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\*NRHP Status Code 1S

\*Resource Name or # (Assigned by recorder) Port of Alviso Historic District

D1. Historic Name: Port of Alviso or Embarcadero de Santa Clara D2. Common Name: Port of Alviso

**\*D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Port of Alviso Historic District consists of a 60-acre area containing approximately 20 industrial, residential, and commercial buildings that date from the 1850s to approximately 1900. It is historically significant as an important early port and transportation hub for Santa Clara Valley. Contributing buildings are a mix of residential, commercial, and industrial types that are distributed evenly throughout the district but are not densely concentrated. All are 1-3 stories tall, set on large lots with significant open space or vacant lots between them. See continuation sheet.

**\*D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):  
The Port of Alviso historic district is bounded by Alviso Marina County Park to the north, the Guadalupe River / Alviso Slough to the west, Moffat Street to the south, and on the east by Gold Street between Elizabeth and Catherine streets and a line running mid-block between El Dorado and Gold Street from Catherine to Moffat streets. The area encompasses approximately five full city blocks and three half-blocks and encompasses approximately 60 acres. See **Map 1**.

**\*D5. Boundary Justification:**

The boundary encompasses all of the 1972 National Register district as well as the 1995 California Point of Historical Interest boundary. Most of the land area covered by the 1908 and 1930 Sanborn maps are within the district boundaries. Comparison of aeriels from 1928 through 2002 show that settlement and development within the Alviso neighborhood was primarily concentrated in this area through at least 1930. After that, development is concentrated east of Gold Street. Therefore, it includes a high concentration of buildings dating to the period with Alviso was a thriving port and commercial canning center on San Francisco Bay. The boundaries include a high concentration of remaining buildings associated with the Port of Alviso from 1855 to 1936.

**D6. Significance: Theme** Commerce and Transportation **Area** San Francisco Bay and Santa Clara Valley  
**Period of Significance** 1855-1936 **Applicable Criteria** A  
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Port of Alviso was established in 1840 on the mouth of the Guadalupe River, on the Alviso Slough where it meets San Francisco Bay.<sup>1</sup> The shipping center was located on the slough at the end of Taylor Street. From approximately 1840 - 1870, it was a major shipping depot for the entire Santa Clara Valley and a major commercial center for local agriculture and industry.<sup>2</sup> It also served as a passenger and freight transportation hub between San Francisco and Santa Clara Valley.<sup>3</sup> The San Francisco San Jose Railroad, completed in 1864, bypassed Alviso and diminished its role as a major port and trade center. In 2018, the Laine Store, formerly located at 995 Elizabeth Street, near the Laine-Tilden Residence, was demolished after it was damaged beyond repair as the result of construction on the nearby railroad right-of-way. Other changes to the district since it was first documented in 1972 include relocation of the South Bay Yacht Club from the corner of North Taylor and Hope streets to its current location at 1491 Hope Street. More recently a fire in 2020 severely damaged the Wade Warehouse (1641-1657 El Dorado Street), causing its roof and part of the south wall to collapse. The building was demolished in April 2023. See continuation sheet.

**\*D7. References** (Give full citations including the names and addresses of any informants, where possible.):  
Basin Research Associates, Inc. "Cultural Resources Assessment, Alviso Master Plan Area, City of San Jose, Santa Clara County, CA." Prepared for the City of San Jose. 1995.

Burrill, Robert and Lynn Rogers. *Images of America: Alviso, San Jose*. (San Francisco: Arcadia Publishing, 2006).

**\*D8. Evaluator:** Becky Urbano **Date:** May 2023

**Affiliation and Address:** ESA, 787 The Alameda, Ste. 250, San Jose, CA 95126

<sup>1</sup> City of San Jose, *Application for California Point of Historical Interest: Port of Alviso*, 1995, p.12.

<sup>2</sup> Butler, *National Register Nomination*.

<sup>3</sup> *Application for California Point of Interest*, p. 45.

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### D3: Detailed Description (continued)

Changes in the street grid resulting from street realignments and levee construction have slightly altered the neighborhood's relationship with the shoreline, but water is visible from most locations within the district due to its low density and the visual connection offered by the many vacant and sparsely developed parcels. Modern intrusions are minimal and are generally compatible in size, massing, and placement to the original buildings. The district is located east of the Alviso Slough/Guadalupe River which maintains the district's direct marine connection to San Francisco Bay. The close proximity of Alviso Slough, Alviso Marina County Park, and Don Edwards San Francisco Bay National Wildlife Refuge help to maintain an undeveloped setting which adds to Alviso sense of time and place.

The district is composed of 13 contributing buildings and structures of varying condition and structural integrity. Due to loss of historical integrity, it also includes one non-contributing building and one non-contributing site:

1. Bayside Cannery (1906, additions 1929) – 1290 Hope Street
2. Union Warehouse\* (c.1858) – 1200 Hope Street
3. Chinese Cookhouse (c.1929) – 906 Elizabeth Street
4. Bayside Cannery Office (c.1925, relocated c.1929) – 907 Elizabeth Street
5. Tilden-Laine Residence\* (1887) – 970 Elizabeth Street
6. Alviso Hotel (c.1900) – 995 Elizabeth Street (non-contributing)
7. Southern Pacific Railroad Depot\* (c.1885) – 1303 El Dorado Street
8. Captain John Martin Residence\* (c.1860) – 1080 Catherine Street
9. La Montagne Boarding House\* (c.1890) – 1044 Catherine Street
10. Trevey Residence\* (1902) – 1413 El Dorado Street
11. South Bay Yacht Club\* (1903, moved 1985) – 1491 Hope Street
12. Chinese Casino (1917) – 990 North Taylor Street
13. Constable's Office and Jail\* (c.1865) – 1621 El Dorado Street
14. Wade Residence\* (c.1855) – 1641-1657 El Dorado Street
15. Site of the former Wade Warehouse\* (c.1860, demolished 2023) – 1641-1657 El Dorado Street (non-contributing)

\* - Buildings included in the 1972 Port of Alviso National Register nomination

In 1972, the Port of Alviso district was nominated for listing in the National Register of Historic Places.<sup>1</sup> It was listed in 1973. At that time, 11 buildings were named as contributing elements. They were described as reflecting the district's heyday, lasting roughly from 1849 to 1900 and are denoted above with "\*". The nomination cites the significance of Alviso as a major port for the Bay Area, and the major north-south passenger and freight link between San Francisco and the southern Bay Area. Alviso was Santa Clara Valley's major commercial shipping depot.

In 1995, the district was listed as a California Point of Historical Interest with 16 contributing buildings.<sup>2</sup> This documentation expanded the 1972 National Register nomination with the inclusion of five additional buildings: the Bayside Canning Company / Bayside Cannery, the Bayside Cannery office, Oberon Marine Supply Building / Bayside Cannery cookhouse, the Chinese casino, and the former Alviso Hotel. Four of these buildings have a shared history as part of the Bayside Cannery. Together with the former Union Warehouse, which also was owned and used by the Bayside Cannery, this sub-group constitutes a significant historical resource associated with prominent Chinese businessman Thomas Foon Chew. The fifth building, the former Alviso Hotel, was included but its poor integrity was noted. It no longer reflects any architectural detailing or design that relates it to the former Alviso Hotel. It has been noted here but is not a contributor to the Port of Alviso Historic District.

<sup>1</sup> Phyllis Butler and the Santa Clara County Historical Landmarks Advisory, *National Register Nomination: Port of Alviso (San Jose)*, April 7, 1972, <https://catalog.archives.gov/id/123861641>.

<sup>2</sup> City of San Jose, *Application for California Point of Historical Interest: Port of Alviso*, 1995.

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In 2022, the roof of the Bayside Cannery (1290 Hope Street) collapsed due to poor condition of the roof structure. New construction within the district since 1973 has been limited to several residential projects, each of a similar scale (1-2 stories) and mass (residential forms with side/rear yards) to similar district contributing buildings.

This district form intends to formally update these prior district documentation packages to reflect current conditions as of 2023.

### D6: Significance (continued)

However, the port and the town of Alviso experienced a second wave of success and development with the growth of several industries between 1890 and 1936.<sup>3,4</sup> During this period warehouses were repurposed to support a thriving cannery business (Bayside Cannery) which in turn supported hotels, taverns, and stores. The port also supported a thriving oyster and shell industry.<sup>5</sup> Residential development occurred slowly throughout the entire period of significance and several fine examples from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries remain.

### Historic Context

#### Pre-Contact

The following pre-contact historical summary is taken from the *San Jose, California Historic Context Statement, Draft* prepared in 2021:<sup>6</sup>

The inhabitants of the South Bay Area during the pre-contact eras belonged to a group known as Ohlone. These individuals have in the past generally preferred the term Ohlone to identify themselves rather than the *Costeños*, a name derived from the Spanish language and anglicized as Costanoan. More recently, Muwekma Ohlone has been used to describe more clearly those who are descendant of the mixed tribes of the Ohlone that became associated with the Spanish missions of Dolores, Santa Clara, and San José. An estimated 1,400 or more persons who associate with this population group are said to currently reside in the greater San Francisco Bay Area. The word Muwekma is an early term referring to "*la gente*" meaning "the people" in Tamien and Chocheño languages. The Ohlone language is part of the Penutian language family spoken by other California Indian groups known as the Wintun, Maidu, Miwok, and Yokuts. The language group is subdivided into eight distinct languages. Linguistic analysis suggests that the Ohlone moved into the Bay Area from the San Joaquin-Sacramento River region around 1,500 years ago and replaced the original Hokan speaking population of the Bay Area. In later periods, there is evidence that the Ohlone tribal groups were involved with a large religious and ceremonial interaction network that was partially influenced through mechanisms of trade, economic, military and marriage alliances to the east and north of the South Bay region. The religion is known as *Kuksu*. The area that is now San José at the time of first Spanish contact around 1770 was within areas attributed to the Tamien along the Guadalupe River and Coyote Creek, and the Matalans of the Coyote and Almaden Valleys and northward along the Coyote Creek beyond Tulare Hill.

#### Spanish and Mission Period (1770s – 1822)

"Mission Santa Clara and Mission San José were established by Catholic Franciscans in the South Bay in the late 1770s. Missionization not only decimated local populations but also relocated native peoples from throughout north-central California into the San José area. The mission system required that Native American religious and cultural

<sup>3</sup> *Application for California Point of Interest*, p. 45-46.

<sup>4</sup> *HABS No. CA-2686: Bayside Cannery*, (San Francisco: Department of the Interior, 1997), p.9-13.

<sup>5</sup> *Application for California Point of Interest*, p. 45.

<sup>6</sup> *San Jose, California Historic Context Statement, Draft*, p.19.

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practices be restricted and eventually forbidden. Many Ohlone became agricultural laborers (and in some cases, craft artisans) who lived at the missions and worked with former neighboring Native American groups such as the Esselen, Yokuts, and Miwok.

"The Indians from Mission Santa Clara were later apparently involved in the hide and tallow trade that coursed up and down the Guadalupe River during the Mexican era between 1820 and 1850, and Indians from the Santa Clara mission were employed in carrying the products down to the embarcadero where they could be loaded onto ships.<sup>7</sup>

"As early as 1792, and Embarcadero, or wharf, was located about ½ mile south of Alviso on navigable slough. The embargo the Santa Clara served as a shipping point between Santa Clara Valley and the Spanish military Presidio at San Francisco. Admission Santa Clara, English explored George Vancouver described the Embarcadero on the Guadalupe River as a 'nearby review left with the confines of a port.' From the 1820s, sailing ships visited the Embarcadero to collect hides, tallow, and produce permission Santa Clara. Richard Henry Dana in two years before the mast wrote that the Embarcadero is Santa Clara was one of the principal San Francisco Bay landings and did quote a greater business in hides than any in California". Mission Indians used large launches to carry huge numbers of hides to ships from caretta's that brought them to the landing the same boats returned to the Embarcadero filled with merchandise and supplies permission Santa Clara and the Pueblo the San Jose."<sup>8</sup>

### Mexican Period (1822 – 1850)

The following pre-contact historical summary is taken from the *California Point of Interest: Port of Alviso* application prepared in 1995:<sup>9</sup>

The name of the Embarcadero was changed to Alviso about 1838. The area that became the town of Alviso was part of the Mexican land grant Rincon de los Esteros awarded to Ignacio Alviso by Gov. Alvarado in 1838. The Embarcadero itself was included in Rancho Embarcadero to Santa Clara granted to Marcella Burnell by Gov. pico in 1845.

The agricultural productivity of the Alviso area and the Santa Clara Valley created demand for both surface and water transportation to regional and world markets. Alviso, located about 35 miles by water from San Francisco, was ideally situated as a shipping port because of its proximity to the Embarcadero about ½ mile away, and San Jose 7 miles to the south. Seagoing vessels of deep draft anchored downstream at the Port of Alviso for trading purposes. By 1841, the Port of Alviso was an important port in San Francisco Bay when Commodore Charles Wilkie's visited it.

During the Mexican war, Col. Fremont and Capt. Hinckley sailed from Yerba Buena and San Francisco to the Embarcadero at Alviso on January 21, 1846. The first steamship visited the port in 1847 and regularly scheduled steamship service was established in 1850. The town of Alviso was named for Ignacio Alviso who died in 1848.

### The Town of Alviso

The following pre-contact historical summary is taken from the *California Point of Interest: Port of Alviso* application prepared in 1995:<sup>10</sup>

Alviso was laid out in 1849 and incorporated in 1852 by a group of American speculators who believed Alviso would become one of the most important towns in the state because of its location on the San Francisco Bay and its proximity to San Jose, the newly designated state capital. The Alviso port was the major commercial shipping depot for the entire Santa Clara Valley. Four horse

<sup>7</sup> *California Historic Context Statement, Draft*, p.21.

<sup>8</sup> *Application for California Point of Interest*, p. 44.

<sup>9</sup> *Application for California Point of Interest*, p. 44-45.

<sup>10</sup> *Application for California Point of Interest*, p. 45.

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teams hauled quicksilver from new Alvin and to the Port of Alviso. In 1853 a the Raleigh George Adams constructed a steam flour mill, which was the largest mill in the county, process Santa Clara Valley week for growing the local population. Wharves, warehouses, hotels, taverns, doors, and residences were also built in Alviso as a local economy grew with the influx from the gold rush. In 1858, the Guadalupe River access from Alviso to the bay was enhanced by a channel through Alviso Slough.

Although the port developed as a major passenger and freight link between San Francisco and the southern bay area, it never met the expectations of the developers. Peter Burnett, California's first American governor and one of the major investors and Alviso's development, built a two-story mansion in Alviso in December 1850. Following the removal of the state capital from San Jose, Burnett realized that Alviso would not become the major seaport envisioned by its founders. In 1854, he had his house disassembled and rebuilt on N. 1<sup>st</sup> Street in San Jose.

In 1864, Alviso declined in importance as a commercial port the completion of the San Francisco-San Jose railroad offered alternatives shipping freight by steamboat to San Francisco. The completion of the transcontinental railroad in 1869 sealed the port's doom. The importance of the Port of Alviso continue to diminish, except as a point of shipment for local produce to San Francisco. Small steamers carried produce, such as strawberries, and some passengers when they were able to compete with prevailing rail rates. The completion of the Southern Pacific narrow gauge railroad route Alviso and 1876 revived the small town's principal industries and Alviso included the Alviso flour Mills, a watch factory, Bayside cannery, through evaporators, and Shell business. Periodically, plans were made to develop reports, and in 1890, the marshlands of Alviso was optimistically surveyed as 'New Chicago at the Port of Alviso.' However, these plans never came to fruition.

By 1881, the town of Alviso had several industries that still relied on the port, even though shipping activities never reached the heights of the 1850s and 1860s. By 1890, the town had a population of 967. After the failure of the New Chicago development, the population fell to 529 by 1900.<sup>11</sup>

### Canning and Industry<sup>12</sup>

After the 1906 earthquake devastated San Francisco and damaged many buildings and structures, industries looked to rebuild outside of the city's boundaries. This included the Precita Canning Company owned by Sai Yin Chew. After immigrating to the United States in 1878, Chew built up a successful business in San Francisco. When it was destroyed in 1906, he moved his cannery south to Alviso.<sup>13,14</sup> Chew and his son, Thomas Foon Chew, restarted canning operations as the Bayside Canning Company, located in the former Fruit Canning Company of Alviso buildings. They began with the canning of tomatoes.

By 1908, the Bayside Canning complex consisted of a wooden, one-story cannery, two brick warehouse buildings a water tower, a small wooden box storage building, a concrete storage tank, an oil tank, and an artesian well. Additional

<sup>11</sup> HABS No. CA-2686: *Bayside Cannery*, p.10.

<sup>12</sup> HABS No. CA-2686: *Bayside Cannery*, p.10.

<sup>13</sup> "Bay Side Canning Company," *Five Views: An Ethnic Historic Site Survey for California*, 1988, [https://www.nps.gov/parkhistory/online\\_books/5views/5views3h6.htm](https://www.nps.gov/parkhistory/online_books/5views/5views3h6.htm).

<sup>14</sup> The original use of the Bayside Cannery site is often reported as being the former Alviso Watch Factory. However, that building was located on State Street. The buildings that Chew purchased were part of the former Fruit Canning Company of Alviso. This earlier cannery was started in 1905 by a group of local farmers and investors and operated from a preexisting building known as the Boots warehouse. "Old Town Charter of Alviso Still in Force," *San Francisco Examiner*, February 12, 1905, p. 20.

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buildings were located south of the main complex and included a wagon house, a warehouse, an office building, and a small dwelling. In 1910, all the employees were Chinese with the exception of a Japanese foreman and laborer.<sup>15</sup>

The cannery was eventually managed by Chew's son, Thomas Foon Chew. Under his management, operations expanded and the employees came to represent a myriad group of immigrants to the area: people of Chinese, Italian, Portuguese, Japanese, Filipino, and Irish heritages.<sup>16</sup> They packed and canned various fruits and vegetables including spinach, cherries, apricots, plums, peaches, pears, tomatoes, ketchup, tomato sauce, hot sauce, fish sauce, and fruit cocktail.<sup>17</sup> Items were packed under various labels including Del Monte, McNeil, and Libby, with only the highest quality products receiving the "Bayside" label.<sup>18</sup>

Chew undertook a massive building campaign in 1929. The current cannery building (1290 Hope Street), office (907 Elizabeth Street), and Chinese Cookhouse (906 Elizabeth Street) date to this period. Additionally, he constructed 30 workers cottages, a warehouse, an addition to the cannery, and other unnamed projects. Unfortunately, Chew died on February 24, 1931, shortly after work was completed. In 1933, the cannery went into receivership and in 1936 it was sold to the Bay Shore Cannery Company. It continued to operate as a cannery under different owners through the 1960s, after which canning operations in Alviso ended.

### Contributing Features

The district represents early port development along the San Francisco Bay and much of the existing infrastructure and buildings date to the period of significance. Minimal development has occurred within the district since 1936. Included within the district boundaries are warehouse and storage facilities, cannery operations, law enforcement facilities, residential uses, and public facilities which all provide a sense of daily life and operation of Alviso during the period of significance. Each of these building types is presented below in greater detail. Unless otherwise noted, information is summarized from the 1995 California Point of Interest application.

Canning operations: Canning was the dominant industry in Alviso from 1906 – 1936. This was due to the tremendous success of the Bayside Canning Company (Bayside Cannery) which built or repurposed numerous buildings and sites within the historic district. The company canned spinach, asparagus, cherries, apricots, plums, peaches, peas, tomatoes, tomato ketchup, tomato sauce, hot sauce, fish sauce, salad, fruits and vegetables, and later, fruit cocktail. At its peak, the Bayside Cannery of Alviso was part of the third largest cannery company in the United States, employing people of varying ethnic backgrounds including Chinese, Portuguese, Italian, and Irish workers. Four of the cannery's related structure are extant: the Union Warehouse (which was repurposed for cold storage), the main Bayside Cannery building (1290 Hope Street), the Bayside Cannery office (907 Elizabeth Street), and the Bayside Cannery cookhouse (906 Elizabeth Street). Additionally, the Bayside Cannery is associated with Chinese settlement in the area. It is an example of a highly successful, Chinese-owned and operated business in the early 20<sup>th</sup> century.<sup>19</sup> It is also documented as a separate historic district.

- Bayside Canning Company Building (1) (1290 Hope Street, constructed 1906, expanded 1929)
- Union Warehouse (2) (1200 Hope Street, constructed c.1858)
- Bayside Cannery cookhouse (3) (906 Elizabeth Street, constructed 1929)
- Bayside Cannery Office (4) (907 Elizabeth Street, constructed 1925, relocated c.1929)

<sup>15</sup> HABS No. CA-2686: *Bayside Cannery*, (San Francisco: Department of the Interior, 1997), p.9-10.

<sup>16</sup> HABS No. CA-2686, p.10.

<sup>17</sup> "Bay Side Canning Company," *Five Views: An Ethnic Historic Site Survey for California*, 1988, [https://www.nps.gov/parkhistory/online\\_books/5views/5views3h6.htm](https://www.nps.gov/parkhistory/online_books/5views/5views3h6.htm).

<sup>18</sup> HABS No. CA-2686, p.11.

<sup>19</sup> HABS No. CA-2686: *Bayside Cannery*, p.9-13.

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Warehouse and Storage Facilities: Warehouses were constructed in Alviso as early as the 1850s for storage of goods shipped into and from the port. The Union Warehouse (1200 Hope Street) is an example of these the warehouses that used to line the shore in the Port of Alviso. Even though the building is no longer used for warehouse purposes, it illustrates typical construction methods and architectural detailing from the period. It has brick walls with arched brick headers over window and door openings and a wood-framed gable roof that encloses a large open interior space. The building's size and design give a distinctive image of industrial manufacturing uses in the 19<sup>th</sup> century. Additionally, the Union Warehouse retains an immediate setting that is industrial in appearance. While the building no longer backs up to the shoreline, its general setting and appearance are otherwise unchanged since the period of significance.

- Union Warehouse (2) (1200 Hope Street, constructed c.1858)
- Wade Warehouse (15) (1657 El Dorado Street, constructed c.1860, demolished 2023)

Commercial Activities: Along with industrial operations, several commercial businesses operated in Alviso to support the community and workers of the surrounding canning and port-related activities. They include the former Alviso Hotel (995 Elizabeth Street, non-contributing), recreational and social clubs like the South Bay Yacht Club (1491 Hope Street), entertainment facilities like the former Chinese Casino (990 North Taylor Street), and stores such as the Laine Store (near 970 Elizabeth Street, demolished 2018).

- Alviso Hotel (6) (995 Elizabeth Street, constructed c.1900, non-contributing)
- South Bay Yacht Club (11) (1491 Hope Street, constructed 1903 relocated 1985)
- Chinese Casino (12) (990 North Taylor Street, constructed 1917)

Residential Development: The area around the former Port of Alviso is separated from the denser and more recently settled areas of the Alviso neighborhood. During the period of significance, residential development was concentrated west of Gold Street, on the dry land surrounding the end of the Alviso-Milpitas Road, and near the marina, port, and cannery facilities. The district contains several residential structures dating to the late 19<sup>th</sup> and early 20<sup>th</sup> centuries that represent different popular architectural styles from that period. These include the Tilden-Laine residence (970 Elizabeth Street), the Captain John Martin residence (1080 Catherine Street), the La Montagne boarding house (1044 Catherine Street), the Trevey-Huxham residence (1413 El Dorado Street), and the Wade residence (1641 El Dorado Street.)

- Tilden-Laine Residence (5) (970 Elizabeth Street, constructed 1887)
- Captain John Martin Residence (9) (1080 Catherine Street, constructed c.1860)
- La Montagne Boarding House (9) (1044 Catherine Street, constructed c.1890)
- Trevey-Huxham Residence (10) (1413 El Dorado Street, constructed 1902)
- Wade Residence (14) (1641 El Dorado Street, constructed c.1855)

Public and Civil Facilities: Within the district there are two existing structures which were used for public purposes during the period of significance. These structures are the Alviso Southern Pacific Coast railroad depot (990 Elizabeth Street) and the Constable's Office and Jail (1621 El Dorado Street.)

- Southern Pacific Coast Railroad Depot (7) (1303 El Dorado Street, constructed c.1885)
- Constable's Office and Jail (13) (1621 El Dorado Street, constructed c.1865)

Individual histories of contributing features are included on the Primary Records (DPR 523A) for each resource.

### Summary

The Port of Alviso Historic District was listed on the National Register in 1973. Since that time, two contributing features have been demolished – the Laine Store and the Wade Warehouse. Also located within the boundaries of the National Register historic district is the Bayside Cannery District. While not formally evaluated against any specific criteria, this complex is noted in the 1997 *Historic American Building Survey: Bayside Cannery* as significant for its associations with

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the Chew family, an important family within the late 19<sup>th</sup> and early 20<sup>th</sup> century history of Chinese and Chinese Americans in California. All of the buildings associated with the 1973 Port of Alviso National Register listing and the 1997 HABS documentation package are included in the 1995 *California Point of Historical Interest* submitted by the City of San Jose. All contributing features within the 1995 documentation are included here in this updated documentation package. Together, they represent a historic district that is recommended eligible for listing on the National Register under Criteria A for its role in the early development of Santa Clara County as both a transportation hub and an industrial center. The period of significance is 1855 – 1936, marking the years between establishment of a permanent port at Alviso through the end of operations for the Bayside Canning Company.

### D7. References (Continued)

Butler, Phyllis and the Santa Clara County Historical Landmarks Advisory. *National Register Nomination: Port of Alviso (San Jose)*. April 7, 1972. <https://catalog.archives.gov/id/123861641>.

*Five Views: An Ethnic Historic Site Survey for California*. (Sacramento: State of California Office of Historic Preservation, 1988). [https://www.nps.gov/parkhistory/online\\_books/5views/5views3h6.htm](https://www.nps.gov/parkhistory/online_books/5views/5views3h6.htm).

*HABS No. CA-2686: Bayside Cannery*. (San Francisco: Department of the Interior, 1997).

Historical Marker Database. "La Montagne Boarding House, ca.1890." Revised February 7, 2023. <https://www.hmdb.org/m.asp?m=24450>.

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