment of the earliest expressions of suburban development in San Jose and Santa Clara County. Much of the land that makes up these neighborhoods was subdivided in the late nineteenth century, and the accompanying early infrastructure was also established at that time. However, residential density remained low in these neighborhoods until the early 1900s, when subdivisions such as East San Jose, Garden Villa Lots, Spaulding Garden, Rhodes Court, and Morrison Estates experienced a rapid growth of small houses executed in the Bungalow and Period Revival styles.

Bungalow style houses were an especially popular choice for small house design throughout California from the early 1900s to the 1930s, and are commonly seen in residential suburbs in the San Francisco Bay Area. Companies such as Aladdin Homes, Wilson Bungalows, Montgomery Ward, Sears and Roebuck, and Pacific Ready-Cut mass-marketed these small kit houses in catalogs throughout America, making the Bungalow a common and easily accessible choice for the working class. These one-story houses are generally of wood frame construction, regular in plan with an attached or engaged porch and simple architectural details. The roof usually features open eaves with exposed rafters, knee braces, lookouts, and a fascia board. As this style gained in popularity, the neighborhoods in East San Jose grew quickly, and as a result Bungalow style houses are the most common residential style found in this area. Construction of this style of residence began in outlying San Jose neighborhoods at the turn of the century and continued at a fast pace through the late 1930s. Map Reference #11-12 (31 South 21st Street) and Map Reference #10-04 (1357 East Julian Street) are Craftsman influenced one-story Bungalows constructed in 1910 and 1936, respectively (**Figures 23 and 24**).

Much like those in East San Jose, the city's western suburbs were subdivided in the nineteenth century and infilled in later decades, but the subdivisions along The Alameda developed more architectural variety than the Bungalow tract neighborhoods in East San Jose, as retail and light industrial uses crowded in among residential properties. Although there are Bungalows in the western neighborhoods of San Jose, these areas also reflect the popularity of Period Revival homes.

Period Revival designed houses gained popularity in small house design starting in the 1920s, as part of a movement that drew inspiration from European historical styles and in America, from Colonial period housing. Early examples of these houses were considered “pure copies” and stressed historical interpretations of the models. However, as the style progressed, many Period Revival houses became free adaptations of these styles, and inventive interpretations of the style are seen throughout California. The technological advances that fueled other kit houses also allowed inexpensive reproductions of the architectural details for these historically influenced houses. Although homes of this style appear in San Jose, not many are located within the APE. Examples of Period Revival houses within the APE are 890 Cinnabar Street (Map Reference #13-33), a Tudor Revival style house built in 1929 (**Figure 25**), and 80 North Morrison Avenue (Map Reference #13-24), a Spanish Revival house built circa 1925 (seen in **Figure 26**).

4.3.3. Residential Properties Constructed Between 1946-1962

Eighteen of the residential resources present within the APE for the current project date to this post-war period. At this time, the Period Revival dwelling of the early twentieth century quickly began to give way to a simpler style of architecture, influenced by the Modernist movement. Although the influence of the true Modernist movement was slight and often unfelt in popular American domestic architecture (with the exception of several homes in Los Angeles), its effects appeared as a simplification of housing styles, specifically in the form of the Minimal Traditional dwelling. This style of residence appeared just before World War II and continued to be popular into the 1950s. Often described as a “compromise style,” the Minimal Traditional building reflects the form of earlier housing styles but lacks their decorative detailing. Roof pitches are low or medium with close rather than overhanging eaves. Generally, these residences were modest in size and of wood frame construction with exterior walls clad in wood, stucco, brick, stone, or a mixture of materials. Minimal Traditional style homes were built in great numbers, commonly in large tract developments. In San Jose, this style was frequently built as infill in the existing neighborhoods and became the accepted style for construction in new suburbs further from the center of town. These postwar developments are located outside the APE and thus not reflected in the survey population, but infill Minimal Traditional construction is present within the study area, an example being Map Reference #11-10 (16 South 21st Street) built in 1958. Map Reference #09-04, located at 12260 Berryessa Road, is an example of a Minimal Traditional residence constructed in the unincorporated portions of Santa Clara County in the late 1940s (the residence has since been annexed to San Jose, in the 1970s).

Before 1945, subdivisions were predominately planned and constructed in rectilinear grids like the urban areas of San Jose, but after World War II trends in suburban development moved away from urban models. In the post-war phase of subdivision construction, designers began to employ curvilinear and cul-de-sac streets, not only for aesthetic purposes but also to reduce the speed of traffic and make streets safer for children. Communities started to favor strict zoning laws that forced geographic separation of residential areas and industrial and commercial centers, meaning that houses were no longer built on the same street or in the same neighborhoods as stores and office buildings. Additionally, developers adopted relatively small individual lot sizes, and suburbs began to exhibit racial and economic hegemony.

Yet another major characteristic of postwar suburbs is their architectural similarity. In order to simplify production methods and reduce costs, developers generally offered less than half a

dozen house plans in any particular development. After World War II, several architectural styles appeared in subdivisions throughout the nation. First the split-level home became nationally popular, followed by the Ranch style, and then the modified Colonial, as well as other styles. The Ranch style in particular lent itself to suburban mass-production and contributed to the decrease in regionalism of residential architecture during the 1950s. It remained a popular architectural style until the 1970s because the single story ranch house suggested spacious living and an easy relationship with the outdoors. It also represented newness, as the spirit of the times emphasized the desirability of buying a new house in this era of progress rather than a used one.⁷⁶ Map Reference #05-01, #05-02, and #05-03 (850, 822, and 806 Berryessa Street) in Milpitas are examples of this new style of architecture and neighborhood planning (**Figure 27**). Constructed in 1960, these homes are the only examples located within the APE of residences built as part of postwar subdivisions.

In addition to the residential resources discussed above, there are a few post-war residences built in unincorporated parts of Alameda County. Five of the resources in the APE are located in southern Alameda County in the Fremont area (Map Reference #01-01, #01-02, #01-03, #01-04, and #01-06; the residence on Tavis Place at Prune Avenue, 3236 Tavis Place, 44758 Old Warm Springs Boulevard, 44788 Old Warm Springs Boulevard, and 44960 Lopes Court, respectively). In keeping with architectural trends of the time, they are Ranch or Minimal Traditional style buildings with associated outbuildings. Warm Springs, one of several small communities that developed in southern Alameda County's Washington Township, retained its rural character well into the twentieth century. For the most part, individual landowners farmed their own land and many families operated these farms for several generations. Most were planted in orchards or grapes and ranged in size between ten and one hundred acres.

4.4. Industrial Properties (Historic Resource Attribute Code HP8)

Industrial properties make up a relatively small segment of the survey population for this project. Of the 250 historic resources within the APE, there are thirty-nine parcels that contain buildings designed for the manufacture or distribution of products. None of these date to the early American period of construction from 1849-1899, but rather were all built between 1912 and 1962. They are largely located on the periphery of downtown San Jose, generally along the former SPRR or WPRR rail lines. The two resources found closest to the original portion of the downtown area are Map Reference #11-30 (304 East Santa Clara Street) and Map Reference #12-05 (40 North 4th Street, shown in **Figure 28**). Located on the eastern edge of downtown San Jose, these resources represent early industrial growth within and around the city. Both buildings exhibit some architectural detailing, and a local architect, Louis Theodore Lenzen, designed Map Reference #12-05.

About two-thirds of the industrial properties are found in two distinct areas: 1) west of downtown San Jose on Stockton Avenue, South Montgomery Street, and South Autumn Street along the SPRR line between West Taylor Street and Park Avenue; and 2) northeast of the downtown area between Alum Rock and US 101, and the former WPRR. Sporadically developed by the 1910s, both areas were originally residential in nature. During San Jose's

⁷⁶ Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck, *Suburban Nation: The Rise of Sprawl and the Decline of the American Dream* (New York: North Point Press, 2000), 18-19; and Jackson, *Crabgrass Frontier*, 238-242.

expansion in the early to mid twentieth century, residential buildings were gradually replaced by commercial and light industrial buildings, mostly in the decades between 1930 and 1960. As such, many of the industrial buildings in these areas were second-generation construction.

Most of these industrial buildings exhibit utilitarian or industrial characteristics, which typically include little to no architectural detail. These buildings were constructed for their functionality without great concern for their aesthetic value. Most employ a large rectangular plan and are built with wood framing, concrete block, or brick construction. Many are prefabricated warehouses with gable roofs and corrugated metal siding, and nearly all have been moderately altered by the installation of replacement windows or the construction of additions. The San Jose Steel Company building, constructed in 1944 and located at 1350 East St. James Street (Map Reference #10-10), is a typical example of these large, metal clad warehouses (**Figure 29**).

A handful of the industrial complexes within the APE do include buildings that demonstrate contemporary styles such as Moderne and International design. Map Reference #10-13 (87 North 30th Street), which housed the J. J. Morella Company between 1951 and 1965, is an example of a post World War II International building, as seen in **Figure 30**. Many of these industrial complexes contained offices as well as large warehouses, with the office buildings often receiving the architectural treatment.

Only a few industrial resources are scattered within the APE outside of San Jose's city limits. Two of these properties are located in the City of Milpitas and two in the Warm Springs District of Fremont. Five industrial properties are sited in eastern Santa Clara in the vicinity of the Newhall Yard. Buildings of this property type include lumberyards (Map Reference #10B-01), food processing plants (Map Reference #13-31), metal plants (Map Reference #12-72), and wholesale warehouses (Map Reference #12-70).

4.5. Miscellaneous Resources (Historic Resource Attribute Codes HP9, HP15, and HP16)

There are only five resources that fall into this category because they are not common property types within the APE. As such, these miscellaneous resources do not serve as a true sample of these types of buildings in the Santa Clara Valley. Three of the miscellaneous resources are churches or church-related buildings, all markedly different from each other. The earliest of these resources present within the APE is Map Reference #10-14, the complex of buildings that makes up the Five Wounds Church. Constructed in stages between 1916 and 1960 and located in East San Jose, this church served the large Portuguese immigrant community of this area. The main sanctuary was designed and constructed in the Baroque Portuguese Revival style, while several of the related buildings exhibit features of the Spanish Revival style. Map Reference #11-29 (301 East Santa Clara Street), housing the Grace Baptist Church, does not appear to have been a new structure; instead, an existing building was remodeled for use as a church to accommodate the congregation. Map Reference #12-03 is the social hall and community center of the Methodist Church. This Spanish Revival building was constructed in 1951 to complement the original 1911 sanctuary, which burned in 1991, leaving a vacant area at the corner of East Santa Clara Street and North 5th Street.

The San Jose Water Works Building at 374 West Santa Clara Street (Map Reference #12-61), built in two phases in 1934 and 1940, combines elements of the Moderne and Spanish Colonial

Revival architectural styles. The two-story, rectangular building exhibits exterior decorative features such as a pediment in the shape of a ship's prow over the main entry, and bas-relief patterns of clouds, raindrops and waves on the tri-partite cast iron grates over some of the windows. This detailing reflects the building's use as the business office of the San Jose Water Company, which has supplied water to the residents of San Jose since its organization in the 1860s, making it the oldest private water utility remaining in California today.

Map Reference #11-28, located at 33 North 8th Street, represents the only educational facility in the APE and was constructed in about 1938 to serve as a day nursery and residence for the owner. It still serves as the San Jose Day Nursery. Constructed in the Spanish Revival style, the building has the appearance of a residential building instead of an educational facility.

4.6. Infrastructure (Historic Resource Attribute Codes HP11, HP17, and HP19)

The sixteen historic period infrastructure elements within the APE generally fall within two broad categories: railroad-related and road-related resources. Railroad lines that pass through the APE include the former SPRR Milpitas line, the former SPRR Coast Line, and the WPRR San Jose Branch line (all are now owned and operated by UPRR). The eleven railroad-related resources or groups of resources include yards, bridges, grade separations, and other engineering structures or groups of structures (addressed on eleven DPR 523 forms located in Appendix B). The five road-related resources include four bridges built in the early twentieth century to carry automobile traffic over San Jose waterways, and an expressway bridge built in 1959 that carries a roadway over rail lines and other roadways.

4.6.1. Railroad Resources

Southern Pacific Railroad

The oldest SPRR building within the APE for this project is the Santa Clara Depot, originally built in 1873 and moved to its current location in 1877. The depot (Map Reference #15-02) includes a station building connected with a warehouse building to the east. Both are wood frame buildings with board and batten siding. The depot's architecture pre-dates much of the railroad's standardized architecture built later in the nineteen and twentieth centuries. Besides the Cahill Station (Map Reference #12-68), discussed below, there is only one other SPRR station within the APE. This "station" is located along Stockton Avenue at Emory Street and is called the College Park Station (Map Reference #13-45). The wood-frame, hipped-roof station was built circa 1910, and is adjacent to the College Park neighborhood named for the College of the Pacific, before the college moved to Stockton.

The former SPRR route that proceeds from Niles Junction down through San Jose is commonly referred to as the Milpitas line. A short lived company established by the Central Pacific and the SF&SJ called the Western Pacific Railroad (not to be confused with the twentieth century WPRR that built its San Jose branch between 1917-1921) built the first rail line on this alignment in 1869. It was built as part of a rail line to connect Sacramento and San Jose and became part of the SPRR system the following year. The APE for SVRTC includes a 4.9-mile section of the former SPRR Milpitas line (Map Reference #01-08) from a point north of the Warm Springs

Yard, near Tavis Place in Fremont, to a point just south of the North Abel Street overpass in Milpitas. The line segment examined for this project mostly runs at-grade, though the rails are on top of built-up ballast at some points. Although the original alignment through the APE dates to the 1860s, the railroad as it exists today is thoroughly a product of the twentieth century. Its bridges, grade crossings, and other features were built in the 1920s or later. Similarly, most of the railroad's engineering features – rails, ballast, ties, switches, signals, movable buildings, electricity poles, and grade crossing arms and signals – appear to date to the post-World War II period.

The SPRR bridges along the Milpitas line pass over Mission Boulevard (in Fremont) and Scott Creek (near Kato Road in Fremont). The Mission Boulevard Bridge (Bridge #33-0183), constructed in 1954 and shown in **Figure 31**, is a two-span through-girder structure supported on concrete abutments and a central concrete pier wall. It measures 115 feet in length and approximately twenty-five feet in width. The Scott Creek Bridge, likely built in the 1920s, is a twenty-foot wood trestle structure with steel beam railings. Both of these bridges are addressed on the DPR 523 form prepared for the SPRR line from Milpitas to Fremont (Map Reference #01-08).

In response to increased freight demands in the San Francisco Bay Area that surpassed the capacity of existing yards, SPRR constructed the San Jose freight terminal in 1926, now called the Newhall Yard, in an area just northwest of downtown San Jose. Acquired by UPRR in 1996, the Newhall Yard has been regularly maintained, upgraded, and expanded through its history. Today the yard consists of roughly fifteen lines with modern rails, ties ballast, signals, and safety equipment. The Newhall Yard is shown in **Figure 32** (Map Reference #14-04).

Soon after the Newhall Yard was established, as part of its system-wide modernization program, SPRR constructed a new main line for its Coast Division that bypassed downtown San Jose. Among the structures built with the Newhall Yard and the San Jose modernization was a system of interlocking towers that helped control train movement. One of the state's few remaining interlocking towers is located at the western end of the Newhall Yard adjacent to the Santa Clara tower (Map Reference #15-03). The "Harriman 4" type tower building with the pyramidal roof that houses the interlocking mechanism may date to 1904, but it was moved to its current location and built to its historic function in 1927.

In the years following the completion of the San Jose bypass line, SPRR constructed the underpasses at Taylor Street (then called Polhemus Street) (Map Reference #13-44) and Lafayette Street (Map Reference #15-08) in an effort to alleviate traffic hazards and congestion caused by the new line and increased rail and automobile traffic in the San Jose area. The Taylor Street and Lafayette Street underpasses are associated with an early twentieth century grade separation movement that was very active between the 1910s and 1930s, and were among sixty-five grade separations built or upgraded in California between 1935 and 1941 with help from federal funding. The Lafayette Street Underpass was built along the Coast Line in 1936 and consists of a simple through plate supported by concrete abutments. The span measures seventy-nine feet in length and allows four lanes of traffic to pass beneath it. The Taylor Street Underpass, planned as early as 1924, was not constructed until 1940. Also along the former Coast Line, it is a ninety-four foot long concrete deck girder bridge resting on concrete abutments and two central piers. In addition to east and west traffic lanes, the underpass also has a central left turn lane.

The largest building constructed as part of the San Jose by-pass in the early 1930s was the Cahill Station (Map Reference #12-68) (now the Diridon Station) at 65 Cahill Street. The Italian Renaissance building opened in 1935 replacing a very small nineteenth century station. The new station property included an underpass at Santa Clara Street / The Alameda. This underpass is a two span steel girder structure with concrete abutments and railings.

During the post-war growth of the region, and within a few years of the incorporation of Fremont and Milpitas, a spur line was added north of Tavis Place in southern Fremont. This spur line extends west from the SPRR line as it passes through an industrial area near Sunnyvale Lumber (Map Reference #01-09). The spur line was built in about 1962 and leads to eight sidings located on a property situated between Fremont Boulevard and Old Warm Springs Boulevard.

Western Pacific Railroad

The APE for this project also includes a portion of the former WPRR San Jose Branch line, Map Reference #01-07. Like the SPRR Milpitas line, which it closely parallels in the area north of San Jose, the WPRR San Jose line was recently acquired by UPRR (in the 1980s). Constructed between 1917 and 1921, the WPRR San Jose Branch was a feeder line off the main line between Salt Lake City and Oakland. This twenty-three mile branch line was designed to serve industrial and other businesses that had been previously under-served by SPRR, and began freight and mixed train service immediately after its completion.

Approximately 11.75 miles of the WPRR San Jose Branch line pass through the APE, beginning a short distance north of the Warm Springs Yard in Fremont and proceeding southward to East Santa Clara Street in San Jose. The northern portion of this section, approximately 4.9 miles in length, runs adjacent to the former SPRR line. In general, the line appears to be regularly maintained and utilizes modern ballast, tracks, and ties. The railroad right-of-way also encompasses switches, signals, movable buildings, electricity poles, and grade crossing arms and signals. Most of these elements appear to be relatively new, particularly the crossing arms and signals at grade crossings.

There are seven historic-period railroad bridges located along the former WPRR line within the APE for this project. They are included as part of the WPRR San Jose Branch line DPR 523 form (Map Reference #01-07). Two of these bridges – the Warm Springs Underpass at Mission Boulevard and the Scott Creek Bridge – are virtually identical to the SPRR bridges at the same locations, described above. In addition to the Scott Creek Bridge, there are wood trestle bridges over Upper Penitencia Creek and Miguelita Silver Creek, which are about twenty-four and forty feet long, respectively.⁷⁷ The Miguelita Silver Creek Bridge is shown in **Figure 33**. Both of these bridges are located in San Jose and appear to date to the 1920s or 1930s.

The remaining three WPRR bridges within the APE all appear to have been built during the 1950s or early 1960s, coinciding with the concrete channelization of the creeks that they cross. All are constructed of reinforced concrete, measure between fifteen and twenty-five feet in length, and have simple utilitarian designs. The Toroges Creek Bridge in Fremont is a concrete

⁷⁷ Miguelita Silver Creek is also known simply as Silver Creek. JRP has used the longer name, as it is used on United States Geological Services, San Jose East Quadrangle Map, 1961 (Photorevised 1980).

box culvert with wood post railings, and the Calera Creek Bridge, in Milpitas, has a concrete slab deck supported centrally by a concrete pier wall. The Wrigley Creek structure, also in Milpitas, consists of a corrugated metal pipe culvert with a broad concrete headwall.

In the early 1950s, WPRR gained a new customer in the Ford Motor Company, which had recently established an assembly plant in the City of Milpitas. In response to the increased traffic, WPRR built a new rail yard at Curtis Avenue to transport supplies and new vehicles. The yard office (Map Reference #06-02), now owned and operated by the UPRR, is a rectangular plan wood frame building with a hipped roof. It has sliding aluminum frame replacement windows located throughout, and the walls are clad in asbestos siding.

4.6.2. *Road-related Resources*

Four of the five historic-era road-related resources within the APE are bridges built within a decade of one another and carry local roads over waterways. Each is a reinforced concrete structure with tee-beam decks supported at the ends by concrete abutments. They are differentiated by their dimensions, number of piers, and decorative detail. The smallest of these bridges, the Upper Penitencia Creek Bridge on North King Road (#37C-0546), Map Reference #09-02, was built in 1923. Sixteen feet long and 22 feet wide, it is a simple single span structure with wing wall abutments and replacement highway-tye guardrails. The other three bridges built in the late 1910s and 1920s all carry Santa Clara Street over waterways in San Jose and are strikingly similar in appearance and construction. One or more solid concrete piers support the bridges centrally, and each has solid concrete parapet railings on both sides of the deck. Shared decorative details include inset tiles on the parapets and period-style light standards on the sidewalks. The decorative tile at the railings and the light standards are modern additions to the bridges, probably dating to the 1980s. The oldest of these three bridges, the Teddy Roosevelt Bridge (#37C-0033), was built in 1917 and carries East Santa Clara Street over Coyote Creek in San Jose, Map Reference #11-32. It is 57 feet wide and 150 feet long and is supported by three piers. Bridges #37C-0318 and #37C-0319, which carry West Santa Clara Street over the Guadalupe River and Los Gatos Creek, respectively, were both built in 1924, Map Reference #12-60 and #12-62. The Guadalupe River Bridge is 102 feet in length, 75 feet wide, and has two concrete piers as shown in **Figure 34**. The slightly shorter Los Gatos Creek Bridge is 75 feet long, 82 feet wide, and has one pier.

The fifth bridge (#37C-0146, Map Reference #15-09) was built in 1959, much later than the others within the study area. This structure carries De La Cruz Boulevard over the former Southern Pacific Railroad lines in Santa Clara, now used by Caltrain and Union Pacific Railroad, just west of the Santa Clara railroad station. The bridge is a pre-stressed concrete girder structure with six spans that measure 109 meters (358 feet) long and twenty meters (sixty-six feet) wide. The bridge is supported by reinforced concrete U-type abutments and five reinforced concrete bents each with four round piers. This structure is part of a complex of other nearby grade separations that were not within the APE for this project, but that together carrying De La Cruz Boulevard over El Camino Real on the west end, northbound Coleman Avenue over De La Cruz Boulevard, and southbound De La Cruz Boulevard over Coleman Avenue.

5. RESOURCE SIGNIFICANCE

5.1. Application of National Register and California Register Criteria

The eligibility criteria for listing properties in the National Register are codified in the 36 CFR Part 60. They are further expanded upon in numerous guidelines published by the National Park Service.⁷⁸ Eligibility for listing in the National Register rests on twin factors of significance and integrity. A property must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm the historical significance a resource may possess and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible.

Historic significance is judged by applying the National Register Criteria A through D. Properties may be significant at the local, state, or national level. *Integrity* is determined through applying seven factors to the historic resource. Those factors are location, design, setting, workmanship, materials, feeling, and association. These seven can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven criteria and pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed. Additionally, certain property types, such as moved properties or those that have achieved significance less than fifty years ago, are usually excluded from consideration for listing in the National Register, but can be considered for listing if they meet the requirements of the Criteria Considerations in addition to meeting one or more of the standard eligibility criteria.

CEQA requires the evaluation of historic resources using the criteria set forth by the California Register. The eligibility criteria for listing a property in the California Register closely parallel that of the National Register. Application of California Register criteria is also similar to the application of National Register criteria. Each resource is examined for its integrity and significance at the local, state, or national level under one of four criteria.

5.2. Summary of National Register and CEQA Eligibility Status within the APE

Many of the resources within the survey population for this project have been subjected to one or more previous inventory and evaluation surveys. These survey efforts have resulted in sixteen properties listed in the National Register (and therefore automatically listed on the California Register). A federal agency has concurred with the eligibility evaluations of an additional four properties, which means that these properties have been determined eligible for listing in the National Register, although they have not been formally listed. See **Table 1**, Section 6 for a list of properties listed in or previously determined eligible for listing in the National Register.

⁷⁸ The most widely accepted guidelines are contained in US Department of the Interior, National Park Service, "Guidelines for Applying the National Register Criteria for Evaluation," *National Register Bulletin 15* (Washington DC: US Government Printing, 1991, revised 1995); California Public Resources Code, Sections 4850 through 4858; and California Office of Historic Preservation, "Instructions for Nominating Historical Resources to the California Register of Historical Resources," August 1997.

Another eighteen resources within the survey population have been inventoried and evaluated by private consultants (including JRP) and local governments and appeared to meet the significance criteria, but have not yet had formal determinations. While some of these buildings, structures, and objects have been evaluated for both the National Register and California Register, many had not been evaluated under both programs at the commencement of the survey for this project. This survey has included a field check of all previously evaluated resources and JRP has prepared the appropriate recordation documents, either an update or a complete new DPR 523 form, to verify the evaluations. See **Table 2**, Section 6 for a list of properties that appear to be eligible for listing in the National Register.

Although they do not appear to meet the criteria for listing in the National Register, four properties appear to be historic resources for the purposes of CEQA. See **Table 3**, Section 6 for a list of properties that appear to be of local interest.

Most of the resources within the survey population, 208 buildings, structures, and objects (roughly eighty-three percent), have been evaluated for historic significance and do not appear to be eligible for the National Register. Furthermore, none of these 208 historic-era buildings, structures, or objects appears to be a historic resource for the purposes of CEQA. See **Table 4**, Section 6 for a list of properties that do not appear to be eligible for listing in the National Register.

None of the resources inventoried and evaluated as part of this identification and evaluation documentation require additional evaluation efforts. A full list of all the survey population resources appears in **Table 5**, Section 6.

5.3. General Discussion of Historical Significance of Properties within the APE

The APE for this project includes an area that extends from Fremont, in southern Alameda County, southward through Milpitas, southwest through San Jose, and then northwest into Santa Clara. Nineteen of the twenty individually listed or eligible historic resources within the APE are located within the corporate boundaries of San Jose (Map Reference #12-01, 12-10, 12-11, 12-13, 12-14, 12-15, 12-18, 12-19, 12-20, 12-21, 12-24, 12-25, 12-26, 12-27, 12-30, 12-35, 12-59, 12-61, and 12-68). The other listed property is the Santa Clara Station, located on Railroad Avenue in Santa Clara (Map Reference #15-02). The San Jose Downtown Commercial District (including Map Reference #12-10, 12-11, 12-13, 12-14, 12-15, 12-18, 12-19, 12-20, 12-21, 12-24, 12-25, 12-26, and 12-27), and Cahill (Diridon) Station District (Map Reference #12-68) properties are historic districts. The De Anza Hotel (Map Reference #12-59) and the Santa Clara Station (Map Reference #15-02) are separately listed in the National Register, while the Vintage Towers (Map Reference #12-01), the Realty Building (Map Reference #12-30), the Commercial Building (Map Reference #12-35), and San Jose Water Works (Map Reference #12-61), have been determined eligible for separate listings, but are not yet listed in the National Register.

Eighteen resources within the survey population are without formal determination but appear to meet the criteria for listing in either the National Register and the California Register (Map Reference #10-14, 10-34, 10-37, 11-24, 12-05, 12-33, 12-38, 12-42, 12-45, 12-47, 12-52, 12-53, 12-54, 13-01, 13-10, 13-25, 13-36, and 15-03). All but one of these properties were identified in

previous surveys and verified in the current documentation. The single resource identified in the survey conducted for this project that appears to meet the criteria for listing in the National Register and the California Register is 176 North Morrison Avenue (Map Reference #12-25). This property had not been previously surveyed and was inventoried and evaluated for the first time for this project. For a full evaluation of all the individual resources of the survey population, see the DPR 523 forms included in **Appendix C**.

As outlined in the historic context presented in Section 3, these resources are associated with various historic themes, including Agriculture, Architecture, Commerce, Industry, Transportation, and Ethnic Heritage. Of the thirty-eight properties that are either listed in, determined eligible for, or that appear to be eligible for the National Register, twenty-seven have been found significant under both Criterion A, for significant association with important events or trends, and Criterion C, for their architectural merit. These properties include the thirteen buildings and structures in the San Jose Downtown Commercial District within the APE, as well as individual hotels and commercial buildings of downtown San Jose (Map Reference #12-01, 12-30, 12-35, 12-59, and 12-61), and the Santa Clara Station (Map Reference #15-02).

The Farmer's Union Building (Map Reference #12-53) is the only resource that appears eligible under Criteria A, B, and C for the contribution of the Farmer's Union and individual leaders of the union in local history, as well as the architectural merits of the building. The LeFranc Building (Map Reference #12-54) appears to be eligible for its important associations with Paul Masson and Charles LeFranc and their contributions to the local wine industry (Criterion B), as well as for its architectural merit (Criterion C).

The remaining nine properties that are either listed in, determined eligible for, or that appear to be eligible for the National Register have been found significant under a single criterion. Six buildings appear to meet Criterion C for their architectural merit: three in and near downtown that include a commercial building (Map Reference #11-24), the Fox Building (Map Reference #12-05), and Cahill Station (Map Reference #12-68); and three buildings in the vicinity of The Alameda in western San Jose (Map Reference #13-10, 13-25, and 15-03). Three other buildings, The Ravenna Pasta Company Building (Map Reference #12-52), the Del Monte Plant 51 (Map Reference #13-01), and Muirson Label and Carton Company (Map Reference #13-36) appear to have significant associations with local commerce under Criterion A. In addition to the commercial theme, these buildings also appear to have important associations with the history of local ethnic groups (Map Reference #12-52), as well as local agribusiness (Map Reference #13-01 and 13-36).

None of the historic properties that are either listed in, determined eligible for, or that appear to be eligible for the National Register were found significant under Criterion D for having yielded, or their potential to yield, information important to local, state, or national history.

The 208 resources that do not appear to meet the criteria for listing in the National Register make up the largest component of the survey population (see **Table 4**, Section 6). These resources did not appear to have important associations within the historical context in which they were constructed and used. The development of agriculture in the South Bay, the arrival of the railroads, and the development of San Jose and the surrounding communities are historically significant trends in local and state history. In fact, the early railroad development of the area appears to be a historically significant trend at the national level. Nevertheless, these 208 resources did not appear to have important associations with these trends or patterns of

development (Criterion A). It does not appear that the owners, occupants, or operators of these resources made important contributions to local, state, or national history (Criterion B). In terms of their design, these resources do not embody distinctive characteristics of a type, period, or method of construction. Research revealed no evidence that a master architect was responsible for the designs of these resources and none of them possess high artistic value, nor did they appear to represent a cohesive or intact group of resources with historic integrity that would constitute a historic district (Criterion C). The individual resources lack individual distinction and none appear to be important for their information potential (Criterion D).

Most of these resources also suffered from a lack of historical integrity as the result of alterations and encroaching adjacent development. At a minimum, these changes often included replacement of the windows and siding, as is the case with the residence at 1359 East Julian Street (Map Reference #10-05). Others were dramatically changed through the removal of stories or additions. For instance, a three-story bay was removed from the commercial building at 97 East Santa Clara Street (Map Reference #12-16). The residence at 94 South 24th Street (Map Reference #11B-15) was increased in height by the addition of a second story. These buildings suffered a nearly complete loss of historic integrity because of the substantial alteration of their size and massing, as well as the replacement of siding, and window and door openings related to the remodeling. The commercial building at 15 East Santa Clara Street (Map Reference #12-34) is another example of exterior remodeling that changed the arrangement of the openings of the building. Properties that changed over time through the addition of more modern buildings and the changes to their setting include the former fruit packing plant at 1325 East Julian Street (Map Reference #10-01), and the flea market on Berryessa Road (Map Reference #09-01).

None of these resources appear to meet the eligibility criteria of either the National Register or California Register program. Each of these properties has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. None of the properties addressed in this report appears to be a historic resource at either the local, state, or national level for the purposes of CEQA because the preponderance of evidence demonstrates that they are not historically or culturally significant.

Four resources appear to have local interest, although they do not appear to meet any of the criteria for listing in the National Register (Map Reference #12-29, 12-31, 12-55, and 13-07). Two of these resources (Map Reference #12-55 and 13-07) were previously determined to be San Jose City Landmarks under the themes Commerce, and Communication & Transportation, respectively. They are considered historical resources for the purposes of CEQA because of this local level of recognition. Neither resource, however, appears to retain enough integrity to convey its significance under National Register criteria, and therefore these resources do not appear to meet the criteria for eligibility in the National Register. The other two such resources (Map Reference #12-29 and 12-31) were addressed by Franklin Maggi in January 2002. Maggi reported that these two resources were evaluated for historical significance in 1996 “as part of a project review and determined ineligible for listing on the National Register by a consensus determination, with no potential for listing.” They were not evaluated for local significance at that time. In 2000, both buildings were re-surveyed and determined to meet the threshold of the San Jose Historic Resources Inventory update as Structures of Merit, and both, Maggi stated, have strong visual ties to the San Jose downtown commercial district of the 1920s and 1930s, illustrating San Jose’s economic history and “development of the City through patterns of

importance that are intimately connected with the [properties].” Therefore, Maggi concluded, these two resources (Map Reference #12-29 and 12-31, for the purposes of the current project) appear to be eligible for the California Register, although they have been determined to be ineligible for the National Register.⁷⁹

⁷⁹ Franklin Maggi, DPR 523 Forms for 35-39 and 43-49 East Santa Clara Streets, prepared for Dill Design Group, “Historic Resources Assessment for the Mixed-Use Project and Expansion of the Century Center Redevelopment Plan EIR, for Michael Brandman and Associates,” January 2002.

6. FINDINGS AND CONCLUSIONS

Of the 657 buildings, groups of buildings, structures and objects located within the APE for SVRTC, there are 250 that contain historic resources. These resources constitute the survey population for this report and all were built in or before 1962. Of the 250, thirty-eight are listed in the National Register, have been determined eligible for the National Register, or appear eligible for listing in the National Register. These thirty-eight properties also are considered to be historical resources for the purposes of CEQA. Four additional properties within the APE do not appear to meet the criteria for listing in the National Register, but do appear to be eligible to be considered historical resources for the purposes of CEQA. The remaining 407 resources were built in 1963 or later. None of the post-1962 resources appeared to merit further evaluation because these were forty years old or less and none appeared to have exceptional importance that would qualify them for the National Register under the provisions of Criteria Consideration G for properties that have achieved significance within the last fifty years. None of the properties examined for this report need further research. There are also 110 vacant parcels located within the APE that did not require historic architectural evaluation.

Findings can also be summarized for the Baseline Alternative alone, however, if the Baseline Alternative is considered separately, it is important to note that it would require a much smaller APE because this alternative proposes much less new construction than the BART Extension Alternative. Where the Baseline Alternative proposes to build upon existing, planned, and programmed transportation improvements in the corridor with additional express bus service, there is no need for a historic architectural survey. The historic architectural APE for this project was developed to include those areas where the Baseline Alternative proposes construction of improvements and those results have been included in the findings presented in this chapter. The construction proposed under the Baseline Alternative consists of three new busway connectors listed below:

- The Interstate 680-to-Warm Springs BART Station (I-680 WS) Aerial Busway Connector
- The Warm Springs BART Station-to-Interstate 880 (WS I-880) Aerial Busway Connector
- The Interstate 880-to-Montague Expressway (I-880 ME) Aerial Busway Connector

The summary of findings for this smaller area is based on those portions of the historic architectural APE that apply to the proposed connectors only. The connectors in the vicinity of the Warm Springs District are addressed in that part of the APE that begins on I-680 north of South Grimmer Boulevard, near the terminus of Tavis Place, and extends west along South Grimmer Boulevard to Fremont Boulevard. At this point the APE extends southward along the east side of Fremont Boulevard to I-880. The Interstate 880-to-Montague Expressway (I-880 ME) Aerial Busway Connector is located at the corporate boundary between the City of Milpitas and the City of San Jose. This aerial structure would extend from I-880, north of the I-880-Montague Expressway Interchange, to the southwest, to merge with the Montague Expressway.

The identification and evaluation survey conducted in these areas confined to consideration of the Baseline Alternative includes a total of about twenty buildings, groups of buildings, structures, and objects. Of those twenty, two residential properties in the vicinity of the Warm Springs District dated to 1962 or earlier and were addressed by this survey. Neither of the two historic resources were listed, eligible, or appear to be eligible for listing in the National Register and neither are considered to be an historical resource for the purposes of CEQA. The remaining

twenty resources were built in 1963 or later. None of these post-1962 resources (buildings, grade separation structures, and roadway bridges) appeared to merit further evaluation because these were forty years old or less and none appeared to have exceptional importance that would qualify them for the National Register under the provisions of Criteria Consideration G for properties that have achieved significance within the last fifty years. None of these properties require further research.

6.1. Historic Properties by National Register Status Categories and eligibility as historical resources for the purposes of CEQA

The following tables provide summaries of the historic resources within the APE categorized by their status for listing in the National Register. **Table 1** lists the historic properties within the APE that are listed in the National Register or were previously determined eligible for listing in the National Register. **Table 2** lists the historic properties that appear eligible for listing in the National Register. **Tables 3 and 4** list resources that appear to not be eligible for listing in the National Register. **Table 3** lists those resources that do not appear eligible for the National Register, but are of local interest. This “local interest” applies to resources that are listed in an existing local historic preservation ordinance or are eligible for special consideration in local planning (such as those that appear to be a historical resource for the purposes of CEQA but that do not appear to meet National Register criteria). **Table 4** lists the remaining historic resources within the APE. These resources do not appear to meet the criteria for listing in the National Register. This table includes resources that were previously found not eligible for the National Register and their significance and integrity have remained unchanged. **Tables 2 through 4** show conclusions made both prior to this report, evaluations made by JRP, and evaluations initiated by others and confirmed by JRP. Each table is organized by Map Reference number and includes the National Register status code used by the California Office of Historic Preservation, as well as indications of which resources appear to be eligible to be considered historical resources for the purposes of CEQA.⁸⁰

⁸⁰ The categories listed in the tables correspond to the National Register status codes used by the California Office of Historic Preservation (OHP) for the purposes of Section 106 project review and in its directory of properties in the Historic Property Data File. The status codes for historic properties are as follows: 1) Listed in the National Register; 2) Determined eligible for listing in the National Register through a formal process involving federal agencies; 3) Appears eligible for listing in the National Register as judged by the qualified person completing or reviewing the DPR 523 form for a property; 4) Might become eligible for listing in the National Register (no properties were left with this status in this report); 5) Not eligible for listing in the National Register, but of local interest (which indicates properties that are not National Register eligible but appear eligible as historical resources for the purposes of CEQA); 6) None of the above, i.e. properties that do not appear eligible for listing in the National Register (and do not appear eligible to be considered to be historical resources for the purposes of CEQA). OHP also uses additional letters following the initial status code to indicate whether a property is individually significant or is part of a historic district. A “S” following the status code indicates that the property is considered a separate or individual property. A “D” following the status code indicates that the property is a contributor or potential contributor to a historic district or potential historic district. A “B” following the status code indicates that a property is both a “S” property and a “D” property. Additional sub-category National Register status codes used for properties within the APE are 2S2, 5S1, and 5S3. The code 2S2 indicates that a property has been determined eligible for separate listing through a consensus determination by a federal agency and OHP. The code 5S1 indicates that a property is not eligible for listing in the National Register, but is separately listed under an existing local ordinance or is eligible for such listing. The code 5S3 indicates that a property is not eligible for listing in the National Register or for listing under a local ordinance, but is eligible for special consideration in local planning (such as having been evaluated as eligible to be a historical resource for the purposes of CEQA).

6.1.1. *Historic properties listed in the National Register or previously determined eligible for listing in the National Register*

Table 1: Properties listed in the National Register or previously determined eligible for listing in the National Register							
Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource
12-01	227-247	E. Santa Clara Street	San Jose	467-19-057	1928	2	Yes
12-10	142-150	E. Santa Clara Street	San Jose	467-23-035	1913	1D	Yes
12-11	138	E. Santa Clara Street	San Jose	467-23-036	1905	1D	Yes
12-13	124-126	E. Santa Clara Street	San Jose	467-23-038	1900	1D	Yes
12-14	114-118	E. Santa Clara Street	San Jose	467-23-039	1920	1D	Yes
12-15	100	E. Santa Clara Street	San Jose	467-23-089	1912	1D	Yes
12-18	82	E. Santa Clara Street	San Jose	467-22-091	1898	1D	Yes
12-19	52	E. Santa Clara Street	San Jose	467-22-046	1900	1D	Yes
12-20	42-48	E. Santa Clara Street	San Jose	467-22-041 and 467-22-042	1930s	1D	Yes
12-21	36-40	E. Santa Clara Street	San Jose	467-22-043	1880s	1D	Yes
12-24	31	Fountain Alley	San Jose	467-22-039	1915	1D	Yes
12-25	28	E. Santa Clara Street	San Jose	467-22-045	1880	1D	Yes
12-26	27-29	Fountain Alley	San Jose	467-22-038	1895	1B	Yes
12-27	8-14	S. 1 st Street	San Jose	467-22-097	1926	1D	Yes
12-30	19	N. 2 nd Street	San Jose	467-21-028	1925	2S2	Yes
12-35	22	N. 1 st Street	San Jose	467-54-001 through 467-54-034	1926	2	Yes
12-59	231-233	W. Santa Clara Street	San Jose	259-35-022	1931	1S	Yes
12-61	374	W. Santa Clara Street	San Jose	259-38-128	1934	2	Yes
12-68		Cahill Station and Santa Clara Underpass	San Jose	261-34-020	1935	1D	Yes
15-02	1	Railroad Avenue (Santa Clara Station)	Santa Clara	230-06-050	1876	1S	Yes

Total: 20 properties

6.1.2. Historic properties that appear eligible for listing in the National Register

Table 2: Properties that appear eligible for listing in the National Register								
Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
10-14	1375 - 1401	E. Santa Clara Street	San Jose	467-08-007, 009, and 014	1916-1960	3	Yes	Other
10-34	1191	E. Santa Clara Street	San Jose	467-10-043	1949	3	Yes	Other
10-37	1169	E. Santa Clara Street	San Jose	467-10-046	1888	3	Yes	Other
11-24	884	E. Santa Clara Street	San Jose	467-30-005	1929	3S	Yes	Other
12-05	40	N. 4 th Street	San Jose	467-20-016	1919	3S	Yes	Other / JRP
12-33	17-25	E. Santa Clara Street	San Jose	467-21-024	1896	3D	Yes	Other / JRP
12-38	81	W. Santa Clara Street	San Jose	259-34-018	1926	3S	Yes	Other / JRP
12-42	34	W. Santa Clara Street	San Jose	259-40-038	ca.1880 / 1910s / 1920s	3S	Yes	Other / JRP
12-45	127-145 and 33-45	Post Street and S. Market Street	San Jose	259-40-021 and 259-40-028	1895 / 1903	3S	Yes	Other / JRP
12-47	101	W. Santa Clara Street	San Jose	259-34-046	1942	3S	Yes	Other
12-52	51	N. San Pedro Street	San Jose	259-35-041	ca.1901	3S	Yes	Other
12-53	151	W. Santa Clara Street	San Jose	259-35-049	1877 / 1930	3	Yes	Other
12-54	161-167	W. Santa Clara Street	San Jose	259-35-035	1883 / 1930	3S	Yes	Other / JRP
13-01	50	Bush Street	San Jose	261-33-038	1915 - 1930	3B	Yes	Other
13-10	848	The Alameda	San Jose	261-33-020	ca.1884	3S	Yes	Other / JRP
13-25	176	N. Morrison Avenue	San Jose	261-01-074	ca.1898	3	Yes	JRP
13-36	421-435	Stockton Avenue	San Jose	261-03-051	1913 / 1927	3	Yes	Other

Table 2: Properties that appear eligible for listing in the National Register

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
15-03	Santa Clara Tower	Benton Street and Railroad Avenue	Santa Clara	230-06-040	1904 / 1927	3S	Yes	Other / JRP

Total: 18 properties

6.1.3. *Historic resources that do not appear eligible for listing in the National Register, but are of local interest*

Table 3: Resources that do not appear eligible for listing in the National Register, but are of local interest

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
12-29	43-49	E. Santa Clara Street	San Jose	467-21-027	1887 / 1924	5S3	Yes	Other
12-31	35-39	E. Santa Clara Street	San Jose	467-21-026	1876 / 1936	5S3	Yes	Other
12-55	177	W. Santa Clara Street	San Jose	259-35-048	1884	5S1	Yes	Other / JRP
13-07	808 and 824-826	The Alameda	San Jose	261-33-023	ca.1920s / ca.1930/ 1954	5S1	Yes	Other / JRP

Total: 4 properties

6.1.4. *Historic resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA*

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
01-01		Tavis Place (Prune Avenue)	Fremont	519-1310-039	1950s	6	No	JRP
01-02	3236	Tavis Place	Fremont	519-1310-005-04	1944	6	No	JRP
01-03	44758	Old Warm Springs Blvd.	Fremont	519-1310-004-01	ca.1950s	6	No	JRP
01-04	44788	Old Warm Springs Blvd.	Fremont	519-1310-003-04	1950s	6	No	JRP
01-05	44710	Fremont Boulevard	Fremont	519-0900-007-03	1950s	6	No	JRP
01-06	44960	Lopes Court	Fremont	519-1310-049	1950s / 1962	6	No	JRP
01-07		WPRR San Jose Branch line	Fremont to San Jose	multiple	1917-1921	6	No	JRP
01-08		SPRR Milpitas line	Fremont to Milpitas	multiple	1869 - 1990s	6	No	JRP
01-09	44580	Old Warm Springs Blvd.	Fremont	519-1352-007-04	ca.1962	6	No	JRP
04-01	1515	N. Milpitas Blvd.	Milpitas	022-02-007	1962	6	No	JRP
05-01	850	Berryessa Street	Milpitas	022-05-051	1960	6	No	JRP
05-02	822	Berryessa Street	Milpitas	022-05-050	1960	6	No	JRP
05-03	806	Berryessa Street	Milpitas	022-05-049	1960	6	No	JRP
06-01	1100	S. Main Street	Milpitas	086-24-055	1955	6	No	JRP
06-02		Curtis Avenue	Milpitas	086-26-033	1950s	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
07-01	620	E. Capitol Avenue	Milpitas	086-37-021	1961	6	No	JRP
08-01	1941	Hostetter Road	San Jose	244-12-089	1920s	6	No	JRP
09-01	1590	Berryessa Road	San Jose	241-17-020 and 254-17-007, 053, 084, and 095	1953/1960-1970s	6	No	JRP
09-02	Bridge #37C-0546	King Road Bridge / Penitencia Creek	San Jose	Not applicable	1923	6	No	JRP
09-03	935	N. King Road	San Jose	254-17-018	nd	6	No	JRP
09-04	12260	Berryessa Road	San Jose	254-14-115	1947	6	No	JRP
09-05	1171	Mabury Road	San Jose	254-17-072	1962	6	No	JRP
10-01	1325 - 1347	E. Julian Street	San Jose	249-65-061 and 249-65-060	1930	6	No	JRP
10-02	1349	E. Julian Street	San Jose	249-65-059	1930s	6	No	JRP
10-03	1355	E. Julian Street	San Jose	249-65-024	1945	6	No	JRP
10-04	1357	E. Julian Street	San Jose	249-65-023	1936	6	No	JRP
10-05	1359	E. Julian Street	San Jose	249-65-022	ca.1930	6	No	JRP
10-06	1365	E. Julian Street	San Jose	249-65-021	ca.1930	6	No	JRP
10-07	1265	E. Julian Street	San Jose	249-65-020	ca.1940	6	No	JRP
10-08	1315	E. Julian Street	San Jose	249-65-073, 074, and 078	1943	6	No	JRP
10-09	266	N. 28 th Street	San Jose	467-08-001	1956	6	No	JRP
10-10	1350	E. St. James Street	San Jose	467-08-010	1944	6	No	Other / JRP
10-11	170	N. 28 th Street	San Jose	467-08-011	ca.1950	6	No	JRP
10-12	129	N. 30 th Street	San Jose	467-08-004	1940	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
10-13	87	N. 30 th Street	San Jose	467-08-005	1950	6	No	JRP
10-15	262, 264, 270	N. 27 th Street	San Jose	467-07-040, 041, and 056	1954	6	No	JRP
10-16	260	N. 27 th Street	San Jose	467-07-038	1927	6	No	JRP
10-17	250	N. 27 th Street	San Jose	467-07-037	ca.1925	6	No	JRP
10-18	224	N. 27 th Street	San Jose	467-07-055	1952	6	No	JRP
10-19	198	N. 27 th Street	San Jose	467-07-033	1948	6	No	JRP
10-20	188	N. 27 th Street	San Jose	467-07-032	1926	6	No	JRP
10-21	140	N. 27 th Street	San Jose	467-07-028	1916	6	No	JRP
10-22	132	N. 27 th Street	San Jose	467-07-027	1940	6	No	JRP
10-23	77	N. 27 th Street	San Jose	467-09-034	1948	6	No	JRP
10-24	65	N. 27 th Street	San Jose	467-09-035	1960	6	No	JRP
10-25	37	N. 27 th Street	San Jose	467-09-038	1949	6	No	JRP
10-26	1285	E. Santa Clara Street	San Jose	467-09-062	1922	6	No	Other
10-27	1281	E. Santa Clara Street	San Jose	467-09-063	ca.1958	6	No	JRP
10-28	1269	E. Santa Clara Street	San Jose	467-09-042	ca.1952	6	No	JRP
10-29	1261	E. Santa Clara Street	San Jose	467-09-043	1947	6	No	JRP
10-30	1255	E. Santa Clara Street	San Jose	467-09-044	1940	6	No	JRP
10-31	23	N. 26 th Street	San Jose	467-10-009	1904	6	No	JRP
10-32	1201	E. Santa Clara Street	San Jose	467-10-012	1927	6	No	Other
10-33	45-47	N. 25 th Street	San Jose	467-10-042	1926	6	No	JRP
10-35	1187	E. Santa Clara Street	San Jose	467-10-044	1954	6	No	JRP
10-36	1175 - 1183	E. Santa Clara Street	San Jose	467-10-045	1946	6	No	JRP
10-38	1161, and 16, 18	E. Santa Clara Street, and N. 24 th Street	San Jose	467-10-047	1919 / 1922 / 1923 / 1945	6	No	JRP
10-39	26	N. 26 th Street	San Jose	467-09-047	ca.1910	6	No	JRP
10-40	350	Marburg Way	San Jose	254-12-013 and 254-12-014	1945	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
10-41	545	Nipper Avenue	San Jose	254-03-007	1961	6	No	JRP
10-42	142	N. 27 th Street	San Jose	467-07-029	1961	6	No	JRP
10-43	15	N. 27 th Street	San Jose	467-09-060	1961	6	No	JRP
10B-01	1260	E. Santa Clara Street	San Jose	467-33-001, 002, 003, 004, 006, 007, and 008	ca.1912 / 1920s / 1930 / 1936	6	No	JRP
11-01	101	S. 24 th Street	San Jose	467-32-088	1910	6	No	JRP
11-02	102	S. 23 rd Street	San Jose	467-32-082	ca.1915	6	No	JRP
11-03	79	S. 22 nd Street	San Jose	467-31-048	1921	6	No	JRP
11-04	51	S. 22 nd Street	San Jose	467-31-047	1901	6	No	JRP
11-05	39	S. 22 nd Street	San Jose	467-31-045	ca.1915	6	No	JRP
11-06	56	S. 21 st Street	San Jose	467-31-031	ca.1890	6	No	JRP
11-07	24	S. 21 st Street	San Jose	467-31-032	1920	6	No	JRP
11-08	22	S. 21 st Street	San Jose	467-31-033	1920	6	No	JRP
11-09	20	S. 21 st Street	San Jose	467-31-034	1923	6	No	JRP
11-10	16	S. 21 st Street	San Jose	467-31-105 and 467-31-104	1958	6	No	JRP
11-11	35	S. 21 st Street	San Jose	467-31-019	ca.1908	6	No	Other
11-12	31	S. 21 st Street	San Jose	467-31-018	1920	6	No	JRP
11-13	29	S. 21 st Street	San Jose	467-31-017	ca.1920	6	No	JRP
11-14	25	S. 21 st Street	San Jose	467-31-016	ca.1915	6	No	JRP
11-15	19	S. 21 st Street	San Jose	467-31-015	ca.1920s	6	No	JRP
11-16	24	S. 20 th Street	San Jose	467-31-008	ca.1915	6	No	JRP
11-17	22	S. 20 th Street	San Jose	467-31-009	1947	6	No	JRP
11-18	962 -968	E. Santa Clara Street	San Jose	467-31-012	1930s	6	No	JRP
11-19	960	E. Santa Clara Street	San Jose	467-31-011	1939	6	No	Other / JRP
11-20	15	S. 20 th Street	San Jose	467-30-060	1931	6	No	Other
11-21	948	E. Santa Clara Street	San Jose	467-30-059	1927	6	No	Other
11-22	934	E. Santa Clara Street	San Jose	467-30-038	1920	6	No	Other
11-23	896	E. Santa Clara Street	San Jose	467-30-006	1895 / ca.1954	6	No	Other

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
11-25	872 -876	E. Santa Clara Street	San Jose	467-30-004	ca.1951	6	No	JRP
11-26	870	E. Santa Clara Street	San Jose	467-30-003	1937	6	No	JRP
11-27	345	E. Santa Clara Street	San Jose	467-18-087	ca.1924	6	No	Other / JRP
11-28	33	N. 8 th Street	San Jose	467-18-086	ca.1938	6	No	JRP
11-29	301	E. Santa Clara Street	San Jose	467-18-090	1916	6	No	Other / JRP
11-30	304	E. Santa Clara Street	San Jose	467-24-069	1919	6	No	Other / JRP
11-31	26	S. 7 th Street	San Jose	467-24-068	1911	6	No	JRP
11-32	Bridge #37C-0033	E. Santa Clara Street over Coyote Creek	San Jose	Not applicable	1917	6	No	Other
11-33	80	S. 22 nd Street	San Jose	467-32-002	1961	6	No	JRP
11-34	66	S. 22 nd Street	San Jose	467-32-003	1962	6	No	JRP
11B-01	1262	Shortridge Avenue	San Jose	467-33-057	ca.1929	6	No	JRP
11B-02	1260	Shortridge Avenue	San Jose	467-33-056	ca.1923	6	No	JRP
11B-03	1258	Shortridge Avenue	San Jose	467-33-055	1929	6	No	JRP
11B-04	54	S. 26 th Street	San Jose	467-33-054	1927	6	No	JRP
11B-05	58	S. 26 th Street	San Jose	467-33-070	1946	6	No	JRP
11B-06	60	S. 26 th Street	San Jose	467-33-069	ca.1920	6	No	JRP
11B-07	75	S. 26 th Street	San Jose	467-33-033	ca.1947	6	No	JRP
11B-08	1239	E. San Fernando Street	San Jose	467-33-035	ca.1915	6	No	JRP
11B-09	1223	E. San Fernando Street	San Jose	467-33-036	ca.1915	6	No	JRP
11B-10	1213	E. San Fernando Street	San Jose	467-33-037	ca.1915	6	No	JRP
11B-11	1201	E. San Fernando Street	San Jose	467-33-038	ca.1915	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
11B-12	1197	E. San Fernando Street	San Jose	467-33-039	ca.1908	6	No	JRP
11B-13	1187	E. San Fernando Street	San Jose	467-33-040	1905	6	No	JRP
11B-14	1165	E. San Fernando Street	San Jose	467-33-041	ca.1928	6	No	JRP
11B-15	94	S. 24 th Street	San Jose	467-33-042	ca.1890	6	No	JRP
11B-16	102	S. 24 th Street	San Jose	467-35-055	1920	6	No	JRP
12-02	225	E. Santa Clara Street	San Jose	467-19-075	ca.1954	6	No	JRP
12-03	24	N. 5 th Street	San Jose	467-19-073	1951 / 1961	6	No	JRP
12-04	31	N. 5 th Street	San Jose	467-20-009	ca.1904	6	No	Other / JRP
12-06	21	N. 5 th Street	San Jose	467-20-010	1956	6	No	JRP
12-07	179 -181	E. Santa Clara Street	San Jose	467-20-013	1924	6	No	Other / JRP
12-08	167 -175	E. Santa Clara Street	San Jose	467-20-014	1926	6	No	Other / JRP
12-09	101 -109	E. Santa Clara Street	San Jose	467-20-072	1908	6	No	Other / JRP
12-12	130 -134	E. Santa Clara Street	San Jose	467-23-037	1901	6	No	Other / JRP
12-16	97	E. Santa Clara Street	San Jose	467-21-004	ca.1880s	6	No	JRP
12-17	91	E. Santa Clara Street	San Jose	467-21-005	1881	6	No	Other / JRP
12-22	37	Fountain Alley	San Jose	467-22-040	ca.1910	6	No	Other / JRP
12-23	32	E. Santa Clara Street	San Jose	467-22-044	1869	6	No	Other / JRP
12-28	30-32	S. 1 st Street	San Jose	467-22-003	1912	6	No	Other / JRP
12-32	29-31	E. Santa Clara Street	San Jose	467-21-025	1876 / 1946	6	No	Other
12-34	15	E. Santa Clara Street	San Jose	467-21-023	1948	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
12-36	25	W. Santa Clara Street	San Jose	259-34-015	1946	6	No	JRP
12-37	55	W. Santa Clara Street	San Jose	259-34-016	ca.1952	6	No	JRP
12-39	20	W. Santa Clara Street	San Jose	259-40-074	1910	6	No	Other
12-40	15	S. 1 st Street	San Jose	259-40-041	1870	6	No	Other / JRP
12-41	19	S. 1 st Street	San Jose	259-40-042	1880/1930	6	No	Other / JRP
12-43	52-62	W. Santa Clara Street	San Jose	259-40-037	ca.1880s	6	No	Other / JRP
12-44	62-66	W. Santa Clara Street	San Jose	259-40-036	1909 / 1926	6	No	Other / JRP
12-46	142 -146	W. Santa Clara Street	San Jose	259-40-080	1952	6	No	JRP
12-48	141	W. Santa Clara Street	San Jose	259-34-047	ca.1870s	6	No	Other
12-49	12	N. San Pedro Street	San Jose	259-34-048	1925	6	No	Other / JRP
12-50	18	N. San Pedro Street	San Jose	259-34-049	1926	6	No	Other / JRP
12-51	23	N. Market Street	San Jose	259-34-042	1906	6	No	JRP
12-56	184-198 and 14-16	W. Santa Clara Street and South Almaden Avenue	San Jose	259-40-092	ca.1891 / ca. 1960	6	No	JRP
12-57	34-36	S. Almaden Avenue	San Jose	259-40-002	ca.1945	6	No	JRP
12-58	44	S. Almaden Avenue	San Jose	259-40-001	ca.1936	6	No	Other
12-60	Bridge #37C-0318	W. Santa Clara Street over the Guadalupe River	San Jose	Not applicable	1924	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
12-62	Bridge #37C-0319	W. Santa Clara Street over Los Gatos Creek	San Jose	Not applicable	1924	6	No	Other / JRP
12-63	20	S. Autumn Street	San Jose	259-38-121	1950	6	No	JRP
12-64	24	S. Autumn Street	San Jose	259-38-123	ca.1932	6	No	JRP
12-65	35	S. Autumn Street	San Jose	259-38-009	ca.1880	6	No	Other
12-66	40 and 55	S. Montgomery Street and S. Autumn Street	San Jose	259-38-010, 028, and 029	1922 / 1956-1966	6	No	Other
12-67	50	S. Montgomery Street	San Jose	259-38-027	1954	6	No	Other
12-69	105	S. Montgomery Street	San Jose	261-35-003, 006, and 010	1948 / 1956 / 1963	6	No	JRP
12-70	140	S. Montgomery Street	San Jose	259-48-052	1949	6	No	JRP
12-71	145	S. Montgomery Street	San Jose	261-35-027	1938	6	No	Other / JRP
12-72	150	S. Montgomery Street	San Jose	259-48-053	1935	6	No	Other / JRP
12-73	39	North 5 th Street	San Jose	467-20-007	ca.1905 - 1927	6	No	Other / JRP
12-74	110	W. Santa Clara Street	San Jose	259-40-083	1962	6	No	JRP
13-02	919	The Alameda	San Jose	261-01-069	1951	6	No	JRP
13-03	735	The Alameda	San Jose	261-01-001	1956	6	No	JRP
13-04	763-773 and 175-185	The Alameda and Stockton Avenue	San Jose	261-01-082	ca.1930s / ca. 1945	6	No	JRP
13-05	807	The Alameda	San Jose	261-01-006	1939	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
13-06	45	Wilson Avenue	San Jose	261-33-024	1946	6	No	JRP
13-08	830	The Alameda	San Jose	261-33-022	1937	6	No	JRP
13-09	840	The Alameda	San Jose	261-33-021	ca.1928	6	No	JRP
13-11	10	Sunol Street	San Jose	261-33-019	ca.1907	6	No	JRP
13-12	20	Sunol Street	San Jose	261-33-017	ca.1925	6	No	JRP
13-13	24	Sunol Street	San Jose	261-33-016	1915	6	No	JRP
13-14	850	The Alameda	San Jose	261-32-058	1947	6	No	JRP
13-15	872-876	The Alameda	San Jose	261-32-072	ca.1920s	6	No	JRP
13-16	841	The Alameda	San Jose	261-01-088	ca.1930	6	No	JRP
13-17	849	The Alameda	San Jose	261-01-010	1950s	6	No	JRP
13-18	155-157	Rhodes Court	San Jose	261-01-064	1922	6	No	JRP
13-19	131-3	Rhodes Court	San Jose	261-01-065	1927	6	No	JRP
13-20	109	Rhodes Court	San Jose	261-01-066	1948	6	No	JRP
13-21	87	Rhodes Court	San Jose	261-01-067	1924	6	No	JRP
13-22	865-917	The Alameda	San Jose	261-01-068	1929	6	No	JRP
13-23	935	The Alameda	San Jose	261-01-070	1917	6	No	Other
13-24	80	N. Morrison Avenue	San Jose	261-01-072	ca.1925	6	No	Other
13-26	204	N. Morrison Avenue	San Jose	261-01-075	1904	6	No	Other / JRP
13-27	230	N. Morrison Avenue	San Jose	261-01-076	ca.1910	6	No	JRP
13-28	197	N. Morrison Avenue	San Jose	261-02-012	1915	6	No	JRP
13-29	225	N. Morrison Avenue	San Jose	261-02-011	ca.1941	6	No	JRP
13-30	320	N. Morrison Avenue	San Jose	261-01-040	ca.1915	6	No	JRP
13-31	381	Stockton Avenue	San Jose	261-01-041 and 261-01-050	1931/1941	6	No	JRP
13-32	930	Cinnabar Street	San Jose	261-01-044	1924	6	No	JRP
13-33	890	Cinnabar Street	San Jose	261-01-045	1929	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
13-34	870	Cinnabar Street	San Jose	261-01-046	ca.1900	6	No	JRP
13-35	891	Cinnabar Street	San Jose	261-03-001	1905	6	No	Other
13-37	415-417	Stockton Avenue	San Jose	261-03-037	ca.1886 / ca. 1928	6	No	Other
13-38	465	Stockton Avenue	San Jose	261-04-004	1930 / ca. 1932	6	No	JRP
13-39	489	Stockton Avenue	San Jose	261-04-001	ca.1915	6	No	JRP
13-40	501	Stockton Avenue	San Jose	261-05-001	ca.1930	6	No	JRP
13-41	656-664	Stockton Avenue	San Jose	259-10-012 and 259-10-013	ca.1925	6	No	JRP
13-42	670 - 690A	Stockton Avenue	San Jose	259-10-014	ca.1955	6	No	JRP
13-43	690-698	Stockton Avenue	San Jose	259-10-015	ca.1925	6	No	JRP
13-44	Bridge #37C-0278	Taylor Street Underpass	San Jose	Not applicable	1940	6	No	JRP
13-45		Stockton Avenue at Emory (College Park Station)	San Jose	Not applicable	ca.1910	6	No	JRP
13-46	493-495	Stockton Avenue	San Jose	261-04-038	1950	6	No	JRP
14-01	905	Stockton Avenue	San Jose	230-41-003	ca.1948 - 1951	6	No	JRP
14-02	969	Stockton Avenue	San Jose	230-41-002	1945	6	No	JRP
14-03	795	Newhall Street	San Jose	230-46-035 and 230-46-052	1925 / 1960s	6	No	Other / JRP
14-04	Newhall Yards	Newhall Street to Brokaw Road	San Jose	230-06-009, 230-06-030, 230-22-008, and 230-06-041	1926-1929	6	No	JRP

Table 4: Resources that do not appear eligible for listing in the National Register, are not of local interest, and do not appear to be historical resources for the purposes of CEQA.

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
14-05	1115 - 1125	Coleman Avenue	San Jose and Santa Clara	230-46-054, 055, 056, 058, 059, 060, and 061	1948-1980	6	No	Other
15-01	500	Benton Street	Santa Clara	230-08-061	1950	6	No	JRP
15-04	1719	Grant Street	Santa Clara	224-01-015	ca.1950	6	No	JRP
15-05	1710 - 1740	Grant Street	Santa Clara	224-02-020	1946	6	No	JRP
15-06	780	Reed Street	Santa Clara	224-02-002	ca.1945	6	No	JRP
15-07	880	Reed Street	Santa Clara	224-02-001	ca.1951	6	No	JRP
15-08	Bridge #37C-0129	Lafayette Street Underpass	Santa Clara	Not applicable	1936	6	No	JRP
15-09	Bridge #37C-0146	Santa Clara Junction Overhead, De La Cruz Blvd.	Santa Clara	Not applicable	1959	6	No	JRP

Total: 208 properties

6.2. All Historic Properties within the APE

Table 5 lists all historic properties within the APE. This list is organized by Map Reference number and includes each property's National Register status code as well as an indication of whether properties appear to be eligible as historical resources for the purposes of CEQA.

Table 5: All historic properties								
Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
01-01		Tavis Place (Prune Avenue)	Fremont	519-1310-039	1950s	6	No	JRP
01-02	3236	Tavis Place	Fremont	519-1310-005-04	1944	6	No	JRP
01-03	44758	Old Warm Springs Blvd.	Fremont	519-1310-004-01	ca.1950s	6	No	JRP
01-04	44788	Old Warm Springs Blvd.	Fremont	519-1310-003-04	1950s	6	No	JRP
01-05	44710	Fremont Boulevard	Fremont	519-0900-007-03	1950s	6	No	JRP
01-06	44960	Lopes Court	Fremont	519-1310-049	1950s / 1962	6	No	JRP
01-07		WPRR San Jose Branch line	Fremont to San Jose	multiple	1917 - 1921	6	No	JRP
01-08		SPRR Milpitas line	Fremont to Milpitas	multiple	1869 - 1990s	6	No	JRP
01-09	44580	Old Warm Springs Blvd.	Fremont	519-1352-007-04	ca.1962	6	No	JRP
04-01	1515	N. Milpitas Blvd.	Milpitas	022-02-007	1962	6	No	JRP
05-01	850	Berryessa Street	Milpitas	022-05-051	1960	6	No	JRP
05-02	822	Berryessa Street	Milpitas	022-05-050	1960	6	No	JRP
05-03	806	Berryessa Street	Milpitas	022-05-049	1960	6	No	JRP
06-01	1100	S. Main Street	Milpitas	086-24-055	1955	6	No	JRP
06-02		Curtis Avenue	Milpitas	086-26-033	1950s	6	No	JRP
07-01	620	E. Capitol Avenue	Milpitas	086-37-021	1961	6	No	JRP
08-01	1941	Hostetter Road	San Jose	244-12-089	1920s	6	No	JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
09-01	1590	Berryessa Road	San Jose	241-17-020 and 254-17-007, 053, 084, and 095	1953 / 1960 – 1970s	6	No	JRP
09-02	Bridge #37C-0546	King Road Bridge / Penitencia Creek	San Jose	Not applicable	1923	6	No	JRP
09-03	935	N. King Road	San Jose	254-17-018	nd	6	No	JRP
09-04	12260	Berryessa Road	San Jose	254-14-115	1947	6	No	JRP
09-05	1171	Mabury Road	San Jose	254-17-072	1962	6	No	JRP
10-01	1325 - 1347	E. Julian Street	San Jose	249-65-060 and 249-65-061	1930	6	No	JRP
10-02	1349	E. Julian Street	San Jose	249-65-059	1930s	6	No	JRP
10-03	1355	E. Julian Street	San Jose	249-65-024	1945	6	No	JRP
10-04	1357	E. Julian Street	San Jose	249-65-023	1936	6	No	JRP
10-05	1359	E. Julian Street	San Jose	249-65-022	ca.1930	6	No	JRP
10-06	1365	E. Julian Street	San Jose	249-65-021	ca.1930	6	No	JRP
10-07	1265	E. Julian Street	San Jose	249-65-020	ca.1940	6	No	JRP
10-08	1315	E. Julian Street	San Jose	249-65-073, 074, and 078	1943	6	No	JRP
10-09	266	N. 28 th Street	San Jose	467-08-001	1956	6	No	JRP
10-10	1350	E. St. James Street	San Jose	467-08-010	1944	6	No	Other / JRP
10-11	170	N. 28 th Street	San Jose	467-08-011	ca.1950	6	No	JRP
10-12	129	N. 30 th Street	San Jose	467-08-004	1940	6	No	JRP
10-13	87	N. 30 th Street	San Jose	467-08-005	1950	6	No	JRP
10-14	1375 - 1401	E. Santa Clara Street	San Jose	467-08-007, 009, and 014	1916 - 1960	3	Yes	Other
10-15	262, 264, 270	N. 27 th Street	San Jose	467-07-040, 041, and 056	1954	6	No	JRP
10-16	260	N. 27 th Street	San Jose	467-07-038	1927	6	No	JRP
10-17	250	N. 27 th Street	San Jose	467-07-037	ca.1925	6	No	JRP
10-18	224	N. 27 th Street	San Jose	467-07-055	1952	6	No	JRP
10-19	198	N. 27 th Street	San Jose	467-07-033	1948	6	No	JRP
10-20	188	N. 27 th Street	San Jose	467-07-032	1926	6	No	JRP
10-21	140	N. 27 th Street	San Jose	467-07-028	1916	6	No	JRP
10-22	132	N. 27 th Street	San Jose	467-07-027	1940	6	No	JRP
10-23	77	N. 27 th Street	San Jose	467-09-034	1948	6	No	JRP
10-24	65	N. 27 th Street	San Jose	467-09-035	1960	6	No	JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
10-25	37	N. 27 th Street	San Jose	467-09-038	1949	6	No	JRP
10-26	1285	E. Santa Clara Street	San Jose	467-09-062	1922	6	No	Other
10-27	1281	E. Santa Clara Street	San Jose	467-09-063	ca.1958	6	No	JRP
10-28	1269	E. Santa Clara Street	San Jose	467-09-042	ca.1952	6	No	JRP
10-29	1261	E. Santa Clara Street	San Jose	467-09-043	1947	6	No	JRP
10-30	1255	E. Santa Clara Street	San Jose	467-09-044	1940	6	No	JRP
10-31	23	N. 26 th Street	San Jose	467-10-009	1904	6	No	JRP
10-32	1201	E. Santa Clara Street	San Jose	467-10-012	1927	6	No	Other
10-33	45-47	N. 25 th Street	San Jose	467-10-042	1926	6	No	JRP
10-34	1191	E. Santa Clara Street	San Jose	467-10-043	1949	3	Yes	Other
10-35	1187	E. Santa Clara Street	San Jose	467-10-044	1954	6	No	JRP
10-36	1175 - 1183	E. Santa Clara Street	San Jose	467-10-045	1946	6	No	JRP
10-37	1169	E. Santa Clara Street	San Jose	467-10-046	1888	3	Yes	Other
10-38	1161, and 16, 18	E. Santa Clara Street, and N. 24 th Street	San Jose	467-10-047	1919 / 1922 / 1923 / 1945	6	No	JRP
10-39	26	N. 26 th Street	San Jose	467-09-047	ca.1910	6	No	JRP
10-40	350	Marburg Way	San Jose	254-12-013 and 254-12-014	1945	6	No	JRP
10-41	545	Nipper Avenue	San Jose	254-03-007	1961	6	No	JRP
10-42	142	N. 27 th Avenue	San Jose	467-07-029	1961	6	No	JRP
10-43	15	N. 27 th Avenue	San Jose	467-09-060	1961	6	No	JRP
10B-01	1260	E. Santa Clara Street	San Jose	467-33-001, 002, 003, 004, 006, 007, and 008	ca.1912 / 1920s / 1930 / 1936	6	No	JRP
11-01	101	S. 24 th Street	San Jose	467-32-088	1910	6	No	JRP
11-02	102	S. 23 rd Street	San Jose	467-32-082	ca.1915	6	No	JRP
11-03	79	S. 22 nd Street	San Jose	467-31-048	1921	6	No	JRP
11-04	51	S. 22 nd Street	San Jose	467-31-047	1901	6	No	JRP
11-05	39	S. 22 nd Street	San Jose	467-31-045	ca.1915	6	No	JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
11-06	56	S. 21 st Street	San Jose	467-31-031	ca.1890	6	No	JRP
11-07	24	S. 21 st Street	San Jose	467-31-032	1920	6	No	JRP
11-08	22	S. 21 st Street	San Jose	467-31-033	1920	6	No	JRP
11-09	20	S. 21 st Street	San Jose	467-31-034	1923	6	No	JRP
11-10	16	S. 21 st Street	San Jose	467-31-105 and 467-31-104	1958	6	No	JRP
11-11	35	S. 21 st Street	San Jose	467-31-019	ca.1908	6	No	Other
11-12	31	S. 21 st Street	San Jose	467-31-018	1920	6	No	JRP
11-13	29	S. 21 st Street	San Jose	467-31-017	ca.1920	6	No	JRP
11-14	25	S. 21 st Street	San Jose	467-31-016	ca.1915	6	No	JRP
11-15	19	S. 21 st Street	San Jose	467-31-015	ca.1920s	6	No	JRP
11-16	24	S. 20 th Street	San Jose	467-31-008	ca.1915	6	No	JRP
11-17	22	S. 20 th Street	San Jose	467-31-009	1947	6	No	JRP
11-18	962-968	E. Santa Clara Street	San Jose	467-31-012	1930s	6	No	JRP
11-19	960	E. Santa Clara Street	San Jose	467-31-011	1939	6	No	Other / JRP
11-20	15	S. 20 th Street	San Jose	467-30-060	1931	6	No	Other
11-21	948	E. Santa Clara Street	San Jose	467-30-059	1927	6	No	Other
11-22	934	E. Santa Clara Street	San Jose	467-30-038	1920	6	No	Other
11-23	896	E. Santa Clara Street	San Jose	467-30-006	1895 / ca.1954	6	No	Other
11-24	884	E. Santa Clara Street	San Jose	467-30-005	1929	3S	Yes	Other
11-25	872-876	E. Santa Clara Street	San Jose	467-30-004	ca.1951	6	No	JRP
11-26	870	E. Santa Clara Street	San Jose	467-30-003	1937	6	No	JRP
11-27	345	E. Santa Clara Street	San Jose	467-18-087	ca.1924	6	No	Other/ JRP
11-28	33	N. 8 th Street	San Jose	467-18-086	ca.1938	6	No	JRP
11-29	301	E. Santa Clara Street	San Jose	467-18-090	1916	6	No	Other / JRP
11-30	304	E. Santa Clara Street	San Jose	467-24-069	1919	6	No	Other / JRP
11-31	26	S. 7 th Street	San Jose	467-24-068	1911	6	No	JRP
11-32	Bridge #37C-0033	E. Santa Clara Street over Coyote Creek	San Jose	Not Applicable	1917	6	No	Other

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
11-33	80	S. 22 nd Street	San Jose	467-32-002	1961	6	No	JRP
11-34	66	S. 22 nd Street	San Jose	467-32-003	1962	6	No	JRP
11B-01	1262	Shortridge Avenue	San Jose	467-33-057	ca.1929	6	No	JRP
11B-02	1260	Shortridge Avenue	San Jose	467-33-056	ca.1923	6	No	JRP
11B-03	1258	Shortridge Avenue	San Jose	467-33-055	1929	6	No	JRP
11B-04	54	S. 26 th Street	San Jose	467-33-054	1927	6	No	JRP
11B-05	58	S. 26 th Street	San Jose	467-33-070	1946	6	No	JRP
11B-06	60	S. 26 th Street	San Jose	467-33-069	ca.1920	6	No	JRP
11B-07	75	S. 26 th Street	San Jose	467-33-033	ca.1947	6	No	JRP
11B-08	1239	E. San Fernando Street	San Jose	467-33-035	ca.1915	6	No	JRP
11B-09	1223	E. San Fernando Street	San Jose	467-33-036	ca.1915	6	No	JRP
11B-10	1213	E. San Fernando Street	San Jose	467-33-037	ca.1915	6	No	JRP
11B-11	1201	E. San Fernando Street	San Jose	467-33-038	ca.1915	6	No	JRP
11B-12	1197	E. San Fernando Street	San Jose	467-33-039	ca.1908	6	No	JRP
11B-13	1187	E. San Fernando Street	San Jose	467-33-040	1905	6	No	JRP
11B-14	1165	E. San Fernando Street	San Jose	467-33-041	ca.1928	6	No	JRP
11B-15	94	S. 24 th Street	San Jose	467-33-042	ca.1890	6	No	JRP
11B-16	102	S. 24 th Street	San Jose	467-35-055	1920	6	No	JRP
12-01	227-247	E. Santa Clara Street	San Jose	467-19-057	1928	2	Yes	Other
12-02	225	E. Santa Clara Street	San Jose	467-19-075	ca.1954	6	No	JRP
12-03	24	N. 5 th Street	San Jose	467-19-073	1951 / 1961	6	No	JRP
12-04	31	N. 5 th Street	San Jose	467-20-009	ca.1904	6	No	Other / JRP
12-05	40	N. 4 th Street	San Jose	467-20-016	1919	3S	Yes	Other / JRP
12-06	21	N. 5 th Street	San Jose	467-20-010	1956	6	No	JRP
12-07	179-181	E. Santa Clara Street	San Jose	467-20-013	1924	6	No	Other / JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
12-08	167-175	E. Santa Clara Street	San Jose	467-20-014	1926	6	No	Other / JRP
12-09	101-109	E. Santa Clara Street	San Jose	467-20-072	1908	6	No	Other / JRP
12-10	142-150	E. Santa Clara Street	San Jose	467-23-035	1913	1D	Yes	Other
12-11	138	E. Santa Clara Street	San Jose	467-23-036	1905	1D	Yes	Other
12-12	130-134	E. Santa Clara Street	San Jose	467-23-037	1901	6	No	Other / JRP
12-13	124-126	E. Santa Clara Street	San Jose	467-23-038	1900	1D	Yes	Other
12-14	114-118	E. Santa Clara Street	San Jose	467-23-039	1920	1D	Yes	Other
12-15	100	E. Santa Clara Street	San Jose	467-23-089	1912	1D	Yes	Other
12-16	97	E. Santa Clara Street	San Jose	467-21-004	ca.1880s	6	No	JRP
12-17	91	E. Santa Clara Street	San Jose	467-21-005	1881	6	No	Other / JRP
12-18	82	E. Santa Clara Street	San Jose	467-22-091	1898	1D	Yes	Other
12-19	52	E. Santa Clara Street	San Jose	467-22-046	1900	1D	Yes	Other
12-20	42-48	E. Santa Clara Street	San Jose	467-22-041 and 467-22-042	1930s	1D	Yes	Other
12-21	36-40	E. Santa Clara Street	San Jose	467-22-043	1880s	1D	Yes	Other
12-22	37	Fountain Alley	San Jose	467-22-040	ca.1910	6	No	Other / JRP
12-23	32	E. Santa Clara Street	San Jose	467-22-044	1869	6	No	Other / JRP
12-24	31	Fountain Alley	San Jose	467-22-039	1915	1D	Yes	Other
12-25	28	E. Santa Clara Street	San Jose	467-22-045	1880	1D	Yes	Other
12-26	27-29	Fountain Alley	San Jose	467-22-038	1895	1B	Yes	Other
12-27	8-14	S. 1 st Street	San Jose	467-22-097	1926	1D	Yes	Other
12-28	30-32	S. 1 st Street	San Jose	467-22-003	1912	6	No	Other / JRP
12-29	43-49	E. Santa Clara Street	San Jose	467-21-027	1887 / 1924	5S3	Yes	Other
12-30	19	N. 2 nd Street	San Jose	467-21-028	1925	2S2	Yes	Other

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
12-31	35-39	E. Santa Clara Street	San Jose	467-21-026	1876 / 1936	5S3	Yes	Other
12-32	29-31	E. Santa Clara Street	San Jose	467-21-025	1876 / 1946	6	No	Other
12-33	17-25	E. Santa Clara Street	San Jose	467-21-024	1896	3D	Yes	Other / JRP
12-34	15	E. Santa Clara Street	San Jose	467-21-023	1948	6	No	JRP
12-35	22	N. 1 st Street	San Jose	467-54-001 through 467-54-034	1926	2	Yes	Other
12-36	25	W. Santa Clara Street	San Jose	259-34-015	1946	6	No	JRP
12-37	55	W. Santa Clara Street	San Jose	259-34-016	ca.1952	6	No	JRP
12-38	81	W. Santa Clara Street	San Jose	259-34-018	1926	3S	Yes	Other / JRP
12-39	20	W. Santa Clara Street	San Jose	259-40-074	1910	6	No	Other
12-40	15	S. 1 st Street	San Jose	259-40-041	1870	6	No	Other / JRP
12-41	19	S. 1 st Street	San Jose	259-40-042	1880 / 1930	6	No	Other / JRP
12-42	34	W. Santa Clara Street	San Jose	259-40-038	ca. 1880/ 1910s / 1920s	3S	Yes	Other / JRP
12-43	52-62	W. Santa Clara Street	San Jose	259-40-037	ca.1880s	6	No	Other / JRP
12-44	62-66	W. Santa Clara Street	San Jose	259-40-036	1909 / 1926	6	No	Other / JRP
12-45	127-145 and 33-45	Post Street and S. Market Street	San Jose	259-40-021 and 259-40-028	1895 / 1903	3S	Yes	Other / JRP
12-46	142-146	W. Santa Clara Street	San Jose	259-40-080	1952	6	No	JRP
12-47	101	W. Santa Clara Street	San Jose	259-34-046	1942	3S	Yes	Other
12-48	141	W. Santa Clara Street	San Jose	259-34-047	ca.1870s	6	No	Other
12-49	12	N. San Pedro Street	San Jose	259-34-048	1925	6	No	Other / JRP
12-50	18	N. San Pedro Street	San Jose	259-34-049	1926	6	No	Other / JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
12-51	23	N. Market Street	San Jose	259-34-042	1906	6	No	JRP
12-52	51	N. San Pedro Street	San Jose	259-35-041	ca.1901	3S	Yes	Other
12-53	151	W. Santa Clara Street	San Jose	259-35-049	1877 / 1930	3	Yes	Other
12-54	161-167	W. Santa Clara Street	San Jose	259-35-035	1883 / 1930	3S	Yes	Other / JRP
12-55	177	W. Santa Clara Street	San Jose	259-35-048	1884	5S1	Yes	Other / JRP
12-56	184-194 and 14-16	W. Santa Clara Street and S. Almaden Avenue	San Jose	259-40-092	ca.1891 / ca.1960	6	No	JRP
12-57	34-36	S. Almaden Avenue	San Jose	259-40-002	ca.1945	6	No	JRP
12-58	44	S. Almaden Avenue	San Jose	259-40-001	ca.1936	6	No	Other
12-59	231-233	W. Santa Clara Street	San Jose	259-35-022	1931	1S	Yes	Other
12-60	Bridge #37C-0318	W. Santa Clara Street over the Guadalupe River	San Jose	Not Applicable	1924	6	No	JRP
12-61	374	W. Santa Clara Street	San Jose	259-38-128	1934	2	Yes	Other
12-62	Bridge #37C-0319	W. Santa Clara Street over Los Gatos Creek	San Jose	Not Applicable	1924	6	No	Other/ JRP
12-63	20	S. Autumn Street	San Jose	259-38-121	1950	6	No	JRP
12-64	24	S. Autumn Street	San Jose	259-38-123	ca.1932	6	No	JRP
12-65	35	S. Autumn Street	San Jose	259-38-009	ca.1880	6	No	Other
12-66	40	S. Montgomery Street and S. Autumn Street	San Jose	259-38-010, 028, and 029	1922 / 1956 - 1966	6	No	Other
12-67	50	S. Montgomery Street	San Jose	259-38-027	1954	6	No	Other

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
12-68		Cahill Station and Santa Clara Underpass	San Jose	261-34-020	1935	1D	Yes	Other
12-69	105	S. Montgomery Street	San Jose	261-35-003, 006, and 010	1948 / 1956 / 1963	6	No	JRP
12-70	140	S. Montgomery Street	San Jose	259-48-052	1949	6	No	JRP
12-71	145	S. Montgomery Street	San Jose	261-35-027	1938	6	No	Other / JRP
12-72	150	S. Montgomery Street	San Jose	259-48-053	1935	6	No	Other / JRP
12-73	39	N. 5 th Street	San Jose	467-20-007	ca.1905 - 1927	6	No	Other / JRP
12-74	110	W. Santa Clara Street	San Jose	259-40-083	1962	6	No	JRP
13-01	50	Bush Street	San Jose	261-33-038	1915 - 1930	3B	Yes	Other
13-02	919	The Alameda	San Jose	261-01-069	1951	6	No	JRP
13-03	735	The Alameda	San Jose	261-01-001	1956	6	No	JRP
13-04	763-773 and 175-185	The Alameda and Stockton Avenue	San Jose	261-01-082	ca.1930s / ca.1945	6	No	JRP
13-05	807	The Alameda	San Jose	261-01-006	1939	6	No	JRP
13-06	45	Wilson Ave	San Jose	261-33-024	1946	6	No	JRP
13-07	808 and 824-826	The Alameda	San Jose	261-33-023	ca.1920s/ ca.1930/ 1954	5S1	Yes	Other / JRP
13-08	830	The Alameda	San Jose	261-33-022	1937	6	No	JRP
13-09	840	The Alameda	San Jose	261-33-021	ca.1928	6	No	JRP
13-10	848	The Alameda	San Jose	261-33-020	ca.1884	3S	Yes	Other / JRP
13-11	10	Sunol Street	San Jose	261-33-019	ca.1907	6	No	JRP
13-12	20	Sunol Street	San Jose	261-33-017	ca.1925	6	No	JRP
13-13	24	Sunol Street	San Jose	261-33-016	1915	6	No	JRP
13-14	850	The Alameda	San Jose	261-32-058	1947	6	No	JRP
13-15	872-876	The Alameda	San Jose	261-32-072	ca.1920s	6	No	JRP
13-16	841	The Alameda	San Jose	261-01-088	ca.1930	6	No	JRP
13-17	849	The Alameda	San Jose	261-01-010	1950s	6	No	JRP
13-18	155-157	Rhodes Court	San Jose	261-01-064	1922	6	No	JRP
13-19	131-3	Rhodes Court	San Jose	261-01-065	1927	6	No	JRP
13-20	109	Rhodes Court	San Jose	261-01-066	1948	6	No	JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
13-21	87	Rhodes Court	San Jose	261-01-067	1924	6	No	JRP
13-22	865-917	The Alameda	San Jose	261-01-068	1929	6	No	JRP
13-23	935	The Alameda	San Jose	261-01-070	1917	6	No	Other
13-24	80	N. Morrison Avenue	San Jose	261-01-072	ca.1925	6	No	Other
13-25	176	N. Morrison Avenue	San Jose	261-01-074	ca.1898	3	Yes	JRP
13-26	204	N. Morrison Avenue	San Jose	261-01-075	1904	6	No	Other / JRP
13-27	230	N. Morrison Avenue	San Jose	261-01-076	ca.1910	6	No	JRP
13-28	197	N. Morrison Avenue	San Jose	261-02-012	1915	6	No	JRP
13-29	225	N. Morrison Avenue	San Jose	261-02-011	ca.1941	6	No	JRP
13-30	320	N. Morrison Avenue	San Jose	261-01-040	ca.1915	6	No	JRP
13-31	381	Stockton Avenue	San Jose	261-01-041 and 261-01-050	1931 / 1941	6	No	JRP
13-32	930	Cinnabar Street	San Jose	261-01-044	1924	6	No	JRP
13-33	890	Cinnabar Street	San Jose	261-01-045	1929	6	No	JRP
13-34	870	Cinnabar Street	San Jose	261-01-046	ca.1900	6	No	JRP
13-35	891	Cinnabar Street	San Jose	261-03-001	1905	6	No	Other
13-36	421-435	Stockton Avenue	San Jose	261-03-051	1913 / 1927	3	Yes	Other
13-37	415-417	Stockton Avenue	San Jose	261-03-037	ca.1886 / ca.1928	6	No	Other
13-38	465	Stockton Avenue	San Jose	261-04-004	1930 / ca.1932	6	No	JRP
13-39	489	Stockton Avenue	San Jose	261-04-001	ca.1915	6	No	JRP
13-40	501	Stockton Avenue	San Jose	261-05-001	ca.1930	6	No	JRP
13-41	656-664	Stockton Avenue	San Jose	259-10-012 and 259-10-013	ca.1925	6	No	JRP
13-42	670-690A	Stockton Avenue	San Jose	259-10-014	ca.1955	6	No	JRP
13-43	690-698	Stockton Avenue	San Jose	259-10-015	ca.1925	6	No	JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
13-44	Bridge #37C-0278	Taylor Street Underpass	San Jose	Not applicable	1940	6	No	JRP
13-45		Stockton Avenue at Emory (College Park Station)	San Jose	Not applicable	ca.1910	6	No	JRP
13-46	493-495	Stockton Avenue	San Jose	261-04-038	1950	6	No	JRP
14-01	905	Stockton Avenue	San Jose	230-41-003	ca.1948-1951	6	No	JRP
14-02	969	Stockton Avenue	San Jose	230-41-002	1945	6	No	JRP
14-03	795	Newhall Street	San Jose	230-46-035 and 230-46-052	1925 / 1960s	6	No	Other / JRP
14-04	Newhall Yards	Newhall Street to Brokaw Road	San Jose	230-06-009, 230-06-030, 230-22-008, and 230-06-041	1926-1929	6	No	JRP
14-05	1115 - 1125	Coleman Avenue	San Jose	230-46-054, 055, 056, 058, 059, 060, and 061	1948-1980	6	No	Other
15-01	500	Benton Street	Santa Clara	230-08-061	1950	6	No	JRP
15-02	1	Railroad Avenue (Santa Clara Station)	Santa Clara	230-06-050	1876	1S	Yes	Other
15-03	Santa Clara Tower	Benton Street and Railroad Avenue	Santa Clara	230-06-040	1904 / 1927	3S	Yes	Other / JRP
15-04	1719	Grant Street	Santa Clara	224-01-015	ca.1950	6	No	JRP
15-05	1710-1740	Grant Street	Santa Clara	224-02-020	1946	6	No	JRP
15-06	780	Reed Street	Santa Clara	224-02-002	ca.1945	6	No	JRP
15-07	880	Reed Street	Santa Clara	224-02-001	ca.1951	6	No	JRP

Table 5: All historic properties

Map Reference	Street #	Street	City	APN	Year Built	NR Status Code	CEQA Historical Resource	Evaluation by
15-08	Bridge #37C-0129	Lafayette Street Underpass	Santa Clara	Not applicable	1936	6	No	JRP
15-09	Bridge #37C-0146	Santa Clara Junction Overhead, De La Cruz Blvd.	Santa Clara	Not applicable	1959	6	No	JRP

Total: 250 properties

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Attachments

