



The Place – Greyhound Bus Station

San Jose, California

Draft Historic Resources Technical Report

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TABLE OF CONTENTS

- I. Purpose and Project Description
- II. Methodology
- III. Summary of Findings
- IV. Historic Resources in the Project Area
- V. Regulatory Framework
- VI. Evaluation of Historic Significance
- VII. Impacts and Recommended Mitigation Measures
- VIII. References

I. PURPOSE AND PROJECT DESCRIPTION

David J. Powers & Associates has requested Carey & Co.'s assistance in evaluating a project proposed for the northern portion of the block bounded by Post Street, South San Pablo Street, West San Fernando Street, and South Almaden Avenue in San Jose. There are three identified historic resources – the Sunol Building, the Market-Post Tower and the Berger Building – located within the immediate vicinity of the project site. A previous report identified one additional potential historic resource on the project site – the Greyhound Bus Station.¹ One additional property was previously inventoried and found not to be a historical resource – the one-story brick commercial building at 165-171 W. San Fernando Street. This report provides David J. Powers & Associates and the City of San Jose with a description of the historic resources in the vicinity of the project site, as well as impacts and mitigation measures pertaining to the proposed project's potential effects on those resources.

Description of the Proposed Project

The 1.68-acre project site is comprised of four parcels (APNs 259-40-012, 014, 015, and 016) located on the block defined by S. Almaden Avenue, W. San Fernando Street, S. San Pedro

¹ City of San Jose. *Post & San Pedro Tower Project, Addendum to the San Jose Downtown Strategy 2000 Final Environmental Impact Report (SCH# 2003042127) and the Envision San Jose 2040 General Plan Final Environmental Impact Report (SCH # 2009072096)*. Department of Planning, Building and Code Enforcement. City of San Jose. September 2014.

Street, and Post Street in the downtown core of the City of San José. The site is currently designated *Downtown* under the City of San José's adopted General Plan and zoned *DC – Downtown Core*.

The irregular shaped parcel has three street frontages, Post Street to the north, S. San Pedro Street to the east, and S. Almaden Street to the west. The site is currently developed with a Greyhound bus station on the western portion of the site and a large surface parking lot on the remainder of the site. The project site is accessed by one ingress/egress driveway on Post Street.

As proposed, the project would demolish the existing bus station and construct two residential towers with ground floor retail. Both towers would be 23 stories with a combined total of 723 residential units (430 dwelling units/acre). Approximately 18,266 square feet of ground floor retail would be located along S. Almaden Avenue, Post Street, and San Pedro Street, within the towers. The project would include two levels of above-grade and 3.5 levels of below-grade parking. The first floor would include the retail space and parking and the second floor would be for parking. The residential units would be located on the remaining floors.

Residential parking would be provided on-site within a parking garage. The garage would have 3.5 levels of below-grade parking and two levels of above-grade parking. The garage would have a total of 736 parking spaces (1.02 spaces per unit). The five and a half levels of parking would be shared between the towers with no physical separation. The parking structure will not be visible from the surrounding sidewalks/roadways as the above-grade parking levels will be wrapped by the ground floor retail and service spaces. No parking would be provided on-site for the retail component of the project.

A pool deck and common open space area totaling approximately 20,000 square feet is proposed on top of the second floor parking level, between the towers.

The proposed building would have no setback from the sidewalks along the street frontages or the adjacent parcel at the northeast corner of the site. An access easement will be located along the southern boundary of the project site (between the building and the existing commercial structures along W. San Fernando Street) to allow for pedestrian access through the site.

II. METHODOLOGY

Carey & Co. prepared this evaluation by conducting a reconnaissance level survey of the area properties, taking photographs, and completing archival research concerning the general area. A site visit was carried out on December 18, 2015. During the site visit Carey & Co. evaluated the existing conditions, historic features, and architectural significance of the buildings in the immediate vicinity of the project site. Carey & Co. also conducted archival research on the general history of the area, using Sanborn Fire Insurance Maps, San Jose City Directories, historical photographs and newspaper articles, as well as historical references such as Clyde Arbuckle's *History of San Jose*.

III. SUMMARY OF FINDINGS

During a previous study, Carey & Co. determined that the Greyhound Bus Station, the site of the project, could be a potential historic resource. Further, three buildings in the project's vicinity are currently listed in the City of San Jose's Historic Resources Inventory (HRI). No additional buildings were identified to be potential resources. All of these identified buildings appear to retain sufficient integrity to merit their continued listing. The proposed project has the potential to

adversely impact these historic resources. The report recommends mitigation measures that would reduce some these impacts to less-than-significant impacts, but since demolish of a potential historic resource is part of the proposed project there is no way to mitigate all of the impacts.

The project area includes all the buildings on the same block as the project, and the buildings directly across the street from the project site. There are 13 in total.



Properties Listed in the Historic Resources Inventory

The three buildings currently listed in the City of San Jose's Historic Resources Inventory (HRI) are adjacent to, but not on the project block:

- 1) Sunol Building (1895), 127-145 Post Street – City Landmark Structure (Identified as A on map above.)
- 2) Market-Post Tower (1985), 55 S. Market Street – Candidate City Landmark (Identified as B on map above)
- 3) Berger Building (1935), 44 S. Almaden Avenue – Structure of Merit (Identified as C on map above.)

Carey & Co. reviewed the evaluation sheets for each of the three properties above and verified that these properties, listed on the HRI, retain sufficient integrity to merit their continued inclusion on the inventory.

Previously Surveyed Properties

- 4) Taurinus (c. 1934), 167-171 W. San Fernando Street. 167-171 W. San Fernando Street was determined not to be a historic resource. For 167-171 W. San Fernando Street, a property found not eligible as a historic resource, Carey & Co. reviewed the existing documentation to confirm the building did not meet requirements to be listed on the HRI or the California Register of Historical Resources (CRHR). (Identified as D on map above.)
- 5) Greyhound Bus Station (1957), 70 S. Almaden Avenue. The Greyhound Bus Station was identified in an earlier report completed by Carey & Co. as being a potential historic resource and eligible for the HRI.² The Greyhound Bus Station was constructed in 1957 according to building permits. The building reflects the modern style in which it was designed. The prominent architecture firm Skidmore, Owings & Merrill is credited with the design. While the bus station is one of their less significant designs within the San Jose area, it is noteworthy. The bus station appears potentially eligible as a Candidate City Landmark as it meets two of the eight factors the Historic Landmarks Commission would consider when evaluating the building for designation as a landmark. (Identified as E on map above.)

Properties Not Listed on the Historic Resources Inventory

- 6) Citibank Building and Parking Structure (1986), 10 Almaden Boulevard (Identified as F on map above.)
- 7) Myth Taverna (1933), 152 Post Street (Identified as G on map above.)
- 8) 95 S. Market Street (1975) (Identified as H on map above.)
- 9) AT&T Building (1947), 95 S. Almaden Avenue (Identified as I on map above.)
- 10) Plaza Hotel (c. 1962), 96 S. Almaden Avenue (Identified as J on map above.)
- 11) Caravan Lounge (post 1962), 98 S. Almaden Avenue (Identified as K on map above.)
- 12) Subway and AK's In & Out Mini Market (c. 1939), 161-165 W. San Fernando Street (Identified as L on map above.)
- 13) Pizz'a Chicago (c. 1932), 155-159 W. San Fernando/97 S. San Pedro Street (Identified as M on map above.)

Carey & Co. researched the history of each non-HRI property and determined there are no additional buildings, within the immediate vicinity of the project site, which may qualify for HRI listing. This determination was made after review of Sanborn maps, building permits, city directories and aerial photographs, and after the building's integrity was assessed. Based on review of historical documents six buildings in the project vicinity are over 50 years of age: the Myth Taverna at 152 Post Street, the AT&T Building at 95 S. Almaden Avenue, the Plaza Hotel at 96 S. Almaden Avenue, Subway and AK's In & Out Mini Market at 161-165 W. San Fernando Street and Pizz'a Chicago at 155-159 W. San Fernando/97 S. San Pedro Street. Two buildings, the Citibank building and the structure at 95 S. Market, do not possess enough age to be considered historically important as they are not 50 years old.

² City of San Jose. *Post & San Pedro Tower Project, Addendum to the San Jose Downtown Strategy 2000 Final Environmental Impact Report (SCH# 2003042127) and the Envision San Jose 2040 General Plan Final Environmental Impact Report (SCH # 2009072096)*. Department of Planning, Building and Code Enforcement. City of San Jose. September 2014.

IV. HISTORIC RESOURCES IN THE PROJECT AREA

Historical Context of Project Area

The City of San Jose developed around the pueblo of San Jose which was, in the 1790s, between First Street and the *acequia*, a waterway connecting to the Guadalupe River. Many of the structures associated with the pueblo would be located around what is today Market Street, San Pedro Street and Santa Clara Street, with pueblo lands extending to St. James Street to the north and to William Street to the south. By the 1850s the commercial district of the growing community centered at the intersection of Market and Santa Clara Streets. Surrounding this hub of commerce were agricultural lands to the north and east with residential development extending out from the commercial district.³

The parcel of land on which the Sunol Building is located was originally the site of the *juzgado* that served Mexican San Jose. This was a public building that acted as the pueblo's town hall, courthouse, jail and school. The *juzgado* was constructed in 1798 and later removed from the site (purportedly by Pedro de Saisset). The *juzgado* was reconstructed at another location.⁴ Juana Pacheco in the middle to late 1800s owned the property. Pacheco resided in an adobe dwelling on the lot and also owned a one-story commercial building that fronted onto Market Street on the east side of the lot. A windmill was located at the intersection of Market and Post Streets in the mid-1800s. It pumped water into a cistern for use by the fire department.⁵

Pedro De Saisset was a Frenchman who had come to California in 1849 in response to a revolution occurring in his native country. Upon first arriving, he owned a dairy farm in the Alviso area and engaged in the hide-and-tallow trade. As a prominent citizen of San Jose, he also served as the French Vice-Consul and worked in the real estate and insurance businesses. He founded the Brush Electric Company, which was responsible for erecting the San Jose Light Tower in 1882. In the late 1850s, De Saisset married Jesusita Palomares de Sunol, the widow of Jose Sunol. Through this marriage and the adoption of Jesusita's three children, De Saisset became associated with the prominent Sunol family, which was best known for owning a large rancho in Alameda County.⁶

Pedro de Saisset developed his portion of the property in downtown San Jose by constructing a commercial building at the corner of Market and Post Streets, which housed a wagon-making, horse-shoeing and blacksmith business. Over the years, various other buildings rose on the surrounding property. Around 1884, a wood frame commercial building was constructed next to Pacheco's adobe house. By 1887 this building was used as a dwelling, while the adobe was used as a store. Another dwelling was built fronting Post Street in 1890. In 1893, the southwest portion of the property changed hands from Pacheco's nieces to their sister (Pedro de Saisset's wife) and her two daughters. It was on this parcel that the Sunol Building would later be constructed.⁷

³ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 12-13.

⁴ Clyde Arbuckle. *Clyde Arbuckle's History of San Jose*. San Jose: Smith & McKay Printing Co., 1986.

⁵ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 14-15.

⁶ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 16.

⁷ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 16.

With the city's population growing, the business district expanded to the east to First Street and to the south several blocks. By the 1870s shops opened along Santa Clara Street. As new businesses came into the city, new multi-story buildings replaced the one or two-story structures that operated in the commercial center of the city.⁸ The Jesuit Fathers owned the property at the southwestern corner of S. San Pedro Street and W. San Fernando Street. It remained undeveloped until after 1891 when a Day School operated on the site. Adolf Greeninger, a German, purchased part of the property and built a two-story brick building where he manufactured vehicles. He also constructed a two-story frame building on the site. In the 1920s the Jesuits subdivided their land and by 1929 these structures were demolished.⁹

By 1900 the street grid extended beyond the original city limit which was established in 1850. Subdivisions outside of the downtown area thrived as the transportation network expanded to reach the growing neighborhoods. The first civic buildings of San Jose were established in the immediate vicinity of the old pueblo area. Over the years numerous structures served as civic buildings before the Civic Center was moved north of the business district in the 1950s.¹⁰

The City of San Jose can attribute its initial development and growth to the success of the local agricultural economy prior to 1918; however, the large commercial center that had developed suffered as the population grew and moved to the suburbs after World War I. Downtown had always served as the center of mercantile, financial and social activities for the area, but the rising use of the automobile made suburban growth possible and the downtown area began to decentralize.¹¹

After World War II, architects in San Jose designed Modernist buildings and the economy moved away from the fruit and agricultural processing industries toward defense and technology businesses. As residents moved out of the urban core, urban renewal efforts began to revitalize blighted areas of the City. The first Capital Improvement Plan was implemented between 1948 and 1954 to address the significant growth that was occurring. Determined to accommodate the growing dependence on the automobile, the City began to discuss widening roads and adding parking in the downtown business area.¹² A 1952 planning reports states, "the city's big retail area, which pays a quarter of all the city's taxes isn't growing as it should. Traffic inconvenience getting in and out of the area, downtown traffic congestion and shortage of both on-street and off-street parking, are among the unhealthy factors."¹³ City Manager A.P. Hamann headed an annexation program that led to the City expanding its boundaries. By 1958 construction of Interstate 280 began.¹⁴

During the 1960s, under the leadership of Hamann, the City continued to absorb the surrounding land. In a single year, eleven square miles were added to the City. Many Modernist buildings began to appear around the downtown area including the First National Bank of San Jose which had a Neoclassical design and the Wells Fargo Building. The Civic Center area was developed in an International style. One of the major urban renewal projects was Park Center Plaza which encompassed thirteen-blocks bound by Almaden Boulevard and San Fernando, San Carlos and

⁸ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 13.

⁹ Glory Anne Laffey. *Historic Resources Inventory – 165-171 W. San Fernando*. December 11, 1991.

¹⁰ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 13.

¹¹ Downtown San Jose Historic Resources, 16-18 and Downtown San Jose Historic Context, 12-14.

¹² PAST Consultants, LLC, San Jose Modernism – Historic Context Statement, June 2009, 23-28.

¹³ PAST Consultants, LLC, San Jose Modernism – Historic Context Statement, June 2009, 28.

¹⁴ PAST Consultants, LLC, San Jose Modernism – Historic Context Statement, June 2009, 27 and 32.

Market streets. The area was intended to be the financial center of the City with major banks funding construction of their regional headquarters on the 24-acre site. In 1972 many of the structures were built and designed in the Corporate Modern style.¹⁵ As a result of urban renewal many older buildings were demolished in order to make way for more parking appealing to the automobile focused population. The intent was to have convenient parking to mimic suburban shopping malls. The City continued to extend out beyond the downtown core, leaving vacant buildings and lots.¹⁶ Today, the downtown urban core continues to evolve and features both newer and older buildings.

Bus Transportation in San Jose

Early in San Jose's history, streetcar lines and interurban lines provided a link for residents in the agricultural areas of the City to the downtown area. By 1905, these lines brought passengers into downtown for shopping, banking, social and government activities.¹⁷ This remained the primary form of public transportation until the 1930s. With growing numbers of people commuting by private automobile, fixed rail lines became a problem, and buses were introduced as an alternative. In San Jose, Peninsular Railroad was the first to offer the public transportation in a 42-person bus. By 1938 when rail service ceased, Peninsular Railroad abandoned the rails altogether and sent fourteen new buses into service. Many of the men who operated the trolleys ran the buses. The bus did not provide any faster service than the trains and the fact that the bus could pull to the curb for drop-off was not a big enough advantage to attract passengers. Bus usage declined as the ever increasing number of automobiles proved to be a draw as new downtown parking lots were added. The bus lines extended further beyond the city core in hopes of improving ridership. Soon Peerless Stages took over operation of the city lines and, as bus service continued to dwindle, various companies merged to form Pacific Greyhound Lines.¹⁸

The 1932 Sanborn map shows that Pacific Greyhound Inc. had a garage at the corner of Post and Vine streets.¹⁹ With the population of San Jose doubling in the 1950s, the old bus station on Market Street could not handle the increased numbers of passengers. So in 1957, Greyhound moved into its new home at 70 Almaden Avenue and officially dropped the "Pacific" from its name.²⁰ The new modern building was designed by the high profile architecture firm Skidmore Owings & Merrill (SOM).

Greyhound Bus Station

Greyhound began as a single man operation transporting miners two miles to and from a mine for 15 cents in Hibbing, Minn. Carl Eric Wickman established this first intercity bus line in 1914. As the years went on, and people began to travel on the road, not the train, Wickman expanded his holdings. Soon he took over a number of regional bus lines. By 1922, Wickman moved on to investing in a Minnesota bus company which merged with a Wisconsin based entity. Northland Transportation was formed and offered interstate bus travel. In 1925, the railroads and bus lines decided to be allies and the Great Northern Railroad bought the majority of Northland, "transforming Wickman's company from a cash-strapped regional operator into a well-financed national company. This deal, as much as anything, allowed Wickman and his colleagues to expand, not to mention survive the Great Depression and emerge with a national brand:

¹⁵ PAST Consultants, LLC, San Jose Modernism – Historic Context Statement, June 2009, 38-41, 45, 48.

¹⁶ City of San Jose, *San Jose Downtown Historic Design Guidelines – Draft 6/18/2004*, City of San Jose, 2004, p 18-19 and City of San Jose, *Downtown San Jose Historic District Design Guidelines*, November 4, 2003, p 15-16.

¹⁷ City of San Jose, *Downtown San Jose Historic District Design Guidelines*, November 4, 2003, p 15.

¹⁸ Clyde Arbuckle, *Clyde Arbuckle's History of San Jose*, San Jose: Smith & McKay Printing Co., 1986, 86-89.

¹⁹ Sanborn Fire Insurance Map, 1932.

²⁰ Clyde Arbuckle, *Clyde Arbuckle's History of San Jose*, San Jose: Smith & McKay Printing Co., 1986, 88-89.

Greyhound.”²¹ The name was selected from the smaller regional operators that were absorbed earlier – Great Lakes Greyhound and Florida Greyhound. Greyhound moved beyond a regional carrier to a national operator.²²

Greyhound advertised heavily during the 1930s through the 1950s highlighting routes that accessed the country’s natural resources and identified the bus as the fashionable way to travel. During World War II, Greyhound told the public the bus was the efficient means of travel due to gas rationing. Greyhound continued to expand across the country, purchasing smaller regional operators. In 1971 the company moved its headquarters from Chicago to Phoenix. With shifting demographics and business models, the company weakened as more competitors appeared. Greyhound merged with a Canadian company in 1999 and was once again rising to the top. “Then, in 2008 [.....] Greyhound finally started exploiting the enormous opportunity in the discount and curbside bus business. [....] Amenities like free WiFi, power outlets, leather seating and extra legroom began to appear on more and more of its buses.”²³ Today Greyhound Lines, Inc. is owned by FirstGroup plc, based in the United Kingdom. Greyhound serves more than 3,800 destinations in North America and transports more than 18 million people in the United States and Canada annually.²⁴

Properties Listed in the Historic Resources Inventory

Sunol Building

This section on the Sunol Building was taken from *Market Street Condominiums Draft Historic Resources Technical Report* prepared in 2007 by Carey & Co.

The Sunol Building is a two-story, Romanesque style, brick structure with a flat parapet roof. It is rectangular in plan and has storefront windows on the south elevation and southwest corner at the first story level. The primary window type is one-over-one, double-hung, wood sash in a round arched opening.

The Sunol building was constructed in 1895 on the western half of the de Saisset family’s property, at the corner of S. San Pedro and Post Streets. While the portion of the parcel on which the Sunol Building was erected was actually owned by Pedro De Saisset’s wife and two step-daughters, he orchestrated the construction of the building. Dolores Sunol, one of De Saisset’s step-daughters, took a leading role in financing the construction and the building was named the Sunol Building in her honor.²⁵

Architect William D. Van Sichen designed the Sunol building. Van Sichen began his career in 1888, at the age of 23, as a carpenter and architect. He mostly designed houses however he did work on a few commercial buildings in San Jose. Aside from the Sunol Building, only the Tognazzi Building on N. First Street still stands. Van Sichen had an office on East Santa Clara

²¹ Gary Belsky, Mental Floss, “100 Years on a Dirty Dog: The History of Greyhound,” December 19, 2013, <http://mentalfloss.com/article/54273/100-years-dirty-dog-history-greyhound> (accessed September 30, 2016).

²² Gary Belsky, Mental Floss, “100 Years on a Dirty Dog: The History of Greyhound,” December 19, 2013, <http://mentalfloss.com/article/54273/100-years-dirty-dog-history-greyhound> (accessed September 30, 2016).

²³ Gary Belsky, Mental Floss, “100 Years on a Dirty Dog: The History of Greyhound,” December 19, 2013, <http://mentalfloss.com/article/54273/100-years-dirty-dog-history-greyhound> (accessed September 30, 2016).

²⁴ Greyhound, “About Greyhound,” <https://www.greyhound.com/en/about> (accessed September 30, 2016).

²⁵ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 17.

Street and resided in a house of his own design on today's Hester Avenue. Van Siclen left San Jose in 1899 or 1900, shortly after the construction of the Sunol Building.²⁶

The Sunol Building reportedly utilized a portion of the original *juzgado*'s foundation in its construction. Construction began in 1895, after a party wall agreement was reached between Dolores Sunol and Anne Colombet, the owner of the neighboring property to the north. The agreement outlined the fact that a brick building would be erected with its north wall sitting directly on the property line between the two properties. The agreement stipulated that the wall was to be one story high and made of brick with a concrete foundation and no windows. Colombet and Sunol shared the cost of construction for the party wall. The Sunol Building was probably originally designed to be a one story structure, but a diary of the project records the fact that Van Siclen was consulted on the addition of a second story, which was later added to the project. The front façade of the building was clad in Gladding McBean terra cotta. Work was finished in August of 1895.²⁷

The building contained two shops on the first floor and rooms on the second floor. The first tenants of the building were the Darimon Store and a saloon owned by John Blanchon, while the second floor was used as a lodging house. By 1902, Miss Jennie Flores operated the lodging house. The building came under the sole ownership of Dolores Sunol in 1904, after her mother and sister deeded their shares to her. Dolores died in 1910 and the building was left to her half-sister, Isabel de Saisset, who, along with her sister Henriette, was co-owner of the Alcantara Building.²⁸

Between 1910 and 1915, the second floor of the Sunol Building was joined to that of the adjacent Alcantara Building. It was used as a part of the Hotel Metropole, which operated out of the latter building. In the 1930s, however, the Sunol Building was separate from the hotel once again and "Elk Rooms" were located on the second floor while a second hand store and used furniture store were located on the ground floor. The building stood largely vacant in the 1940s, though the second hand store continued under different ownership. By the 1950s, the second floor had been taken over by a Spanish radio station. By the 1960s, the second floor and one of the first floor stores housed Joe's Card Club and in the 1970's Joe's Café was established in the second store space. It is assumed that the card club and café were associated businesses and were owned by Joe Yeargains, who owned the Sunol Building from the late 1950s to the early 1980s.²⁹

²⁶ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 18.

²⁷ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 18-20.

²⁸ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 22.

²⁹ Glory Anne Laffey. *Historical Overview and Context for the City of San Jose*. Archives and Architecture. March 30, 1992, 17-22.



Figure 1. The Sunol Building viewed from across San Pedro Street.

Market-Post Tower

This section on the Market-Post Tower was taken from the *Post and San Pedro Tower Draft Historic Resources Technical Report* prepared in 2014 by Carey & Co.

The Market-Post Tower is a 15-story modern office building constructed in 1985. It has a rectangular plan with a flat roof and is clad in gold-reflective glass. The exterior walls of the first three floors are slightly inset and clad in concrete. Rows of black spandrel glass breakup the gold-reflective glass on the sides of the building. Each corner of the building is angled and the top floor is slightly set back from the main façade. The postmodern style in which the building was designed has led it to be listed on the City's HRI. The tower is commonly known as the Gold Building, but in the past it was known as the "Bumblebee." Local architect David Takamoto designed the building which currently houses the Internal Revenue Service.³⁰ The site of the Market-Post Tower was once the location of the Murphy Building, which was built 1862. Martin Murphy Jr. who was a member of a pioneer family that arrived in California via wagon train in 1844 owned the property. The Murphy Building served as a courthouse from 1863 to 1868. Due to its historic significance, in 1976, the proposed demolition of the building was the subject of local controversy.³¹

³⁰ Maggi Franklin, Market-Post Tower– Department of Parks and Recreation Building, Structure, and Object Record, State of California, DPR 523B. August 23, 2000.

³¹ Lauren Miranda Gilbert and Bob Johnson, *San Jose's Historic Downtown*, Images of America Series, Charleston, SC: Arcadia Publishing, 2004, 36.



Figure 2. The Market-Post Tower viewed from across Market Street.

Berger Building

This section on the Berger Building was taken from the *Post and San Pedro Tower Historic Resources Technical Report* prepared in 2014 by Carey & Co.

The Berger Building is a one-story, Art Deco style, reinforced formed-concrete structure with a flat roof. The commercial building is divided into bays by fluted pilasters. Four bays front S. Almaden Ave. and two bays front Post Street. The main entrance to the building is on the west elevation at a recessed door. A secondary entrance is on the south elevation and is part of the storefront. Aside from the upper lites, the storefront windows between the pilasters have been enclosed. Below the storefront windows are glazed tiles. Garage doors, each with an octagonal recess above, fill the outermost bays on both elevations. The building retains much of its original character and features few changes – an enclosed door, an added window, and the enclosed partial storefronts. These changes do not impact the overall integrity of the building.



Figures 4 and 5: The Berger Building viewed from across S. Almaden Ave. (left). Octagonal window above the rolling door (right).

Constructed in 1935 by William L. Berger the one-story building housed his wholesale auto accessories business. G. M. Latta, the contractor, built the structure for \$9,000. Berger

maintained ownership of the building into the 1970s.³² Today a night club is housed in the structure.

Previously Surveyed Property

The following building was previously surveyed, but found not eligible for listing in the HRI.

167-171 W. San Fernando Street

This one-story brick commercial building features four bays divided by vertical brick piers. Each bay has a metal storefront. Originally, the building housed four separate commercial units.

Brushed brick in a herringbone pattern adorns the area above the metal storefronts. A large, fixed awning spans the length of the building and shelters the main entry and a secondary entry. The awning hides the transom windows above the doors.



Figure 12. Street elevation of 167-171 W. San Fernando Street.

Constructed around 1934, the building's first occupant was Arthur Grathe's Auto Supply. A wide variety of businesses have been housed in the structure since the 1930s. Today the building is home to Taurinus, a Brazilian steakhouse. The building scored a 21 on the City's tally sheet, not enough to be considered for listing on the HRI.

V. REGULATORY FRAMEWORK

The regulatory background provided below offers an overview of federal, state and local criteria used to assess historic significance. As mentioned earlier, apart from the buildings listed above, there are no additional buildings within the immediate vicinity of the project site that satisfy the criteria for historic significance at the local, state or national levels.

Federal Criteria

National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the

³² Maggi Franklin, Berger Building – Department of Parks and Recreation Building, Structure, and Object Record, State of California, DPR 523B. August 23, 2000 and 1930, 1940 United States Census, *San Jose City Directory*, 1972.

property must be “associated with an important historic context.”³³ The National Register identifies four possible context types, of which at least one must be applicable at the national, state, or local level. As listed under Section 8, “Statement of Significance,” of the National Register of Historic Places Registration Form, these are:

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important to prehistory or history.³⁴

Second, for a property to qualify under the National Register’s Criteria for Evaluation, it must also retain “historic integrity of those features necessary to convey its significance.”³⁵ While a property’s significance relates to its role within a specific historic context, its integrity refers to “a property’s physical features and how they relate to its significance.”³⁶ To determine if a property retains the physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

Location is the place where the historic property was constructed or the place where the historic event occurred...

Design is the combination of elements that create the form, plan, space, structure, and style of a property...

Setting is the physical environment of a historic property...

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property...

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory...

Feeling is a property’s expression of the aesthetic or historic sense of a particular period of time...

³³ National Park Service, National Register Bulletin 15, 3.

³⁴ National Park Service. *How to Complete the National Register Registration Form*. National Register Bulletin 16A. Washington, DC: United States Department of the Interior, 1997, 75.

³⁵ National Park Service, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, Washington, DC: United States Department of the Interior, 1997, 3.

³⁶ National Park Service, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, Washington, DC: United States Department of the Interior, 1997, 44.

Association is the direct link between an important historic event or person and a historic property.³⁷

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.³⁸

State Criteria

California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The context types to be used when establishing the significance of a property for listing on the California Register are very similar, with emphasis on local and state significance. They are:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.³⁹

Like the NRHP, evaluation for eligibility to the California Register requires an establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet NRHP integrity standards may be eligible for listing on the California Register.⁴⁰

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.⁴¹

³⁷ National Park Service, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, Washington, DC: United States Department of the Interior, 1997, 44-45.

³⁸ National Park Service, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, Washington, DC: United States Department of the Interior, 1997, 45.

³⁹ California Office of Historic Preservation. *California Register and National Register: A Comparison*. Technical Assistance Series 6. Sacramento, CA: California Department of Parks and Recreation, 2001, 1.

⁴⁰ California Office of Historic Preservation. *California Register and National Register: A Comparison*. Technical Assistance Series 6. Sacramento, CA: California Department of Parks and Recreation, 2001, 1.

⁴¹ California Office of Historic Preservation. *California Register and National Register: A Comparison*. Technical Assistance Series 6. Sacramento, CA: California Department of Parks and Recreation, 2001, 2.

In addition to separate evaluations for eligibility to the California Register, the state will automatically list resources if they are listed or determined eligible for the NRHP through a complete evaluation process.⁴²

California Historical Resource Status Codes

The California Historic Resource Status Codes (status codes) are a series of ratings created by the California Office of Historic Preservation (SHPO) to quickly and easily identify the historic status of resources listed in the state's historic properties database. These codes were revised in August 2003 to better reflect the many historic status options available to evaluators. The following are the seven major status code headings:

1. Properties listed in the National Register or the California Register.
2. Properties determined eligible for listing in the National Register or the California Register.
3. Appears eligible for National Register or California Register through Survey Evaluation.
4. Appears eligible for National Register or California Register through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation.
7. Not evaluated for National Register or California Register or needs revaluation.

City of San Jose Criteria

According to the City of San Jose's Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code), a resource qualifies as a City Landmark if it has "special historical, architectural, cultural, aesthetic or engineering interest or value of an historical nature" and is one of the following resource types:

1. An individual structure or portion thereof;
2. An integrated group of structures on a single lot;
3. A site, or portion thereof; or
4. Any combination thereof. (Sec. 13.48.020.C)

The ordinance defines the term "historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature" as deriving from, based on, or related to any of the following factors:

1. Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;
2. Identification as, or association with, a distinctive, significant or important work or vestige:
 - a. Of an architectural style, design or method of construction;
 - b. Of a master architect, builder, artist or craftsman;
 - c. Of high artistic merit;
 - d. The totality of which comprises a distinctive, significant or important work or vestige whose component parts may lack the same attributes;
 - e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and

⁴² All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. (California Office of Historic Preservation. *California Register of Historical Resources: The Listing Process*. Technical Assistance Series 5. Sacramento, CA: California Department of Parks and Recreation, n.d., 1.)

- future generations an example of the physical surroundings in which past generations lived or worked; or
- f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.
3. The factor of age alone does not necessarily confer a special historical, architectural, cultural, aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

The ordinance also provides a definition of a district: “a geographically definable area of urban or rural character, possessing a significant concentration or continuity of site, building, structures or objects unified by past events or aesthetically by plan or physical development.” (Sec. 13.48.020.B)

Although the definitions listed are the most important determinants in evaluating the historic value of San Jose resources, the City of San Jose also has a numerical tally system that must be used in identifying potential historic resources. The “Historic Evaluation Sheet” requires resources to be rated according to visual quality/design; history/association; environment/context; integrity; reversibility; interior quality and conditions; and NRHP/CRHR status.

A points-based rating system is used to score each building according to the extent to which it meets the criteria listed above. The final tallies are broken into two categories:

- Potential Historic Resource (evaluate for possible status as a City Landmark/California Register resource: 33+ points
- Non-Significant structure: 0-32⁴³

According to the City of San Jose’s *Guide to Historic Reports*, a City Landmark is “a significant historic resource having the potential for landmark designation as defined in the Historic Preservation Ordinance. Preservation of this resource is essential.”⁴⁴ The list of potentially historical and/or architecturally significant structures in San Jose is called the “Historic Resources Inventory.”

California Environmental Quality Act

When a proposed project may adversely affect a historical resource, the California Environmental Quality Act (CEQA) requires a city or county to carefully consider the possible impacts before proceeding (Public Resources Code Sections 21084 and 21084.1). CEQA equates a substantial adverse change in the significance of a historical resource with a significant effect on the environment (Section 21084.1). The Act explicitly prohibits the use of a categorical exemption within the CEQA Guidelines for projects which may cause such a change (Section 21084).

A “substantial adverse change” is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” Further, that the “significance of an historic resource is materially impaired when a project “demolishes or materially alters in an adverse manner those

⁴³ City of San Jose, *Revised Guidelines for Historic Reports*, 2-26-2010.

<http://www.sanjoseca.gov/DocumentCenter/Home/View/668> (accessed May 30, 2014), 13.

⁴⁴ City of San Jose, *Revised Guidelines for Historic Reports*, 2-26-2010.

<http://www.sanjoseca.gov/DocumentCenter/Home/View/668> (accessed May 30, 2014), 13.

physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources;” or “demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources...” or demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.”

CEQA effectively requires preparation of a mitigated Negative Declaration or an EIR whenever a project may adversely impact historic resources. Current CEQA law provides that an EIR must be prepared whenever it can be fairly argued, on the basis of substantial evidence in the administrative record, that a project may have a significant effect on a historical resource (Guidelines Section 15064). A mitigated Negative Declaration may be used where all potentially significant effects can be mitigated to a level of insignificance (Section 21080). For example, a mitigated Negative Declaration may be adopted for a project which meets the Secretary of Interior’s Standards for Rehabilitation and local historic preservation regulations, and so will not adversely affect the resource.

For the purposes of CEQA (Guidelines Section 15064.5), the term “historical resources” shall include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et.seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (Public Resources Code Section 5024.1, Title 14 CCR, Section 4800.3) as follows:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

- D. Has yielded, or may be likely to yield, information important in prehistory or history. (Guidelines for the California Environmental Quality Act)

VI. EVALUATION OF HISTORIC SIGNIFICANCE

Previously Surveyed Property (Additional Evaluation)

Greyhound Bus Station – 70 S. Almaden Ave.

The one-story cinder block building clad with glazed terracotta tile was constructed in 1957 to function as a bus station. The large structure (280 feet long and 115 feet deep) cost over a million dollars to build.⁴⁵ Vertical aluminum members divide the building into bays. Aluminum storefront configurations face S. Almaden Ave. Today many of the storefronts are vacant. A large electric sign identifies the building and features the figure of a greyhound and the word “BUS.” Buses park at the rear of the building. The rear of the structure has a large overhang to shelter waiting and disembarking passengers. Painted steel columns support the overhang. The interior features air conditioning, terrazzo floors and wide open spaces. Interior alterations to the building appear to be limited. The building is designed in a modern style and makes use of modern materials. The style of the building is best described as commercial modern. The massing of the building is horizontal, the roof is flat, the structural system is expressed on the exterior, a large sign is attached to the structure and modern cladding materials are used reflecting the commercial modern style. Credited with the design of the bus terminal is the noted American architectural firm Skidmore, Owings and Merrill.⁴⁶ (This section on the Greyhound Bus Station was taken from the *Post and San Pedro Draft Tower Historic Resources Technical Report* prepared in 2014 by Carey & Co., Inc.)



Figure 6: The Greyhound Bus Station viewed from across S. Almaden Avenue.

By 1956 Pacific Greyhound Lines was planning for a bigger, modern terminal. The previous year, Greyhound purchased 1 ¾ acres for a quarter million dollars between Post and San Fernando streets, fronting Almaden Ave. The new \$600,000 building plans called for air conditioning, several leasable spaces and a restaurant in addition to the waiting area. The 115 feet wide structure by 245 feet long structure would accommodate twelve buses off its loading platform.⁴⁷ “The new San Jose bus terminal is designed to handle not only the [...] daily departures from the

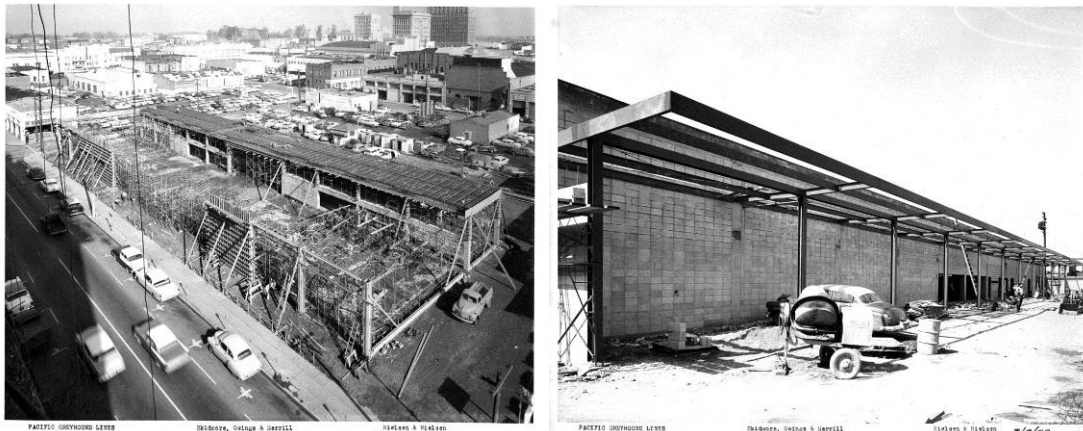
⁴⁵ “Almaden Ave. Site is Chosen,” *San Jose Mercury*, October 11, 1956 and “Free Tour of City – Greyhound,” *San Jose Mercury*, August 16, 1957.

⁴⁶ “Free Tour of City – Greyhound,” *San Jose Mercury*, August 16, 1957.

⁴⁷ “Greyhound Depot Job Bids Due,” *San Jose Mercury*, May 29, 1956 and Norman Bowman, “Greyhound to Build New S.J. Terminal,” *San Jose Mercury*, May 29, 1956.

present depot, but to take care of growth for a number of years to come.”⁴⁸ The new San Jose station was part of an improvement program that Greyhound was pushing in California. The five-million-dollar state-wide modernization effort included improvements to stations in Santa Barbara, San Luis Obispo, Fresno and Salinas. Nearly 6,000 passengers daily were expected to use the new terminal and a hundred Greyhound employees would be housed in the building. The building was scheduled to operate 24-hours a day.⁴⁹

The block on which the bus station stands was heavily developed with a mix of commercial and residential buildings in 1915 according to Sanborn maps. Many of the businesses served the transportation industry – auto repair, corral, horseshoeing, carriage repository and blacksmith. There were two lodging facilities noted on the map and a handful of unidentified shops. Many of the dwelling were single story and faced Post Street.⁵⁰ The 1932 maps show most of the block vacant, with only six buildings lining San Pedro and W. San Fernando streets. All buildings were commercial and two operated as auto repair shops.⁵¹ By 1950, many of the buildings on the previous map had been demolished. The site of the Greyhound Bus Station was a used auto sales lot. The 1962 Sanborn map showed the Greyhound Bus Station and listed four shops housed within the building, in addition to a restaurant, waiting room and baggage claim area. The surrounding properties along San Pedro and W. San Fernando continued to develop.⁵² Greyhound sold the building in 2016 and the station is currently vacant.⁵³



Figures 7 and 8: The bus station under construction viewed from above S. Almaden Avenue (left). The rear of the bus station during construction, dated March 7, 1957 (right).

⁴⁸ “Almaden Ave. Site is Chosen,” *San Jose Mercury*, October 11, 1956.

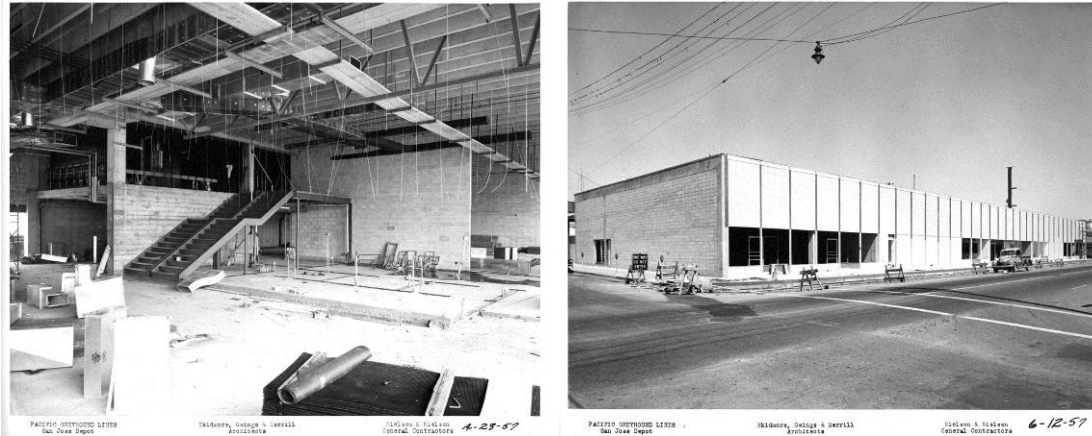
⁴⁹ “Major Revision of Greyhound Depots Mapped,” *San Jose Mercury*, November 28, 1956 and “Free Tour of City – Greyhound,” *San Jose Mercury*, August 16, 1957.

⁵⁰ Sanborn Fire Insurance Map, 1915.

⁵¹ Sanborn Fire Insurance Map, 1932.

⁵² Sanborn Fire Insurance Map, 1962.

⁵³ Nathan Donato-Weinstein, “Exclusive: Greyhound Station Sells for \$39 Million as Tower Plans Grow,” *Silicon Valley Business Journal*, <http://www.bizjournals.com/sanjose/news/2016/04/11/exclusive-greyhound-station-sells-for-39-million.html> (accessed October 3, 2016).



Figures 9 and 10: The interior of the bus station (left). The exterior of building viewed from S. Almaden Avenue at the end of construction, dated June 12, 1957 (right).



Figure 11: The completed Greyhound Bus Station.⁵⁴

Skidmore, Owings & Merrill

Skidmore, Owings & Merrill (SOM) is a full service architectural and engineering firm founded in Chicago in 1936. The company is one of the most prominent architectural firms in the world. Established by Louis Skidmore and Nathaniel Owings, the firm began with small projects, but within a year the office expanded to New York. The firm was selected to design the 1939-1940 New York World's Fair. Engineer John Merrill joined the business as a partner and the name was changed to Skidmore, Owings & Merrill. Known for stressing functional design and clean lines the firm's recognition grew and they soon developed their own architectural style. In 1952, the firm designed the Lever House in New York City. The International Style landmark building featured blue-green glazing between stainless steel mullions and was one of the first of its type. By the early 1950s the firm had offices in Chicago, New York, San Francisco and Portland, Oregon which housed 14 partners and over a thousand employees. The company also designed the first International Style curtain wall structure in San Francisco – the Crown Zellerbach building in 1959. SOM became one of the first architectural practices to offer interior design services alongside architectural services. Notable buildings designed by the office include the

⁵⁴ All black and white photographs are from University of California, *Calisphere*, Sourisseau Academy for State and Local History – San Jose Greyhound Lines Bus Depot Under Construction, <http://content.cdlib.org/> (accessed April 4, 2014).

Istanbul Hilton Hotel (1955), the Chase Manhattan Bank (1961), U.S. Air Force Academy in Colorado Springs (1962), the John Hancock Center in Chicago (1971), the Sears Roebuck Tower in Chicago (1974), the Taipei 101 Tower (2004) and the Burj Dubai Tower (2008). The firm was the first to receive the American Institute of Architects award for architectural excellence in 1961. In 1996 the company received the award for the second time.⁵⁵ (This section on the Greyhound Bus Station was taken from the *Post and San Pedro Draft Tower Historic Resources Technical Report* prepared in 2014 by Carey & Co., Inc.) SOM has designed several buildings in San Jose including Clark Hall at San Jose State University (1986) and the addition to the San Jose Museum of Art (1991).⁵⁶

Nielsen & Nielsen General Contractor

Local general contractor Nielsen & Nielsen constructed the Greyhound Bus Station. The notable contractor worked on several structures with architects Higgins & Root including the Sainte Claire Club, and the complex of shops and offices for Herschel C. Graham, manager of F.W. Woolworth Co.⁵⁷ Additionally, the firm constructed Benjamin Cory Grammar School in 1950, and other buildings.⁵⁸ The contractor worked on a number of local school projects – an addition at Linda Vista Grammar School (1951) which consisted of the construction of seven classrooms and toilet rooms; the Physical Education Building at the Junior College in San Jose in 1955; a new elementary school for the Alum Rock Elementary School District in San Jose (1952) comprised of eighteen classrooms, two kindergarten rooms, administration rooms, a kitchen, a multipurpose room and toilet rooms; and an addition to the administration building and library at the Junior College in San Jose (1952). City directories indicate the business was operated out of Bayard Nielsen's home.⁵⁹

The Greyhound Bus Station was built during a period when San Jose was experiencing amazing growth. It was constructed to accommodate that growing population as the older bus station no longer adequately served the increased numbers of passengers. However, the Greyhound Bus Station does not appear to be eligible for the CRHR under Criterion 1 as the construction of the station does not relate to a historic event or trend in local, state, or national history. It was simply constructed to address a need. No persons of significance are known to be associated with the property; thus, it does not appear to be eligible for the CRHR under Criterion 2. The structure is the work of a well-known firm, Skidmore, Owings & Merrill, and is an example of a particular style. However, this building is a minor project within the firm's body of work; it is a good example of modern architecture done in San Jose by the firm and one of their early works in the

⁵⁵ Skidmore, Owings & Merrill LLP, <http://www.som.com/>, (accessed April 4, 2014), "Skidmore, Owings & Merrill LLP History," Funding Universe, <http://www.fundinguniverse.com/company-histories/skidmore-owings-merrill-llp-history/> (accessed April 4, 2014) and PAST Consultants, LLC, San Jose Modernism – Historic Context Statement, June 2009, 145-146.

⁵⁶ San Jose State University, *Facilities Development, and Operations*, <http://www.sjsu.edu/fdo/departments/pdc/projects/clarkhall/> (accessed December 2, 2016) and Nibbi Brothers General Contractors, San Jose Museum of Art – New Addition to the San Jose Museum of Art, <http://www.nibbi.com/newsite/projects/san-jose-museum-of-art/> (accessed December 2, 2016).

⁵⁷ Past Consultants, LLC, *Historic Context Statement – San Jose Modernism*, June 2009, 180-181.

⁵⁸ Alan Michelson, *Pacific Coast Architecture Database*, "San Jose Unified School District, Cory, Benjamin, Grammar School, Cory, San Jose, CA," <http://pcad.lib.washington.edu/building/19778/> (accessed September 30, 2016).

⁵⁹ "Physical Education Bldg.," *Architect and Engineer*, San Francisco, CA: April 1955, Vol. 201, No. 1, 43, "Linda Vista Grammar School Addition," *Architect and Engineer*, San Francisco, CA: March 1951, Vol. 184, No. 3, 44, "New Elementary School," *Architect and Engineer*, San Francisco, CA: November 1952, Vol. 191, No. 2, "Junior College Addition," *Architect and Engineer*, San Francisco, CA: November 1958, Vol. 215, No. 2, R.L. Polk & Co., *Polk's San Jose (Santa Clara County, Calif.) City Directory Including Santa Clara County*, San Francisco, Calif: R.L. Polk & Co., 1954 and 1957, R.L. Polk & Co., *Polk's San Jose (Santa Clara County, Calif.) City Directory Including Santa Clara County*, Los Angeles, Calif: R.L. Polk & Co., 1963, and R.L. Polk & Co., *Polk's San Jose (Santa Clara County, Calif.) City Directory Including Santa Clara County*, San Francisco, Calif: R.L. Polk & Co., 1976.

City. Skidmore, Owings & Merrill designed other more influential buildings outside of San Jose. Notable local builder Nielsen & Nielsen built the depot. Nielsen & Nielsen was only active within the San Jose area; research did not find projects outside of the city. Although, credited with the construction of the depot, the contracting firm did not influence building trends of the region. Therefore, the building does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4. While the property is not eligible for the CRHR, it may be eligible for the city's HRI; the building scored a 47.74 on the City's Evaluation Tally Sheet. This score calls for additional evaluation of the bus station as a Candidate City Landmark.

San Jose City Landmark Evaluation

The Greyhound Bus Station is potentially eligible as a Candidate City Landmark as it meets two of the eight factors the Historic Landmarks Commission would consider when evaluating the building for designation as a landmark.

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture.

The Greyhound Bus Station does not appear to be an important part of San Jose's history. The station is a continuation of structures built to house services related to public transportation. This building replaced an earlier station that no longer met the needs of the growing population.

2. Its location as a site of a significant historic event.

The site is not associated with a particular historic event. Prior to the bus station being built on the site a used auto lot occupied the land. The building was constructed during a time when downtown urban renewal projects were just starting to occur in the surrounding area. However, the building is not linked specifically to the urban renewal projects in the nearby blocks.

3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.

No person or persons of significance are associated with the Greyhound Bus Station. While the bus station is related to an iconic American business, there is no person of significance associated with the building or site.

4. Its exemplification of the cultural, economic, social or historic heritage of the City of San José.

While the Greyhound Bus Station is a symbol of public transportation in the City and beyond, simply being associated with the iconic Greyhound Lines does not make the building important on a cultural, economic or social level within the City of San Jose.

5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.

The building does not exhibit a particular architectural style that can be associated with a group of people during a particular period in history.

6. Its embodiment of distinguishing characteristics of an architectural type or specimen.

Within the City of San Jose the building is an example of a Modern style commercial building, constructed of modern materials. It embodies many elements of the Modern style – flat roof, horizontal massing, extensive glass, modern cladding material and an advertising sign.⁶⁰ The design made use of building materials in a modern way – glazed tile cladding, vertical aluminum fins and large windows. In particular, the vertical fins gave the long horizontal street elevation a rhythmic pattern and the glazed storefronts gave the building a human scale. The design is characteristic of buildings from the period and highlights Modern materials. The Greyhound sign is iconic for the period and clearly identifies the building as a Greyhound bus station. The bus station is a simple, but well executed example of a Modern building within the City of San Jose. The structure was built at a time when Modern architecture was the preferred style of new commercial buildings in San Jose. Therefore, the building appears to be eligible as a landmark because it embodies many characteristics of Modern architectural design.

7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José.

The prominent architecture firm SOM designed the modern Greyhound Bus Station. SOM has and continues to influence architectural trends in the United States and the world. SOM is also credited with the design of the Circle of Palms which was developed during the urban renewal push in downtown.⁶¹ Later, the firm designed Clark Hall at San Jose State University and an addition to the San Jose Museum of Art.⁶² While the building is not the firm's greatest or most significant work, it was notable within the City of San Jose. The Modern design was simple, but thoughtful. Many local architects could have been selected to design the bus station, but Greyhound selected a nationally recognizable architecture office for the new building. The fact that Greyhound commissioned such a prominent architecture firm, one that was a leader in Modern design, signifies the importance of the building for Greyhound and San Jose. Therefore, the building designed by the notable and prominent architecture firm SOM appears eligible as a landmark structure at the local level.

Local general contractor Nielsen & Nielsen constructed the Greyhound Bus Station. Nielsen & Nielsen continuously worked with high profile architects including Higgins & Root, Kress, Goudie & Kress, and Kress and Kress. The firm constructed numerous commercial and institutional buildings within San Jose and repeatedly worked with leading architecture firms. Nielsen & Nielsen not only constructed many school buildings within San Jose, but the firm built several notable buildings within downtown including the Greyhound Bus Station. Nielsen & Nielsen is a prominent firm because they constructed many buildings within San Jose during a period when the City was expanding, thus contributing to urban landscape. Further, the firm is notable because it routinely worked with leading architects to build structures in San Jose. The firm built a number of buildings during the 1950s and 1960s which helped shape the City. Therefore, the bus station appears eligible as a landmark structure as the work of the notable builder, Nielsen & Nielsen.

⁶⁰ Past Consultants, LLC, *Historic Context Statement – San Jose Modernism*, June 2009, 78.

⁶¹ Scott Herhold, "The Valley's Top Modern Architecture," *Mercury News*, November 24, 2007, <http://www.mercurynews.com/2007/11/24/the-valleys-top-modern-architecture/> (accessed October 1, 2016).

⁶² San Jose State University, *Facilities Development, and Operations*, <http://www.sjsu.edu/fdo/departments/pdc/projects/clarkhall/> (accessed December 2, 2016) and Nibbi Brothers General Contractors, San Jose Museum of Art – New Addition to the San Jose Museum of Art, <http://www.nibbi.com/newsite/projects/san-jose-museum-of-art/> (accessed December 2, 2016).

8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.

The building, while designed in a Modern style, did not make use of architectural innovations, but rather used standard modern building materials of the time. Therefore, it does not appear eligible as a landmark structure.

The Greyhound Bus Station retains all seven aspects of integrity – location, setting, design, materials, workmanship, feeling and association. The station retains a high degree of integrity of location and setting since the building has not been moved and it remains in the urban core. Further the structure maintains a high degree of integrity of design, materials and workmanship, as limited alterations have occurred on the exterior. While interior alterations have occurred, the exterior remains unaltered for the most part. Most importantly, the main facade of the building maintains the integrity of design as little has been altered since it was first constructed in 1957. The bus station retains a high degree of integrity of feeling and association, as the building is clearly linked to Greyhound and the public transportation industry. The structure should be considered a potential historic resource for purposes of CEQA as it appears potentially eligible as a landmark structure under two categories.

Previously Surveyed Property

The following building was previously surveyed, but found not eligible for listing in the HRI.

167-171 W. San Fernando Street

This one-story brick commercial building features four bays divided by vertical brick piers. Each bay has a metal storefront. Originally, the building housed four separate commercial units. Brushed brick in a herringbone pattern adorns the area above the metal storefronts. A large, fixed awning spans the length of the building and shelters the main entry and a secondary entry. The awning hides the transom windows above the doors.



Figure 12. Street elevation of 167-171 W. San Fernando Street.

Constructed around 1934, the building's first occupant was Arthur Grathe's Auto Supply. A wide variety of businesses have been housed in the structure since the 1930s. Today the building is

home to Taurinus, a Brazilian steakhouse. The building scored a 21 on the City's tally sheet, not enough to be considered for listing on the HRI.⁶³

For purposes of this evaluation, Carey & Co. did not find any changed circumstances that would affect the 1991 evaluation.

Properties Not Listed on the Historic Resources Inventory

The following eight properties were reviewed for eligibility as potential historic resources.

Myth Taverna – 152 Post Street

This section on the Myth Taverna was taken from the *Post and San Pedro Draft Tower Historic Resources Technical Report* prepared in 2014 by Carey & Co.

The one-story brick building was constructed in 1933. The structure originally housed a restaurant and a shop. Two bays front Post Street and three bays from San Pedro Street. At street corner the building has an angle wall with a door which is the main entrance to the structure. The stucco clad building has a slight parapet between the pilasters that mark the bays. The pilasters project above the parapet and are capped by a point. The multi-lite windows may be original; however, the original doors have been lost. It is evident in several locations that openings have been in filled. Today the building is the location for the Myth Taverna Restaurant.⁶⁴



Figure 13: The Myth Taverna viewed from across San Pedro Street.

The structure at 152 Post Street does not appear to be eligible for the CRHR under Criterion 1 as the construction of the building does not relate to a historic event or trend in local, state, or national history. No persons of significance are known to be associated with the property; thus, it does not appear to be eligible for the CRHR under Criterion 2. The structure is not a work of a master, does not convey high artistic value, and is not an example of a particular type of construction. Therefore, the building does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

⁶³ Laffey, Glory Anne, *Historic Resources Inventory – 165-171 W. San Fernando*, December 11, 1991.

⁶⁴ Carey & Co. *Post and San Pedro Draft Historic Resources Technical Report*, 2014.

For purposes of this evaluation, Carey & Co. did not find any changed circumstances that would affect the 2014 evaluation.

AT&T Building – 95 S. Almaden Avenue

This nine-story, corporate modern style office and utility building, constructed 1947 and added to several times, is rectangular in plan with a curve at the southwest corner. The steel reinforced concrete structure has several cladding materials – precast cementitious panels with varying aggregate sizes, stucco and granite. A flat roof accommodates many mechanical systems. The primary window type is steel-sash, four-over-four, double-hung. The windows are grouped in pairs. Some have been replaced with metal louvered vents. At the main entry a contemporary aluminum and glazed storefront is recessed and accessed by several steps. Notable features include the projecting bands below the windows on the older part of the structure and the bands that carry over to the newer additions, the recessed openings, and the curved corner. Alterations to the building include multiple additions (1957, 1961, 1968 and 1974), the removal of windows replaced with louvers or other vents, and the replacement of the front entry.⁶⁵ The overall condition of the AT&T office and utility building is good.



Figures 14 and 15: The original portion of the AT&T Building with the earlier additions (left). The later additions to the AT&T Building (right).

Originally, the \$2.1 million building measured 150 feet by 200 feet and occupied a quarter of the block. This four-story structure housed telephone equipment and offices for the Pacific Telephone Company. The Pacific Telephone and Telegraph Company commissioned the construction of the building. The contractor listed on the permit was Swinerton & Walberg. The building was constructed to allow for easy expansion, with the foundation and structure designed to accommodate additional stories from the beginning. The first addition in 1957 cost \$1.3 million, a second addition in 1961 cost \$1.4 million, the third expansion occurred in 1968 and cost \$3.1 million, and the final addition was completed in 1974 at a cost of \$1.9 million.⁶⁶ Numerous

⁶⁵ Norman H. Bowman. "S.J. Office Prime Example of Unique Design Process, Standardized Phone Buildings Save Money." *San Jose Mercury News*. July 23, 1976, Arts p. 108.

⁶⁶ Norman H. Bowman. "S.J. Office Prime Example of Unique Design Process, Standardized Phone Buildings Save Money." *San Jose Mercury News*. July 23, 1976, Arts p. 108, and City of San Jose Building Department, Online Permits, "95 S. Almaden Ave.," Permit 3132.

interior alterations have occurred over the years according to building permits. The structure continues to serve as a telephone equipment building for AT&T.

Swinerton & Walberg

In 1888, Charles Lindgren arrived in Los Angeles, California and began his building career. The Lindgren brothers incorporated their construction company in 1908 forming the Lindgren Company. Alfred Swinerton joined the leadership of the company in 1913. When California began issuing contractor licenses in 1929, Lindgren & Swinerton received the license number 92. By 1942 Swinerton & Walberg was formed and an office opened in Denver. In 1996 the company officially became Swinerton Incorporated. Over the years Swinerton constructed many notable buildings including the Sir Francis Drake Hotel (San Francisco, 1920s), the War Memorial Opera House (San Francisco, 1932), the Coca-Cola Bottling Company (Oakland, 1940), the Mount Zion Hospital (San Francisco, 1950), the Sheraton Maui (Lahaina, HI, 1963), the IBM Santa Teresa Laboratory (San Jose, 1977), the San Francisco Museum of Modern Art (San Francisco, 1995) and many others.⁶⁷

The structure at 95 S. Almaden Ave. does not appear to be eligible for the CRHR under Criterion 1 as the construction of the building does not relate to a historic event or trend in local, state, or national history. No persons of significance are known to be associated with the property; thus, it does not appear to be eligible for the CRHR under Criterion 2. The structure is not a work of a master, does not convey high artistic value, and is not an example of a particular type of construction. While the building was constructed with much forethought so as to be expanded when necessary, it is not particularly remarkable or noteworthy for this. The building did not spur a movement to construct buildings in this way. While a notable contractor built the structure, it is one of the firm's minor buildings. Therefore, the building does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

Plaza Hotel – 96 S. Almaden Avenue

This three-story, modern hotel structure, built circa 1962, is rectangular in plan. The concrete block building has decorative concrete block tiles on the front elevation, and a rolled asphalt-clad, flat roof. The south and west elevations have a slight parapet. The primary window type is steel-sash, one-over-one, single-hung. The main entry is recessed and protected by a metal gate. This building abuts buildings on the north and east elevations. Notable features include a neon sign mounted to the front elevation, the decorative cladding and the recessed entry gate. The only exterior alteration to the hotel is the infilling of windows on the ground floor. The overall condition of the hotel is fair.

⁶⁷ Swinerton Builders. *Swinerton, A Builder's History, 125 Years of Building Excellence*. 2013, http://www.swinerton.com/files/Swinerton_ABuildersHistory_DigitalBook, (accessed January 8, 2016).



Figure 16: The Plaza Hotel viewed from across S. Almaden Ave.

The structure at 96 S. Almaden Ave. does not appear to be eligible for the CRHR under Criterion 1 as the construction of the building does not relate to a historic event or trend in local, state, or national history. No persons of significance are known to be associated with the property; thus, it does not appear to be eligible for the CRHR under Criterion 2. The structure is not the work of a master, does not convey high artistic value, and is not an example of a particular type of construction. Therefore, the building does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

Caravan Lounge – 98 S. Almaden Avenue

This modern commercial building is wedge-shape in plan. The building has stucco and brick cladding and a rolled asphalt-clad, flat roof with a parapet. The main elevation is divided into three bays – one clad with brick, one clad with stucco and minimal detailing, and one with the entry door. Paneled wood spans from the top of the recessed double entry doors to the roof. The thick stucco clad parapet with decorative detailing tops the building. Rows of brick cladding divide the east elevation into numerous bays. Rear entries are located at the northern end of the structure. This building abuts structures on the west and north elevations. Notable features include the thick parapet, the brick cladding and the metal camel signage used to identify the Caravan Lounge. Alterations to the commercial building include infilling the windows near the parapet and entry door replacement. The overall condition of the building is good.



Figure 17: The Caravan Lounge viewed from across W. San Fernando Street.

The structure at 98 S. Almaden Avenue does not appear to be eligible for the CRHR under Criterion 1 as the construction of the building does not relate to a historic event or trend in local, state, or national history. No persons of significance are known to be associated with the property; thus, it does not appear to be eligible for the CRHR under Criterion 2. The structure is not a work of a master, does not convey high artistic value, and is not an example of a particular type of construction. Therefore, the building does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

Subway and AK's In & Out Mini Market – 161 -165 W. San Fernando Street

This one-story, modest commercial building, constructed circa 1939, is fairly rectangular in plan. The concrete reinforced building has stucco cladding, with brick veneer along the foundation rising to the windowsills and a rolled asphalt-clad, low-pitched gable roof with a slight parapet. The windows are part of the storefront and are steel-sash, multi-lite fixed. Some have awnings. A multi-lite transom spans the storefront. The building houses two businesses. Each has a recessed entry with double glazed doors. Notable features include the multi-lite transom and the recessed entries. Alterations to the two-unit commercial building include entry door replacement, stucco cladding installation, addition of awnings and placement of large electrical signage. The overall condition of the structure is good.



Figure 18: 161-165 W. San Fernando Street viewed from across the street.

The structure at 161-165 W. San Fernando Street does not appear to be eligible for the CRHR under Criterion 1 as the construction of the building does not relate to a historic event or trend in local, state, or national history. No persons of significance are known to be associated with the property; thus, it does not appear to be eligible for the CRHR under Criterion 2. The structure is not a work of the master, does not convey high artistic value, and is not an example of a particular type of construction. Therefore, the building does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

155-159 W. San Fernando Street/97 S. San Pedro Street

This one-story, brick garage building is rectangular in plan. Constructed circa 1932 as an auto repair shop,⁶⁸ the wood-frame and brick building has stucco and tile cladding. A mansard roof is setback from the shaped parapet. The roof is clad in rolled asphalt. The north elevation is divided into six bays, while the east elevation is divided into seven. The majority of the bays feature a metal glazed rollup garage door. Aluminum glazed storefronts have been inserted into one bay on each elevation. A steel frame canopy covers the northeast corner and the adjacent three bays. Notable features include the shaped parapet, the mansard roof, the steel frame canopy and the numerous bays. Alterations to the garage structure include the replacement of the garage doors, cladding additions and the canopy installation. The overall condition of the brick garage building is good.

⁶⁸ Sanborn Maps, 1932.



Figure 19: 155-159 W. San Fernando Street/97 S. San Pedro Street viewed from across the street.

The structure at 155-159 W. San Fernando Street/97 S. San Pedro Street does not appear to be eligible for the CRHR under Criterion 1 as the construction of the building does not relate to a historic event or trend in local, state, or national history. No persons of significance are known to be associated with the property; thus, it does not appear to be eligible for the CRHR under Criterion 2. The structure is not a work of a master, does not convey high artistic value, and is not an example of a particular type of construction. Therefore, the building does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

95 S. Market Street and 10 Almaden Boulevard

In general, buildings less than 50 years old can be considered historic resources only if they constitute an exceptional achievement in architecture or engineering, or are of otherwise exceptional importance. Two buildings adjacent to the project area have been constructed since 1966 – 95 S. Market Street and 10 Almaden Boulevard. The six-story corporate style commercial structure at 95 S. Market Street was built in 1975. The building was constructed as a parking, retail and office structure. Parking is located on the ground level as is retail space. A raised deck and outdoor seating area surround three sides of the office tower which is set back from the property line substantially. Carl N. Swenson is noted as the builder on numerous permits for this building. The 16-story office building and parking structure at 10 Almaden Boulevard was constructed in 1986. It is a typical high-rise office structure featuring large windows and is clad in stone. A large concrete parking structure is situated off the south side of the building. Metal grilles clad the openings on the parking portion of the building. Therefore, these buildings in the project area are not architecturally exceptional, and thus are not considered historic resources at this time.



Figure 20: 95 S. Market Street viewed from across the street.



Figures 21 and 22: The entrance to the Citibank Building viewed from across the street (left). The parking portion of the building (right).

VII. IMPACTS AND MITIGATION MEASURES

Historical resources include properties eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or a local register of historical resources (as defined at Public Resources Code §5020.1(k)). According to Public Resources Code §15064.5(b), a project would have a significant effect on an historic resource if it would “cause a substantial adverse change in the significance” of that resource. Specifically, “[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

Project Site Impacts

Impact 1. Given that Greyhound Bus Station appears to be a historical resource under CEQA, the proposed demolition of this building would likely cause a substantial adverse change and, therefore, the project would appear to have a significant and unavoidable impact on the environment. The demolition of a historical resource usually cannot be mitigated to a less-than-significant level. The following mitigation measures are suggested, but generally are not adequate under CEQA to mitigate the loss of a historical resource significant for its historic association and architecture.

Mitigation 1: HABS-level III Documentation

Documentation usually consists of a written history of the property, plans and drawings of the historic resource, and photographs.⁶⁹ Often, reference is made to the Historic American Buildings Survey (HABS) and its guidelines for preparing histories, drawings and photographs. HABS documentation is referenced because it is recognized throughout the country as the standard way of documenting historic resources. The guidelines have a tiered approach to documentation, reserving the most rigorous level to relatively more important historic resources, such as the requirement for measured drawings, while for other resources a sketch plan could suffice.

Prior to demolition of the Greyhound Bus Station the property will be recorded following the specifications set by the Historic American Buildings Survey (HABS). This documentation will include:

- Drawings – sketch floor plans of the building and a site plan.
- Photographs – digital photographs meeting the Digital Photography Specifications Checklist.
- Written data – a historical report with the history of the property, property description and historical significance.

A qualified architectural historian meeting the qualifications in the *Secretary of the Interior's Professional Qualification Standards* will oversee the preparation of the sketch plans, photographs and written data. The existing DPR forms will fulfill the requirements for the written data report.

The documentation shall be filed with the San Jose Library's California Room and the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed by the City of San Jose.

Mitigation 2: Commemoration and Public Interpretation

Since the proposed project requires the demolition of a historical resource on the site, creation of an interpretive program, exhibit or display is appropriate. This would require the project sponsor to prepare a permanent exhibit/display, with the help of an experienced professional, of the history of the property including, but not limited to, historic and current condition photographs, interpretive text, drawings, video, interactive media, or oral histories. The exhibit/display would be placed in a suitable, publically accessible location on the site.

⁶⁹ United States National Park Service, Department of Interior. "Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines." http://www.cr.nps.gov/local-law/arch_stnds_6.htm (accessed March 6, 2012).

Impact to the Surrounding Resources

The proposed project entails constructing two 23-story towers on the site with retail on the ground floor. The project involves the construction of towering buildings across the street 44 S. Almaden Ave. (the Berger Building), the Sunol Building and the Market-Post Tower. Potential impacts to each of the historic resources in the project area need to be considered. Potential impacts of the project's alteration of the immediate surroundings of the identified historic resources and construction related activities, need to be considered.

The proposed building is composed of a mixed use residential and commercial. In addition to the three and a half levels of underground parking, two level of parking are above ground. Residential parking will be provided onsite with no onsite parking for the retail units. Between the two tower a pool deck and common space will top the second level of parking.

In assessing these potential impacts, it is important to keep in mind that the historic resources in the project area have been identified as individual resources and not as buildings contributing to a historic district. Questions of how the project impacts the architectural or spatial relationship between the identified resources, then, are irrelevant. Instead, only the project's impact on individual resources need be considered.

The original setting in the immediate area of the proposed development and the historic resources has been altered over time. This area has increased in density, particularly in regards to commercial high-rise buildings, pedestrian and automobile traffic. The 1985 Market-Post Tower, 160 West Santa Clara Street, One South Market and other developments within one to two blocks have greatly urbanized and changed the character of this part of downtown San Jose.

The method for determining whether new construction relating to historic properties will result in adverse impacts is application of the *Secretary of the Interior's Standards for Rehabilitation*. In particular, the Standards call for "new additions, exterior alterations, or related new construction [to] be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment." Integrity includes seven aspects: location, design, setting, materials, workmanship, feeling and association.

In addition, the San Jose Downtown Historic Design Guidelines provides direction for addressing historic landmarks and historic districts and augments the *Secretary of the Interior's Standards for Rehabilitation* by providing additional details for consideration.⁷⁰ The Downtown Historic Design Guidelines has eight context elements for new construction adjacent to historic resources; two are most relevant here.

Massing. *Retain and Respect the massing of historic buildings on a street. Respect the overall heights of historic buildings, street walls, districts and areas. Add significantly higher new buildings, where appropriate, that are carefully sited in relationship to historic structures and predominant street "walls." Building masses should not dwarf immediately adjacent historic buildings. Add new infill construction that respects the massing and detailing of historic buildings on the street. New building masses adjacent to lower historic resources should step*

⁷⁰ The *San Jose Downtown Historic Design Guidelines* were never formally adopted by the City Council. However, these draft design guidelines can be used as a tool for evaluating how a new design fits within the historic downtown area of San Jose. City of San Jose, *San Jose Downtown Historic Design Guidelines – Draft 6/18/2004*, City of San Jose, 2004. <http://www.sanjoseca.gov/DocumentCenter/Home/View/428> (accessed January 2016).

down in height and street facades should turn the corner to provide articulated visible side facades in order to reduce the impact on historic buildings.⁷¹

Exterior Materials. Add new building materials that match the historic materials of masonry, terra cotta, limestone, stucco, glass mosaic, cast stone, concrete, metal, glass and wood (trim, finishes and ornament only) where possible. New materials should be compatible with historic materials in scale, proportion, design, color, finish, texture and durability.⁷²

Impact 2. If the evaluation of the design compatibility, massing of the proposed project is limited solely to this new development, the impacts would be significant and adverse. The height, massing and scale of the proposed development are far greater than the surrounding properties identified in the HRI. It is likely the new high-rise would have a design that is currently in vogue and make use of extensive glazing with metal or concrete (the specific materials are not known). The use of these materials is quite different than the textured stucco and brick of the surround historic resources.

However, if the context and cumulative effects of previous developments are taken into consideration, certain aspects of the integrity of the surrounding historic and potential historic resources have already been compromised. Although the proposed development would add to the previous loss of setting and feeling, this loss has already occurred.

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.⁷³ With urban development of the neighborhood with high-rises, the historic resources listed in the HRI have previously lost the character of the physical environment in which they played their historical roles.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time and an awareness of its historical importance.⁷⁴ As with setting, the historic resources' ability to evoke a historic sense of the past has previously been compromised.

There are, as previously identified, seven aspects of integrity. Of the seven, two, setting and feeling, have already been compromised as a result of prior construction projects. The proposed project would add to the loss of these two aspects, but with the loss already recognized, the additional impact to an existing cumulative impact would be moot.

The historic resources listed in the HRI would continue to retain integrity of location, design, materials and workmanship. For a project to cause a substantial adverse change in the significance of these historic resources, it must demolish or materially alter in an adverse manner

⁷¹ City of San Jose, *San Jose Downtown Historic Design Guidelines – Draft 6/18/2004*, City of San Jose, 2004. <http://www.sanjoseca.gov/DocumentCenter/Home/View/428> (accessed January 2016).

⁷² City of San Jose, *San Jose Downtown Historic Design Guidelines – Draft 6/18/2004*, City of San Jose, 2004. <http://www.sanjoseca.gov/DocumentCenter/Home/View/428> (accessed January 2016).

⁷³ City of San Jose, *San Jose Downtown Historic Design Guidelines – Draft 6/18/2004*, City of San Jose, 2004. <http://www.sanjoseca.gov/DocumentCenter/Home/View/428> (accessed January 2016).

⁷⁴ City of San Jose, *San Jose Downtown Historic Design Guidelines – Draft 6/18/2004*, City of San Jose, 2004. <http://www.sanjoseca.gov/DocumentCenter/Home/View/428> (accessed January 2016).

those physical characteristics that convey the resources' historic significance and accounts for their identification as San Jose Structures of Merit, City Landmark Structures or Candidate City Landmarks. Through retention of those aspects of integrity that convey their historic significance, these three properties would continue to be listed in San Jose Historic Resources Inventory. Therefore, the proposed project would have a **less-than-significant** impact on the historic resources.

Construction-related Impacts

Impact 3. The proposed project would require below-grade excavation and foundation work, new building framing and perhaps pile driving. This may produce ground borne vibrations from construction that would result in potentially significant adverse impacts from construction to several historic resources in the immediate vicinity of the project site, including: the Berger Building, the Sunol Building, and the Market-Post Tower all of which are within 200 feet of the construction site.

Mitigation Measure 3a. If pile-driving will be used, the Berger Building, the Sunol Building, and the Market-Post Tower will also be surveyed for existing conditions. The purpose of the study would be to establish the baseline condition of the buildings prior to construction, including the location and extent of any visible cracks or spalls. The documentation shall take the form of written descriptions and photographs, and shall include those physical characteristics of the resources that convey their historic significance and that justify their inclusion on, or eligibility for inclusion on, the California Register of Historical Resources and local register. The documentation shall be reviewed and approved by the City of San Jose's Historic Preservation Officer, or equivalent.

Additionally, if pile-driving will be used, the Berger Building, the Sunol Building, and the Market-Post Tower will be monitored during construction and any changes to existing conditions will be reported, including, but not limited to, expansion of existing cracks, new spalls, or other exterior deterioration. Monitoring reports shall be submitted to the City's historic preservation officer, or equivalent on a periodic basis. The structural engineer shall consult with the historical architect, especially if any problems with character defining features of a historic resource are discovered. If in the opinion of the structural engineer, in consultation with the historical architect, substantial adverse impacts to historic resources related to construction activities are found during construction, the monitoring team shall so inform the project sponsor, or sponsor's designated representative responsible for construction activities, as well as the city's historic preservation officer, or equivalent. The project sponsor shall adhere to the monitoring team's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger historic resources. The historic preservation officer, or equivalent, shall establish the frequency of monitoring and reporting.

Site visit reports and documents associated with claims processing shall be provided to the City of San Jose's Historic Preservation Officer, or equivalent.

Mitigation Measure 3b. A qualified geologist, or other professional with expertise in ground vibration and its effect on existing structures, shall prepare a study of the potential of vibrations caused by excavation and construction activities associated with the proposed project. Based on the results of the study, specifications regarding the restriction and monitoring of pile-driving shall be incorporated into the contract. Initial pile-driving shall be monitored and if vibrations are above threshold levels, modifications shall be made to reduce vibrations to below established

levels. A copy of the study, contract specifications, and monitoring reports shall be provided to the City of San Jose's Historic Preservation Officer, or equivalent.

Mitigation Measure 3c. The historical architect shall establish a training program for construction workers involved in the project that emphasizes the importance of protecting historic resources. This program shall include information on recognizing historic fabric and materials, and directions on how to exercise care when working around and operating equipment near the historic structures, including storage of materials away from historic buildings. It shall also include information on means to reduce vibrations from construction, and monitoring and reporting any potential problems that could affect the historic resources in the area. A provision for establishing this training program shall be incorporated into the contract, and the contract provisions shall be reviewed and approved by the City of San Jose's Historic Preservation Officer, or equivalent.

With implementation of Measures 2a through 2d, the potential for project construction-related impacts to identified historic resources would be reduced to **less-than-significant**.

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CITY OF SAN JOSE HISTORIC EVALUATION SHEET

Historic Resource Name: Greyhound Bus Station, 70 S. Almaden Avenue

Note: Complete all blanks. Use spaces to justify ratings. For example, a rating of "E" on No. 9, Age, would be justified by "Built in 1850".

	<u>RATING</u>	<u>VALUE</u>
A. VISUAL QUALITY/DESIGN		
1. EXTERIOR: Quality of composition, detailing and artistic merit	G	6
2. STYLE: Commercial Modern	VG	8
3. DESIGNER: Skidmore, Owings & Merrill (SOM)	E	6
4. CONSTRUCTION: use of modern building materials, concrete block and steel	VG	8
5. SUPPORTIVE ELEMENTS: bus parking in rear, area of passenger loading	G	3
SUBTOTAL A:		31

B. HISTORY/ASSOCIATION		
6. PERSON/ORGANIZATION: none	FP	0
7. EVENT: none	FP	0
8. PATTERNS: redevelopment of downtown	G	5
9. AGE: Built 1957	FP	0
SUBTOTAL B:		5

C. ENVIRONMENTAL/CONTEXT		
10. CONTINUITY: not in API or ASI	FP	0
11. SETTING: compatible with surroundings	G	2
12. FAMILIARITY: conspicuous or familiar structure in the neighborhood	G	4
SUBTOTAL C:		6

SUBTOTAL A + SUBTOTAL C:	37
SUBTOTAL B:	5
PRELIMINARY TOTAL (A+B+C):	42

D. INTEGRITY	<u>RATING</u>	<u>PERCENT</u>	<u>FACTOR</u>	<u>DEDUCTION</u>
13. CONDITION: minor surface wear	VG	0.03	42	1.26
14. EXTERIOR ALTERATIONS: little to no exterior modifications	E	0.00	37	0
	E	0.00	5	0
15. STRUCTURAL REMOVALS: no structural elements have been removed	E	0.00	37	0
	E	0.00	5	0
16. SITE: not moved	E	0.00	5	0
INTEGRITY DEDUCTIONS SUBTOTAL:				1.26

ADJUSTED TOTAL:	40.74
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	<u>RATING</u>	<u>VALUE</u>
E. REVERSIBILITY		
17. EXTERIOR: minor alterations appear to be reversible	VG	3

F. ADDITIONAL CONSIDERATIONS/BONUS POINTS		
18. INTERIOR/VISUAL QUALITY: interior materials are original	G	1
19. HISTORY/ASSOCIATION OF INTERIOR: interior use remained the same	G	1
20. INTERIOR ALTERATIONS: moderate updates to the interior	G	2
21. REVERSIBILITY/INTERIOR: impossible to determine	FP	0
22 NATIONAL OR CALIFORNIA REGISTER: doesn't appear eligible	FP	0

REVERSIBILITY + BONUS POINTS SUBTOTAL:	7
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ADJUSTED TOTAL (Plus Bonus Points):	47.74
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REVIEWED BY: E. Graux, Carey & Co.

DATE: 5/13/2014 Revised 12/16/2016