

MEMORANDUM

To: Samantha Swan, VTA
From: Toni Webb and Bryan Larson, JRP Historical Consulting, LLC
Date: October 4, 2017
Re: VTA's BART Silicon Valley – Phase II Extension Project, Addendum to the 2016 Supplemental Built Environment Survey Report

JRP Historical Consulting, LLC (JRP) prepared this memorandum to document revisions to the VTA's BART Silicon Valley – Phase II Extension Project (Project) since publication of the Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (Draft SEIS/SEIR) in December 2016. This memorandum serves as an addendum to the *VTA's BART Silicon Valley – Phase II Extension Project Supplemental Built Environment Survey Report* (SBESR), prepared by JRP in September 2016 and assists the Project proponent, the Santa Clara Valley Transportation Authority (VTA), and the lead federal agency, the Federal Transit Administration (FTA), in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) and the implementing regulations of the Advisory Council on Historic Preservation, as these pertain to federally funded undertakings and their impacts on historic properties. The SBESR was a supplement to the original *Draft Technical Memorandum Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives* (HRER) that JRP produced for the Project in January 2003.

FTA's consultation with the State Historic Preservation Officer (SHPO) for this Project has been ongoing since 2003, and the SHPO recently concurred with the Architectural Area of Potential Effect (APE) and the eligibility findings of the SBESR on October 28, 2016. This memorandum addresses changes to the Project description and Architectural APE that have occurred since the SBESR received SHPO concurrence and presents new findings and conclusions regarding the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) status of several historic-period architectural resources within the Architectural APE. See Attachment A for the revised Architectural APE maps and Attachment B for the 2003 and 2016 SHPO concurrence letters for the Project.

1 PROJECT DESCRIPTION

Design refinements were made to the Project since SHPO concurred on the Architectural APE. The major changes to the Single- and Twin-Bore Options, only some of which resulted in modifications to the APE, are summarized below from east to west followed by the revised project description that

encapsulates all of these changes. Please refer to Section 2 for revisions to the Architectural APE that have occurred since SHPO's concurrence with the SBESR in 2016.

1. Minor expansion of the APE into public streets in certain locations (both Twin-Bore and Single-Bore Options);
2. Minor redesign of station elements at the three underground stations (Alum Rock/28th Street, Downtown San Jose, and Diridon Stations), such as the addition, resizing, and or moving of station entrances options and system facilities, mainly within the previously-approved APE for both the Twin-Bore and Single-Bore Options;
3. Addition of a new station entrance option for the Downtown San Jose Station West Option between 1st and 2nd Streets north of Santa Clara Street for the Single-Bore Option only;
4. Minor shift of the of Diridon Station North Option for both the Twin-Bore and Single-Bore Options to avoid impacting future development opportunities;
5. Minor shift of the tunnel alignment for the Diridon Station North Option slightly to the north between Diridon Station and Stockton Avenue for both the Twin-Bore and Single-Bore Options to avoid impacting future development opportunities; and
6. Reduced tunnel depth at some locations west of Diridon to optimize the tunnel alignment (Single-Bore Option only).

1.1 BART Extension Alternative

The BART Extension Alternative consists of the approximately 6-mile extension of the BART system from the Berryessa/North San Jose BART Station in San Jose through downtown San Jose, terminating in Santa Clara near the Santa Clara Caltrain Station. There are two tunneling methodologies proposed to construct the BART Extension: the Twin-Bore and Single-Bore Options, both of which have a length of approximately 4.5 miles. The Twin-Bore Option tunnel diameter is approximately 20 feet, and the Single-Bore Option tunnel diameter is approximately 45 feet. The Single-Bore Option tunnel diameter typically requires the tunnel to be at a greater depth to reduce vertical settlement displacement. Additionally, for the Single-Bore Option, station platforms are located within the bored tunnel, while entrances and vertical circulation elements are located adjacent and connected to the tunnel.

1.2 Alignment and Station Features by City

City of San Jose

Connection to Phase I Berryessa Extension

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

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

South of the portal, the alignment would pass beneath North Marburg Way, then approximately 25 feet below the creek bed of Lower Silver Creek for the Twin-Bore Option, or approximately 30 feet

for the Single-Bore Option, just to the east of U.S. 101, then curve under U.S. 101 south of the McKee Road overpass, and enter Alum Rock/28th Street Station.

Alum Rock/28th Street Station

Alum Rock/28th Street Station would be located between U.S. 101 and North 28th Street and between McKee Road and Santa Clara Street. The approximately 11-acre station campus would include station facilities, such as a parking structure, systems facilities, and roadway improvements to North 28th Street. The station would be underground with street-level entrance portals with elevators, escalators, and stairs covered by canopy structures. The station would have a minimum of two entrances. Under the Single-Bore Option, an underground concourse level would span between the two entrances adjacent to the tunnel. A parking structure of up to seven levels would accommodate BART park-and-ride demand with 1,200 parking spaces. Systems facilities would be located aboveground and underground.

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

Tunnel Alignment near Coyote Creek

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

13th Street Ventilation Structure

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

Downtown San Jose Station

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

The station would consist of boarding platform levels and some systems facilities within the tunnel beneath Santa Clara Street, and entrances at street level. Vertical circulation elements including elevators, escalators, and stairs that provide pedestrian access to the mezzanine would be at station portal entrances. Escalators and stairs would be covered by canopy structures. Systems facilities would be located aboveground and underground. The station would not have dedicated park-and-ride facilities.

Downtown San Jose Station East Option

For the Twin Bore Option, the Downtown San Jose Station East Option would be located between 5th and 2nd Streets, while for the Single Bore Option, the station platforms would be located between 7th and 4th Streets.

Downtown San Jose Station West Option

The Downtown San Jose Station West Option would be located between 2nd and Market Streets for the Twin-Bore Option and between Market and 3rd Streets for the Single-Bore Option as shown on Figures 2-9 and 2-10.

Tunnel Alignment into Diridon Station

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

Tunnel Alignment into Diridon Station South Option

The alignment would continue from the Downtown San Jose Station beneath Santa Clara Street and shift south beginning just west of South Almaden Boulevard to pass between the SR 87 bridge foundations. For the Twin-Bore Option, the alignment would pass 45 feet below the riverbed of the Guadalupe River, pass beneath a retaining wall west of the river, and over 20 feet below the creekbed of Los Gatos Creek. For the Single-Bore Option, the alignment would pass approximately 50 feet below the riverbed of the Guadalupe River, pass under the retaining wall, and approximately 35 feet below the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment for both options would enter the Diridon Station between Los Gatos Creek and Autumn Street.

Tunnel Alignment into Diridon Station North Option

Under the Twin-Bore Option, the alignment would continue beneath Santa Clara Street, continue approximately 45 feet below the riverbed of the Guadalupe River and 30 feet below the creekbed of Los Gatos Creek. After passing under Los Gatos Creek, the alignment would enter Diridon Station between Autumn and Montgomery Streets and directly south of Santa Clara Street. The Diridon Station North Option is closer to Santa Clara Street in comparison to the South Option.

Under the Single-Bore Option, the alignment would continue and remain beneath Santa Clara Street, continue 45 feet below the riverbed of the Guadalupe River and 40 feet below the creekbed of Los Gatos Creek. The boarding platforms, within the Single-Bore tunnel, would be located between Montgomery and White Streets.

Diridon Station

The station would consist of a boarding platform level, a concourse level, and entrances at street-level portals. Under the Single-Bore Option, an underground concourse level would span between the two entrances adjacent to the tunnel. Entrances would have elevators, escalators, and stairs covered by canopy structures. No park-and-ride parking would be provided. Street-level station entrance portals would provide pedestrian linkages to the Diridon Caltrain Station and SAP Center.

The existing VTA bus transit center would be reconfigured for better access and circulation to accommodate projected bus and shuttle transfers to and from the BART station. Kiss-and-ride facilities would be located along Cahill Street.

There are two station location options for the Diridon Station: the Diridon Station South Option and the Diridon Station North Option, as described below. The alignment varies by station location.

Diridon Station South Option

The Diridon Station South Option would be located between Los Gatos Creek to the east, the San Jose Diridon Caltrain Station to the west, Santa Clara Street to the north, and West San Fernando Street to the south.

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

Diridon Station North Option

For both the Twin-Bore and Single-Bore Options, the Diridon Station North Option would generally be located between Autumn Street to the east, White Street to the west, Santa Clara Street to the north, and West San Fernando Street to the south. Under the Twin-Bore Option, the underground station platforms would be located adjacent to, and just south of, Santa Clara Street.

Under the Single-Bore Option, the underground station platforms would be located directly under Santa Clara Street. Under the Twin-Bore Option, the underground station platforms would be located adjacent to, and just south of, Santa Clara Street. Under the Single-Bore Option, the underground station platforms would be located directly under Santa Clara Street.

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

Under the Single-Bore Option, west of the station, the alignment would continue under Santa Clara Street/The Alameda. The alignment would then turn towards the north at Wilson Avenue, crossing under Rhodes Court and under West Julian Street before aligning under Stockton Avenue.

Tunnel Alignment along Stockton Avenue

Around Pershing Avenue, all of the options—the Twin-Bore and Single-Bore Options and the Diridon Station South and North Options—converge back onto the same alignment under Stockton Avenue. The alignment is the same for all four options mentioned above after Pershing Avenue. On the east side of Stockton Avenue between Schiele Avenue and West Taylor Street, there are three alternate locations for a systems facility site

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

A high-voltage substation, TPSS, and TCCR would be located at a systems facility site above the West Tunnel Portal and near the Pacific Gas & Electric Company (PG&E) FMC Substation. A 115-kiloVolt line from the existing FMC substation would serve the new high-voltage substation. There are two alternate routes for this 115-kV line connection. The first alternate route would begin at the high-voltage substation, run north to Newhall Street, then run east on upgraded poles along Newhall Street, then south on an existing line along Stockton Avenue. A second alternate route would also run north to Newhall Street and then run east on upgraded poles along Newhall Street, but a new line would be constructed to traverse the PG&E substation site. The 115-kV line would require approximately 80- to 115-foot-high galvanized tapered tubular steel poles or wood poles spaced approximately every 150 to 300 feet.

Crossover tracks would be located in the retained-cut trench just outside the West Tunnel Portal. The alignment would then transition to an at-grade configuration as it enters the Newhall Maintenance Facility and the Santa Clara Station to the north.

City of Santa Clara

The BART Extension Alternative in Santa Clara would consist of the Newhall Maintenance Facility and the Santa Clara Station. The San Jose/Santa Clara boundary is located approximately midway through the Newhall Maintenance Facility.

Newhall Maintenance Facility

The Newhall Maintenance Facility is approximately 40 acres and would begin north of the West Tunnel Portal at Newhall Street in San Jose and extend to De La Cruz Boulevard near the Santa Clara Station in Santa Clara. A single tail track would extend north from the Santa Clara Station and cross under the De La Cruz Boulevard overpass and terminate on the north side of the overpass. The maintenance facility would serve two purposes: (1) general maintenance, running repairs, and storage of up to 200 BART revenue vehicles and (2) general maintenance of non-revenue vehicles. The facility would also include maintenance and engineering offices and a yard control tower. Several buildings and numerous transfer and storage tracks would be constructed.

Santa Clara Station

The closest streets to the Santa Clara Station would be De La Cruz Boulevard to the northwest, Coleman Avenue to the northeast, and Brokaw Road to the east. The station would be at grade, centered at the west end of Brokaw Road, and would contain an at-grade boarding platform with a concourse one level below. Access to the boarding platform would be provided via elevators, escalators, and stairs covered by canopy structures. A pedestrian underpass would connect from the concourse level of the BART station to the Santa Clara Caltrain plaza. In addition, a pedestrian underpass would connect from the station concourse level to a new BART plaza near Brokaw Road. Kiss-and-ride, bus, and shuttle loading areas would be provided on Brokaw Road.

A parking structure of up to five levels would be located north of Brokaw Road and east of the Caltrain tracks within the approximately 10-acre station campus area and would accommodate 500 BART park-and-ride parking spaces in addition to public facilities on the site.

2 ARCHITECTURAL AREA OF POTENTIAL EFFECTS

In response to Project revisions noted herein, the Architectural APE has been modified to add areas not included in the previous Architectural APE. The vast majority of the Project changes since the circulation of the Draft SEIS/SEIR have occurred within the Architectural APE that the SHPO concurred with as part of the 2016 SBESR and thus required no revision to that APE. However, the shift in the Single-Bore Option's alignment between Diridon Station and Stockton Avenue; the expansion of the APE near a proposed 115-kV transmission line in the vicinity of the PG&E FMC Substation along Newhall Street to account for historic-period architectural resources that have the potential to be indirectly impacted by the new transmission line; and other smaller changes to the Project footprint required expansion of the Architectural APE in several locations. See Figures 1 through 4 below for details of the new areas added to the APE (shown east to west), and refer to Attachment A for the entire revised Architectural APE map.

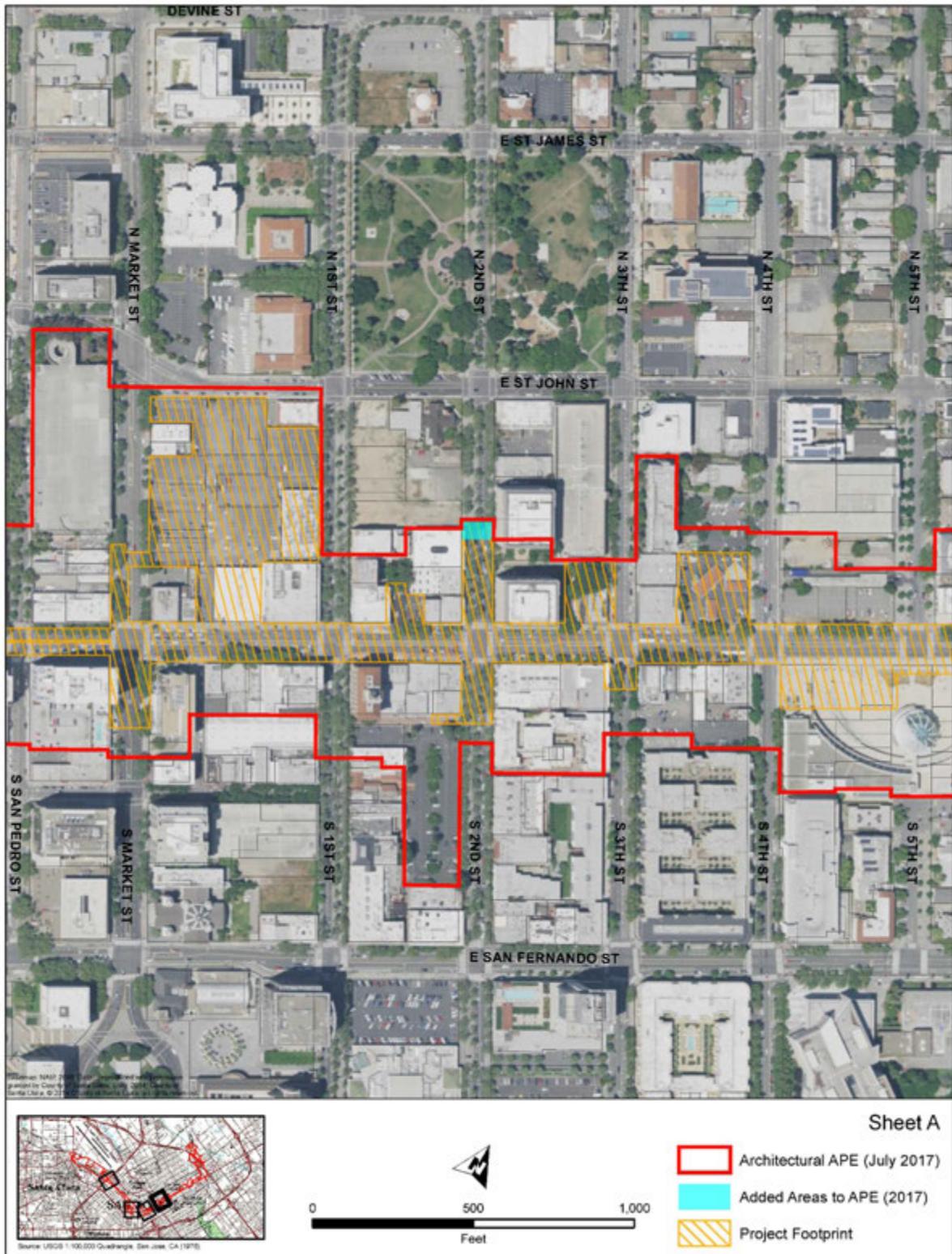


Figure 1. Revisions to the Architectural APE, 2017.



Figure 2. Revisions to the Architectural APE, 2017.

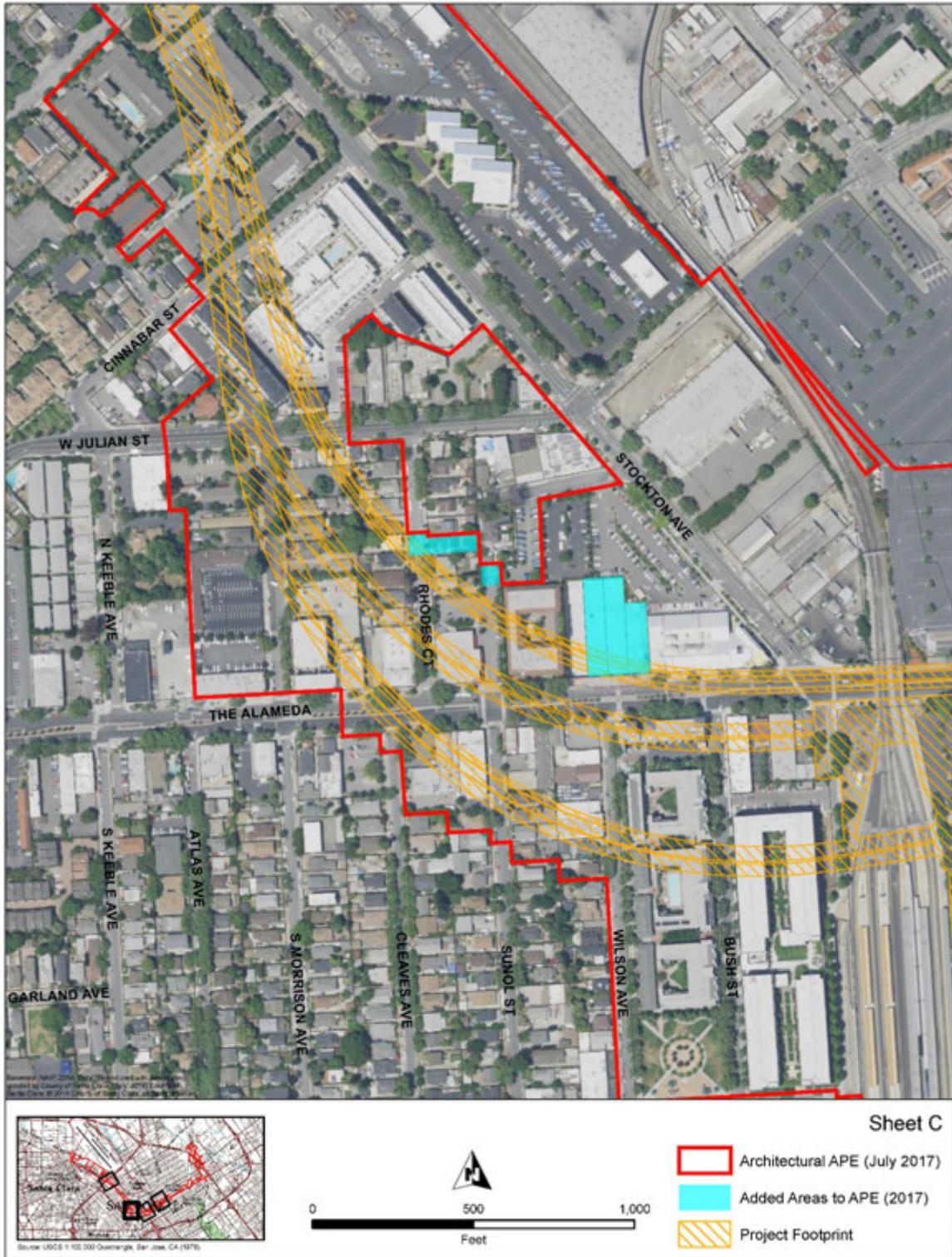


Figure 3. Revisions to the Architectural APE, 2017.

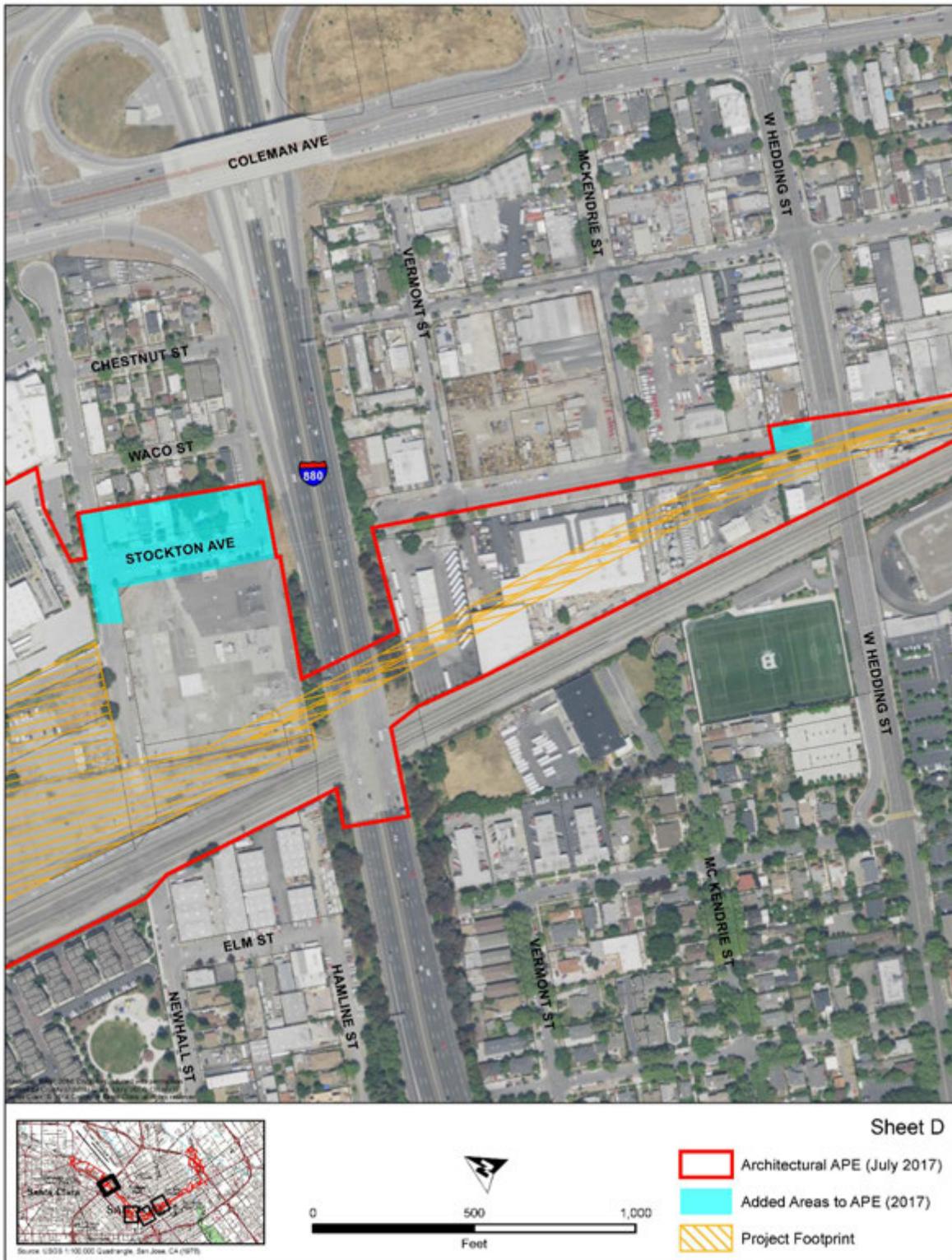


Figure 4. Revisions to the Architectural APE, 2017.

3 REVISED FINDINGS TO THE SBESR

A total of 9 historic-period built environment resources are discussed in this memorandum. Five of these resources were identified because of the expansion of the Architectural APE, which required new surveys and NRHP/CRHR evaluations. The historic status has been clarified for the remaining four resources that were previously evaluated in the 2003 HRER and 2016 SBESR for this Project but were found to need updated evaluations to respond to comments received on the Draft SEIS/SEIR.

Only the APE expansion in the vicinity of the PG&E substation required new survey and NRHP/CRHR evaluations of historic-period architectural resources because the construction of the proposed 115-kV transmission line has the potential to result in an indirect adverse effect to historic properties through the introduction of new vertical visual elements (Figure 4). The survey identified five parcels that contain historic-period buildings (i.e., built at least 40 years ago). All other parcels within the expanded Architectural APE are either vacant or contain modern buildings (constructed in or after 1977) and therefore are not subject to intensive survey and evaluation as part of the historic resources identification efforts for this Project. The findings of this additional survey are summarized in Section 3.1.

Additionally, while responding to comments on the Draft SEIS/SEIR, new and/or additional data were obtained for three properties within the Architectural APE that were not correctly identified in the 2016 SBESR. These historic properties were previously identified as eligible at the local level, or were incorrectly identified in the 2016 SBESR, and are now assumed eligible under Section 106 for the NRHP and CRHR for the purposes of this Project. Sections 3.2 through 3.5 summarize the previous evaluations of these properties, corrects historic status information where necessary, and provides a statement with regard to their eligibility to the NRHP and CRHR for this Project.

Finally, Section 3.6 seeks to correct the historic status of one building that was misidentified in the 2016 SBESR as a historical resource for the purposes of CEQA. This Addendum clarifies that the building is not a historical resource for the purposes of CEQA, nor is it eligible for listing in either the NRHP or CRHR.

These findings bring the total of built environment resources considered historic properties under Section 106 within the Architectural APE to 32. Please refer to the 2016 SBESR for details regarding the other 29 historic properties.

3.1 Evaluation of Newly-Surveyed Historic Architectural Resources near the PG&E FMC Substation (Map Reference Nos. H-1 through H-5)

JRP determined that five newly-evaluated historic architectural resources that were included in the expanded Architectural APE adjacent to the PG&E FMC Substation are ineligible for listing in the NRHP and CRHR (Table 1). These resources consist of four residences, designated Map Reference Nos. H-1 through H-4 (Figures 5 through 8) and one commercial / light industrial building, designated Map Reference No. H-5 (Figure 9) (see Attachment A, Sheet 3-H for locations of the parcels). JRP further determined that there are no historic properties (under Section 106) or historical resources (under CEQA) located within the expanded Architectural APE that have been previously listed in or determined eligible for the NRHP or CRHR or that have been designated a City of San Jose Landmark in the City's current Historic Resource Inventory (HRI). JRP historians conducted the field survey of the expanded Architectural APE on July 12, 2017 and documented the results of the survey and

evaluation on a series of California Department of Parks and Recreation (DPR) 523 forms (included herein as Attachment C).



Figure 5. Residence at 695-699 Hamline Street (Map Reference No. H-01), view facing northeast, July 2017.



Figure 6. Residence at 1060 Stockton Avenue (Map Reference No. H-02), view facing northeast, July 2017.



Figure 7. Residence at 1066 Stockton Avenue (Map Reference No. H-03), view facing northeast, July 2017.



Figure 8. Residence at 1070 Stockton Avenue (Map Reference No. H-04), view facing northeast, July 2017.



Figure 9. Industrial building at 1098 Stockton Avenue (Map Reference No. H-05), view facing northeast, July 2017.

Table 1. Historic Architectural Resources in the Expanded Architectural APE that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources

Map Reference	APN	Street Address		City	Year Built	NR Status Code*	CEQA Resource
H-01	230-23-001	695-699	Hamline Street	San Jose	1959	6Z	No
H-02	230-23-002	1060	Stockton Avenue	San Jose	1930	6Z	No
H-03	230-23-003	1066	Stockton Avenue	San Jose	1930	6Z	No
H-04	230-23-004	1070	Stockton Avenue	San Jose	ca. 1932	6Z	No
H-05	230-23-007	1098	Stockton Avenue	San Jose	ca. 1952	6Z	No

* 6Z: Found ineligible for NRHP, CRHR, or local designation through survey evaluation

3.2 Cal Pak District Manager's Office (Map Reference F-33) and Del Monte / Cal Pak Plant #51 (Map Reference F-34)

The Cal Pak Manager's Office at 734 The Alameda and the Del Monte / Cal Pak Plant #51 at 88 Bush Street were originally part of one large legal parcel that has been historically known as the Del Monte Plant #51 and Cal Pak (50 Bush Street). The overall complex was identified as eligible for the NRHP and CRHR within the *Draft Technical Memorandum Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives* (HRER) completed in 2003 and labeled Map Reference No. 13-01 therein, but misidentified in the 2016 SBESR. Subsequent alterations to the plant buildings (described below), together with subdivision of the original legal parcel and assignment of varying addresses for these buildings, caused the incorrect listing of the District Manager's Office as "determined not eligible for the NRHP" and former plant buildings as modern (built in or after 1975) in the SBESR.

Archives & Architecture, a cultural resources consulting firm, inventoried and evaluated the larger complex in 1998 as part of the *Historical and Architectural Evaluation for Del Monte Plant #51 at 50 Bush Street in the City of San Jose* prepared for Del Monte Foods in March 1998. Documented on a Department of Parks and Recreation (DPR) 523 form, the evaluation concluded that the former Del Monte property was eligible for the NRHP under Criterion A for its important association with the local fruit processing industry between 1915 and 1948. The property was subsequently listed in California Historical Resources Inventory System (CHRIS) in 1999 with the status code 2S2 (determined eligible for the NRHP through Section 106 consensus process) (see Appendix B for CHRIS listing). Between 2006 and 2008, the main plant was demolished except for the exterior brick façades along its perimeter. The modern condominiums constructed within the shell of the former plant are arranged in four buildings, with two and three additional stories that rise above the older brick facades. By 2006, the District Manager's Office (always a separate building facing The Alameda) was subdivided from the larger condominium complex. The office building was designated a City of San Jose Landmark in April 2006. The City's current Historic Resource Inventory (HRI, dated February 8, 2016) lists the District Manager's Office (734 The Alameda) on APN 261-33-047 as individually eligible for the NRHP and CRHR and as a City Landmark. The HRI lists the former Del Monte Plant on APN 261-33-48 with the address of 88 Bush Street, and identifies that property as individually eligible for the NRHP and CRHR.

3.3 Cal Pak District Manager's Office (Map Reference F-33)

As outlined above, this property was previously determined eligible for the NRHP and CRHR as part of the larger Del Monte / Cal Pak Plant #51 complex, a finding that SHPO concurred with in 1999 (see Attachment B for the CHRIS listing and Attachment C for this property's previous evaluation). While the larger complex has been altered since that determination, for the purposes of this Project, the Cal Pak District Manager's Office at 88 Bush Street is presumed eligible for listing in the NRHP and CRHR under NRHP Criteria A and C and CRHR Criteria 1 and 3. The complex was an integral part of the Del Monte / California Packing Corporation (Cal Pak) operation in Santa Clara County, and thus in the fruit processing industry that was so important to the area in the twentieth century. The building's period of significance as identified in previous evaluations extends between 1930, when the office was built, and 1948, which at the time of the 1998 evaluation marked a 50-year threshold established by the National Park Service for the evaluation of historic-era resources. The boundary of this historic property is its legal parcel. Character-defining features would include its location, size and massing, and original architectural details, including but not limited to brick

construction and fenestration. A photograph of the Cal Pak District Manager's Office is shown in Figure 10.

The property has been assigned Map Reference No. F-33 as part of the current Project and is depicted on the revised APE maps for the SBESR (see Attachment A).



Figure 10. View of the Del Monte / Cal Pak Plant #51 looking southwest from White Street just south of The Alameda (left) and northeast from White Street, 2017.

3.4 Del Monte / Cal Pak Plant #51 (Map Reference F-34)

As outlined above, this property was previously determined eligible for the NRHP and CRHR as part of the larger Del Monte / Cal Pak Plant #51 complex, a finding that SHPO concurred with in 1999 (see Attachment B for the CHRIS listing and Attachment C for this property's previous evaluation). While the larger complex has been altered since that determination, for the purposes of this Project, the remaining former plant buildings at 88 Bush Street are presumed eligible for listing in the NRHP and CRHR under NRHP Criteria A and C/CRHR Criterion 1 and 3. As a fruit processing plant, the buildings were an integral part of the Del Monte / California Packing Corporation (Cal Pak) operation in Santa Clara County, and thus in the fruit processing industry that was so important to the area in the twentieth century. This property's period of significance would extend between 1915, the year the first building was constructed on this site, and 1948, which at the time of the 1998 evaluation marked a 50-year threshold established by the National Park Service for the evaluation of historic-era resources. The boundary of this historic property is defined by Laurel Grove Lane to the south, Bush Street to the west, White Street to the east, and to the north by the legal parcels that front The Alameda. Character-defining features would include any extant buildings within the plant site and any remaining architectural details of those buildings, including but not limited to brick construction and fenestration. Photographs of the Del Monte / Cal Pak Plant #51 are shown in Figures 11 and 12.

The property has been assigned Map Reference No. F-34 as part of the current Project and is depicted on the revised APE maps for the SBESR (see Attachment A).



Figure 11. View of the Del Monte / Cal Pak Plant #51 looking southwest from White Street just south of The Alameda (left), 2017.



Figure 12. View of the Del Monte / Cal Pak Plant #51 looking northeast from White Street (approximate middle point between San Fernando Street and The Alameda), 2017.

3.5 865 The Alameda (Map Reference F-35)

The building located at 865 The Alameda (APN 261-010-68) was originally constructed in 1929 as an automobile showroom. JRP Historical Consulting, LLC, inventoried and evaluated the building as part of the *Draft Technical Memorandum Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives* completed in 2003 (see Attachment C for this property's previous evaluation). Assigned Map Reference No. 13-22 in that report, JRP concluded that the property lacked historic significance and was not eligible for the NRHP or CRHR. FTA and VTA, as lead NEPA and CEQA agencies, respectively, for the 2003 project, agreed with that finding and the SHPO concurred with FTA's determination of NRHP ineligibility through the Section 106 process in June 2003 (see Attachment B for the concurrence letter.) Subsequent to that determination, the building was altered in 2009 and those modifications may have been completed according to Secretary of the Interior's Standards for Rehabilitation or Restoration. Therefore, for the purposes of this Project, the property has been presumed eligible for the NRHP and CRHR under Criterion C and Criterion 3, respectively, for its architectural merit as a 1930 Spanish Revival commercial building. The period of significance for this property is its date of construction, 1930, and its boundary is its legal parcel. Character-defining features would include its original size and massing and all architectural features that contribute to its Spanish Revival style. Photographs of 865 The Alameda are shown in Figures 13, 14, and 15.

The property has been assigned Map Reference No. F-35 as part of the current Project and is depicted on the revised APE maps for the SBESR (see Attachment A).



Figure 13. View of the south and east sides of 865 The Alameda, 2017.



Figure 14. View south and west sides of 865 The Alameda, 2017.



Figure 15. View of the main façade of 865 The Alameda, 2017.

3.6 58 South 6th Street (Map Reference D-05)

The apartment building located at 58 South 6th Street was misidentified as a historical resource for the purposes of CEQA in the 2016 SBESR because it is listed in the City of San Jose Historic Resource Inventory as a Structure of Merit. The City of San Jose does not consider buildings or structures identified as Structures of Merit as historical resources under CEQA. Structures of Merit are not included in the City of San Jose's Historic Preservation Ordinance, and review of numerous reports and documents regarding impacts to cultural resource prepared for or by the City specifically state that Structures of Merit are *not* considered "significant resources" for the purposes of CEQA. The information provided herein demonstrates a preponderance of evidence that, in addition to being ineligible for the NRHP and CRHR, this building is not a historical resource under CEQA (CEQA Guidelines Section 15064.5). A revised DPR 523 form for this property is appended in Attachment C.

4 ONGOING CONSULTATION WITH HISTORICAL GROUPS

VTA and FTA are continuing to conduct ongoing consultation with interested historical groups pursuant to Section 106 of the NHPA, which was initiated as part of the 2003 HRER. In early January 2017, at the beginning of the public review period of the Draft SEIS/SEIR, VTA sent Notices of Preparation (NOPs) to historical groups to notify them of the availability of the Draft SEIS/SEIR and technical reports. VTA also provided copies of the Draft SEIS/SEIR, Volumes I and II; the Archaeological Resources Technical Report (ARTR); SBESR; Preliminary Finding of Effect (FOE); Draft Programmatic Agreement (PA); and the Draft Archaeological Resources Treatment Plan (ARTP) to the City of San Jose's Historic Landmarks Commission (HLC), the City of Santa Clara's Historical & Landmarks Commission (HLC), and the South Bay Historical Railroad Society (SBHRS) (see Attachment D for recent correspondence with these interested groups). Follow-up phone calls were made to these groups to confirm that the copies had been received. All recipients confirmed receipt of their packages. All three groups requested to be kept informed and to be included in ongoing consultation regarding historic resources. A presentation of the Project and anticipated effects on historic resources was provided to both the cities' HLCs. A representative of the SBHRS was invited to both of these presentations but did not attend. The HLCs had the opportunity to ask questions about the Project and anticipated effects.

The revised Project information herein will be provided to these historical groups for their review. VTA and FTA will continue to consult with these historical groups throughout the duration of the Project.

Attachment A: Revised Architectural APE Maps

Attachment B: SHPO Concurrence Letters

Attachment C: DPR 523 Forms

Attachment D: Correspondence with Interested Parties (2017)

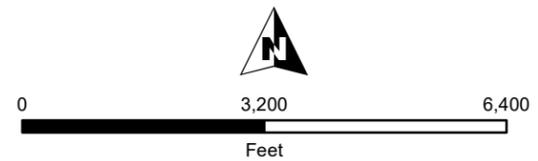
Attachment A: Revised Architectural APE Maps

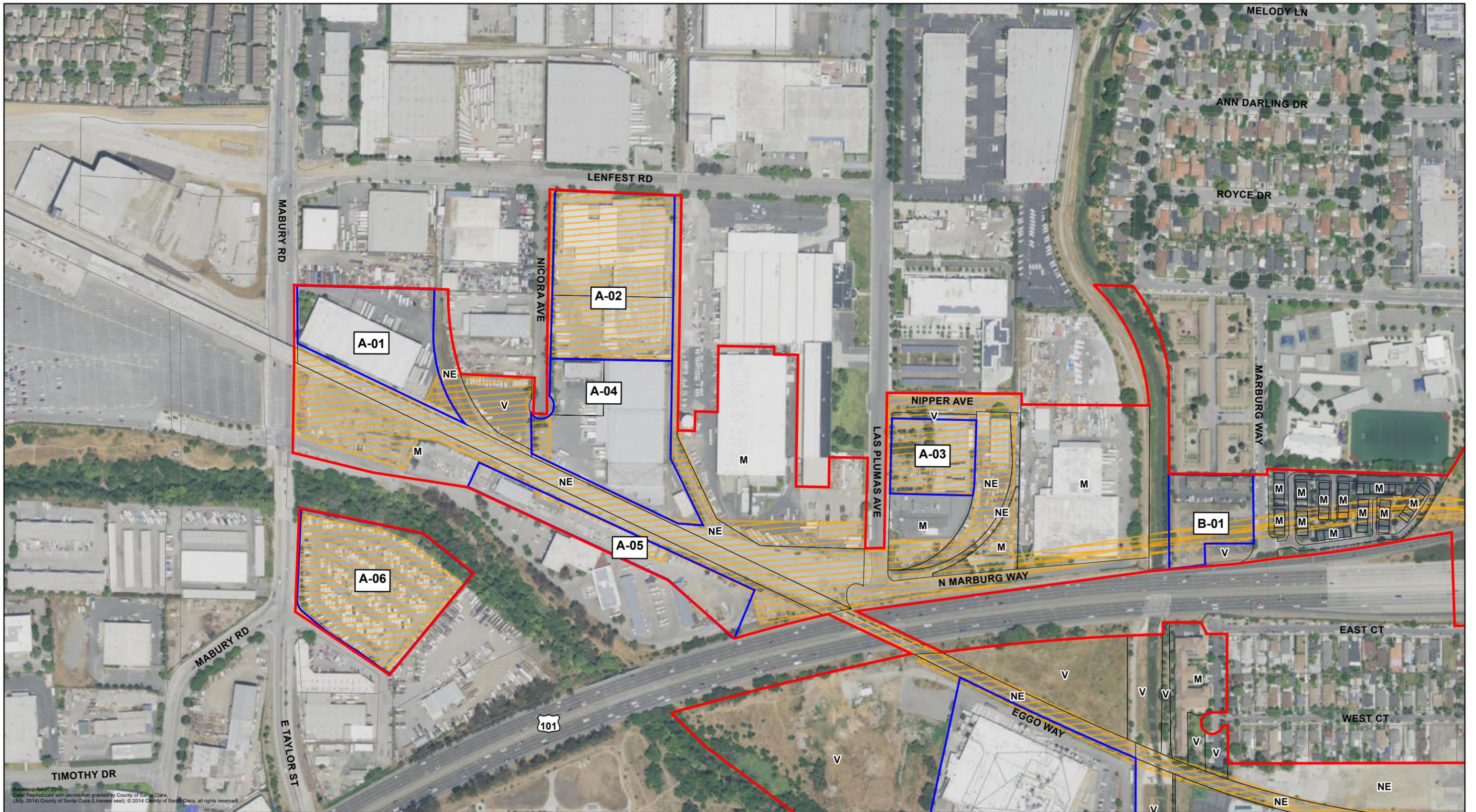


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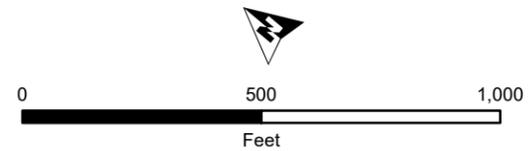
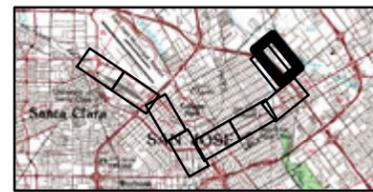
Figure 3-INDEXT. Architectural APE

 Architectural APE  Map Sheet





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- Architectural APE
- Historic District
- Project Footprint

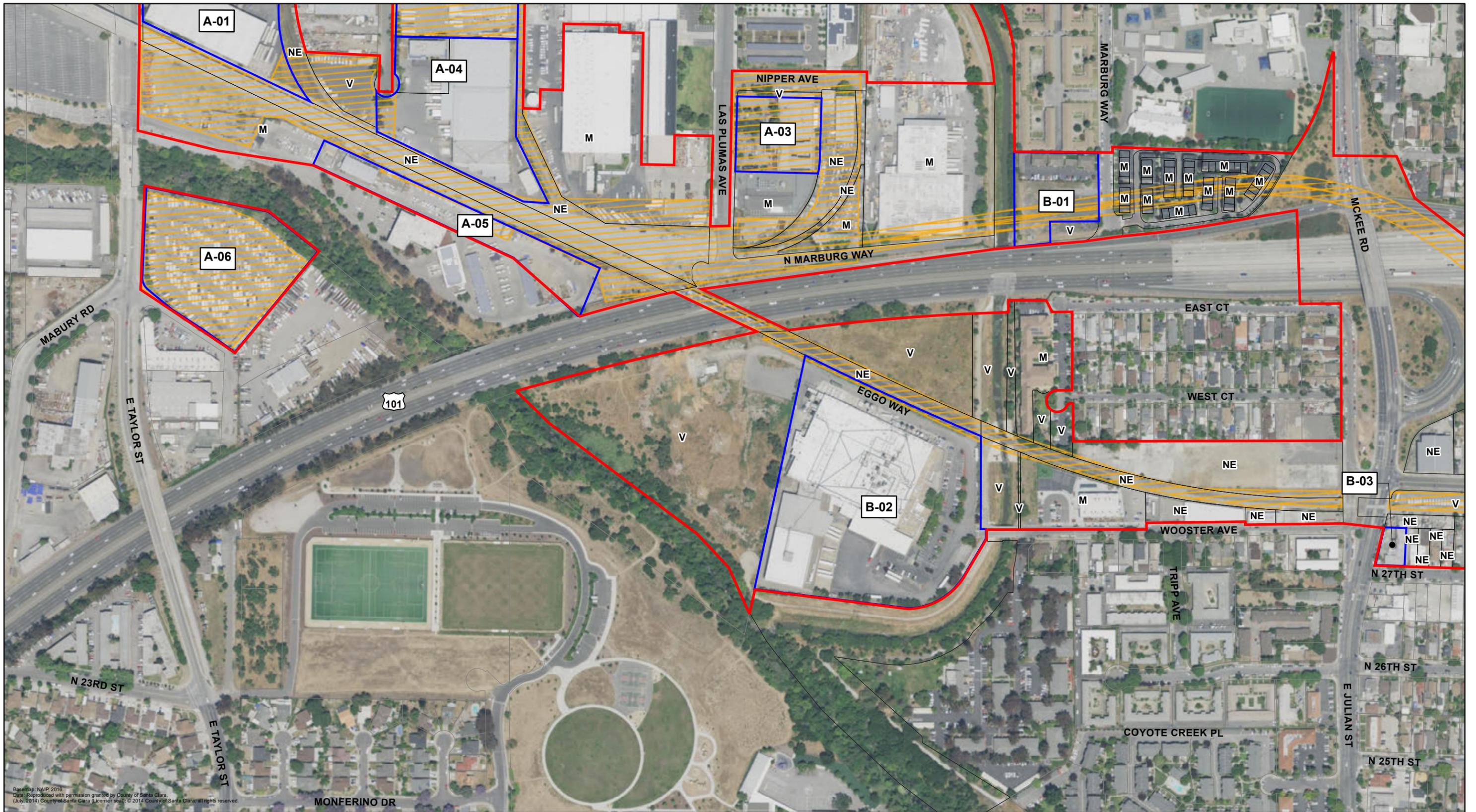
- A-01 Map Reference Number (Eligible)
Eligible for or listed in the NRHP and CRHR as per current survey
- A-01 Map Reference Number (Eligible)
Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

- A-01 Map Reference Number (CEQA only)
Historical Resource for the purposes of CEQA only
- A-01 Map Reference Number (Not Eligible)
Not eligible for listing in NRHP or CRHR as per current survey

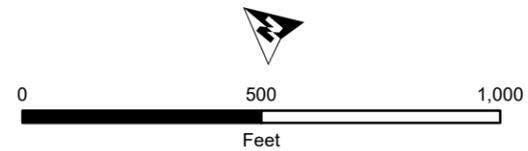
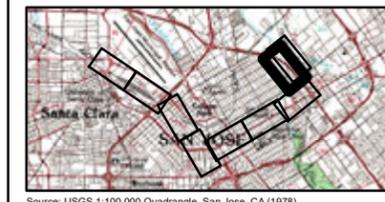
Figure 3-A. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)

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



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- Architectural APE
- Historic District
- Project Footprint

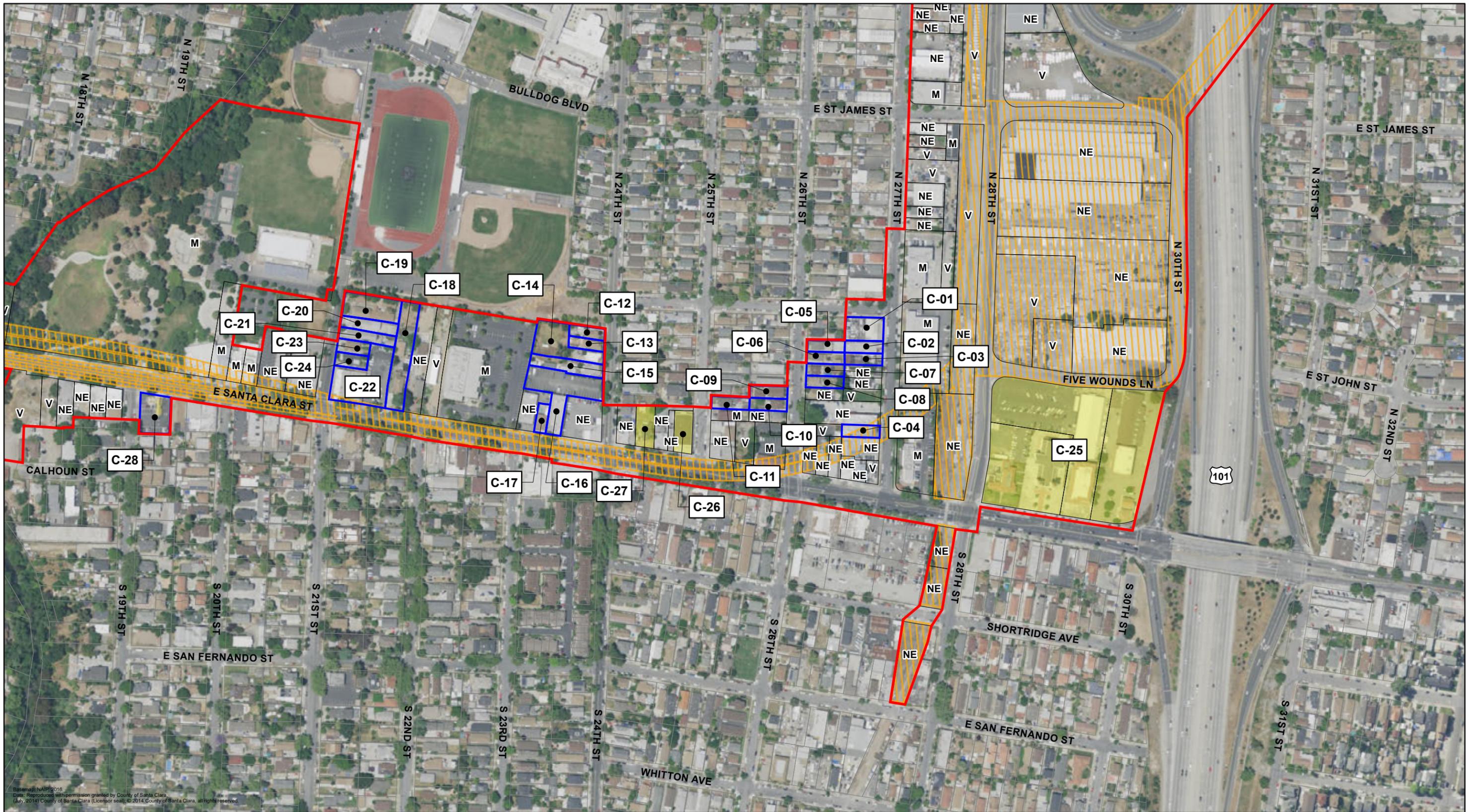
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Eligible for or listed in the NRHP and CRHR as per current survey
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Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

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Not eligible for listing in NRHP or CRHR as per current survey

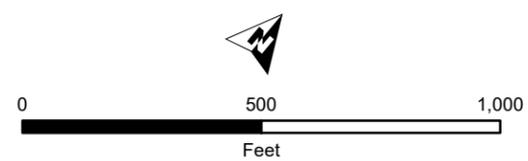
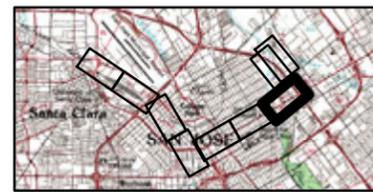
Figure 3-B. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)

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



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- Architectural APE
- Historic District
- Project Footprint

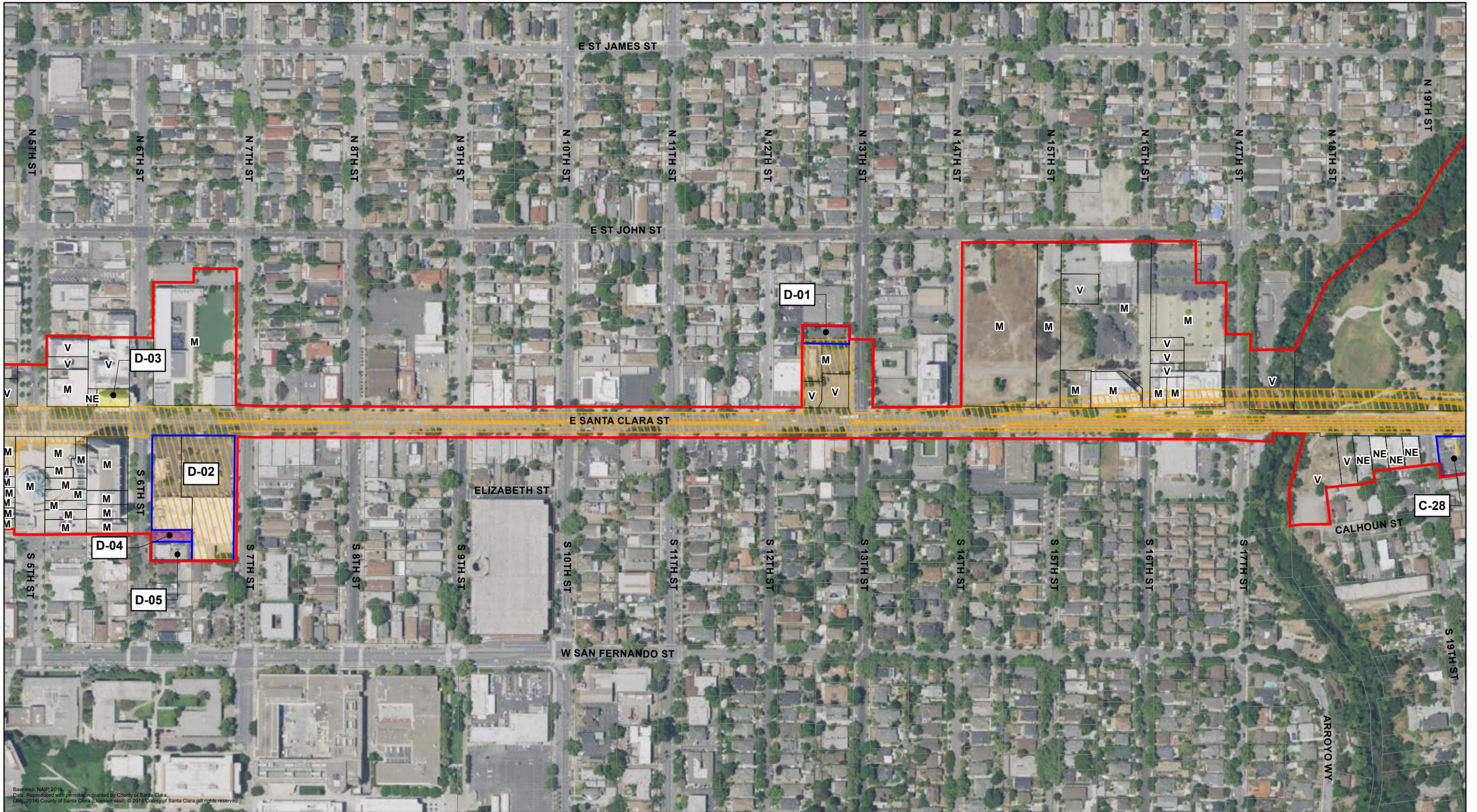
- C-01 Map Reference Number (Eligible) Eligible for or listed in the NRHP and CRHR as per current survey
- C-01 Map Reference Number (Eligible) Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

- C-01 Map Reference Number (CEQA only) Historical Resource for the purposes of CEQA only
- C-01 Map Reference Number (Not Eligible) Not eligible for listing in NRHP or CRHR as per current survey

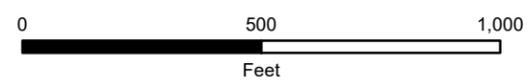
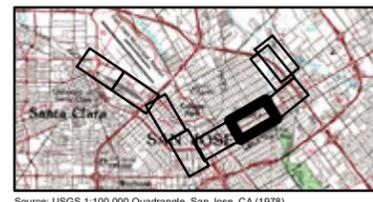
Figure 3-C. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)

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



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- Architectural APE
- Historic District
- Project Footprint

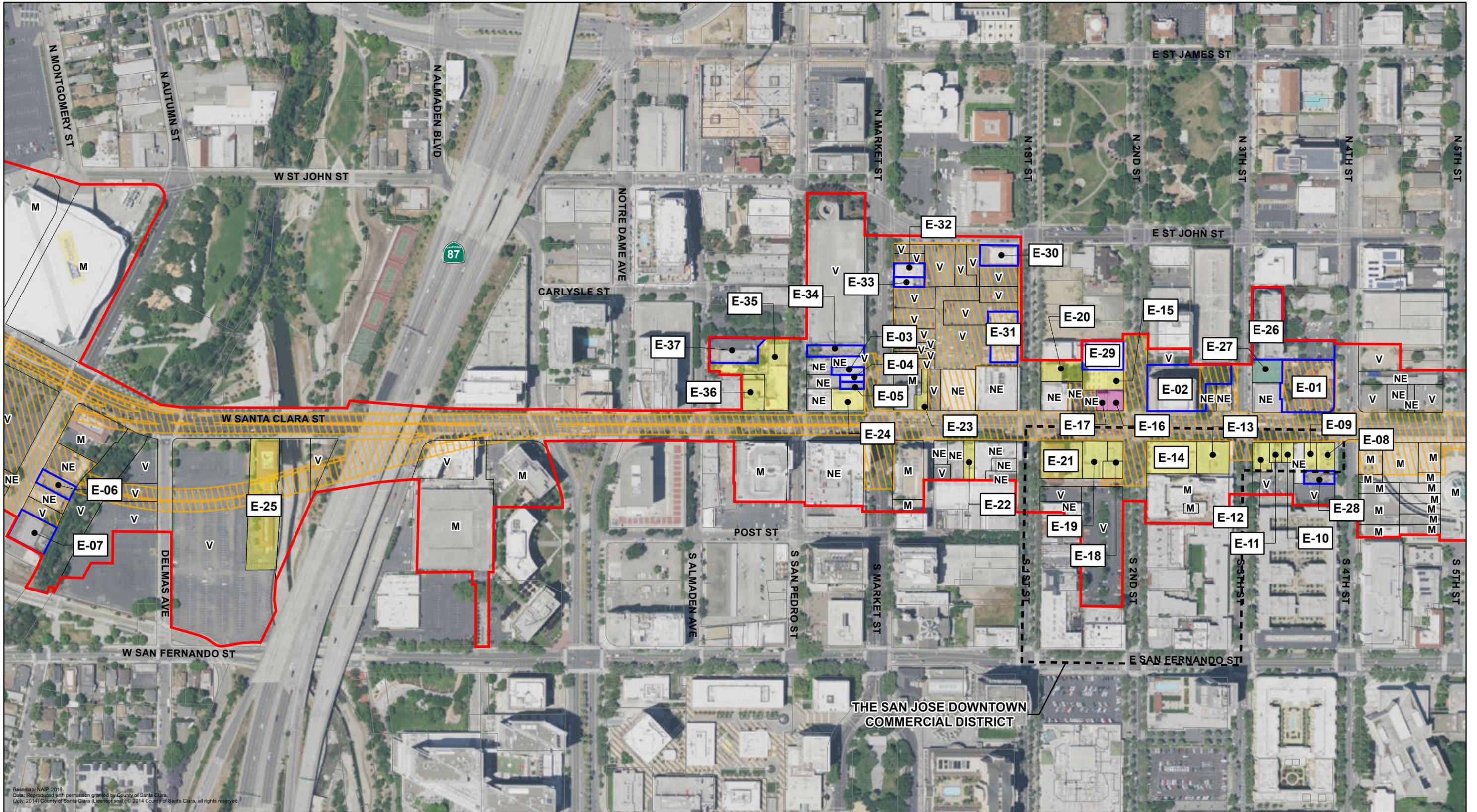
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Eligible for or listed in the NRHP and CRHR as per current survey
- D-01 Map Reference Number (Eligible)
Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

- D-01 Map Reference Number (CEQA only)
Historical Resource for the purposes of CEQA only
- D-01 Map Reference Number (Not Eligible)
Not eligible for listing in NRHP or CRHR as per current survey

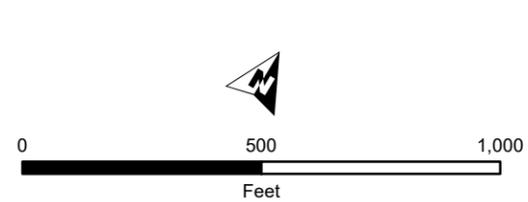
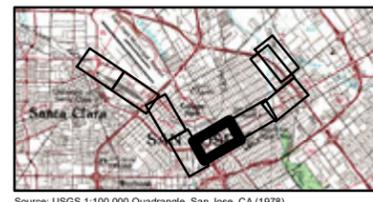
Figure 3-D. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)

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



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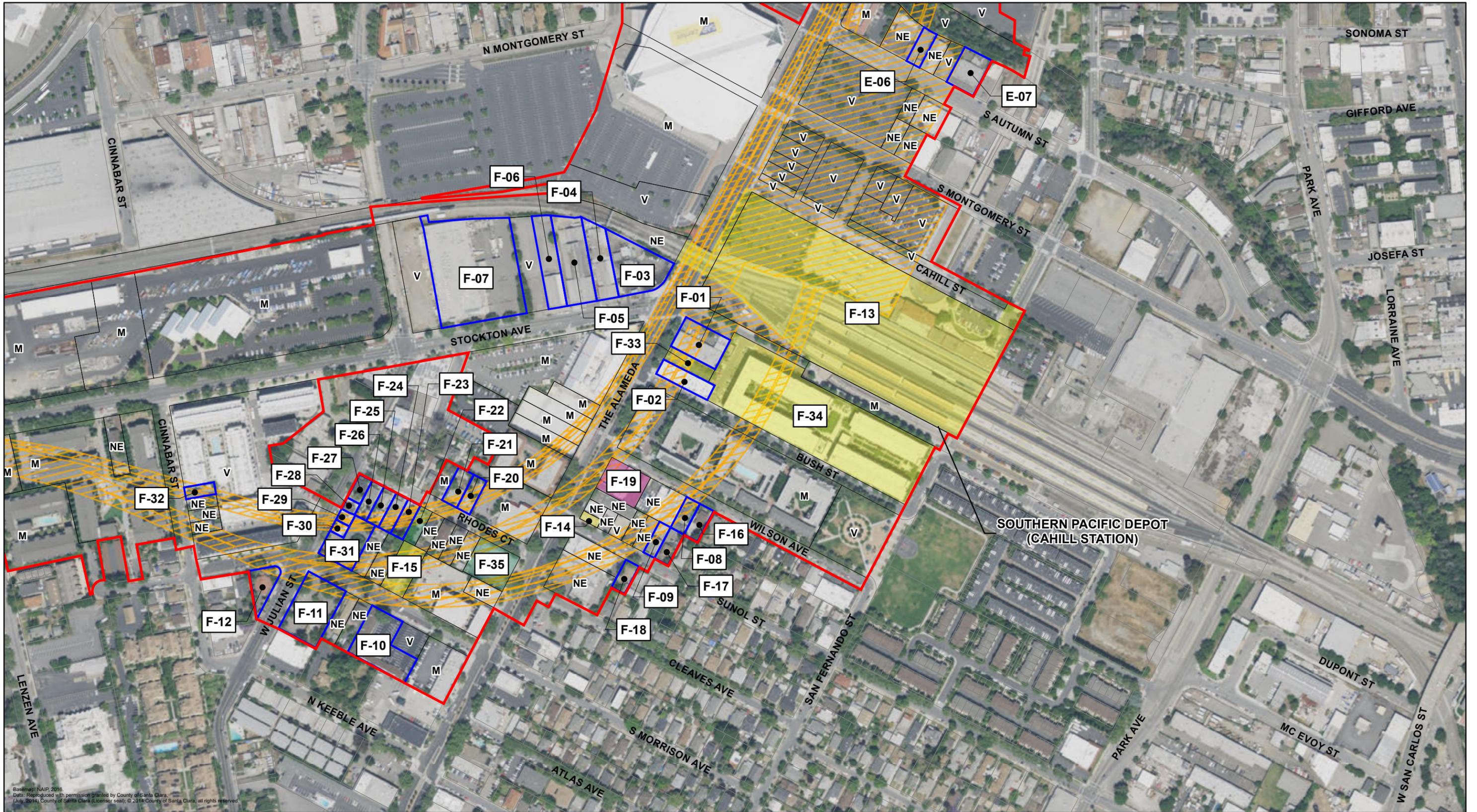
- Architectural APE
- Historic District
- Project Footprint

- E-01 Map Reference Number (Eligible)
Eligible for or listed in the NRHP and CRHR as per current survey
- E-01 Map Reference Number (Eligible)
Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

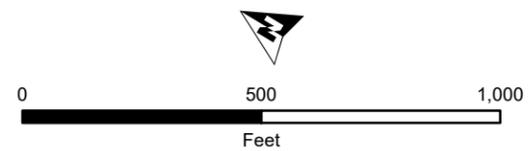
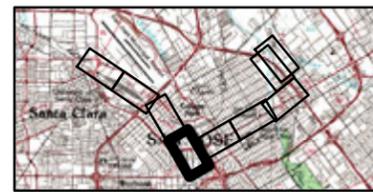
- E-01 Map Reference Number (CEQA only)
Historical Resource for the purposes of CEQA only
- E-01 Map Reference Number (Not Eligible)
Not eligible for listing in NRHP or CRHR as per current survey

Figure 3-E. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)



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- Architectural APE
- Historic District
- Project Footprint

- F-01 Map Reference Number (Eligible) Eligible for or listed in the NRHP and CRHR as per current survey
- F-01 Map Reference Number (Eligible) Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

- F-01 Map Reference Number (CEQA only) Historical Resource for the purposes of CEQA only
- F-01 Map Reference Number (Not Eligible) Not eligible for listing in NRHP or CRHR as per current survey

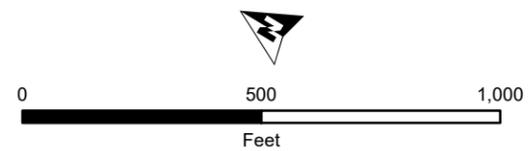
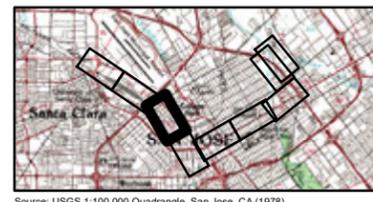
Figure 3-F. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)

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



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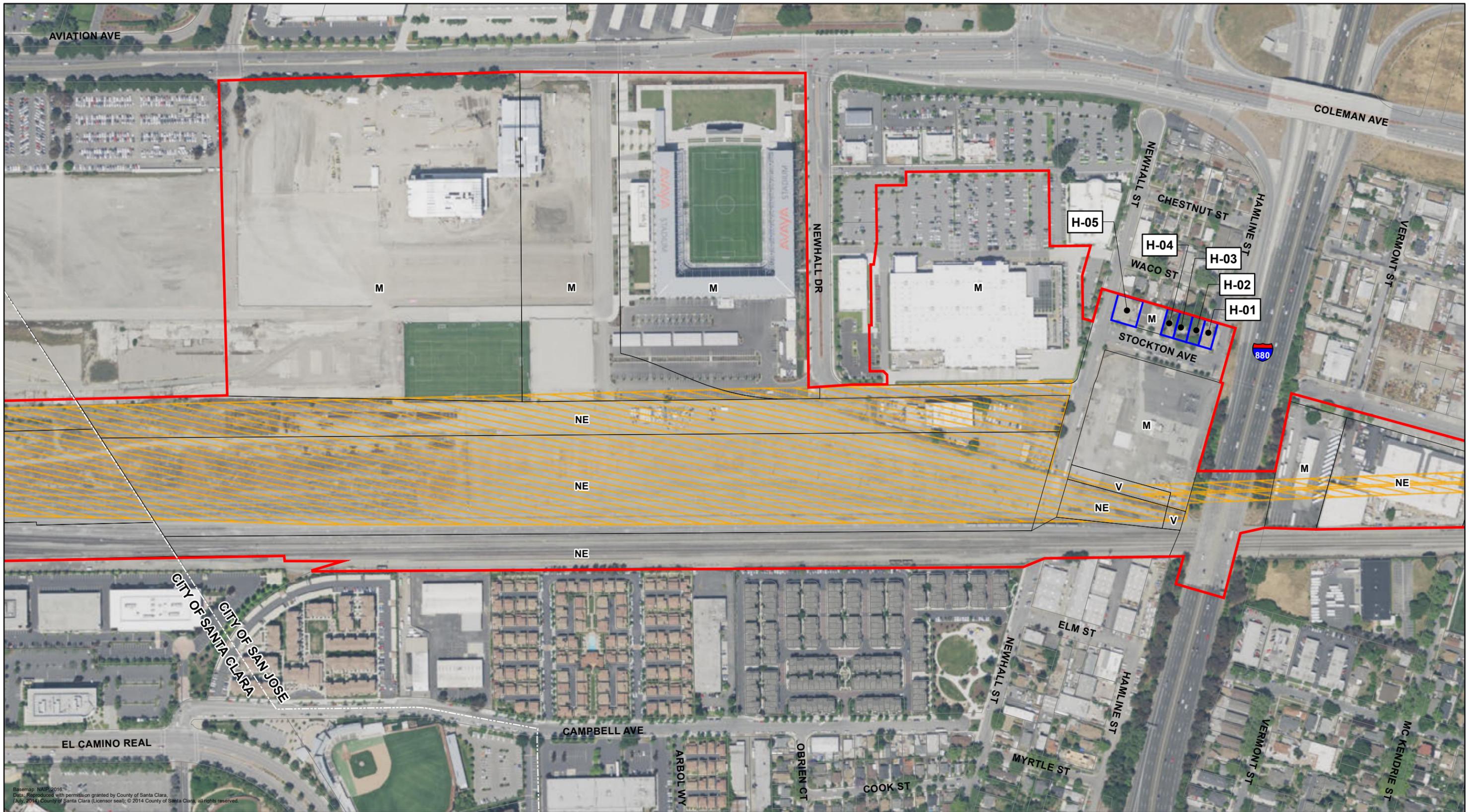
- Architectural APE
- Historic District
- Project Footprint

- G-01 Map Reference Number (Eligible)
Eligible for or listed in the NRHP and CRHR as per current survey
- G-01 Map Reference Number (Eligible)
Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

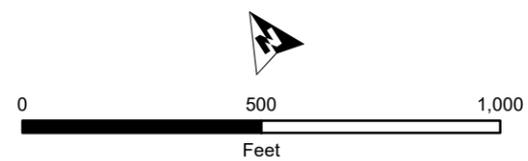
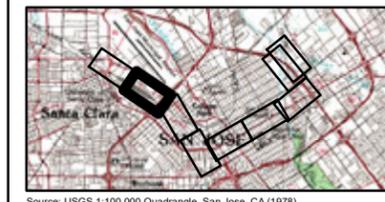
- G-01 Map Reference Number (CEQA only)
Historical Resource for the purposes of CEQA only
- G-01 Map Reference Number (Not Eligible)
Not eligible for listing in NRHP or CRHR as per current survey

Figure 3-G. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)



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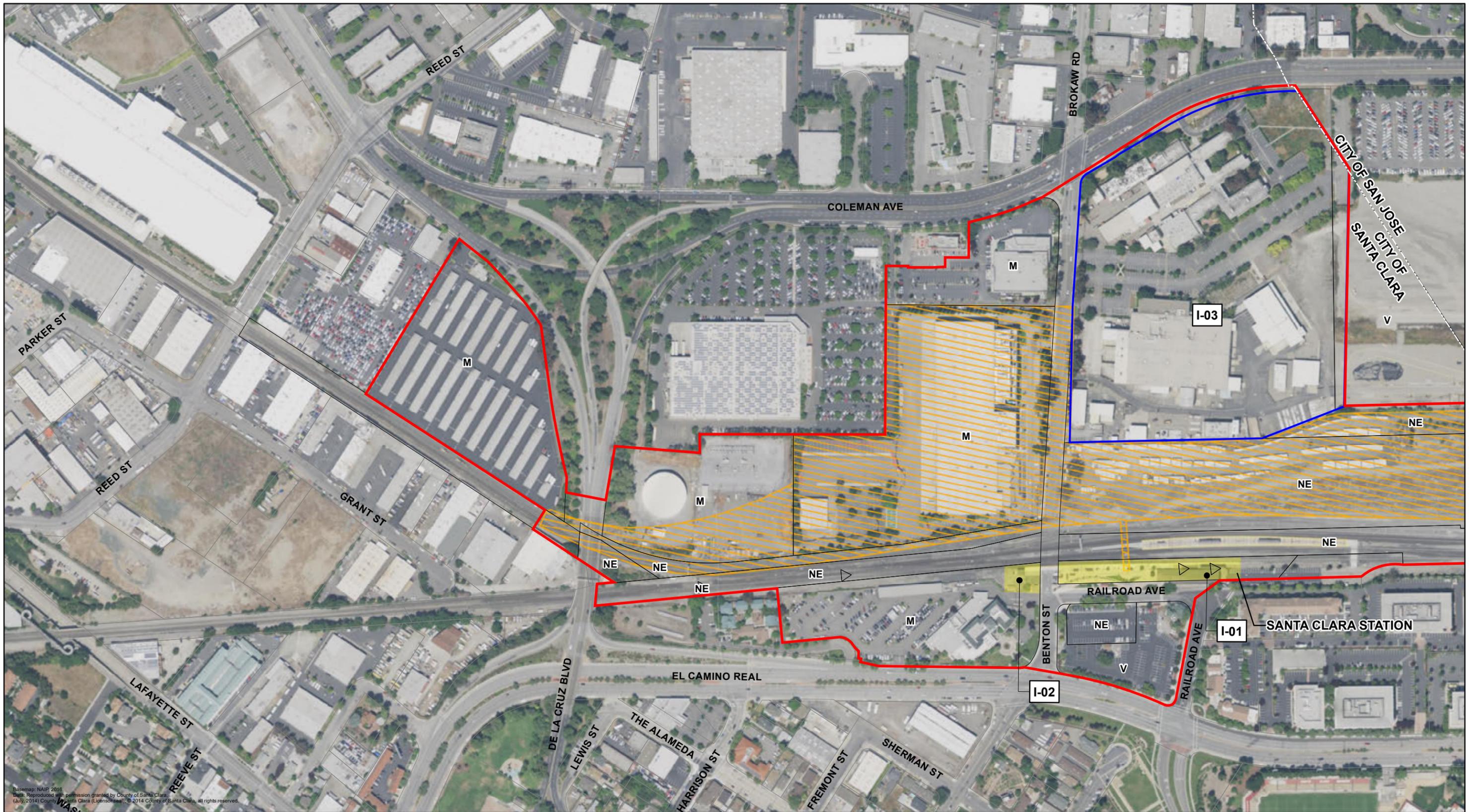
- Architectural APE
- Historic District
- Project Footprint

- H-01 Map Reference Number (Eligible)
Eligible for or listed in the NRHP and CRHR as per current survey
- H-01 Map Reference Number (Eligible)
Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

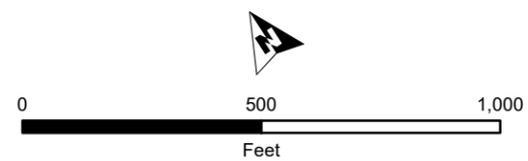
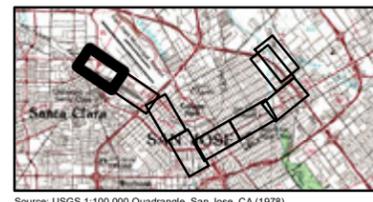
- H-01 Map Reference Number (CEQA only)
Historical Resource for the purposes of CEQA only
- H-01 Map Reference Number (Not Eligible)
Not eligible for listing in NRHP or CRHR as per current survey

Figure 3-H. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)



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- Architectural APE
- Historic District
- Project Footprint

- I-01 Map Reference Number (Eligible) Eligible for or listed in the NRHP and CRHR as per current survey
- I-01 Map Reference Number (Eligible) Previously determined eligible for or listed in the NRHP and CRHR per 2003 HRER

- I-01 Map Reference Number (CEQA only) Historical Resource for the purposes of CEQA only
- I-01 Map Reference Number (Not Eligible) Not eligible for listing in NRHP or CRHR as per current survey

Figure 3-I. Architectural APE

V = Vacant
 M = Modern (built after 1975)
 NE = Previously Determined Not Eligible with SHPO Concurrence (2003)

Attachment B: SHPO Concurrence Letters

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



October 28, 2016

Reply To: FTA_2016_0308_001

Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Santa Clara Valley Transportation Authority BART Silicon Valley Phase II Extension Project (Phase II Project), San Jose and Santa Clara, Santa Clara County, CA

Dear Mr. Rogers:

Thank you for the letter received October 3, 2016, continuing consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 300101) and its implementing regulation at 36 CFR § 800. Included with the consultation package was the following documentation:

- Revised Archaeological APE Maps
- Revised Architectural APE Maps
- Revised *VTA's BART Silicon Valley Phase II Extension Project—Archaeological Resources Technical Report*, prepared by ICF International in September, 2016 (ARTR)
- Revised *VTA's BART Silicon Valley Phase II Extension Project—Supplemental Built Environment Survey Report*, prepared by JRP Historical Consulting, LLC in September, 2016 (SBESR)
- Comment/Response Matrix addressing comments from the April 6, 2016 consultation letter from the SHPO to the Federal Transit Administration (FTA)

The Santa Clara Valley Transportation Authority (VTA) proposes to construct an approximately 5 mile-long subway through downtown San Jose which includes four new stations (Alum Rock, Downtown San Jose, Diridon, and Santa Clara). FTA is providing funding for the undertaking. The Phase II Extension Project would begin at the terminus of the BART Silicon Valley Phase I Berryessa Extension (Phase I) Project, east of US 101 and south of Mabury Road in San Jose. The Phase II Project would begin at grade where it would connect to the Phase I Project terminus and then descend into an approximately 5-mile-long subway tunnel that continues through downtown San Jose and terminates at grade in the City of Santa Clara near the Santa Clara Caltrain Station. Two tunneling options have been proposed, a single-bore option and a twin-bore option. The construction details are fully described in the consultation package.

Previous correspondence from my office in April, 2016, provided comments on the Area of Potential Effect (APE) and identification efforts. The APE has since been revised to reflect the changes in the project description as discussed in the consultation package. The APE encompasses the approximately 6-mile long rail alignment, including five miles of tunnel, four stations, two mid-tunnel vent structures, two tunnel portals, a maintenance yard, construction staging areas, historic districts, cultural landscapes, and all areas that could be directly or indirectly affected by the proposed undertaking.

In response to the comments of the April, 2016 letter, the ARTR was revised to include additional ge archaeological and buried site sensitivity data, historic context and updated prehistoric background, expanded methods section, and details on archival research in relation to buried historic-period site locations. No additional previously identified archaeological resources were identified within the revised APE; one resource was identified within 500 feet of the revised APE. Archival research identified 84 locations where historic-period archaeological sites potentially exist within or immediately adjacent to the APE. Finally, 26 archaeological sites were recorded outside of the APE but within 0.5 miles of the Phase II project area.

Buried site sensitivity was modeled for the entire project area and determined that several project facilities are within areas of high buried site sensitivity. These locations of high sensitivity are located under existing, occupied structures or on private property. Presence/absence testing is not feasible at this time.

The SBESR identified 14 new potential built environment resources in the revised APE. Twenty-nine historic properties listed in, determined eligible for listing in, or recommended as eligible for listing in the National Register of Historic Places (NRHP) were also identified within the revised APE. Two properties (30 North 3rd Street and 179-181 Rhodes Court) were determined eligible for the NRHP and CRHR as part of the 2016 SBESR. Ninety-five properties were recommended as not eligible for listing in the NRHP, as shown on the attached table.

The FTA is requesting my comments on the revised Area of Potential Effect (APE) for the undertaking and concurrence with the eligibility determinations described above. FTA has also proposed the development of a Programmatic Agreement (PA) and Cultural Resources Treatment Plan to address the phased archaeological identification efforts. After reviewing the information submitted with your letter, I offer the following comments:

- I agree that the revised APE as described in the consultation package is appropriate, per 36 CFR § 800.4(a)(2).
- I concur, per 36 CFR § 800.4(c)(2), that:
 - The Santa Clara Control Tower and the Maintenance of Way Speeder Shed and Maintenance of Way Section Tool House are eligible for the NRHP as contributing elements of the Santa Clara Station property, per 36 CFR § 800.4(c)(2).
 - 30 North 3rd Street (APN 467-20-078) in San Jose is eligible for listing in the NRHP under Criterion C at the local level of significance as a

- distinctive, rare, and relatively early local example of a Mission Revival industrial building.
- 179-181 Rhodes Court (APN 261-01-063) in San Jose is eligible for listing in the NRHP under Criterion C as an early and distinguished example of the Mid-Century Modern Style in San Jose.
 - The Old Mill Building at 25-29 North San Pedro Street and the Pedro Square Properties building at 35 North San Pedro Street (APN 259-35-057) are not eligible for listing in the NRHP, while the Farmers Union Building on the same parcel remains eligible.
 - 48-52 South 6th Street and 58 South 6th Street in San Jose, and the 95 properties listed on the attached table are not eligible for listing in the NRHP.
- I also concur that FTA and VTA's identification efforts to date are appropriate for this undertaking, and that the development of a Programmatic Agreement (PA) and Cultural Resources Treatment Plan to address the phased archaeological identification efforts per 36 CFR § 800.14(b)(1)(ii) is appropriate.

Thank you for considering historic properties in your planning process, and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest, Historian, at (916) 445-7022 or at kathleen.forrest@parks.ca.gov or Alicia Perez, Archaeologist, at (916) 445-7020 or Alicia.perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
A-01	254-02-044	1460	Mabury Road	San Jose	1971	6Z	No
A-02	254-02-029; 254-02-057	665	Lenfest Road	San Jose	1956	6Z	No
A-03	254-03-039	1590-1600	Las Plumas Avenue	San Jose	1957	6Z	No
A-04	254-02-076; 245-02-77	1480	Nicora Avenue	San Jose	ca. 1963	6Z	No
A-05	254-01-023	1404	Mabury Road	San Jose	ca. 1968-73	6Z	No
A-06	245-01-024	1354	E. Taylor Street	San Jose	ca. 1968-73	6Z	No
B-01	254-12-011	1505	Marburg Way	San Jose	1971	6Z	No
B-02	249-64-028	475	Eggo Way	San Jose	1962	6Z	No
B-03	467-07-024	1304	E. Julian Street	San Jose	ca. 1949, 1956	6Z	No
C-01	467-09-031	1298	E. St. John Street	San Jose	1960	6Z	No
C-02	467-09-032	85	N. 27 th Street	San Jose	1966	6Z	No
C-03	467-09-033	83	N. 27 th Street	San Jose	1947	6Z	No
C-04	467-09-039	23	N. 27 th Street	San Jose	1964	6Z	No
C-05	467-09-051	88, 90	N. 26 th Street	San Jose	ca. 1937, 1964	6Z	No
C-06	467-09-050	74	N. 26 th Street	San Jose	1949	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
C-07	467-09-049	60	N. 26 th Street	San Jose	1940	6Z	No
C-08	467-09-048	50	N. 26 th Street	San Jose	1926	6Z	No
C-09	467-10-007	33-35	N. 26 th Street	San Jose	1924	6Z	No
C-10	467-10-008	25	N. 26 th Street	San Jose	1918	6Z	No
C-11	467-10-014	30	N. 25 th Street	San Jose	1937	6Z	No
C-12	467-11-014	89	N. 24 th Street	San Jose	1918	6Z	No
C-13	467-11-015	81	N. 24 th Street	San Jose	1928	6Z	No
C-14	467-11-040	75	N. 24 th Street	San Jose	1928	6Z	No
C-15	467-11-018	29	N. 24 th Street	San Jose	1918	6Z	No
C-16	467-11-037	1121	E. Santa Clara Street	San Jose	1957	6Y	No
C-17	467-11-023	1119	E. Santa Clara Street	San Jose	1929	6Z	No
C-18	467-11-028	1047	E. Santa Clara Street	San Jose	1887, 1924	6Z	No
C-19	467-11-035	32-36	N. 21 st Street	San Jose	1924, 1965	6Z	No
C-20	467-11-034	28	N. 21 st Street	San Jose	1938	6Z	No
C-21	467-11-033	24-26	N. 21 st Street	San Jose	1921	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
C-22	467-11-038	1001	E. Santa Clara Street	San Jose	1946	6Z	No
C-23	467-11-032	18-20	N. 21 st Street	San Jose	1952	6Z	No
C-24	467-11-031	16	N. 21 st Street	San Jose	1930	6Z	No
C-28	467-30-037	902	E. Santa Clara Street	San Jose	1967	6Z	No
D-01	467-16-097	57	N. 13th Street	San Jose	1920	6Z	No
D-02	467-24-110; 467-24-111	264-272	E. Santa Clara Street	San Jose	1966	6Z	No
E-01	467-20-079	147	E. Santa Clara Street	San Jose	1969	6Z	No
E-02	467-21-040	2	N. 2 nd Street	San Jose	1972	6Z	No
E-03	259-34-043	19	N. Market Street	San Jose	ca. 1900-15	6Z	No
E-04	259-34-044	15	N. Market Street	San Jose	1927	6Z	No
E-05	259-34-045	9-11	N. Market Street	San Jose	1946	6Z	No
E-06	259-38-124	24	S. Autumn Street	San Jose	ca. 1969	6Z	No
E-07	259-38-119	50-52	S. Autumn Street	San Jose	1960	6Z	No
E-26	467-20-080	60	N. 3 rd Street	San Jose	1971-73	6Z	No
E-28	467-23-034	15-19	S. 4 th Street	San Jose	1939	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
E-29	467-21-029	31	N. 2 nd Street	San Jose	ca. 1922, 1983-86	6Z	No
E-30	259-34-010	99	N. 1 st Street	San Jose	1973-75	6Z	No
E-31	259-34-014	25-55	N. 1 st Street	San Jose	ca. 1877, 1947	6Z	No
E-32	259-34-029	84-90	N. Market Street	San Jose	1903	6Z	No
E-33	259-34-028	80	N. Market Street	San Jose	ca. 1903	6Z	No
E-34	259-34-040	31	N. Market Street	San Jose	1956	6Z	No
E-37	259-35-058	20	N. Almaden Avenue	San Jose	1945	6Z	No
F-01	261-33-040	730	The Alameda	San Jose	1964	6Z	No
F-02	261-33-039	746-748	The Alameda	San Jose	1965	6Z	No
F-03	259-28-001	32	Stockton Avenue	San Jose	ca. 1954	6Z	No
F-04	259-28-002	60-62	Stockton Avenue	San Jose	ca. 1920	6Z	No
F-05	259-28-003	106-120	Stockton Avenue	San Jose	1917	6Z	No
F-06	259-28-004	138	Stockton Avenue	San Jose	ca. 1930	6Z	No
F-07	259-28-024	250	Stockton Avenue	San Jose	ca. 1948	6Z	No
F-08	261-033-025	49	Wilson Avenue	San Jose	ca. 1890	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
F-09	261-33-015	30	Sunol Street	San Jose	1915	6Z	No
F-10	261-02-060	173	N. Morrison Avenue	San Jose	1955	6Z	No
F-11	261-02-062	950	W. Julian Street	San Jose	1973	6Z	No
F-12	261-02-053	945	W. Julian Street	San Jose	ca. 1966	6Z	No
F-16	261-33-026	51	Wilson Avenue	San Jose	ca. 1884-90	6Z	No
F-17	261-33-014	34	Sunol Street	San Jose	ca. 1887	6Z	No
F-18	261-32-059	27	Sunol Street	San Jose	1912	6Z	No
F-20	261-01-013	128	Rhodes Court	San Jose	1921	6Z	No
F-21	261-01-014	152	Rhodes Court	San Jose	1920	6Z	No
F-23	261-01-062	201-203	Rhodes Court	San Jose	1963	6Z	No
F-24	261-01-061	229	Rhodes Court	San Jose	1920	6Z	No
F-25	261-01-060	253	Rhodes Court	San Jose	1920	6Z	No
F-26	261-01-059	275	Rhodes Court	San Jose	1920	6Z	No
F-27	261-01-058	295	Rhodes Court	San Jose	1924	6Z	No
F-28	261-01-081	908	West Julian Street	San Jose	ca. 1930	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
F-29	261-01-080	920	West Julian Street	San Jose	1930	6Z	No
F-30	261-01-079	936	West Julian Street	San Jose	1930	6Z	No
F-31	261-01-093	264	North Morrison Avenue	San Jose	1963	6Z	No
F-32	261-01-047	850	Cinnabar Street	San Jose	ca. 1892	6Z	No
G-01	261-04-005	707-725	Lenzen Avenue	San Jose	1946	6Z	No
G-02	261-04-039	475	Stockton Avenue	San Jose	1963	6Z	No
G-03	259-10-023	645	Lenzen Avenue	San Jose	ca. 1954	6Z	No
G-04	259-10-002	478	Stockton Avenue	San Jose	1953	6Z	No
G-05	259-10-004	530	Stockton Avenue	San Jose	1940	6Z	No
G-06	259-10-016	534-536	Stockton Avenue	San Jose	1946	6Z	No
G-07	259-10-021	580	Stockton Avenue	San Jose	1925	6Z	No
G-08	259-10-008	600	Stockton Avenue	San Jose	1967	6Z	No
G-09	259-10-009	610	Stockton Avenue	San Jose	1945	6Z	No
G-10	259-10-010; 259-10-011	630-644	Stockton Avenue	San Jose	1948	6Z	No
G-11	230-41-004	707	W. Hedding Street	San Jose	1950	6Z	No

Table 7. Survey Population Properties that Are Not Eligible for Listing in the National Register of Historic Places or California Register of Historical Resources (continued)

Map Reference	APN	Street Address		City	Year Built	NR Status Code	CEQA Resource
G-12	261-11-003	889	Stockton Avenue	San Jose	ca. 1965	6Z	No
G-13	261-05-034	700	Harding Avenue	San Jose	ca. 1929	6Z	No
G-14	261-05-035	551	Stockton Avenue	San Jose	ca. 1928	6Z	No
G-15	261-05-068	597-599	Stockton Avenue	San Jose	1924-29, 1962-65	6Z	No
I-03	230-46-069	1205	Coleman Avenue	Santa Clara	1961-93	6Y	No

5.3 GENERAL DISCUSSION OF HISTORICAL SIGNIFICANCE OF PROPERTIES IN THE CURRENT SURVEY POPULATION

5.3.1 151-155 W. SANTA CLARA STREET / 17-35 N. SAN PEDRO STREET (MAP REFERENCE # E-35)

One property, the Farmers Union Building located at 151-155 W. Santa Clara Street / 17-35 N. San Pedro Street (Map Reference # E-35), has been previously determined eligible for the NRHP under Criteria A, B, and C (Table 2). It has been assigned NR Status Code 2S2, signifying that the property has been determined eligible for the NRHP and CRHR by consensus through the Section 106 process. The building is also listed as a San Jose City Landmark. The building is eligible for the NRHP at the local level of significance with a period of significance of 1930-1960. This resource is also considered a historical resource for the purposes of CEQA.

JRP updated the original form³⁵ in order to survey and evaluate two additional historic-period buildings located on the same legal parcel that had not previously been evaluated for NRHP or CRHR eligibility, and concluded that while the Farmers Union Building remains eligible, the two newly recorded buildings are not eligible for either

³⁵ Franklin Maggi, DPR 523 Form for the Farmer's Union Building (Resource ID SJCHS132), in: Dill Design Group, "San Jose Downtown Historic Survey for the City of San Jose," August 2000.

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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June 9, 2003

REPLY TO: FTA030325A

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

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

Dear Mr. Rogers:

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

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

- The "New Starts" Baseline Alternative, which would build upon existing, planned, and programmed transportation improvements in the corridor with additional express bus service and other associated improvements.
- The BART Extension Alternative, which would extend the BART system approximately 16.3 miles from the planned Warm Springs BART Station in Fremont, south along the Union Pacific Railroad (UPRR) to Santa Clara Street in San Jose, then west in a subway under public and private property through east and downtown San Jose, to terminate at grade near the Santa Clara Caltrain Station. This alternative would include seven stations plus one optional station along the alignment.

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

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

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

- The twenty (20) architectural properties noted in the HRER as listed on the NRHP or previously determined, by consensus, to be eligible for inclusion on the NRHP are still eligible properties under applicable criteria established by 36 CFR 60.4.
- I concur that the following architectural properties are eligible for inclusion on the NRHP under applicable criteria established by 36 CFR 60.4:
 1. Five Wounds Church, 1375 East Santa Clara Street, San Jose, Criteria A and C.
 2. Mayfair Theater, 1191 East Santa Clara Street, San Jose, Criterion C.
 3. Residence at 1169 East Santa Clara Street, San Jose, Criterion C
 4. Fox Building, 40 N. 4th Street, San Jose, Criterion C.
 5. San Jose Building and Loan, 81 West Santa Clara Street, San Jose, Criterion C.
 6. James Clayton Building, 34 West Santa Clara Street, San Jose, Criteria A and C.
 7. Structure at 51 N. San Pedro Street (Spaghetti Factory), San Jose, Criterion A.
 8. Calpak/Del Monte Plant #51, 50 Bush Street, San Jose, Criterion A and C.
 9. 848 The Alameda, San Jose, Criterion C
 10. Residence at 176 North Morrison Avenue, San Jose, Criterion C
 11. Muirson Label and Crate Company building, 421-435 Stockton Avenue, San Jose, Criterion A and C.

The Five Wounds Church building and its attached Rectory have strong

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Knox Mellon", written in a cursive style.

Dr. Knox Mellon
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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July 9, 2003

REPLY TO: FTA030325A

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

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

Dear Mr. Rogers:

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

- 884 E. Santa Clara Street - This property is not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The structure has no strong associations with significant historical events or persons, and is an interesting, but not outstanding, example of its architectural type (Romanesque/Baroque).
- 17-25 E. Santa Clara Street - This property is not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The structure has undergone numerous changes to its exterior and interior and does not retain sufficient integrity of design, materials, and workmanship to individually qualify for inclusion on the NRHP.
- 127-145 Post Street and 33-45 S. Market Street - These properties are not individually or collectively eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. These structures have associations with the development of the early commercial development in the downtown San Jose area, but are not distinguished representatives of any particular architectural type. Both structures have also undergone numerous changes to their exteriors and interiors and do not retain sufficient integrity to convey their associations with their historic periods of significance.

- 101 W. Santa Clara Street - This building is eligible for inclusion on the NRHP under Criterion C as defined in 36 CFR 60.4. The building is a good example of the late Art Deco architectural style and has retained its integrity of design, materials, workmanship, feeling and association with its historic period of significance (1942 to 1953).
- 151 W. Santa Clara Street - Given the number of uses this building has served during its existence, it is unclear from the documentation how extensive any alterations to the structure may have been. Until this issue is clarified by additional documentation, I recommend that, for purposes of this project, the structure retain its status of appearing eligible for inclusion on the NRHP.
- 161-167 W. Santa Clara - In our letter of June 4, 1996 (HUD960122C), this property was determined, by consensus, to be ineligible for inclusion on the NRHP. A review of the HRER provides no evidence that compels me to reverse my original consensus finding on this property's NRHP eligibility.
- Santa Clara Tower, Benton Street and Railroad Avenue - As noted in my letter of December 9, 2002 (FTA021021A), I concurred with FTA's determination that this property was eligible for inclusion on the NRHP under Criterion C as defined by 36 CFR 60.4. I stand by my finding of NRHP eligibility for this structure.

Thank you again for providing me the opportunity to clarify my comments on the above properties. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at ccaes@ohp.parks.ca.gov.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

Cc: Meta Bunse, JRP Historical Consulting

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
014872		1021 BIRD AVE		SAN JOSE	P	1903	HIST. SURV.	5101-0033-0000		3S	
014868		1023 BIRD AVE		SAN JOSE	P	1875	HIST. SURV.	5101-0029-0000		3S	
014871		1040 BIRD AVE		SAN JOSE	P	1880	HIST. SURV.	5101-0032-0000		7N	
014867		1042 BIRD AVE		SAN JOSE	P	1910	HIST. SURV.	5101-0028-0000		5S2	
014877		1045 BIRD AVE		SAN JOSE	P	1920	HIST. SURV.	5101-0038-0000		7N	
014878		1050 BIRD AVE		SAN JOSE	P	1925	HIST. SURV.	5101-0039-0000		5S2	
014870		1060 BIRD AVE		SAN JOSE	P	1870	HIST. SURV.	5101-0031-0000		3S	
081412		1060 BIRD AVE		SAN JOSE	U	1890	PROJ. REVW.	HUD921102D	12/07/92	2S2	C
014869		1066 BIRD AVE		SAN JOSE	P	1930	HIST. SURV.	5101-0030-0000		5S2	
181453		1375 BLOSSOM HILL RD		SAN JOSE	P	1950	PROJ. REVW.	FCC100407A	10/06/10	6Y	
015436		1530 BLOSSOM HILL RD	ALMADEN VINEYARDS	SAN JOSE	P	1852	HIST. SURV.	5101-0360-9999		7N	
							HIST. RES.	SHL-0505-0000	07/31/53	7L	
162946	14888	BRONSON AVE		SAN JOSE	P	1952	PROJ. REVW.	HUD060825D	08/28/06	6Y	
014876		595 BROOKS AVE		SAN JOSE	P	1910	HIST. SURV.	5101-0037-0000		3S	
014874		BROWN AVE		SAN JOSE	P	1910	HIST. SURV.	5101-0035-0000		5S2	
149151		50 BUSH ST	CALPAK PLANT #51 / DEL MONTE PLANT	SAN JOSE	P	1914	PROJ. REVW.	FTA981001A	10/26/99	2S2	A
							HIST. RES.	DOE-43-99-0001-0000	10/26/99	2S2	A
179159		5706 CAHALAN AVE	US POST OFFICE	SAN JOSE	F		PROJ. REVW.	FCC100726B	08/23/10	6Y	
							PROJ. REVW.	FCC100308E	04/14/10	6Y	
015407		CAHILL ST	LAMP POSTS	SAN JOSE	M	1920	HIST. SURV.	5101-0335-0000		5S2	
084991		65 CAHILL ST	WATER TOWER	SAN JOSE	SM	1930	HIST. RES.	NPS-93000274-0006	04/01/93	1D	C
084976		65 CAHILL ST	SOUTHERN PACIFIC DEPOT	SAN JOSE	MS	1935	HIST. RES.	NPS-93000274-0001	04/01/93	1D	C
							PROJ. REVW.	65001041	01/17/84	1D	C
084993		65 CAHILL ST	BUTTERFLY SHED #1	SAN JOSE	SM	1930	HIST. RES.	NPS-93000274-0008	04/01/93	1D	C
084990		65 CAHILL ST	WALL AND FENCE SYSTEM	SAN JOSE	SM		HIST. RES.	NPS-93000274-0005	04/01/93	1D	C
084977		65 CAHILL ST	CAR CLEANER'S SHACK	SAN JOSE	SM	1930	HIST. RES.	NPS-93000274-0002	04/01/93	1D	C
084978		65 CAHILL ST	HERDER'S SHACK	SAN JOSE	SM	1930	HIST. RES.	NPS-93000274-0003	04/01/93	1D	C
084995		65 CAHILL ST	TRACKS	SAN JOSE	SM		HIST. RES.	NPS-94000274-0010	04/01/93	1D	C
084994		65 CAHILL ST	BUTTERFLY SHED #2	SAN JOSE	SM	1930	HIST. RES.	NPS-93000274-0009	04/01/93	1D	C
079358		65 CAHILL ST	SOUTHERN PACIFIC DEPOT	SAN JOSE	SMM	1935	HIST. RES.	NPS-93000274-9999	04/01/93	1S	C
							NAT. REG.	43-0017	04/01/93	1S	C
							HIST. SURV.	5101-0351-0000	01/01/84	2S2	
							PROJ. REVW.	65001041	01/17/84	2S2	
084992		65 CAHILL ST	SAN JOSE UNDERPASS, BRIDGE #37-45M	SAN JOSE	SM	1933	HIST. RES.	NPS-93000274-0007	04/01/93	1D	C
084979		65 CAHILL ST	COMPRESSOR HOUSE	SAN JOSE	SM	1930	HIST. RES.	NPS-93000274-0004	04/01/93	1D	C
183115		6677 CAMDEN AVE	LELAND HIGH SCHOOL	SAN JOSE	M	1967	PROJ. REVW.	FCC100324A	05/11/10	6Y	
178539		420 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178541		440 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178542		460 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178543		480 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178544		500 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
072041		512 CAPITOL AVE		SAN JOSE	U	1925	HIST. RES.	DOE-43-91-0002-0000	06/18/91	6Y	
							PROJ. REVW.	UMTA891122A	06/18/91	6Y	
178545		520 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178546		540 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178547		560 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178548		620 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178549		640 CAPITOL AVE		SAN JOSE	P	1951	PROJ. REVW.	FTA030519A		6Y	
178550		660 CAPITOL AVE		SAN JOSE	P	1920	PROJ. REVW.	FTA030519A		6Y	
072039		1715 CAPITOL AVE		SAN JOSE	U	1910	HIST. RES.	DOE-43-91-0001-0000	06/18/91	6Y	
							PROJ. REVW.	UMTA891122A	06/18/91	6Y	
066203		328 CARLYSLE ST		SAN JOSE	U		PROJ. REVW.	COE820601A	10/17/88	2D2	AC
137064		163 CARRIE ST	WORCESTER HOUSE	SAN JOSE	P	1890	HIST. SURV.	5101-1415-0134	08/09/06	5D2	A
							HIST. SURV.	5101-0710-0000	10/01/02	7N	C
137065		167 CARRIE ST	PHILLIPS HOUSE	SAN JOSE	P	1903	HIST. SURV.	5101-1415-0135	08/09/06	5D2	A
							HIST. SURV.	5101-0711-0000	10/01/02	7N	C

Attachment C: DPR 523 Forms

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or # (Assigned by recorder) Map Reference # H-01

P1. Other Identifier: 695, 697, 699 Hamline Street

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 2012 T____; R____; ___ ¼ of Sec ____; M.D.B.M.

c. Address 695, 697, 699 Hamline Street City San Jose Zip 95110

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

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

Assessor Parcel Number: 230-23-001

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 0.09-acre parcel, located on the northeast corner of the intersection of Hamline Street and Stockton Avenue in the city of San Jose, contains an approximately 1,600-square-foot, single-story, Minimal Traditional-style triplex. It has a rectangular footprint, concrete foundation, smooth stucco siding, and a moderately pitched hipped roof with wood fascia trim and composition shingles (**Photograph 1**). The building's south-facing façade features three entrances accessed via a concrete step leading to multi-panel wood doors behind multi-panel wood screen doors. Windows on the building are replacement vinyl with wood surrounds, and each unit has a large fixed-pane window flanked by casement windows and a smaller horizontal-sliding window (**Photograph 2**). On the east side of the building is a small utility room addition with a multi-panel wood door and corrugated-metal shed roof and exposed rafters.

*P3b. Resource Attributes: (List attributes and codes) HP3—Multiple family property

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

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



P5b. Description of Photo: (View, date, accession #) Photograph 1. Camera facing northeast, July 12, 2017

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
1959, City of San Jose Building Permits

*P7. Owner and Address:
David P. and Nelinda O. Gamba
5179 Forest View Drive
San Jose, CA 95129

*P8. Recorded by: (Name, affiliation, address)
Steven J. Melvin and Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

*P9. Date Recorded: July 12, 2017

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project, Addendum to the 2016 Supplemental Built Environment Survey Report," 2017.

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

B1. Historic Name: 695, 697, 699 Hamline Street

B2. Common Name: 695, 697, 699 Hamline Street

B3. Original Use: Residence B4. Present Use: Residence

*B5. Architectural Style: Minimal Traditional

*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1959; windows replaced at unknown date

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

*B8. Related Features: _____

B9. Architect: Unknown b. Builder: Scotch Construction Co.

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 695, 697, 699 Hamline Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not have historical significance. The property does not share significant associations with residential development at local, state, or national levels (NRHP Criterion A or CRHR Criterion 1), nor is it associated with any historically significant people (NRHP Criterion B or CRHR Criterion 2). The building does not embody distinctive architectural characteristics of a period, type, or method of construction (NRHP Criterion C or CRHR Criterion 3), nor is it the work of a master designer. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D or CRHR Criterion 4); however, the building on this property does not appear to be a principal source of important information in this regard. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purposes of CEQA.

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

*B12. References: Sanborn Maps (1891-1962); San Jose City Directories (various years); Santa Clara County Assessor; Map of the Hevrin Subdivision; Thomas Brothers, *Block Book of San Jose*, 1924, ca. 1940; J.G. McMillan, "Map of the City of San Jose and Vicinity, 1904." See also footnotes in B10. Significance on Continuation Sheet.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin

*Date of Evaluation: July 2017



B10. Significance (continued):

Historic Context

Initial subdivision of this area of San Jose occurred in 1866 when the University of the Pacific purchased 437 acres of the Stockton Ranch and platted the University Grounds subdivision. Bounded by The Alameda, West Taylor Street, the Guadalupe River, and Newhall Street, the subdivision allocated an 18-acre central square for its campus, and divided the remainder into streets, blocks, and large residential lots. Profits from the sale of lots served as an endowment for the college. A small corner on the eastern edge of the subdivision was within the city limits of San Jose and the remainder was in the county. Stockton Avenue coursed through the middle of the subdivision and connected San Jose directly with Santa Clara. The San Francisco and San Jose Railroad (later Southern Pacific Railroad) also passed through the subdivision and established a station stop at the college. The block containing the study parcel at 1098 Stockton Avenue was on Block 36 at the northern edge of the University Grounds subdivision, bounded by Stockton, Newhall, Chestnut, and Hamline streets. Soon after establishment of University Grounds, the name of the neighborhood changed to College Park.¹

Residential development in College Park proceeded slowly, and by the end of the nineteenth century the subdivision still had a largely rural residential feel, with many vacant lots interspersed among the scattered buildings. In 1915, Block 36 had yet to be subdivided into the current parcels, but there was one dwelling with associated outbuildings and stables fronting Hamline Street, none of which are currently extant. In the early 1920s the city limits of San Jose expanded to accommodate its growing population and all of College Park came within its boundaries at this time. By 1927, Herbert Hevrin, George Vodjansky, Frank Vodjansky, and Emily Vodjansky owned all of Block 36, and in January 1927 they subdivided the parcel into the Hevrin Subdivision which consisted of 32 rectangular lots, each about 43 feet by 89 feet (**Plate 1**). The Hevrin Subdivision cut Block 36 into two blocks by also laying out Waco Street, which did not previously exist. Platting of the Hevrin Subdivision was triggered by the demand for new residences occurring at this time in San Jose, and which continued through the 1930s. Building development on the lots of the Hevrin Subdivision progressed gradually; by the end of the 1930s three of the eight lots on Stockton Avenue had houses.²

Following World War II, all of California, including the Bay Area and San Jose, experienced a sustained period of economic and population growth. From the end of the war to 1970, San Jose annexed almost 140 square miles into the city and its population rose from about 95,000 to almost 446,000. Growth occurred in all geographical areas of the San Jose region and the need for more houses led to residential construction in both new and established subdivisions.³ In the Hevrin Subdivision, the vacant lot at 695-699 Hamline Street was developed in 1959 with the current triplex building. Property owner Emil Feliz contracted with the Scotch Construction Company, a local contracting firm, to erect the building. Neither Feliz nor any of the subsequent owners ever occupied the building, but they rented the three apartments to lessees. Turnover in the building was high and generally consisted of working-class tenants and their spouses engaged in such occupations as construction worker, general laborer, mill worker, with several occupants working for the nearby Southern Pacific Railroad. The current owners purchased the property in 2004 and continue to lease the three units.⁴

¹ "When San Jose Was Young," *San Jose Mercury Herald*, 1 June 1936, 9; "When San Jose Was Young," *San Jose Mercury Herald*, 8 June 1936; J.J. Bowen, *University Grounds* (San Francisco: George H. Baker, 1866); "Our University of the Pacific Legacy," *San Jose Historical Museum Association News*, May 1987, 4.

² USGS, Aerial Photograph, San Jose (Washington, D.C. USGS, 1939, 1948); Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1891, 1915, 1932, 1950); J.G. McMillan, "Map of the City of San Jose and Vicinity," 1904; Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1924, ca. 1940); McMillan & McMillan, "Map of the Hevrin Subdivision," Book 5, Page 36, January 1927.

³ Glenna Matthews, "The Los Angeles of the North," *Journal of Urban History* 25, no. 4 (May 1999): 459-461; San Jose Planning Department, *The General Plan, 1975*, December 1975, 23-24, 33; San Jose Planning Department, "Industry in San Jose," October 1967; USGS, Aerial Photograph, San Jose (Washington, D.C. USGS, 1939, 1948, 1960, 1968); Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1950, 1962).

⁴ R.L. Polk & Co., *Polk's San Jose City Directory* (San Francisco, CA: R.L. Polk & Co., 1959, 1960, 1963, 1965, 1971, 1975, 1979); Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1940); City of San Jose, Building Department, Permit No. 30250, March 20, 1959; Santa Clara County Assessor, Property Information for 695-699 Hamline Street; Sanborn Map Company, *San DPR 523L (1/95)*

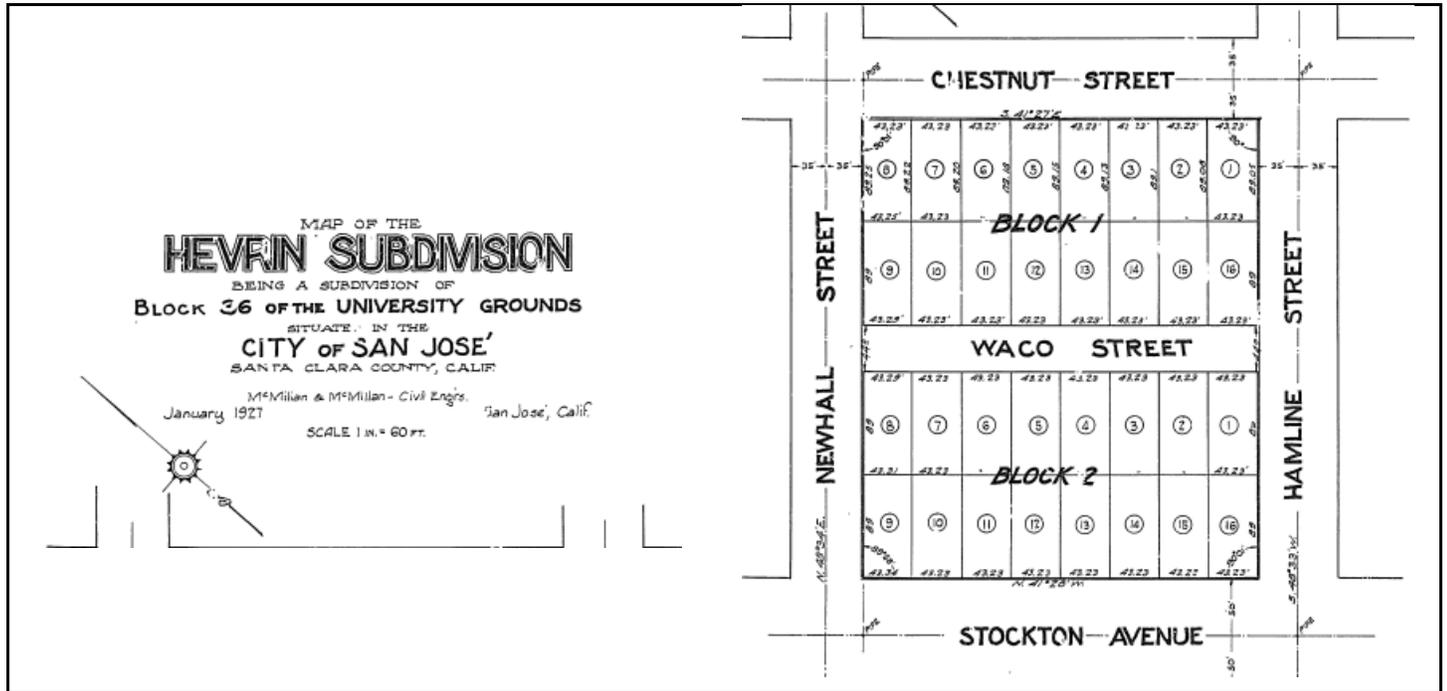


Plate 1. Portion of the Hevrin Subdivision map, 1927.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the property at 695, 697, 699 Hamline Street does not appear to have important associations with significant events in local, state, or national history. This multi-family residential building was built in 1959, well after the initial era of residential development in San Jose. Construction of this triplex occurred during the post-World War II period when San Jose experienced substantial growth, and it was one of numerous residences built in San Jose, and within the College Park neighborhood, at this time. Therefore, the property is not historically important within the context of post-war residential development and it does not meet these significance criteria.

This property does not share significant associations with persons who made important contributions to history, and is therefore not eligible under NRHP Criterion B or CRHR Criterion 2. Research did not reveal that any of the individuals associated with the development or occupancy of this property, including the earliest owner, Emil Feliz, or later owners and occupants made demonstrably important contributions to history at the local, state, or national level during their period of association.

Under NRHP Criterion C or CRHR Criterion 3, the building at 695, 697, 699 Hamline Street does not possess distinctive characteristics of a type, period, or method of construction, nor is it the important work of a master architect. This residence is a very modest example of Minimal Traditional architecture, a style of affordable small house that originally developed in the 1930s and became very popular in the 1950 and 1960s. Generally, these small, simple, single-story houses had low to medium pitched hipped or gable roofs with close or no overhanging eaves, attached garages, stucco or wood siding, and minimal ornamentation. The triplex at 695-699 Hamline Street exhibits the style in its roof, stucco cladding, and no ornamentation, but lacks sufficient distinction to be an important example of this style and it does not meet these criteria.⁵

Jose, California (San Francisco: Sanborn Map Company, 1932, 1950); USGS, Aerial Photographs, San Jose (Washington, D.C. USGS, 1939, 1948, 1956, 1965, 1968, 1980).

⁵ Virginia Savage McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York: Alfred A. Knopf, 2015), 586-595.

Page 5 of 5

*Resource Name or # (Assigned by recorder) Map Reference # H-01

*Recorded by S.J. Melvin and H. Miller *Date July 12, 2017

Continuation Update

Under NRHP Criterion D/CRHR Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies. In addition to lacking historical significance and not meeting the criteria for listing in the NRHP or CRHR criteria, the replacement of the original windows has somewhat diminished this property's integrity of design, workmanship, and materials.

Photographs (continued):



Photograph 2. 699 Hamline Street, west and north sides; camera facing east / southeast, July 12, 2017.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*Resource Name or # (Assigned by recorder) Map Reference # H-02

P1. Other Identifier: 1060 Stockton Avenue

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 2012 T _____; R _____; _____ ¼ of Sec _____; M.D.B.M.

c. Address 1060 Stockton Avenue City San Jose Zip 95110

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

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

Assessor Parcel Number: 230-23-002

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 0.09-acre parcel, located on the east side of Stockton Avenue, contains a 1,116-square foot, single-story, Craftsman Bungalow and a 280-square-foot detached garage (**Photograph 1**). The rectangular-plan house is set on a concrete foundation and has a steeply pitched hipped roof with wood fascia trim, hipped-roof dormer, and composition shingles (**Photograph 2**). Covering the walls is horizontal clapboard siding. There are two adjacent entrances located off an inset elevated porch alcove at the building's southwest corner. Each entrance contains a multi-panel wood door with six-panel lights. The porch is accessed via concrete steps attached to concrete pathways that lead to the driveway and the sidewalk. The porch's overhead roof covering is supported by three round pillars attached at their bases to a half wall that frames the west and south sides of the porch (See Continuation Sheet).

*P3b. Resource Attributes: (List attributes and codes) HP2—Single family residence

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

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



P5b. Description of Photo: (View, date, accession #) **Photograph 1.** Camera facing northeast, July 12, 2017.

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
1930, City of San Jose Building Permits

*P7. Owner and Address:
J.R. Dworaczyk
16892 Mitchell Avenue
Los Gatos, CA 95032

*P8. Recorded by: (Name, affiliation, address)
Steven J. Melvin and Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

*P9. Date Recorded: July 12, 2017

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project, Addendum to the 2016 Supplemental Built Environment Survey Report," 2017.

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

B1. Historic Name: 1060 Stockton Avenue

B2. Common Name: 1060 Stockton Avenue

B3. Original Use: Residence B4. Present Use: Residence

*B5. Architectural Style: Craftsman Bungalow

*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1930; some replacement windows, date unknown.

*B7. Moved? No Yes Unknown Date: Circa 1946 Original Location: unknown

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1060 Stockton Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not have historical significance. The property does not share significant associations with residential development at local, state, or national levels (NRHP Criterion A or CRHR Criterion 1), nor is it associated with any historically significant people (NRHP Criterion B or CRHR Criterion 2). The building does not embody distinctive architectural characteristics of a period, type, or method of construction (NRHP Criterion C or CRHR Criterion 3), nor is it the work of a master designer. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D or CRHR Criterion 4); however, the building on this property does not appear to be a principal source of important information in this regard. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purposes of CEQA.

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

*B12. References: Sanborn Maps (1891-1962); San Jose City Directories (various years); City of San Jose Building Permits; Santa Clara County Assessor; Map of the Hevrin Subdivision; Thomas Brothers, *Block Book of San Jose*, 1924, ca. 1940; J.G. McMillan, "Map of the City of San Jose and Vicinity, 1904." See also footnotes in B10. Significance on Continuation Sheet.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin

*Date of Evaluation: July 2017



P3a. Description (continued):

The house features a variety of window types. A west-side pop-out with a hipped-roof covering and exposed rafters has a large, recessed, wood-frame, fixed-pane window with wood surrounds and sills and a multi-light transom window directly overhead. Immediately adjacent is a small, wood-frame, multi-pane tilt-out window with a wood sill and surrounds. On the south side is three-part bay window with a hipped-roof covering and exposed rafters contains three, replacement vinyl, one-over-one, single-hung windows with wood surrounds and sills. Immediately adjacent to the bay window are two replacement vinyl windows with wood surrounds and sills: a horizontal-sliding window and a one-over-one, single-hung window. Additional replacement vinyl windows are present on the building's north side.

Behind the residence is the detached garage, which is only partially visible from the public-right-of-way. The garage roof has wood fascia trim and composition-shingle sheathing, and the building is sided with horizontal clapboards. It has a metal roll-up garage door on the west side.

B10. Significance (continued):

Historic Context

Initial subdivision of this area of San Jose occurred in 1866 when the University of the Pacific purchased 437 acres of the Stockton Ranch and platted the University Grounds subdivision. Bounded by The Alameda, West Taylor Street, the Guadalupe River, and Newhall Street, the subdivision allocated an 18-acre central square for its campus, and divided the remainder into streets, blocks, and large residential lots. Profits from the sale of lots served as an endowment for the college. A small corner on the eastern edge of the subdivision was within the city limits of San Jose and the remainder was in the county. Stockton Avenue coursed through the middle of the subdivision and connected San Jose directly with Santa Clara. The San Francisco and San Jose Railroad (later Southern Pacific Railroad) also passed through the subdivision and established a station stop at the college. The block containing the study parcel at 1098 Stockton Avenue was on Block 36 at the northern edge of the University Grounds subdivision, bounded by Stockton, Newhall, Chestnut, and Hamline streets. Soon after establishment of University Grounds, the name of the neighborhood changed to College Park.¹

Residential development in College Park proceeded slowly, and by the end of the nineteenth century the subdivision still had a largely rural residential feel, with many vacant lots interspersed among the scattered buildings. In 1915, Block 36 had yet to be subdivided into the current parcels, but there was one dwelling with associated outbuildings and stables fronting Hamline Street, none of which are currently extant. In the early 1920s the city limits of San Jose expanded to accommodate its growing population and all of College Park came within its boundaries at this time. By 1927, Herbert Hevrin, George Vodjansky, Frank Vodjansky, and Emily Vodjansky owned all of Block 36, and in January 1927 they subdivided the parcel into the Hevrin Subdivision which consisted of 32 rectangular lots, each about 43 feet by 89 feet (**Plate 1**). The Hevrin Subdivision cut Block 36 into two blocks by also laying out Waco Street, which did not previously exist. Platting of the Hevrin Subdivision was triggered by the demand for new residences occurring at this time in San Jose, and which continued through the 1930s and into the post-World War II era.²

Building development on the lots of the Hevrin Subdivision progressed gradually. By the end of the 1930s, only three of the eight lots on Stockton Avenue had houses. The residence currently on the study parcel at 1060 Stockton Avenue was built in 1930 and originally owned by L.W. Hevrin, but it was located elsewhere at an unknown site. In about 1946, the house was moved to 1060 Stockton Avenue, an event that may have been caused by post-war development that forced the relocation of many residences to make way for new industry and freeways. The owners and occupants of the house following its move to

¹ "When San Jose Was Young," *San Jose Mercury Herald*, 1 June 1936, 9; "When San Jose Was Young," *San Jose Mercury Herald*, 8 June 1936; J.J. Bowen, *University Grounds* (San Francisco: George H. Baker, 1866); "Our University of the Pacific Legacy," *San Jose Historical Museum Association News*, May 1987, 4.

² USGS, Aerial Photograph, San Jose (Washington, D.C. USGS, 1939, 1948); Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1891, 1915, 1932, 1950); J.G. McMillan, "Map of the City of San Jose and Vicinity," 1904; Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1924, ca. 1940); McMillan & McMillan, "Map of the Hevrin Subdivision," Book 5, Page 36, January 1927.

Stockton Avenue were Lavern M. Wolff, his wife Irene Wolff, and two of their adult sons, Roy L. Wolff and Lyle M. Wolff. Lavern, Roy, and Lyle all owned and worked at Wolff's Service Station at 253 West San Carlos Street in downtown San Jose. After living in the house until about 1951, the Wolffs moved out and Jack and Zona Gentry moved in. Jack worked as the manager at the S P Diner located nearby at 795 Newhall Street. It appears that Jack Gentry passed away in the early 1960s and Zona Gentry remained in the house until 1965 when Patricia Ince and Frank Santos became the tenants, who were succeeded by Alfred Chaves in 1971, Randy G. Burkett in 1975, and Juanita Chaves in 1979.³

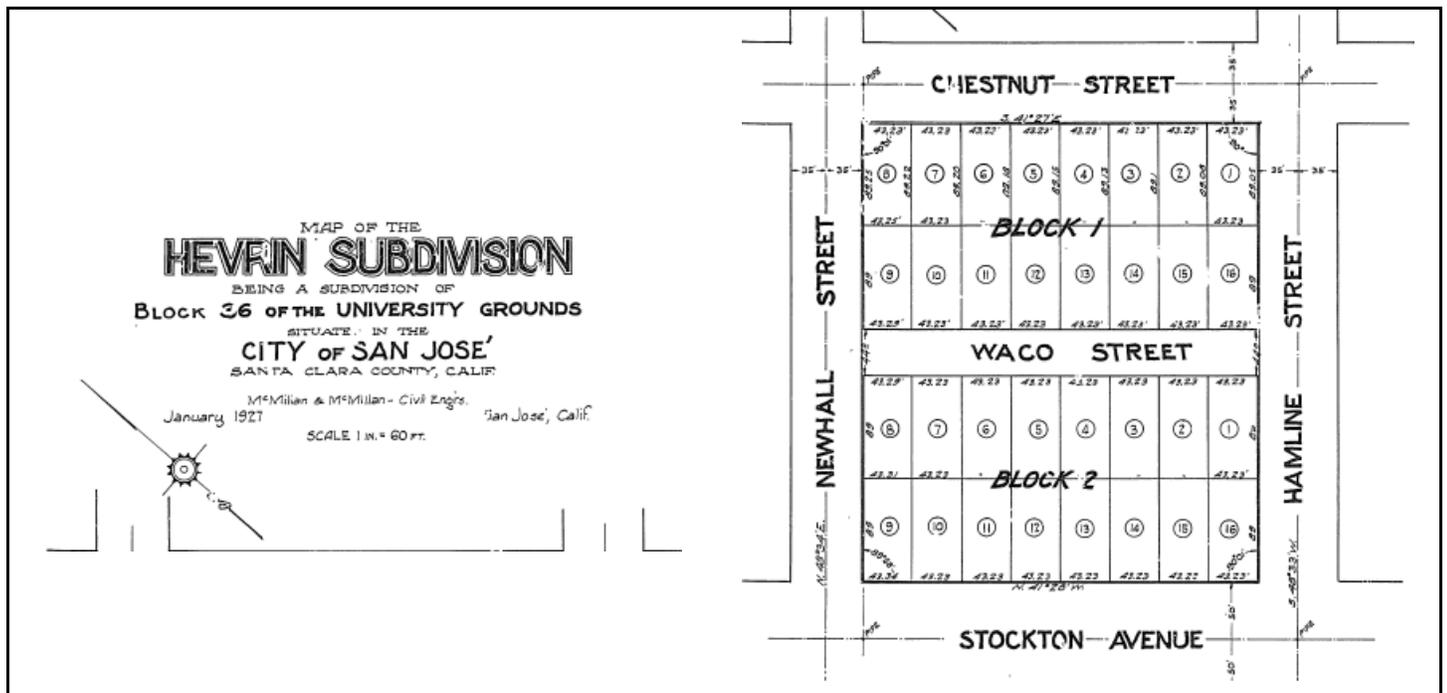


Plate 1. Portion of the Hevrin Subdivision map, 1927.

Evaluation

As a moved resource, NRHP Criterion Consideration B applies to this property. This criterion consideration raises the threshold for eligibility requiring that, in addition to meeting one of the four criterion and retaining integrity, a resource moved from its original or historically significant location can only be eligible if it is also the single surviving property that is most importantly associated with a historically significant event or person, is significant primarily for architectural value, or achieved its significance after it was moved. The property at 1060 Stockton Avenue does not rise to any of those levels of significance, as discussed below.

Under NRHP Criterion A or CRHR Criterion 1, the property at 1060 Stockton Avenue does not appear to have important associations with significant events in local, state, or national history. This residence was built in 1930 and moved to its current location in about 1946. Its original construction occurred well after the initial era of residential development in this part of San

³ R.L. Polk & Co., *Polk's San Jose City Directory* (San Francisco, CA: R.L. Polk & Co., 1930, 1931, 1944, 1945, 1947, 1951, 1952, 1954, 1955, 1960, 1963, 1965, 1971, 1975, 1979); Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1924, ca. 1940); Santa Clara County Assessor, Property Information for 1070 Stockton Avenue; USGS, Aerial Photographs, San Jose (Washington, D.C. USGS, 1939, 1948, 1956, 1965, 1968, 1980); US Census, Population Schedule, San Jose, Santa Clara County, 1940, Enumeration District 43-65, Sheet No. 1B; City of San Jose Building Permit, Permit No. 336, May 2, 1930; Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1932, 1950).

Jose, which occurred in the late nineteenth century, and during a period of substantial residential expansion in all parts of San Jose. Likewise, its relocation to the study parcel on Stockton Avenue in 1946 came well after many residences had already been built in the College Park neighborhood of San Jose, and also one of many several buildings moved to the Hevrin Subdivision during the post-war era. This building, therefore, does not have historically important associations within the context of local residential development and it does not meet these significance criteria.

This property does not share significant associations with persons who made important contributions to history, and is therefore not eligible under NRHP Criterion B or CRHR Criterion 2. Research did not reveal that any of the individuals associated with the development or occupancy of this property, including the first owner, L.W. Hevrin, or any of its succeeding occupants, such as members of the Wolff family, Jack and Zona Gentry, or any other individuals made demonstrably important contributions to history at the local, state, or national level during their period of association.

Under NRHP Criterion C or CRHR Criterion 3, the building at 1060 Stockton Avenue is not eligible because it does not possess distinctive characteristics of a type, period, or method of construction, nor is it the important work of a master architect. The building is an attractive but modest example of a Craftsman Bungalow, a style that gained widespread popularity in California and elsewhere during the early decades of the twentieth century. Typical characteristics of the style include a low-pitched hipped or gable roof with wide overhangs, brackets under the eaves, double-hung windows, large porches with roofs supported by stout columns, horizontal wood siding, exposed roof beams and rafter tails, and multiple-pane windows. This residence exhibits some of these characteristics, such as the low-pitched roof with wide overhang, double-hung windows, and horizontal wood siding, but does not represent an important or architecturally distinguished example of the style.⁴

Under NRHP Criterion D/CRHR Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies. In addition to lacking historical significance and not meeting the criteria for listing in the NRHP or CRHR criteria, the replacement of the original windows has somewhat diminished this property's integrity of design, workmanship, and materials.

⁴ Lee McAlester and Virginia McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2009), 452-463.

Photographs (continued):



Photograph 2: 1060 Stockton Avenue; camera facing southeast, July 12, 2017.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or # (Assigned by recorder) Map Reference # H-03

P1. Other Identifier: 1066 Stockton Avenue

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 2012 T _____; R _____; _____ ¼ of Sec _____; M.D.B.M.

c. Address 1066 Stockton Avenue City San Jose Zip 95110

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

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

Assessor Parcel Number: 230-23-003

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 0.09-acre parcel, located on the east side of Stockton Avenue, contains a 739-square-foot, single-story, Spanish Colonial Revival-style house and a 240-square-foot detached garage (**Photographs 1 and 2**). The house features an L-shaped footprint, concrete foundation, smooth stucco siding, and a flat roof with a low parapet sheathed in rolled asphalt. Attached to the south side of the residence is a converted garage with a shed roof. Extending above the roof line on the north side is a cornice-topped, stucco-clad chimney. The building's west-facing façade features a wraparound cornice and frieze along the roofline, and the main entrance comprised of a wood panel door with a decorative, multi-pane, oval light sheltered by a fabric awning (See Continuation Sheet).

*P3b. Resource Attributes: (List attributes and codes) HP2—Single family residence

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

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



P5b. Description of Photo: (View, date, accession #) **Photograph 1, Camera facing northeast, July 12, 2017**

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
1930, San Jose City Directories

*P7. Owner and Address:
Natalie M. Cook
1066 Stockton Avenue
San Jose, CA 95110

*P8. Recorded by: (Name, affiliation, address)
Steven J. Melvin and Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

*P9. Date Recorded: July 12, 2017

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project, Addendum to the 2016 Supplemental Built Environment Survey Report," 2017.

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

B1. Historic Name: 1066 Stockton Avenue

B2. Common Name: 1066 Stockton Avenue

B3. Original Use: Residence B4. Present Use: Residence

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1930; garage converted to living space between 1932 and 1950; detached garage built between 1932 and 1950, replacement windows at unknown date.

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1066 Stockton Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not have historical significance. The property does not share significant associations with residential development at local, state, or national levels (NRHP Criterion A or CRHR Criterion 1), nor is it associated with any historically significant people (NRHP Criterion B or CRHR Criterion 2). The building does not embody distinctive architectural characteristics of a period, type, or method of construction (NRHP Criterion C or CRHR Criterion 3), nor is it the work of a master designer. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D or CRHR Criterion 4); however, the building on this property does not appear to be a principal source of important information in this regard. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purposes of CEQA.

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

*B12. References: Sanborn Maps (1891-1962); San Jose City Directories (various years); Santa Clara County Assessor; Map of the Hevrin Subdivision; Thomas Brothers, *Block Book of San Jose*, 1924, ca. 1940; J.G. McMillan, "Map of the City of San Jose and Vicinity, 1904." See also footnotes in B10. Significance on Continuation Sheet.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin

*Date of Evaluation: July 2017



***P3a. Description (continued):**

Adjacent to the entrance is a large, replacement vinyl, horizontal-sliding window with wood surrounds and sills flanked on both sides by fixed, metal, arch-topped shutters. Two more replacement vinyl horizontal-sliding windows with wood surrounds and sills are located on either side of the interior of the building's ell, with the larger of the two located along the west side of the building's south section.

Behind the residence is a barely-visible the detached garage (**Photograph 2**). Constructed sometime after 1962, the building appears to have a shed roof with wood fascia trim and vinyl, rectangular, fixed-pane windows.

B10. Significance (continued):

Historic Context

Initial subdivision of this area of San Jose occurred in 1866 when the University of the Pacific purchased 437 acres of the Stockton Ranch and platted the University Grounds subdivision. Bounded by The Alameda, West Taylor Street, the Guadalupe River, and Newhall Street, the subdivision allocated an 18-acre central square for its campus, and divided the remainder into streets, blocks, and large residential lots. Profits from the sale of lots served as an endowment for the college. A small corner on the eastern edge of the subdivision was within the city limits of San Jose and the remainder was in the county. Stockton Avenue coursed through the middle of the subdivision and connected San Jose directly with Santa Clara. The San Francisco and San Jose Railroad (later Southern Pacific Railroad) also passed through the subdivision and established a station stop at the college. The block containing the study parcel at 1098 Stockton Avenue was on Block 36 at the northern edge of the University Grounds subdivision, bounded by Stockton, Newhall, Chestnut, and Hamline streets. Soon after establishment of University Grounds, the name of the neighborhood changed to College Park.¹

Residential development in College Park proceeded slowly, and by the end of the nineteenth century the subdivision still had a largely rural residential feel, with many vacant lots interspersed among the scattered buildings. In 1915, Block 36 had yet to be subdivided into the current parcels, but there was one dwelling with associated outbuildings and stables fronting Hamline Street, none of which are currently extant. In the early 1920s the city limits of San Jose expanded to accommodate its growing population and all of College Park came within its boundaries at this time. By 1927, Herbert Hevrin, George Vodjansky, Frank Vodjansky, and Emily Vodjansky owned all of Block 36, and in January 1927 they subdivided the parcel into the Hevrin Subdivision which consisted of 32 rectangular lots, each about 43 feet by 89 feet (**Plate 1**). The Hevrin Subdivision cut Block 36 into two blocks by also laying out Waco Street, which did not previously exist. Platting of the Hevrin Subdivision was triggered by the demand for new residences occurring at this time in San Jose, and which continued through the 1930s and into the post-World War II era.²

Building development on the lots of the Hevrin Subdivision progressed gradually. By the end of the 1930s, only three of the eight lots on Stockton Avenue had houses. One of these was the house at 1066 Stockton Avenue, built in 1930. Ownership of the house when constructed is not known, and for the first few years the house was leased to tenants. The first occupants were Elmer E. Reade, an auto mechanic, and his wife Alice, who moved in about 1931. The Reades had vacated by 1933, at which time a new tenant, J.G. Lewis, moved in. The house became owner-occupied in 1937 when William & Adeline Silva purchased the property. The Silvas also did not remain long and sold the house in 1941 to Edward E. Kracht, a driver, and

¹ "When San Jose Was Young," *San Jose Mercury Herald*, 1 June 1936, 9; "When San Jose Was Young," *San Jose Mercury Herald*, 8 June 1936; J.J. Bowen, *University Grounds* (San Francisco: George H. Baker, 1866); "Our University of the Pacific Legacy," *San Jose Historical Museum Association News*, May 1987, 4.

² USGS, Aerial Photograph, San Jose (Washington, D.C. USGS, 1939, 1948); Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1891, 1915, 1932, 1950); J.G. McMillan, "Map of the City of San Jose and Vicinity," 1904; Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1924, ca. 1940); McMillan & McMillan, "Map of the Hevrin Subdivision," Book 5, Page 36, January 1927.

his wife Catherine. The Krachts occupied the residence for many years, with Catherine Kracht still living in the house in 1979.³

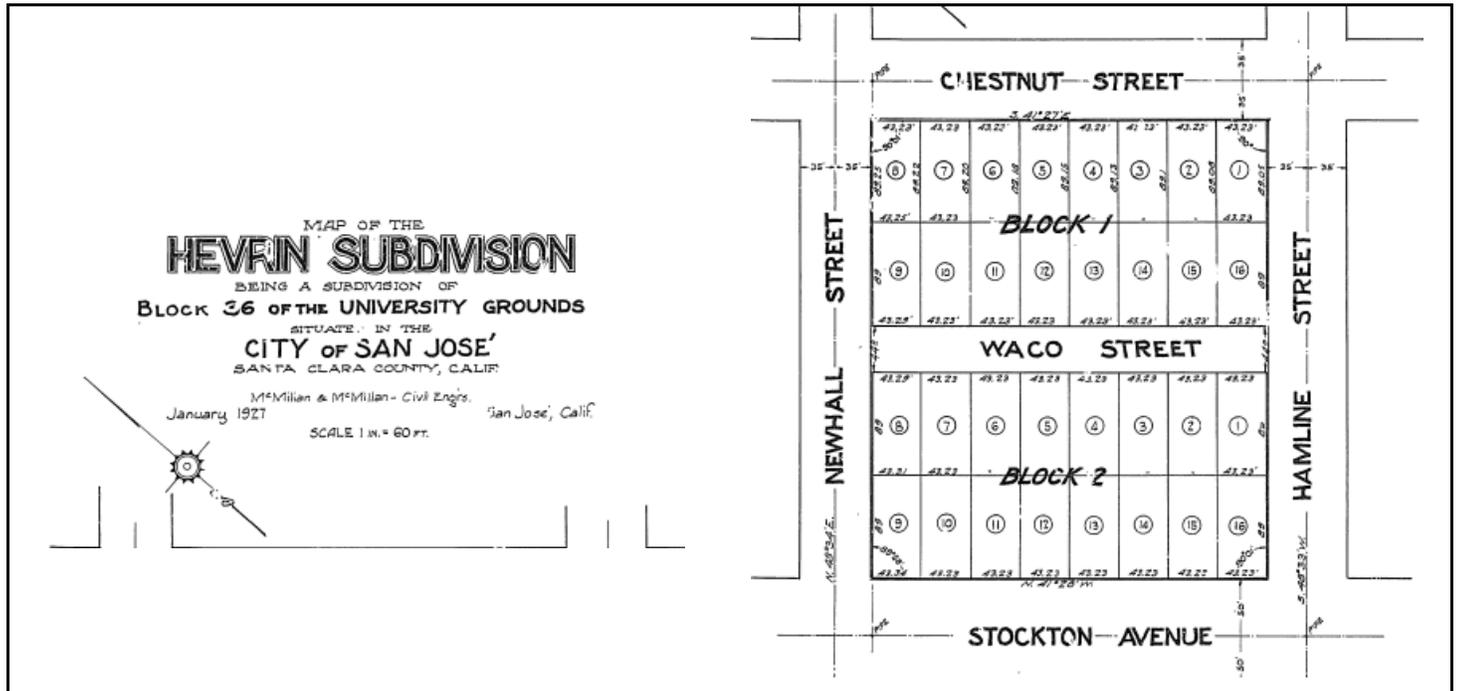


Plate 1. Portion of the Hevrin Subdivision map, 1927.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the property at 1066 Stockton Avenue does not appear to have important associations with significant events in local, state, or national history. Construction of this home occurred during a later era of residential expansion of the College Park area in the 1920s and 1930s. As one of many similar residences built during this period, 1066 Stockton Avenue does not have historically important associations within the context of local residential development and it does not meet these significance criteria.

This property does not share significant associations with persons who made important contributions to history, and is therefore not eligible under NRHP Criterion B or CRHR Criterion 2. Research did not reveal that any of the individuals associated with the development or occupancy of this property, including the first occupants, Elmer E. Reade and his wife Alice, or later owners and occupants, such as J.G. Lewis, William A. and Adeline Silva, Edward E. and Catherine Kracht, or any other individuals made demonstrably important contributions to history at the local, state, or national level during their period of association.

Under NRHP Criterion C or CRHR Criterion 3, the building at 1066 Stockton Avenue is not eligible because it does not possess distinctive characteristics of a type, period, or method of construction, nor is it the important work of a master architect. This residence is a very modest example of Spanish Colonial Revival architecture, a style of affordable small house that was widely popular – especially in California and the American Southwest – from about 1900 to 1940. These

³ R.L. Polk & Co., *Polk's San Jose City Directory* (San Francisco, CA: R.L. Polk & Co., 1930, 1931, 1933, 1934, 1938, 1940, 1944, 1954, 1965, 1979); Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1924, ca. 1940); USGS, Aerial Photographs, San Jose (Washington, D.C. USGS, 1939, 1948, 1956, 1965, 1968, 1980); Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1932, 1950).

houses were frequently built following mass-published design plan books and publications like *Ladies Home Journal*. One of the most basic and inexpensive of these models was a simple stucco box with Spanish Colonial Revival ornamentation and detailing in varying degrees – characteristics that the subject house embodies. Other characteristics of this residential type include flat or low pitched roofs, stucco walls, arched doorways and window openings, and tile roof cladding. This residence exhibits minimal characteristics of the type in its flat roof, stucco cladding, scrolled brackets, and modest cornice. It does not represent an early, daring, or architecturally influential example of the style.⁴

Under NRHP Criterion D/CRHR Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies. In addition to lacking historical significance and not meeting the criteria for listing in the NRHP or CRHR criteria, the replacement of the original windows has somewhat diminished this property's integrity of design, workmanship, and materials.

Photographs (continued):



Photograph 2: 1066 Stockton Avenue, camera facing southeast, July 12, 2017.

⁴ Barbara Rubin, "A Chronology of Architecture in Los Angeles," *Annals of The Association of American Geographers* 67, no. 4 (December 1977), 523-525; David Gebhard, "The Spanish Colonial Revival in Southern California (1895-1930)," *The Journal of the Society of Architectural Historians* 26, no. 2 (May 1967), 131, 132, 136, 137, 138-140; Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (New York: Henry Holt & Co. 1994), 212.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or # (Assigned by recorder) Map Reference # H-04

P1. Other Identifier: 1070 Stockton Avenue

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 2012 T _____; R _____; _____ ¼ of Sec _____; M.D.B.M.

c. Address 1070 Stockton Avenue City San Jose Zip 95110

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

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

Assessor Parcel Number: 230-23-004

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 959-square-foot, single-story, stucco-clad Craftsman-style residence is located on a 0.09-acre parcel on the east side of Stockton Avenue (**Photograph 1**). The low-pitched, front-gable roof has open eaves and is covered with composition shingles. An exterior brick chimney rises above the roof line on the north side. The west-facing façade features a small front gable roof set below and projecting from the principal roof. Within the smaller gable is the recessed entryway alcove with a pointed arch opening. A similar opening is on the north end of the facade behind a wood fence. The main entrance features a wood door behind a multi-panel, wood screen door with a double light (**Photograph 2**). Visible windows include a picture window flanked by one-over-one, single-hung windows on the façade and a one-over-one window next to the entryway. Additional single-hung, one-over-one windows are located on the recessed west-facing gable and on the north and south sides of the building. Behind the residence is a 480-square-foot detached garage, visibility of which is obstructed by a wood fence.

*P3b. Resource Attributes: (List attributes and codes) HP2—Single family residence

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

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



P5b. Description of Photo: (View, date, accession #) Photograph 1. Camera facing northeast, July 12, 2017

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
Circa 1932, San Jose City Directories

*P7. Owner and Address:
Morrone Living Trust
6317 Grand Oak Way
San Jose, CA 95135

*P8. Recorded by: (Name, affiliation, address)
Steven J. Melvin and Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

*P9. Date Recorded: July 12, 2017

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project, Addendum to the 2016 Supplemental Built Environment Survey Report," 2017.

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

B1. Historic Name: 1070 Stockton Avenue

B2. Common Name: 1070 Stockton Avenue

B3. Original Use: Residence B4. Present Use: Residence

*B5. Architectural Style: Craftsman Bungalow

*B6. Construction History: (Construction date, alteration, and date of alterations) Built ca. 1932; windows replaced sometime before 2008

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1070 Stockton Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not have historical significance. The property does not share significant associations with residential development at local, state, or national levels (NRHP Criterion A or CRHR Criterion 1), nor is it associated with any historically significant people (NRHP Criterion B or CRHR Criterion 2). The building does not embody distinctive architectural characteristics of a period, type, or method of construction (NRHP Criterion C or CRHR Criterion 3), nor is it the work of a master designer. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D or CRHR Criterion 4); however, the building on this property does not appear to be a principal source of important information in this regard. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purposes of CEQA.

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

*B12. References: Sanborn Maps (1891-1962); San Jose City Directories (various years); Santa Clara County Assessor; Map of the Hevrin Subdivision; Thomas Brothers, *Block Book of San Jose*, 1924, ca. 1940; J.G. McMillan, "Map of the City of San Jose and Vicinity, 1904." See also footnotes in B10. Significance on Continuation Sheet.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin

*Date of Evaluation: April 2016



B10. Significance (continued):

Historic Context

Initial subdivision of this area of San Jose occurred in 1866 when the University of the Pacific purchased 437 acres of the Stockton Ranch and platted the University Grounds subdivision. Bounded by The Alameda, West Taylor Street, the Guadalupe River, and Newhall Street, the subdivision allocated an 18-acre central square for its campus, and divided the remainder into streets, blocks, and large residential lots. Profits from the sale of lots served as an endowment for the college. A small corner on the eastern edge of the subdivision was within the city limits of San Jose and the remainder was in the county. Stockton Avenue coursed through the middle of the subdivision and connected San Jose directly with Santa Clara. The San Francisco and San Jose Railroad (later Southern Pacific Railroad) also passed through the subdivision and established a station stop at the college. The block containing the study parcel at 1098 Stockton Avenue was on Block 36 at the northern edge of the University Grounds subdivision, bounded by Stockton, Newhall, Chestnut, and Hamline streets. Soon after establishment of University Grounds, the name of the neighborhood changed to College Park.¹

Residential development in College Park proceeded slowly, and by the end of the nineteenth century the subdivision still had a largely rural residential feel, with many vacant lots interspersed among the scattered buildings. In 1915, Block 36 had yet to be subdivided into the current parcels, but there was one dwelling with associated outbuildings and stables fronting Hamline Street, none of which are currently extant. In the early 1920s the city limits of San Jose expanded to accommodate its growing population and all of College Park came within its boundaries at this time. By 1927, Herbert Hevrin, George Vodjansky, Frank Vodjansky, and Emily Vodjansky owned all of Block 36, and in January 1927 they subdivided the parcel into the Hevrin Subdivision which consisted of 32 rectangular lots, each about 43 feet by 89 feet (**Plate 1**). The Hevrin Subdivision cut Block 36 into two blocks by also laying out Waco Street, which did not previously exist. Platting of the Hevrin Subdivision was triggered by the demand for new residences occurring at this time in San Jose, and which continued through the 1930s and into the post-World War II era.²

Building development on the lots of the Hevrin Subdivision progressed gradually. By the end of the 1930s, only three of the eight lots on Stockton Avenue had houses; one of these was the house at 1070 Stockton Avenue, built in about 1932. Jesse Nicholson, a chauffeur, and his wife Winifred were the first occupants of the house. By 1936, the house had new residents, William B. Shifflette, a fireman with the Southern Pacific Railroad, and his wife Edna. Two years later, A.M. Johnson, a switchman, and his wife Anna lived in the house, where they stayed through 1941. The house was vacant in 1943, but by the following year, Robert J. Sampson, a conductor, and his wife Ora lived at the residence. The Sampsons remained there through 1952. By 1954, Glen R. Abbey, a machinist, owned the residence, where he lived with his wife Carrie and their son Ronald, a student, through 1961. The house was vacant the following year, but by 1963 Paul H. Chamberlain, a cabinetmaker, and his wife Alma became tenants, who were succeeded by Cabgero Ferruggia by 1976. J. Martin Lasica came into possession of the property by 2000, and ownership changed hands at least one more time before the current owners acquired it in 2016.³

¹ "When San Jose Was Young," *San Jose Mercury Herald*, 1 June 1936, 9; "When San Jose Was Young," *San Jose Mercury Herald*, 8 June 1936; J.J. Bowen, *University Grounds* (San Francisco: George H. Baker, 1866); "Our University of the Pacific Legacy," *San Jose Historical Museum Association News*, May 1987, 4.

² USGS, Aerial Photograph, San Jose (Washington, D.C. USGS, 1939, 1948); Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1891, 1915, 1932, 1950); J.G. McMillan, "Map of the City of San Jose and Vicinity," 1904; Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1924, ca. 1940); McMillan & McMillan, "Map of the Hevrin Subdivision," Book 5, Page 36, January 1927.

³ R.L. Polk & Co., *Polk's San Jose City Directory* (San Francisco, CA: R.L. Polk & Co., 1932, 1933, 1936, 1938, 1941, 1943, 1944, 1945, 1952, 1954, 1955, 1961, 1962, 1963, 1976, 1979); City of San Jose, Department of Planning and Building, March 16, 2000, Permit No. BEPM 00-54604; Santa Clara County Assessor, Property Information for 1070 Stockton Avenue.

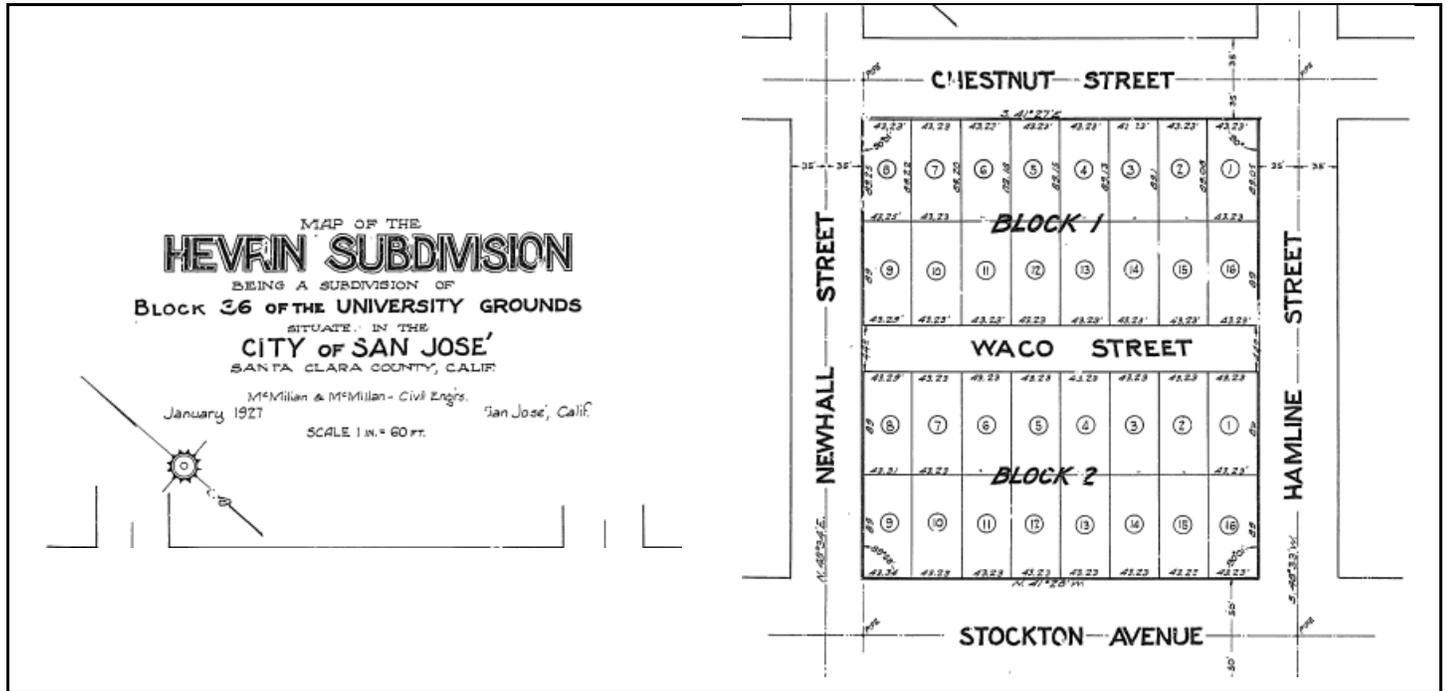


Plate 1. Portion of the Hevrin Subdivision map, 1927.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the property at 1070 Stockton Avenue does not appear to have important associations with significant events in local, state, or national history. This residence was built about 1932, well after the initial era of residential development in this part of San Jose, which began in the late nineteenth century. Construction of this home occurred during a later era of residential expansion of the College Park area in the 1920s and 1930s. As one of many similar residences built during this period, 1070 Stockton Avenue does not have historically important associations within the context of local residential development and it does not meet these significance criteria.

This property does not share significant associations with persons who made important contributions to history, and is therefore not eligible under NRHP Criterion B or CRHR Criterion 2. Research did not reveal that any of the individuals associated with the development or occupancy of this property, including the first occupants, Jesse and Winifred Nicholson, or later owners and occupants, such as William and Edna Shifflette, A.M. and Anna Johnson, Robert and Ora Sampson, Glen, Carrie, and Robert Abbey, Paul and Alma Chamberlain, Cabgero Ferruggia, or any other individuals made demonstrably important contributions to history at the local, state, or national level during their period of association.

Under NRHP Criterion C or CRHR Criterion 3, the building at 1070 Stockton Avenue is not eligible because it does not possess distinctive characteristics of a type, period, or method of construction, nor is it the important work of a master architect. The building is a modest example of a Craftsman Bungalow, a style that gained widespread popularity in California and elsewhere during the early decades of the twentieth century. Typical characteristics of the style include a low-pitched hipped or gable roof with wide overhangs, brackets under the eaves, double-hung windows, large porches with roofs supported by stout columns, horizontal wood siding, exposed roof beams and rafter tails, and multiple-pane windows. The house at 1070

exhibits minimal characteristics of the style in its massing, low-pitched gable roof, smooth stucco siding, and overhanging eaves. As such, this residence lacks architectural distinction and does not meet these criteria.⁴

Under NRHP Criterion D/CRHR Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies. In addition to lacking historical significance and not meeting the criteria for listing in the NRHP or CRHR criteria, the replacement of the original windows has somewhat diminished this property's integrity of design, workmanship, and materials.

Photographs (continued):



Photograph 2. 1070 Stockton Avenue, camera northeast, July 12, 2017.

⁴ Virginia Savage McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York: Alfred A. Knopf, 2015), 567-568.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or # (Assigned by recorder) Map Reference # H-05

P1. Other Identifier: 1098 Stockton Avenue

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 2012 T _____; R _____; _____ ¼ of Sec _____; M.D.B.M.

c. Address 1098 Stockton Avenue City San Jose Zip 95110

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

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

Assessor Parcel Number: 230-23-007

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on this 0.18-acre parcel on the southeast corner of Stockton Avenue and Newhall Street is a tall, 4,160-square-foot, light industrial building with a rectangular footprint. The building rests on a concrete foundation and has a low-pitched, front-gable, corrugated metal roof with two spherical metal vents along the ridgeline (**Photographs 1 and 2**). Exterior walls are largely corrugated metal with the exception of a brick-clad skirt and corners on the façade. The front entrance is on the north end of the façade and consists of a full-glass door in a wood sash and frame topped with a tilt-out transom window. Across the full width of the façade and wrapping around the north corner is a row of large fixed fixed-pane windows in wood frames with a brick sill. On the south side near the front is a similar pair of windows consisting of two fixed panes flanked by casement sets. A large corrugated metal top-hung sliding door also on the south side opens onto a storage yard. Inset in the sliding door is a metal personnel door with two windows.

*P3b. Resource Attributes: (List attributes and codes) HP6—1-3 story commercial building; HP8—Industrial building

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

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



P5b. Description of Photo: (View, date, accession #) Photograph 1. Camera facing northeast, July 12, 2017.

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
Circa 1952, San Jose City Directories

*P7. Owner and Address:
John A. McNab and Kate M. Hayes
2343 Vintage Lane
Livermore, CA 94550

*P8. Recorded by: (Name, affiliation, address)
Steven J. Melvin and Heather Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

*P9. Date Recorded: July 12, 2017

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project, Addendum to the 2016 Supplemental Built Environment Survey Report," 2017.

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

B1. Historic Name: All-Cal Electric Company

B2. Common Name: Conners Body Shop

B3. Original Use: Light Industrial B4. Present Use: Light Industrial

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) Built ca. 1952; no visible or documented alterations

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1098 Stockton Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not have historical significance. The property does not share significant associations with light industrial development at local, state, or national levels (NRHP Criterion A or CRHR Criterion 1), nor is it associated with any historically significant people (NRHP Criterion B or CRHR Criterion 2). The building does not embody distinctive architectural characteristics of a period, type, or method of construction (NRHP Criterion C or CRHR Criterion 3), nor is it the work of a master designer. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D or CRHR Criterion 4); however, the building on this property does not appear to be a principal source of important information in this regard. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purposes of CEQA.

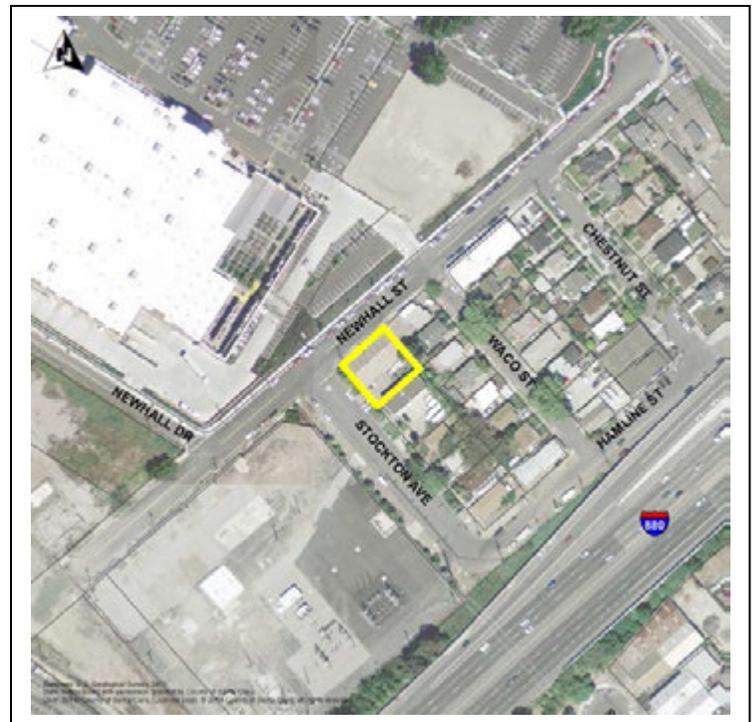
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References: Sanborn Maps (1950-1962); San Jose City Directories (various years); Santa Clara County Assessor; Map of the Hevrin Subdivision; Thomas Brothers, *Block Book of San Jose*, 1924, ca. 1940; J.G. McMillan, "Map of the City of San Jose and Vicinity, 1904." See also footnotes in B10. Significance on Continuation Sheet.

B13. Remarks:

*B14. Evaluator: Steven J. Melvin

*Date of Evaluation: July 2017



B10. Significance (continued):

Historic Context

Initial subdivision of this area of San Jose occurred in 1866 when the University of the Pacific purchased 437 acres of the Stockton Ranch and platted the University Grounds subdivision. Bounded by The Alameda, West Taylor Street, the Guadalupe River, and Newhall Street, the subdivision allocated an 18-acre central square for its campus, and divided the remainder into streets, blocks, and large residential lots. Profits from the sale of lots served as an endowment for the college. A small corner on the eastern edge of the subdivision was within the city limits of San Jose and the remainder was in the county. Stockton Avenue coursed through the middle of the subdivision and connected San Jose directly with Santa Clara. The San Francisco and San Jose Railroad (later Southern Pacific Railroad) also passed through the subdivision and established a station stop at the college. The block containing the study parcel at 1098 Stockton Avenue was on Block 36 at the northern edge of the University Grounds subdivision, bounded by Stockton, Newhall, Chestnut, and Hamline streets. Soon after establishment of University Grounds, the name of the neighborhood changed to College Park.¹

Residential development in College Park proceeded slowly, and by the end of the nineteenth century the subdivision still had a largely rural residential feel, with many vacant lots interspersed among the scattered buildings. In 1915, Block 36 had yet to be subdivided into the current parcels, but there was one dwelling with associated outbuildings and stables fronting Hamline Street, none of which are currently extant. In the early 1920s the city limits of San Jose expanded to accommodate its growing population and all of College Park came within its boundaries at this time. By 1927, Herbert Hevrin, George Vodjansky, Frank Vodjansky, and Emily Vodjansky owned all of Block 36, and in January 1927 they subdivided the parcel into the Hevrin Subdivision which consisted of 32 rectangular lots, each about 43 feet by 89 feet (**Plate 1**). The Hevrin Subdivision cut Block 36 into two blocks by also laying out Waco Street, which did not previously exist. Platting of the Hevrin Subdivision was triggered by the demand for new residences occurring at this time in San Jose, and which continued through the 1930s and into the post-World War II era. Building development on the lots of the Hevrin Subdivision progressed gradually; by the end of the 1930s three of the eight lots on Stockton Avenue had houses.²

Following World War II, all of California, including the Bay Area and San Jose, experienced a sustained period of economic and population growth. From the end of the war to 1970, San Jose annexed almost 140 square miles into the city and its population rose from about 95,000 to almost 446,000. Growth occurred in all geographical areas of San Jose and included both residential and industrial expansion. In addition to large industrial and manufacturing facilities opening in San Jose during this time, the massive amount of new construction and population growth also led to a boom in the light industrial sector such as those businesses providing services associated with new construction.³

The light-industrial building currently on the study parcel at 1098 Stockton Avenue was built circa 1952 to house the All-Cal Electric Company, a local electrical contracting company. The company moved from its previous location on The Alameda and provided materials and contracting services for construction projects throughout the San Jose region. All-Cal Electric had

¹ "When San Jose Was Young," *San Jose Mercury Herald*, 1 June 1936, 9; "When San Jose Was Young," *San Jose Mercury Herald*, 8 June 1936; J.J. Bowen, *University Grounds* (San Francisco: George H. Baker, 1866); "Our University of the Pacific Legacy," *San Jose Historical Museum Association News*, May 1987, 4.

² USGS, Aerial Photograph, San Jose (Washington, D.C. USGS, 1939, 1948); Sanborn Map Company, *San Jose, California* (San Francisco: Sanborn Map Company, 1891, 1915, 1932, 1950); J.G. McMillan, "Map of the City of San Jose and Vicinity," 1904; Thomas Brothers, *Block Book of San Jose* (San Francisco: Thomas Brothers, 1924, ca. 1940); McMillan & McMillan, "Map of the Hevrin Subdivision," Book 5, Page 36, January 1927.

³ Glenna Matthews, "The Los Angeles of the North," *Journal of Urban History* 25, no. 4 (May 1999): 459-461; San Jose Planning Department, *The General Plan, 1975*, December 1975, 23-24, 33; San Jose Planning Department, "Industry in San Jose," October 1967; USGS, Aerial Photograph, San Jose (Washington, D.C. USGS, 1939, 1948, 1960, 1968).

a long tenure at this address, still operating out of this building through the 1970s. By 1984, the current owners purchased the building and the current business is Connors Body Shop, an auto repair shop.⁴

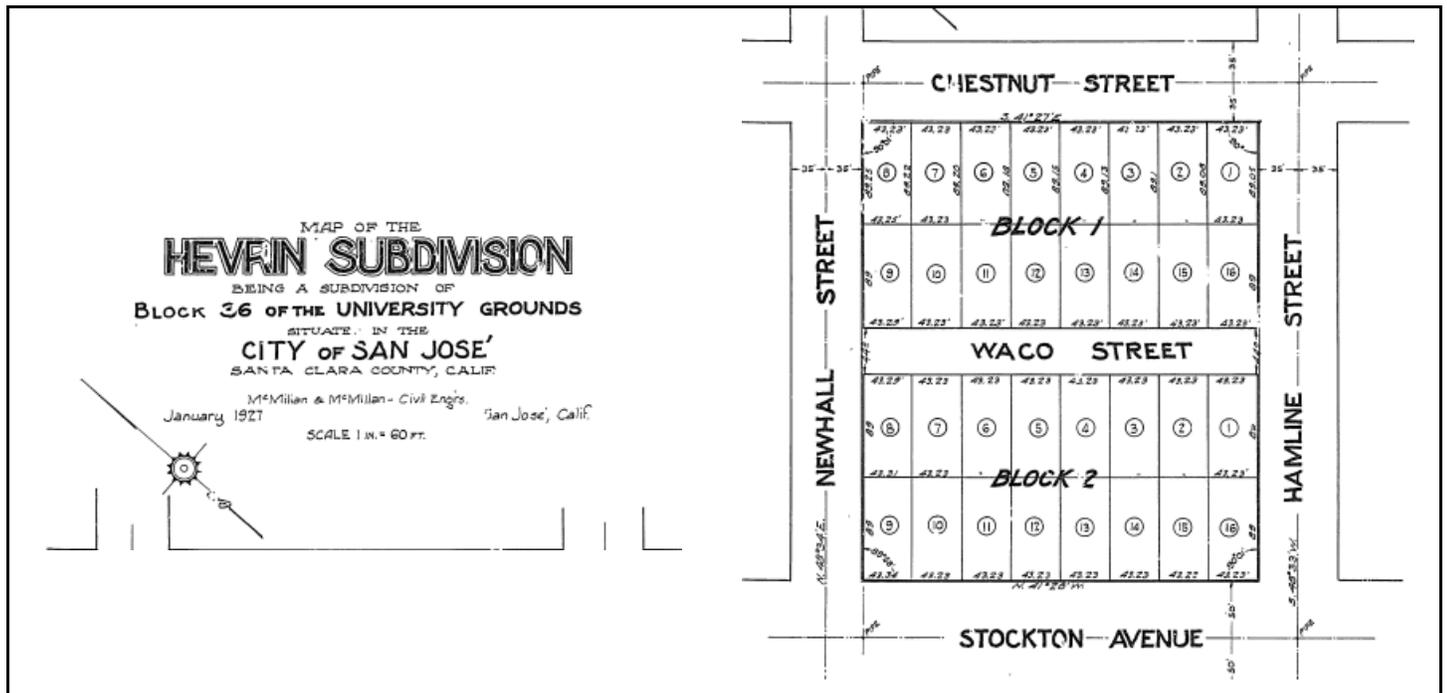


Plate 1. Portion of the Hevrin Subdivision map, 1927.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the property at 1098 Stockton Avenue does not appear to have important associations with significant trends or events in local, state, or national history. Erection of this light industrial building circa 1952 for the All-Cal Electric Company occurred during the post World War II era, characterized in San Jose and throughout the Bay Area by sustained and prolific growth in every sector including light industrial development. All-Cal Electric was one of the many small light-industrial enterprises that provided construction contracting services in San Jose at this time. There is no indication in the historical record that this company was a pioneer in, or made significant contributions to, the industry or local economy. This property lacks an important association with post-war industrial or light industrial development and therefore does not meet these significance criteria.

This property does not share significant associations with persons who made important contributions to history, and is therefore not eligible under NRHP Criterion B / CRHR Criterion 2. Research did not reveal that any of the owners or occupants of this property, or any other individuals have made demonstrably important contributions to history at the local, state, or national level during their respective periods of association.

Under NRHP Criterion C or CRHR Criterion 3, the building at 1098 Stockton Avenue is not eligible because it does not possess distinctive characteristics of a type, period, or method of construction, nor is it the important work of a master architect. This building is a common example of small, utilitarian light industrial building. It is typical in its design, engineering, and

⁴ R.L. Polk & Co., *Polk's San Jose City Directory* (San Francisco, CA: R.L. Polk & Co., 1930, 1931, 1944, 1945, 1947, 1951, 1952, 1954, 1955, 1960, 1963, 1965, 1971, 1975, 1979); Sanborn Map Company, *San Jose, California* (San Francisco, CA: Sanborn Map Company, 1950); Santa Clara County Assessor, Property Information for 1098 Stockton Avenue.

materials, and this type of corrugated metal building has been widely used throughout the United States since the beginning of the twentieth century. This building lacks distinction as an example of this type and does not meet these significance criteria.

Under NRHP Criterion D/CRHR Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies. While the property lacks historical significance and does not meet any criteria for listing in the NRHP or CRHR, it does not have any notable alterations and retains a high degree of integrity of design, workmanship, materials, setting, location, feeling, and association.

Photographs (continued):



Photograph 1. 1098 Stockton Avenue; camera facing southeast, July 12, 2017.

PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Primary # 1
HRI # _____
Trinomial _____
NRHP Status Code _____

Page 1 of 4

Other Listings City Inventory, SM
Review Code _____ Reviewer _____ Date _____

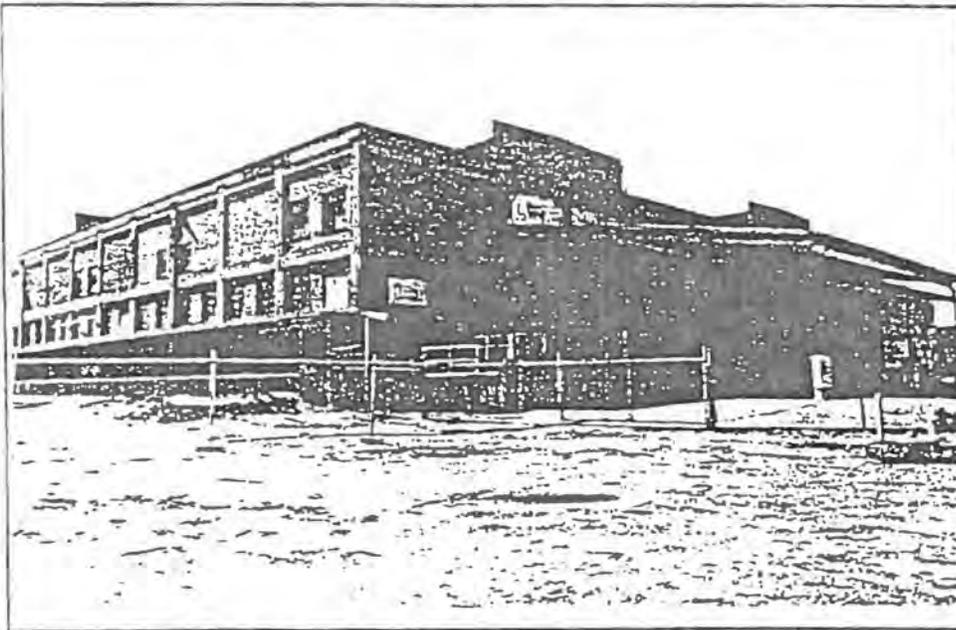
P1. Resource Identifier: Del Monte Plant #51
P2. Location: County Santa Clara and (Address and/or UTM Coordinates. Attach Location Map as required)
a. Address: 50 Bush Street
City San Jose Zip 95126
b. UTM: USGS Quad _____ (7.5/15') Date _____ ; Zone _____ mE/ _____ mN
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and / or other locational data if appropriate)

APN 261-33-038

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size setting, and boundaries)

The main Del Monte packing house, constructed between 1914 and 1930, reflects at least four construction phases. The oldest section is the southern portion that was constructed in 1914 by Griffin & Skelley. This section is one-story in height with the eastern elevation divided by pilasters. The parapet has a cornice of a double course of brick. The windows are set high within each section. There is a loading dock only at the southeast end of the building. The large doors have brick relieving arches. One opening has a wood sliding door, the others are metal roll-up doors. The southern face of the building has small clerestory windows in the six center panels. There is also one drive-in entrance on the southern elevation. The western side of the southern section is set back from Bush Street and a protected area is covered by wide metal awning attached to the building. (see continuation sheet)

P4. Resources Present: Building Structure Object Site Element of District District



P6. Date Constructed/Age:
 Prehistoric Historic Both
1915-1930

P7. Owner and Address:
Del Monte Mfg. Corp., Inc.
One Market
PO Box 193575
San Francisco, CA 94119-3575

P8. Recorded by: (Name, affiliation, and address)
Glory Anne Laffey
Archives & Architecture
353 Surber Dr.
San Jose, CA 95123

P9. Date Recorded: 3/23/98

P10. Type of Survey: Intensive
 Reconnaissance Other

Describe project specific

P11. Report Citation: (Provide full citation or enter "none")

Historical and Architectural Evaluation for Del Monte Plant #51 at 50 Bush Street in the City of San Jose. Report prepared by Archives & Architecture for Del Monte Foods, March 1998.

Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Linear Resource Record
 Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Resource Identifier: Del Monte Plant #51
Primary # 1
HRI #/Trinomial _____

Page 2 of 4

B1 Address: 50 Bush Street
City: San Jose County: Santa Clara Zip: 95126
B2 Historic Name: Calpak Plant #51 B3 Common Name: Del Monte Plant #51
B4 Zoning: _____ B5 Threats: demolition
B6 Architectural Style: Industrial vernacular
B7 Alterations and Date(s):
enlarged 1924-1930
B8 Moved? No Yes Unknown Date _____ Original Location: _____
B9 Related Features:

B10 Architect: Unknown Builder: Unknown
B11 Historic Attributes: (List attributes and codes) 08--fruit packing house
B12 Significance: Theme Fruit Processing Industry Area San Jose
Period of Significance 1915-48 Property Type 08--packing house Applicable Criteria A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

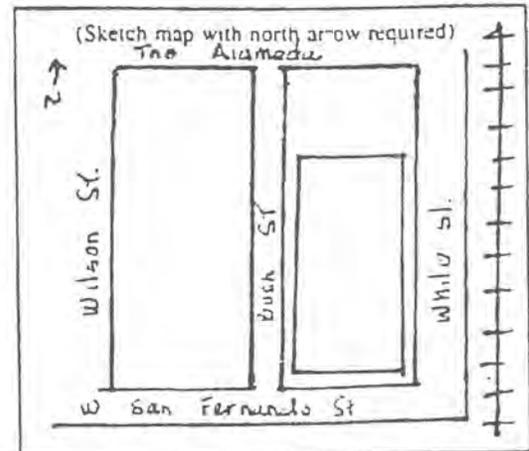
Originally the site of the Pacific Wine Company, Griffin & Skelley constructed a brick building on the site in 1914, beginning production in 1915. This firm was a fruit packing and shipping business, initially located on Cahill Street at the corner of San Fernando Street. Griffin & Skelley, originally called Griffin & Seegar, was established in 1881 in Riverside, California, and was a pioneer in the development of California's commercial raisin and fruit drying industry. In 1916, Griffin & Skelley merged with three other companies (J.K. Armsby Company, California Fruit Cannery Association and Central California Cannery) to form the California Packing Company (Calpak). Three of the four companies had extensive experience in drying fruit. Besides drying and canning fruit, Calpak was in the forefront of agricultural and scientific research programs and developed processes and quality controls. Calpak's Joseph Amori developed machines that cut and pitted apricots and pitted Italian plums.

Between 1925 and 1930, additional buildings were added to the original Griffin & Skelley plant. According to building permits, construction included a building in 1925 at a cost of \$5,000, the factory in 1926 at a cost of \$105,000, and the office at 734 The Alameda in 1930 for \$7,800. The brick complex currently consists of 263,000 square feet. (see Continuation sheet)

B13 Evaluator: Glory Anne Laffey
B14 Date of Evaluation: March 23, 1998
B15 Sources:

Visual Survey, 3/10/1998; Braznell, *California's Finest: The History of Del Monte Corporation and the Del Monte Label*, 1982; City of San Jose Building Permits 1925-1930, *San Jose Mercury News*, 2/26/1992; Sanborn Fire Insurance Co. maps 1884-1950; San Jose City Directories 1870-1950; Weston *Brief Chronological History of Del Monte and Plant 51*, 1987.

(This space reserved for official comments)



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
HRI# _____
Trinomial _____

Page 3 of 4

*Resource Name or # (Assigned by recorder) Del Monte Plant #51

*Recorded by Glory Anne Laffey

*Date 3/23/98

Continuation Update

P3. The large two-story section at the northern end of the complex was built about 1926. It is constructed of unreinforced masonry of red brick in the typical Calpak design. For lack of a better architectural descriptor, we are calling it Industrial Vernacular. This section is a long rectangular two-story warehouse which has a double stepped parapet on the northern end. The parapet has a single course of brick that forms a coping and a cornice of vertical brick. The east and west elevations of the building are divided into sections by pilasters that intersect the cornice. A belt course of vertical brick separates the first and second floors. Fenestration set within each section consists of industrial sash windows which have wire-embedded glass. The concrete loading docks that extend around the building are protected with wood and corrugated metal canopies. On the north end of the building, part of the loading dock has been enclosed. The east side of the building is similar to the west side except that the second floor windows are less prominent until the last two sections of the two-story section. At this point, the change in brick color and the line of the parapet, suggests that the southern end of the upper floor was remodeled.

The central portion of the complex was completed by 1930. On the east side of this part, building drops to one-story in height. This elevation section is similarly divided by pilasters. The one-story central section on the western elevation has a gabled roof with the face divided by pilasters and a brick cornice. Small segmentally arched windows are placed within each panel, and there is one loading entrance with a relieving arch.

The boiler room is a one-story section with a high stepped parapet with a double course of brick forming a coping. The face of this section is divided into three sections by pilasters. There are no windows or doors.

The interior of southern section of the complex has brick interior walls have been plastered. It has wood columns, a truss ceiling, and clerestory windows. There is a large concrete-lined pit in the floor, a wood-frame cold room, and the remnants of some of the packing machinery. On the west side of the southern end of the building is a loading dock with a scale. There are five sliding doors in this section.

The interior of the northern section of the plant is a large empty warehouse that has numerous sliding metal doors operated by counter weights. The ceiling is supported by 9-by-9-inch posts set on 16.5-by-10-foot centers. The floor of this section is asphalt. Enclosed stairways on the east and west walls lead to the second floor. The ground floor of the northern section is separated by a masonry partition. There are concrete T-shaped pit wells at the southern end of the two-story section. The rear wall is brick and had once been the southern wall of the building. This wall has an opening for a conveyor belt. There are remnants of the conveyor belts extant in an enclosed section between the two floors. The upper floor of the northern portion of the 1926 building appears to have been a pitting room. It has a wood frame ceiling and a concrete floor. There is a double "monitor" in the roof with corrugated fiberglass windows. The northeast corner is partitioned for a lunch room and restrooms. Large freight elevators are located on the west side. Doors on southern wall of the second floor of this section building opens onto the roof of the central one-story section.

The eastern one-story portion of the center part of the building appears to have been originally an open yard and that was enclosed sometime prior to 1930. This section has 16-by-16-inch concrete columns, set about 19-feet apart. This room has a poured concrete ceiling and a concrete floor with three metal drainage troughs that run the width of the building. The main entrance to the building is located on the western side of this newer two-story section that connects the boiler room with the 1926 northern warehouse. At the entrance is an office complex with wall-board partitions.

The boiler room building is located between the Griffin & Skelley portion of the complex on the south and the 1926 "factory building" on the north. The original boilers were located in the same location as those of the Pacific Winery Company. About 1924, a brick building with a stepped parapet was constructed to enclose the boilers. Today, the boiler room resembles an elaborate Rube Goldberg complex of pipes and machinery, and a Babcock & Wilcox Boiler which installed in 1947 by C. C. Moore and Company, Engineers. The boiler room has brick walls and a room for pans storage. A door on the southern wall of boiler room opens into a small open courtyard space that separates the boiler room from the Griffin & Skelley building.

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# 1
HRI# _____
Trinomial _____

Page 4 of 4 *Resource Name or # (Assigned by recorder) Del Monte Plant #51
*Recorded by Glory Anne Laffey *Date 3/23/98 Continuation Update

B12. By 1933, Calpak had three complexes with seven plants in San Jose. Plant 51, located at 725 W. San Fernando Street corner of Bush (later 50 Bush Street), processed dried fruit. In 1991, Del Monte closed this plant. Plants 3, 50, 54, and 153 (the cannery, the Pit Cracker Plant and the by-products factory, etc.) were located on the property bounded by W. San Carlos Street, the Guadalupe River, Auzerais Avenue, and Sunol Avenue, the site previously occupied by one of the San Jose Fruit Packing Company plants. This facility is still in operation today, however, it is due to close in 1999. Plant 4, the vinegar factory, and Plant 39, the pickle factory, were located in the vicinity of N. Seventh and Jackson streets. Most of this complex is extant, currently occupied by the Mariani Packing Company.

When Calpak was established in 1916, it continued to use the Del Monte label, which had originally been used by the California Fruit Packers Association. Calpak was the only company to nationally market all its products under the single Del Monte label. In June 1967, Calpak officially changed its corporate name to the Del Monte Corporation. In 1979, the R. J. Reynolds Corporation bought out Del Monte. Now an international company, Del Monte is preparing to close the last its Santa Clara County canneries.

The California Packing Corporation is associated with the local historic context of the Fruit Processing Industry. The first California experiments in drying and shipping fruit commenced in Santa Clara County in the 1860s. The first commercial cannery was established in San Jose in 1871. The fruit canning and packing industry quickly grew to become the urban counterpart of the Santa Clara Valley's extensive orchards. Between 1890 and 1920, Santa Clara Valley became the leading fruit and vegetable canning center of the United States. During this period many of the smaller canneries and packing houses in the area merged to form more diversified operations. The largest merger in the valley created the California Packing Corporation in 1916. Under Calpak's leadership, California canners continued to boost production and lower prices throughout the 1920s. During this period Calpak introduced the industry's first organized agricultural and scientific programs and became the first canner to nationally advertize and distribute its products under the single brand name of Del Monte. By the 1940, Santa Clara County was producing 90 percent of California's canned food. One of seven Calpak plants in San Jose, Plant 51 was an integral element in the local development of the California Packing Corporation.

P1. Other Identifier: 865-917 The Alameda

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 1961, photorevised 1980 T ____; R ____; ____ of Sec ____; ____ B.M.

c. Address 865-917 The Alameda City San Jose Zip 95126

d. UTM: (give more than one for large and/or linear resources) Zone ____; ____ mE/ ____ mN

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

Assessor Parcel Number: 261-01-068

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The two-story commercial building at 865-917 The Alameda was constructed in 1929. This 12,960 square foot building, constructed of reinforced concrete, is rectangular in plan. The building is divided in half, north to south, with a two-story office and retail space near The Alameda, as shown in **Photograph 1**, and a tall one-story utilitarian component situated along Rhodes Court, shown in **Photograph 2**. This arrangement reflects the property's original use as an auto dealership, with the showroom on The Alameda and a repair shop in the back. The front of the building has a high parapet that wraps from the south side to the east and west side. The parapet is capped with Spanish tile, at least in part, and is largely covered in ivy, which conceals most of the wall surface on the south end of the building. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP6) Commercial Building, 1-3 Stories

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

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

Photograph 1, camera facing northwest,
May 31, 2002

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1929, County Assessor Record

*P7. Owner and Address:

Zamani Family Trust
847 Portswood Circle
San Jose, CA 95120

*P8. Recorded by: (Name, affiliation, address)

Christopher McMorris
JRP Historical Consulting Services
1490 Drew Ave, Suite 110
Davis, CA 95616

*P9. Date Recorded: May 31, 2002

*P10. Survey Type: (Describe)

Intensive



*P11. Report Citation: (Cite survey report and other sources, or enter "none.") "Technical Memorandum: Historic Resources Evaluation Report, Silicon Valley Rapid Transit Corridor EIS/EIR Alternatives."

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: Col & Cerruti Packard Motors

B2. Common Name: _____

B3. Original Use: Commercial building B4. Present Use: Commercial building

*B5. Architectural Style: Commercial with Spanish Eclectic elements

*B6. Construction History: (Construction date, alteration, and date of alterations) Built 1929; office/rental space 1957-1960; business alterations 1970.

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a
Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 865-917 The Alameda does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The property is located on Lots 21 and 22 of the Rhodes Homestead subdivision, which was laid out in the early 1920s. The Rhodes Homestead subdivision was the last of several large properties subdivided in the area north of The Alameda and adjacent to Stockton Avenue. The modern street known as The Alameda roughly follows a 200-year old thoroughfare extending approximately three miles west and north of downtown San Jose. The modern roadway began to take shape when western San Jose was subdivided in the late nineteenth century. In the early twentieth century, The Alameda and its adjacent neighborhoods remained largely residential, served by an electric railway that ran downtown. Besides some stores, The Alameda had only a few manufacturers, machine shops, and sheet metal works located near the Southern Pacific Railroad (SPRR) tracks at this time. (See Continuation Sheet)

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

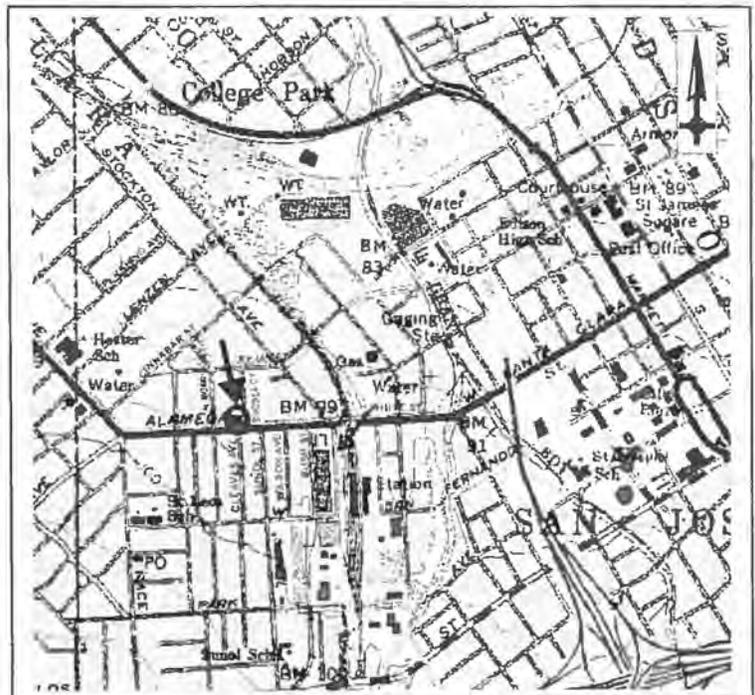
*B12. References: Sanborn Map Company, San Jose (1884-1962); City Directories (various years); USGS Quadrangles, San Jose West (1898-1978); Building Permits; County Assessor records as reported to First American Real Estate Solutions online service, 2002.

B13. Remarks:

*B14. Evaluator: Christopher McMorris

*Date of Evaluation: October 2002

(This space reserved for official comments.)



P3a. Description (continued):

Large recessed banks of plate glass windows with metal spandrels dominate this section of the building. Metal awnings flanked by decorative metal hanging lamps appear above these windows. The main entrance, a set of glass doors, is centrally located at the south side of the building, sheltered by a canopy supported on metal poles that extends out over the sidewalk in front of the building. A pair of casement windows appear on the east side of the building one above the other on each story of the building north of the plate glass windows. The north end of the building has an arched roof, likely formed by bowstring trusses. This area of the building also has a parapet running along its the east side. Below the parapet are five sets of steel sash windows with fixed and hopper style sashes as well as a garage door opening. Next to the former showroom component of the building, there are two sets of tall steel sash vertical windows. This window pattern is largely repeated on the west side of the building. The north side is windowless. On the south end of the west side a glass door with transom set in an arched opening is located next to a wood frame aluminum sliding window, along with a pair of casement windows similar to those on the east side of the building

B10. Significance (continued):

Between the 1930s and 1950s, the east end of The Alameda near Stockton Avenue was transformed from a residential neighborhood to an increasingly industrial and commercial area with businesses positioned to take advantage of the upgraded rail facilities. Automobile-oriented businesses also increased along The Alameda after the road became part of US 101 in the 1920s. The route, later re-designated SR 82 when US 101 was rerouted in the 1960s, still serves as a commercial corridor between Santa Clara and San Jose, although new construction is returning residential uses to The Alameda in the form of condominiums.¹

The commercial building at 865-917 The Alameda, constructed in 1929, was operated for many years as an auto dealership. From 1930 through 1950, it was owned and operated by Col and Cerruti Packard Motors. Gustin Howard Motors acquired the property by 1955, followed by Klepinger Motor Company around 1960. It appears that around this time, the original auto dealership, which had occupied the entire building up to this point, was reduced in size, and at least part of the first floor was converted to office and retail space. Leasers of the space include the National Cash Registry Company (1960) and the San Jose Redevelopment Agency (1965). The last automotive establishment to occupy the property was Auto Dealers Inc., who shared the facilities with Rambler City Inc. in 1970. Young & Associates, furniture dealers, utilized the building in the late 1970s, followed by variety of tenants during the 1980s and 1990s including the Apollo Mailing Service.²

Since the 1920s there have been many auto-related establishments in this area of The Alameda, including repair shops, parts dealers, used and new car lots as well as service stations. The property at 865-917 The Alameda, however, does not appear to be important in that context, nor does it appear to have important associations with significant events or trends in local, state, or national history (Criterion A). It does not appear to be associated with historically significant individuals (Criterion B). The building does not embody distinctive architectural characteristics, and is instead a modest example of commercial architecture with Spanish Eclectic elements, such

¹ City of San Jose Department of City Planning, "The Alameda," April 1984: Sanborn Fire Insurance Maps, San Jose, 1915 and 1951; and City Directories, 1930-1950.

² Building Permit # 26957, dated October 9, 1957, and # 37702, dated November 20, 1961.

Page 4 of 4

*Resource Name or # (Assigned by recorder) Map Reference #13-22

*Recorded by Christopher McMorris *Date May 31, 2002 Continuation Update

as an arched doorway, casement windows, and a parapet roof with Spanish tile. The building does not appear to be an important example of a type, period, or method of construction (Criterion C). The property also does not appear to be the work of a master architect or builder, and does not possess high artistic value. The building has not yielded, nor will likely yield, important information for history (Criterion D). This property 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, and does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):



Photograph 2. Camera facing northwest along Rhodes Court, May 31, 2002.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6L, 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

P1. Other Identifier: 58 South 6th Street

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 1961 (photorevised 1980) T ____; R ____; ___ ¼ of Sec ____; M.D.B.M.

c. Address: 58 South 6th Street City San Jose Zip 95112

d. UTM: (give more than one for large and/or linear resources) Zone ____; _____mE/ _____mN

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

Assessor Parcel Number: 467-24-035

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 0.19-acre residential parcel at 58 South 6th Street consists of a 2,500-square-foot, Colonial Revival-style apartment building and detached garage sited at the rear (east side) of the parcel (**Photograph 1**). Constructed in 1921, this two-story fourplex generally has a square footprint, a low-pitch gable roof concealed behind parapets, and is primarily clad in replacement stucco siding (wood siding is found near the east side of the building, on the north and south projecting elements (**Photographs 2-3**). The building is symmetrical and is decorated by a simple entablature. Fenestration includes original one-over-one and six-over-six wood-frame, double-hung windows set singularly or in pairs along the north and south sides of the building, multi-light wood-frame casement windows on the façade and sides, fixed wood-frame windows on the façade, and vinyl single-hung replacement windows on the façade. All windows have wood lug sills with stucco-clad sills below. Centered on the façade is the main, recessed entrance, accessed by concrete path with steps and a modern metal railing. It includes an original twelve-light, wood door set between narrow, four-light sidelights. A projecting decorative crown supported by Doric columns and pilasters accentuates the entrance (**Photograph 4**).

*P3b. **Resource Attributes:** (List attributes and codes) HP3 Multifamily Property

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

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



P5b. Description of Photo: (View, date, accession #) Photograph 1. Facing southeast, September 14, 2015

*P6. **Date Constructed/Age and Sources:**
 Historic Prehistoric Both
1921 (1998 DPR 523 Form)

*P7. **Owner and Address:**
Robert L. Schafer
14960 Los Gatos Almaden Road
Los Gatos, CA 95032

*P8. **Recorded by:** (Name, affiliation, address)
Toni Webb
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

*P9. **Date Recorded:** September 14, 2015

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

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "VTA's BART Silicon Valley—Phase II Extension Project: Supplemental Built Environment Survey Report," 2016.

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

B1. Historic Name: Irwin Apartments

B2. Common Name: _____

B3. Original Use: apartments B4. Present Use: apartments

*B5. Architectural Style: Colonial Revival

*B6. Construction History: 1921, replacement siding and windows within the last 20 years; rear garage built in 2001.

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

*B8. Related Features: _____

B9. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 58 South 6th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not have historical significance and lacks integrity. The property does not share significant associations with residential development at local, state, or national levels (NRHP Criterion A or CRHR Criterion 1), nor is it associated with any historically significant people (NRHP Criterion B or CRHR Criterion 2). The buildings do not embody distinctive architectural characteristics of a period, type, or method of construction (NRHP Criterion C or CRHR Criterion 3) nor are they important examples of a master architect or designer. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D or CRHR Criterion 4); however, the buildings on this property do not appear to be principal sources of important information in this regard. This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The Colonial Revival building documented on this form has been previously found not eligible for local listing or designation through local government review. While it is currently listed as a Structure of Merit in the City of San Jose Historic Resources Inventory (updated September 23, 2014,) the City of San Jose do not consider Structures of Merit as historical resources for the purposes of CEQA. Therefore, this property at 58 South 6th Street is not a historical resource for the purposes of CEQA but may warrant special consideration in local planning.¹ (See Continuation Sheet.)

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

*B12. References: Sanborn Map Company, *San Jose* (1891-1950); City Directories (various years); USGS; Quadrangles, *San Jose* (1898-1978); Archives and Architecture, DPR 523 Form for 58 S. Sixth Street, September 1998; Santa Clara County Assessor Records; See footnotes on continuation sheets.

B13. Remarks:

*B14. Evaluator: Toni Webb

*Date of Evaluation: September 2015

(This space reserved for official comments.)



¹ Office of Historic Preservation, Historic Resources Inventory Directory for Santa Clara County, updated September 2014.

B10. Significance (continued):

Historic Context

San Jose developed in the mid- to late-nineteenth century after Chester Lyman created a detailed survey of the community in 1848 and established the grid streets and blocks from the Plaza to 8th Street along the central corridor of Santa Clara Street. Numerous settlers and speculators purchased the city lots and helped establish a commercial district centered on the intersection of Market and Santa Clara streets. New brick buildings from one to five stories were built in a variety of architectural styles popular at the time, such as Italianate, Richardson Romanesque and Classical Revival, to house the businesses. In the subsequent decades, San Jose became the mercantile and financial center of the Santa Clara Valley and the southern San Francisco Bay Area, leading to the expansion of the commercial district and general growth in the city. By 1915, the core blocks of San Jose's downtown were home to retail, office, entertainment, and municipal buildings. As the city grew, the commercial district expanded out from its downtown core with more retail shops, service businesses, and office buildings spreading out along East Santa Clara Street and up cross streets as far as 7th Street. Development continued to expand the city limits throughout the early and mid-twentieth century.²

Property owner Florence Moody constructed this Colonial Revival apartment building in 1921, historically known as the Irwin Apartments. Born in around 1881, Florence married Everett Alden Moody, who earned a living as a dry cleaner in both Palo Alto and San Jose. Everett died between 1912 and 1915 and his wife raised their children, son Irwin and daughter Dorothy, in the family home on South 17th Street in San Jose. Florence named the apartment building she had constructed east of downtown San Jose, and just south of East Santa Clara Street, after her son. It appears that Florence resided in one of the four apartments during the 1920s and her son, a geologist, is also listed at the same address in 1925.³

Evaluation

Ward Hill and Glory Anne Laffey of Archives and Architecture previously inventoried and evaluated the Colonial Revival-style apartment building documented on this form for the report entitled "Historical Background and Building Evaluation for the Civic Plaza Project EIR," completed in 1998. Hill and Laffey prepared a Department of Parks and Recreation (DPR) 523A (Primary) form for this property (see attached) and concluded that the building "is not a distinguished example of its style from this period, thus it does not appear to be eligible for the California Register." Hill and Laffey provided no formal evaluation using NRHP or CRHR criteria. The 1998 evaluation noted the building was identified on City of San Jose Historic Resources Inventory. The California Office of Historic Preservation subsequently listed this property in the Historic Resources Inventory Directory with a California Historical Resource Status Code of 6L (determined ineligible for local listing or designation; may warrant special consideration in local planning). The city's current inventory (updated September 23, 2014) identifies the building as a City of San Jose Structure of Merit.

This Colonial Revival building has been altered by the modern replacement of several of its original wood-frame fixed, casement, and double-hung windows with vinyl sashes as well as the replacement of its wood siding with stucco. Further, the original garage has been demolished and in 2001 a new 5-car garage was built at the rear of the parcel. These modifications have compromised the buildings integrity of design, workmanship, materials, feeling and association.

The property at 58 South 6th Street does not have important associations with significant events or trends in local, state, or national history (NRHP Criterion A or CRHR Criterion 1). Built during the transition of San Jose's downtown from a mostly residential area to a largely commercial one, the building at 58 South 6th Street reflects the urbanization of the city during the early twentieth century, but does not appear to be significant for this association. This property has no significant associations with the lives of persons important to history (NRHP Criterion B or CRHR Criterion 2). Originally constructed

² Dill Design Group, "Expansion of the Century Center Redevelopment Plan Area and Mixed-Use Project Historic Resources Assessment," January 2002, 11; Dill Design Group, "Historic Resources Survey, Downtown San Jose," January 2002, 24; Sanborn Map Company, *San Jose, California*, (New York: Sanborn Map Company, 1884, 1891, 1915); Eugene T. Sawyer, *History of Santa Clara County, California* (Los Angeles: Historic Record Co., 1922), 172; Clyde Arbuckle, *History of San Jose* (San Jose, CA: Smith and McKay, 1985), 59.

³ Archives and Architecture, DPR 523 Form for 58 S. Sixth Street, September 1998; San Jose City Directories, various years 1900-1926; 1920 Census.

Page 4 of 9

*Resource Name or # (Assigned by recorder) Map Reference # D-05

*Recorded by T. Webb *Date September 2015

Continuation Update

by Florence Moody, research did not reveal that she or any of the individuals associated with the development and use of this property made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this Colonial Revival-style building is not significant as an important example of a type, period, or method of construction, nor is it the work of a master. The Colonial Revival style, popular from the 1880s through about 1950, is well documented with many exceptional examples located throughout San Jose. The apartment building is a relatively modest and altered example of that style and does not appear to be an important representation of an early twentieth century, Colonial Revival apartment building.

Under NRHP Criterion D or CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Photographs (continued):



Photograph 2: West and south sides of Colonial Revival building, showing rear garage (right background); facing northeast, September 14, 2015.

Page 5 of 9

*Resource Name or # (Assigned by recorder) Map Reference # D-05

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Continuation Update

Photographs (continued):



Photograph 3: North and west sides of Colonial Revival building; facing northeast, September 14, 2015.



Photograph 4: Detail of main; facing east, September 14, 2015.

Previous DPR 523 Form

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

Primary # P-43-002447
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 1 *Resource Name or #: (assigned by recorder) 58 S. Sixth Street

P1. Other Identifier: Irwin Apartments

*P2. Location: Not for Publication Unrestricted *a. County Santa Clara
and (P2b and P2c or P2d. Attach a Location Map as necessary)
b. USGS 7.5' Quad San Jose West Date 1980 T 7S; R 1E; ¼ of ¼ of Sec. unsectioned; Mount Diablo B.M.
c. Address 58 S. Sixth Street City San Jose Zip 95112
d. UTM: Zone 10; mE / mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc.) APN 467-24-035

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):
This simply detailed, Neo-Classical apartment is a two-story, rectangular plan structure with a flat roof. The building is wood-frame structure with stucco walls. The symmetrical front facade has tripartite windows flanking the recessed entrance porch with Doric columns.
Built in 1921 by Florence Moody, the Irwin Apartments at 58 S. 6th Street cost \$11,500. The building replaced two small dwellings on this site constructed by Charles Moody before 1866. Florence Moody occupied one of the units as late as 1926.
This building is listed as an Identified Structure on the *San Jose Historic Resources Inventory*. 58 S. 6th is not a distinguished example of its style from this period, thus it does not appear to be eligible for the California Register.
Sources: Sanborn Insurance Maps 1884-1968; San Jose City Directories 1870-1979; San Jose Block Books 1878-1924; San Jose Building Permit #48 12/19/1921.

*P3b. Resource Attributes: HP3

*P4. Resources present: Building _____ Structure _____ Object _____ Site _____ District _____ Element of District _____ Other _____



P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: Historic _____ Prehistoric _____ Both _____
c. 1921

*P7. Owner and Address
Robert L. Schafer
14960 Los Gatos Almaden R
Los Gatos, CA 95032

*P8. Recorded by: (Name, affiliation, and address)
Ward Hill and Glory Anne Laffey,
Archives and Architecture,
353 Surber Drive,
San Jose, CA 95123

*P9. Date Recorded Sept., 1998
*P10. Survey Type: (Describe)
Intensive for urban redevelopment

*P11. Report Citation (Cite survey report and other sources, or enter "none"):
Historical Background and Building Evaluation for the Civic Plaza Project EIR by G. Laffey, C. Duval and W. Hill

Attachments: NONE _____ Location Map _____ Sketch Map _____ Continuation Sheet _____ Building, Structure and Object Record _____ Archaeological Record _____ District Record _____ Linear Feature Record _____ Milling Station Record _____ Rock Art Record _____ Artifact Record _____ Photograph Record _____ Other (List) _____

DPR 523L(1/95) * Required Information



Figure 7: Civic Plaza Project Area with California Register Eligibility



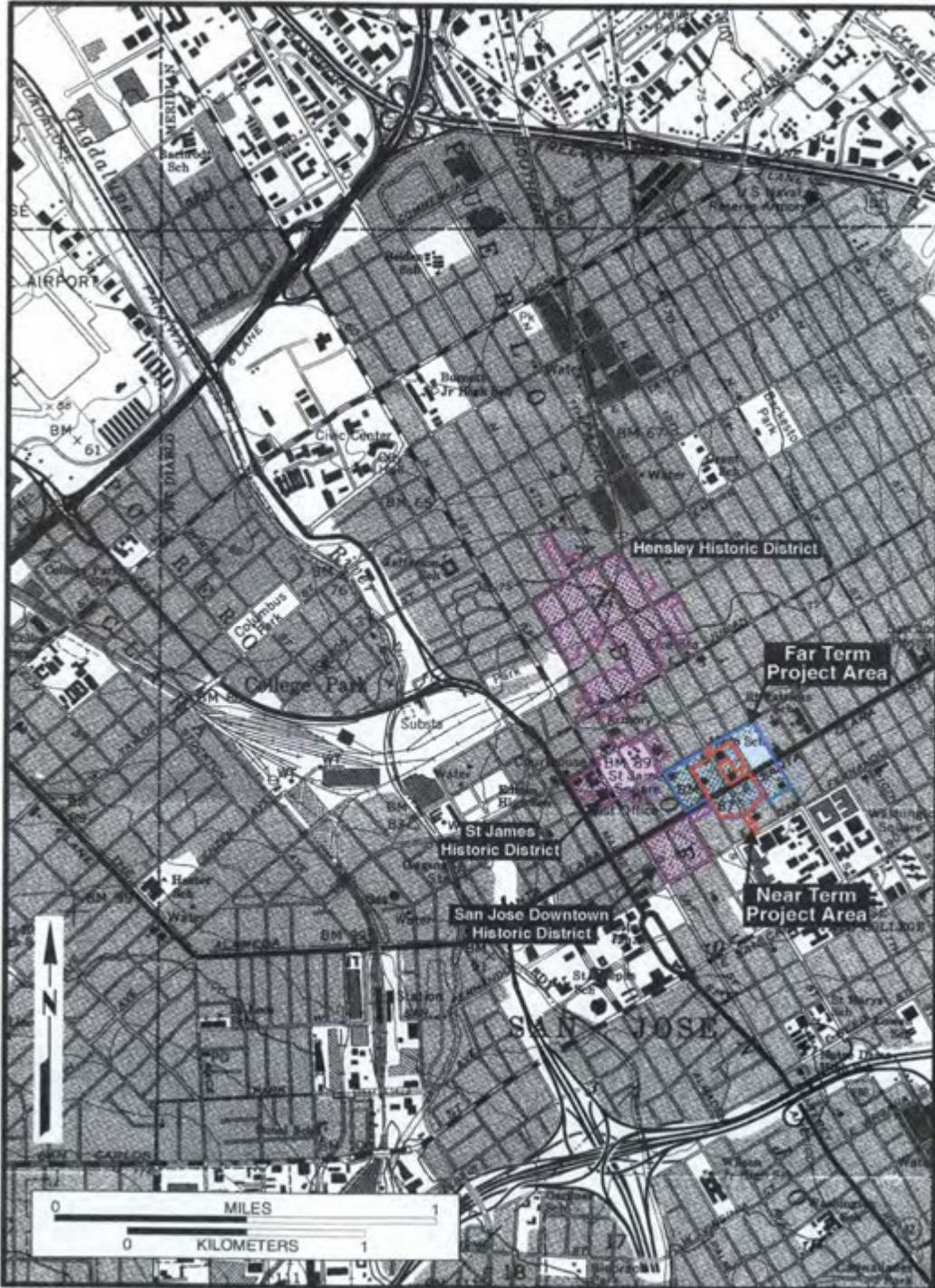


Figure 2: Near Term and Far Term Project Locations with Historic Districts in Vicinity (USGS San Jose West, Calif. 1980)



Figure 3: Civic Plaza Project with Near Term Project Area (Aerial Photography 8/96, #50264)

Attachment D: Correspondence with Interested Parties (2017)

Historical Groups That Received Notices of Preparation (NOPs) for Draft SEIS/SEIR

Santa Clara County Historical Heritage
Commission
70 West Hedding Street, 7th Floor
San Jose, CA 95110

Heritage Council of Santa Clara County
1485 De Rose Way Apt 223
San Jose, CA 95126-4112

Historic Preservation Society of Santa
Clara
1889 Market Street
Santa Clara, CA 95050

History San Jose and Historical
Association
1650 Senter Road
San Jose, CA 95112

Preservation Action Council of San Jose
72 N 5th Street
San Jose, CA 95112

Los Fundadores - Santa Clara
1509 Warburton Avenue
Santa Clara, CA 95050

Victorian Preservation Association
P.O. Box 586
San Jose, CA 95106

Santa Clara County Historical and
Genealogical Society
2635 Homestead Road
Santa Clara, CA 95051

California Trolley and Railroad
Corporation
210 North 4th Street, Fourth Floor
San Jose, CA 95112

National Railroad Historical Society
Central Coast Chapter
P.O. Box 434
Santa Clara, CA 95052



January 6, 2017

Mr. Brian Johns, Chair
City of Santa Clara Historic Landmarks Commission
City of Santa Clara – City Hall
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: VTA's BART Silicon Valley Phase II Extension Project

Mr. Brian Johns,

In coordination with the Federal Transit Administration (FTA), the Valley Transportation Authority (VTA) is conducting public outreach pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) for the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation (SEIS/SEIR) for VTA's BART Silicon Valley Phase II Extension (Phase II) Project. In addition, VTA and FTA are providing an update to the consultation conducted under Section 106 of the National Historic Preservation Act (54 USC § 300101 and its implementing regulations in 36 CFR § 800). The following documents are attached on CD for your review and comment:

- Draft SEIS/SEIR, Volumes I and II and the following cultural technical reports:
 - Archaeological Resources Technical Report (ARTR)
 - Supplemental Built Environment Study Report (SBESR)
 - Preliminary Finding of Effect Report (FOE)
 - Draft Programmatic Agreement (PA)
 - Draft Archaeological Resources Treatment Plan (ARTP)

These documents are also available for review on VTA's website at <http://www.vta.org/bart/environmentaldocumentsphaseII>. Hard copies of other reports listed on the website are available upon request.

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There are two alternatives evaluated in this document in accordance with NEPA: the No Build Alternative and the BART Extension Alternative. The BART Extension Alternative consists of a

6-mile extension of the BART system from the Berryessa BART Station (currently under construction) through downtown San Jose to the Santa Clara Caltrain Station. The alignment would include an approximately 5-mile tunnel, or subway, through downtown San Jose. Four stations are under consideration: Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara. Two options are currently under consideration for the location of the Downtown San Jose Station (East and West) and for Diridon Station (North and South). Two tunnel construction methodology options, the Twin-Bore Option (two 20-foot-diameter tunnels) and the Single-Bore Option (one 45-foot-diameter tunnel), are under consideration. Depending upon funding availability, initial revenue service on the BART Extension is targeted to begin in late 2025/2026.

Area of Potential Effects

The proposed Area of Potential Effects (APE) for architectural resources, including built resources and historic and cultural landscapes, encompasses the archaeological APE and all areas that could be directly or indirectly affected by the proposed project. Direct effects include physical changes to architectural resources. For archaeological resources, the APE includes areas that could be affected by the maximum extent of Project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading. The APE encompasses the approximately 6-mile-long rail alignment (including 5 miles of tunnel), four stations, two mid-tunnel vent structures, transit-oriented development at the four stations and two vent structure locations, a maintenance facility, and construction staging areas. SHPO concurred with the revised APE on October 28, 2016. The revised APE is included in the SBESR, ARTR and the FOE.

Supplemental Built Environment Survey Report (SBESR)

The attached 2016 SBESR for the Phase II Project was prepared to supplement the Historical Resources Evaluation Report (HRER) (January 2003) for the 16-mile Phase I Project. The Supplemental Report incorporates by reference information from the 2003 HRER where the survey area overlaps with the Phase II Project APE.

The SBESR indicates that the APE includes portions of one historic district (San Jose Downtown Commercial District) and two multiple resource properties (Southern Pacific Depot [Cahill Station] and Santa Clara Station) that are listed in the National Register of Historic Places (NRHP). There are ten contributing elements of the San Jose Downtown Commercial District located within the APE. However, no additional historic districts potentially eligible for the NRHP were identified within or near the APE.

In addition, 29 historic properties are listed in or have been determined eligible for listing in the NRHP and California Register of Historical Resources (CRHR) that were identified within the APE. Twelve of these properties are listed in the NRHP and CRHR, and fourteen properties were previously determined eligible for the NRHP and listed in the CRHR. SHPO concurred with the eligibility determinations on October 28, 2016.

One property, the Farmers Union Building located at 151-155 West Santa Clara Street /17-35 North San Pedro Street, was previously determined eligible for the NRHP under Criteria A, B, and C. Two historic-period buildings, Old Mill building at 25-29 North San Pedro Street and the Pedro

Square Properties building at 35 North San Pedro Street, located on the same legal parcel, were not previously evaluated for NRHP or CRHR eligibility. The SBESR concluded, and on October 28, 2016, SHPO concurred, that while the Farmers Union Building remains eligible, the two newly recorded buildings are not eligible for the NRHP or CRHR.

Two properties (30 North 3rd Street and 179-181 Rhodes Court) were determined eligible for the NRHP and CRHR as part of the 2016 SBESR. Two properties (48-52 South 6th Street and 58 South 6th Street) were determined to be historical resources for the purposes of CEQA, but they do not meet the criteria for listing in the NRHP or CRHR. Two properties (43-49 East Santa Clara Street and 35-39 East Santa Clara Street) have been determined eligible for the CRHR but were previously determined ineligible for the NRHP. One property (808 and 824-826 The Alameda) is a historical resource under CEQA, but has been previously determined ineligible for listing in the NRHP and CRHR. The remaining 95 properties were evaluated and do not meet the criteria for listing in the NRHP or CRHR and are not considered historical resources for the purposes of CEQA. SHPO concurred with the eligibility determinations on October 28, 2016.

Archaeological Resources Technical Report (ARTR)

The ARTR assesses the Project's potential to contain cultural resources. It integrates environmental and cultural contexts, background records review and literature searches, survey and monitoring results, subsurface sensitivity studies, and consultation with interested Native American groups and representatives.

The records search, conducted at the Northwest Information Center of the California Historical Resources Information System, identified one formally recorded historic archaeological resource within the APE of the proposed Project: CA-SCL-363H/P-43-000369, which consists of historic-era building remnants, foundations, and trash deposits of the former Pueblo de San José de Guadalupe as established in 1877, located in the current downtown San Jose. Most of the site is considered eligible for listing to the NRHP under Criteria A and D, although the portion underlying SR 87 is not.

Additional cultural resources were identified within 700 feet of the archaeological APE — CA-SCL-430H (P-43-00043) and CA-SCL-30/H (P-43-000050), the First and Third Mission locations. Little is known of the First Mission, but the Third Mission, with an associated neophyte cemetery, is located near Santa Clara University and the Santa Clara Caltrain Station. The sensitivity area around these mission locations extends into the APE. No other recorded archaeological sites are located within the APE. According to the buried site sensitivity assessment, several Project facilities that would cause ground disturbance (stations, vents, tunnel portals, etc.) are located within areas of high to very high sensitivity for buried archaeological resources.

Preliminary Finding of Effect (FOE)

Under Section 106, an adverse effect occurs “when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association...” (36 CFR § 800.5(a)(1)). The preliminary findings of the draft FOE conclude that the construction and operation of the BART

Extension Alternative would result in no adverse effect under NEPA on archaeological resources, historic properties, or historic districts listed or eligible for the NRHP in the APE.

The extension consists of a corridor and large land areas, and areas where access to properties is restricted. In addition, portions of the corridor include areas of sensitivity for encountering buried archaeological deposits and features, and the effect on historic properties cannot be fully determined prior to the approval of the undertaking. Construction of the BART Extension Alternative may adversely affect as-yet unidentified archaeological sites eligible for the NRHP. FTA and VTA have therefore chosen to conduct the identification and evaluation of potential historic properties, and the resolution of any adverse effects on historic properties within the APE, in phases pursuant to 36 CFR 800.4(b)(2) and 36 CFR 800.5(a)(3), subsequent to the approval of the Undertaking. On October 28, 2016, SHPO concurred that this phased approach is appropriate for this Project.

Draft Programmatic Agreement (PA) & Archaeological Resources Treatment Plan (ARTP)
VTA and FTA have prepared a Draft Programmatic Agreement (PA) and Archaeological Resources Treatment Plan (ARTP), which identifies a phased identification approach that will be implemented prior to construction, including subsurface testing in areas identified in the ARTR as sensitive for archaeological resources, and provisions for construction monitoring.

In accordance with 36 CFR § 800.6(c)(3), we would like to invite you to participate as a Concurring Party to the Draft Programmatic Agreement for the BART Silicon Valley – Phase II Extension Project, and seek your input and comments on the enclosed Draft PA and ARTP.

If you have any questions or comments on the enclosed documents, or need additional information, feel free to contact me by phone at (408) 321-5785 or via email at samantha.swan@vta.org or contact Ms. Dominique M. Paukowits, FTA Region IX Community Planner, by phone at (415) 734-9469, or dominique.paukowits@dot.gov.

Thank you,



Samantha Swan
Senior Environmental Planner

Enclosures

cc: Dominique M. Paukowits, FTA Region IX
Mary Nguyen, FTA Region IX
Members of the City of Santa Clara Historic Landmarks Commission



January 6, 2017

Mr. Edward Saum, Chair
City of San Jose Historic Landmarks Commission
City of San Jose – City Hall
200 East Santa Clara Street
San Jose, CA 95113

Subject: VTA's BART Silicon Valley Phase II Extension Project

Mr. Edward Saum

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Thank you,



Samantha Swan
Senior Environmental Planner

Enclosures

cc: Dominique M. Paukowits, FTA Region IX
Mary Nguyen, FTA Region IX
Members of the City of San Jose Historic Landmarks Commission



January 6, 2017

Ms. Lorie Garcia
South Bay Historical Railroad Society
216 West Morris Avenue
Modesto, CA 95354

Subject: VTA's BART Silicon Valley Phase II Extension Project

Ms. Lorie Garcia

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In addition, 29 historic properties are listed in or have been determined eligible for listing in the NRHP and California Register of Historical Resources (CRHR) that were identified within the APE. Twelve of these properties are listed in the NRHP and CRHR, and fourteen properties were previously determined eligible for the NRHP and listed in the CRHR. SHPO concurred with the eligibility determinations on October 28, 2016.

One property, the Farmers Union Building located at 151-155 West Santa Clara Street /17-35 North San Pedro Street, was previously determined eligible for the NRHP under Criteria A, B, and C. Two historic-period buildings, Old Mill building at 25-29 North San Pedro Street and the Pedro

Square Properties building at 35 North San Pedro Street, located on the same legal parcel, were not previously evaluated for NRHP or CRHR eligibility. The SBESR concluded, and on October 28, 2016, SHPO concurred, that while the Farmers Union Building remains eligible, the two newly recorded buildings are not eligible for the NRHP or CRHR.

Two properties (30 North 3rd Street and 179-181 Rhodes Court) were determined eligible for the NRHP and CRHR as part of the 2016 SBESR. Two properties (48-52 South 6th Street and 58 South 6th Street) were determined to be historical resources for the purposes of CEQA, but they do not meet the criteria for listing in the NRHP or CRHR. Two properties (43-49 East Santa Clara Street and 35-39 East Santa Clara Street) have been determined eligible for the CRHR but were previously determined ineligible for the NRHP. One property (808 and 824-826 The Alameda) is a historical resource under CEQA, but has been previously determined ineligible for listing in the NRHP and CRHR. The remaining 95 properties were evaluated and do not meet the criteria for listing in the NRHP or CRHR and are not considered historical resources for the purposes of CEQA. SHPO concurred with the eligibility determinations on October 28, 2016.

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The ARTR assesses the Project's potential to contain cultural resources. It integrates environmental and cultural contexts, background records review and literature searches, survey and monitoring results, subsurface sensitivity studies, and consultation with interested Native American groups and representatives.

The records search, conducted at the Northwest Information Center of the California Historical Resources Information System, identified one formally recorded historic archaeological resource within the APE of the proposed Project: CA-SCL-363H/P-43-000369, which consists of historic-era building remnants, foundations, and trash deposits of the former Pueblo de San José de Guadalupe as established in 1877, located in the current downtown San Jose. Most of the site is considered eligible for listing to the NRHP under Criteria A and D, although the portion underlying SR 87 is not.

Additional cultural resources were identified within 700 feet of the archaeological APE — CA-SCL-430H (P-43-00043) and CA-SCL-30/H (P-43-000050), the First and Third Mission locations. Little is known of the First Mission, but the Third Mission, with an associated neophyte cemetery, is located near Santa Clara University and the Santa Clara Caltrain Station. The sensitivity area around these mission locations extends into the APE. No other recorded archaeological sites are located within the APE. According to the buried site sensitivity assessment, several Project facilities that would cause ground disturbance (stations, vents, tunnel portals, etc.) are located within areas of high to very high sensitivity for buried archaeological resources.

Preliminary Finding of Effect (FOE)

Under Section 106, an adverse effect occurs “when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association...” (36 CFR § 800.5(a)(1)). The preliminary findings of the draft FOE conclude that the construction and operation of the BART

Extension Alternative would result in no adverse effect under NEPA on archaeological resources, historic properties, or historic districts listed or eligible for the NRHP in the APE.

The extension consists of a corridor and large land areas, and areas where access to properties is restricted. In addition, portions of the corridor include areas of sensitivity for encountering buried archaeological deposits and features, and the effect on historic properties cannot be fully determined prior to the approval of the undertaking. Construction of the BART Extension Alternative may adversely affect as-yet unidentified archaeological sites eligible for the NRHP. FTA and VTA have therefore chosen to conduct the identification and evaluation of potential historic properties, and the resolution of any adverse effects on historic properties within the APE, in phases pursuant to 36 CFR 800.4(b)(2) and 36 CFR 800.5(a)(3), subsequent to the approval of the Undertaking. On October 28, 2016, SHPO concurred that this phased approach is appropriate for this Project.

Draft Programmatic Agreement (PA) & Archaeological Resources Treatment Plan (ARTP)
VTA and FTA have prepared a Draft Programmatic Agreement (PA) and Archaeological Resources Treatment Plan (ARTP), which identifies a phased identification approach that will be implemented prior to construction, including subsurface testing in areas identified in the ARTP as sensitive for archaeological resources, and provisions for construction monitoring.

In accordance with 36 CFR § 800.6(c)(3), we would like to invite your organization to participate as a Concurring Party to the Draft Programmatic Agreement for the BART Silicon Valley – Phase II Extension Project, and seek your input and comments on the enclosed Draft PA and ARTP.

If you have any questions or comments on the enclosed documents, or need additional information, feel free to contact me by phone at (408) 321-5785 or via email at samantha.swan@vta.org or contact Ms. Dominique M. Paukowits, FTA Region IX Community Planner, by phone at (415) 734-9469, or dominique.paukowits@dot.gov.

Thank you,



Samantha Swan
Senior Environmental Planner

Enclosures

cc: Dominique M. Paukowits, FTA Region IX
Mary Nguyen, FTA Region IX
Jack Morash, South Bay Historical Railroad Society and member of VTA's BART
Silicon Valley Phase II Extension Project Community Working Group



January 6, 2017

**Mr. Robert Marshall, President
South Bay Historical Railroad Society
1005 Railroad Avenue
Santa Clara, CA 95050**

Subject: VTA's BART Silicon Valley Phase II Extension Project

Mr. Robert Marshall

In coordination with the Federal Transit Administration (FTA), the Valley Transportation Authority (VTA) is conducting public outreach pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) for the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation (SEIS/SEIR) for VTA's BART Silicon Valley Phase II Extension (Phase II) Project. In addition, VTA and FTA are providing an update to the consultation conducted under Section 106 of the National Historic Preservation Act (54 USC § 300101 and its implementing regulations in 36 CFR § 800). The following documents are attached on CD for your review and comment:

- Draft SEIS/SEIR, Volumes I and II and the following cultural technical reports:
 - Archaeological Resources Technical Report (ARTR)
 - Supplemental Built Environment Study Report (SBESR)
 - Preliminary Finding of Effect Report (FOE)
 - Draft Programmatic Agreement (PA)
 - Draft Archaeological Resources Treatment Plan (ARTP)

These documents are also available for review on VTA's website at <http://www.vta.org/bart/environmentaldocumentsphaseII>. Hard copies of other reports listed on the website are available upon request.

Overview of the Proposed Project

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