



ARCHIVES
ARCHITECTURE

PO BOX 1332
SAN JOSE CA 95109

October 18, 2016

Amie Ashton
David J. Powers & Associates, Inc.
1871 The Alameda
San Jose, CA 95126

Dear Amie,

Please find attached documents comprising a historic report prepared for the property located at 645 Horning St. in San José. This report was prepared for inclusion in a submittal of an Initial Study for a rezoning, subdivision and project permits for a development associated with the subject property. The project will include demolition of all the buildings and structures on the site, and construction of gas station, convenience store, and restaurant on 3+ gross acres. The project proposes Conforming PD Zoning under PDC16-041.

A historic report, of which this cover letter is a part, is a survey and evaluation that is used to determine the significance of historic buildings, structures, sites, and/or objects. The survey, recorded in the form of DPR523 forms, contains a technical description of the historic property as well as information about its historical background and the surrounding area. The evaluation within this survey is based on specific historic evaluation criteria that have been developed by the City of San José, as well as criteria related to considerations for eligibility for the California Register of Historical Resources.

The Department of Planning, Building and Code Enforcement (PBCE) of the City of San José will use this historic report as a reference to determine whether a project will result in a significant impact to a historic resource(s). A project will have a significant effect on a historic resource if it would demolish, or substantially alter, a historic resource which is (1) either listed, or eligible for listing, on the National Register of Historic Places or the California Register of Historical Resources or (2) designated or eligible as a City Landmark. It is the responsibility of the Director of the Department of PBCE to make a determination as to whether a project will have a significant impact on a potential historic resource under the California Environmental Quality Act (CEQA).

The DPR523 recording forms that are attached to this cover letter outline the history, record the property characteristics, and evaluate the property's potential for historical significance. Also attached to this cover letter is a Historic Evaluation Rating Sheet prepared according to San Jose's *Guidelines for Historic Reports*. The numerical scoring within these sheets is used to determine if the property is eligible for listing on the San José Historic Resources Inventory.

The bibliography, which meets the City's requirement for a checklist of sources consulted, is embedded in the DPR523 series forms, as well as photos that visually define the character-defining features of the property.

Below is a summary of our investigation and findings:

The property is not listed on the San José Historic Resources Inventory, nor has it been evaluated as a part of any local historic resource survey conducted by the City of San José or any other agency that has been filed with the State Office of Historic Preservation.

The attached DPR523 forms dated October 18, 2016, which I prepared, documents the historical and architectural aspects of the property and associated buildings referred to as 645 Horning St., San José. The property was annexed to the City of San José in 1942, and most of the buildings appear to have been around this time or later.

We indicate in the DPR523 series forms that the property does not appear to qualify for listing on the California Register of Historical Resources, and that the evaluation performed per the City of San José historic evaluation-rating system resulted in a point score (38.89) that is above the threshold for listing on the San José Historic Resources Inventory. The property, and in particular the house at 645 Horning St., could be considered a Structure of Merit due mainly to its architectural qualities. The house, and the related buildings on the site however do not appear to be eligible for San José Historic Landmark designation when considered under the qualitative criteria of the City's Historic Preservation Ordinance.

There does not appear to be any potential that the property might contribute to a district comprised of similar resources in the area. Related buildings at the Modern Ice and Cold Storage Company plant across Oakland Road to the east were demolished in the late 2000s. The remaining neighborhood is a mix of industrial, commercial, and residential uses.

An impacts analysis was not conducted, as the property is not historically significant according to the minimum requirements for listing on the California Register of Historical Resources or as a San José City Landmark.

Sincerely,



Franklin Maggi, Architectural Historian*

*Franklin Maggi meets the Secretary of the Interior's qualifications to perform identification, evaluation, registration, and treatment activities within the field of architectural history in compliance with state and federal environmental laws, as outlined in the criteria under 36 CFR Part 61.

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

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 19

*Resource Name or #: (Assigned by recorder) Giacomazzi Bros. Transportation Co.

P1. Other Identifier: None

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

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West

Date 1980 T.6S.; R.1E.; Mount Diablo B.M.

c. Address 645 Horning St.

City San Jose Zip 95112

d. UTM: (Give more than one for large and/or linear resources) Zone 10S; 598144mE/ 4135616mN

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

Assessor's Parcel Numbers: 235-18-001;

northwest corner of Horning Street and Oakland Road.

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

The site of Giacomazzi Transportation Co. until the mid-1980s, this 3.26 gross-acre site contains a mix of mid-century industrial buildings and two 1930s-1940s residential scaled buildings, one a prior residence, and the other an office, that were all apparently built for the trucking company owners. The site was under active use at the time of the site survey, with construction contractor and auto related uses presently populating the buildings and site. The house at the corner of the site no longer appears to be used as such, and now is occupied by a construction fencing contractor. The building coverage on this site has been stable for over half a century, with only one building at the north end of the site now gone. Earlier residential uses were removed with the introduction of the trucking company onto the site in the 1930s/1940s. Although it originally evolved under a single user, at present the site is home to a variety of industrial tenants. *(Continued on page 2, DPR523L)*

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building

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



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

View facing north, October, 2016.

*P6. Date Constructed/Age & Sources:
 Historic Prehistoric Both

1937-1956, city directories, 60+ years old.

*P7. Owner and Address:

James and Daniel Rubnitz
17610 Blanchard Dr.
Monte Sereno, CA 95030

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

Franklin Maggi
Archives & Architecture, LLC
PO Box 1332
San Jose CA 95109-1332

*P9. Date Recorded: Oct. 18, 2016

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none".)

None

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

*Recorded by Franklin Maggi

*Date 10/18/2016

Continuation Update

(Continued from page 1, DPR523a, P3a Description)

Residential Structure at 645 Horning St.

With no permits available to sequence the site development, it is not known for sure if the house predated the industrial buildings. It may have been built in the 1930s by the prior owner of the property, Manuel Vierra, or moved onto the site or built in the early 1940s by Elven Giacomazzi. The addressing for the house is first found in the 1942 Polk city directory when occupied by Elven and Eva Giacomazzi, partners in Giacomazzi Transportation Co. From 1937 to 1941 the Giacomazzis do not appear in either directories or census enumerations. The 1932 Sanborn Map Company survey of this property shows the footprints of a Victorian-era house at this location that was replaced by the existing house.

The Giacomazzi House at the corner of Oakland Road and Horning Street is a Spanish Eclectic design that is characteristic of late 1920s-early 1940s construction. It is generally rectangular in footprint, with the front façade facing Oakland Road, although no longer accessible from that right-of-way. The front façade has a forward protruding wing with a gable-fronted roof that extends out to the side over a covered walkway to the front door. The roofing is Spanish tile, and the roof structure of the house is a mix of moderately sloped gabled sections at the front, and mansards along the sides that edge a high flat roof that covers most of the building. The sloped tile sections have medium size eaves, exposed rafter tail, and original thin profiled metal ogee gutters that drain into scupper-topped metal downspouts. The outer edge of the flat roofed section is trimmed with tile-covered coping at the rear elevation.

The walls are stucco clad; the internal wall structure was not determined as a part of this study. The use of protruding pipe vents at the upper walls at the rear and within the gables is typical of hollow-core masonry houses. The stucco texture is dashed, and the walls extend seamlessly to a short wall that encloses the front patio, and an arcaded wing wall with arched passage that leads to a pathway along the north side of the building. Arched openings to the porch as well as the recessed focal window are a softened version of trefoil arches, and at the front focal window the glazing is framed by engaged barley twist columns.

Original fenestration is mostly wood one-over-one double-hung sash with board moulding including large flat wood headers embedded in the stucco. Some openings have doubled window sets. Some of the sash at the street elevations have been replaced with sliders or other contemporary retrofits.

The rear door is set flush above a small concrete stoop and protected by a contemporary canvas awning. An additional access door is located on the Horning Street elevation. It is recessed within a concrete porch and framed by low stucco walls. An original wrought iron handrail frames a landing and steps beyond the porch opening, but a more contemporary metal grill protects the entry. To the right of the entry is an original brick sloped chimney.

The building is raised slightly higher than is typical, and has ornate cast-iron foundation vents as well as three larger openings along the north elevation that appear to edge an internally accessed basement.

A small two-car garage sits to the southwest of the house with access off Horning Street. It matches the house, with stucco walls, Spanish tile roof at the street, and partial tile coping along the walls facing the house.

Office Building (previously 1109 North 13th St.)

This building may have predated the house at 645 Horning St., but more likely was first built during or after World War II. The original building is Spanish Eclectic in design, and a simple rectangle with front and rear gabled roof covered with Spanish tile and trimmed with replacement metal gutters. During the 1950s it was expanded southward towards the house; the addition compatible in design and having matching stucco cladding but with an untrimmed flat roof. The entry is along the long north side of the building within a recessed stoop framed by 4x4 embedded timbers and a large wood header. The original fenestration consists of steel casements, popular from the late 1930s through 1940s, fixed to the stucco with large sills. The doors are not original.

(Continued on next page)

*Recorded by Franklin Maggi

*Date 10/18/2016

Continuation Update

(Continued from previous page)

Truck Repair and Storage Building

The first phase of this large truck repair and storage building was built in the 1940s, with the first confirmation of its existence in a 1948 USGS aerial. During the first years of Modern Ice across Oakland Road, that complex had a truck related building, so it is possible that the subject building was not completed until after World War II when Modern Ice began an expansion building program, with the subject site used initially for outside truck storage. The original long linear front and rear gabled metal building dominates the site, and initially provided internal space for truck repair. It is a vernacular industrial building with corrugated metal siding and roofing, roll-up metal doors, and a row of 12-lite metal framed windows along the south elevation facing Horning Street. Some of the roll-up doors have been replaced within the central parts of the east elevation as well as the corrugated roofing.

The 1950s addition to the west provided expanded repair and storage area, and pushed the building out to the property line to the then little used right-of-way that was vacated in 1969. Stepped back from the south elevation of the original structure, this addition is clad with standing seam metal siding and corrugated metal roofing, and has similar roll-up metal doors.

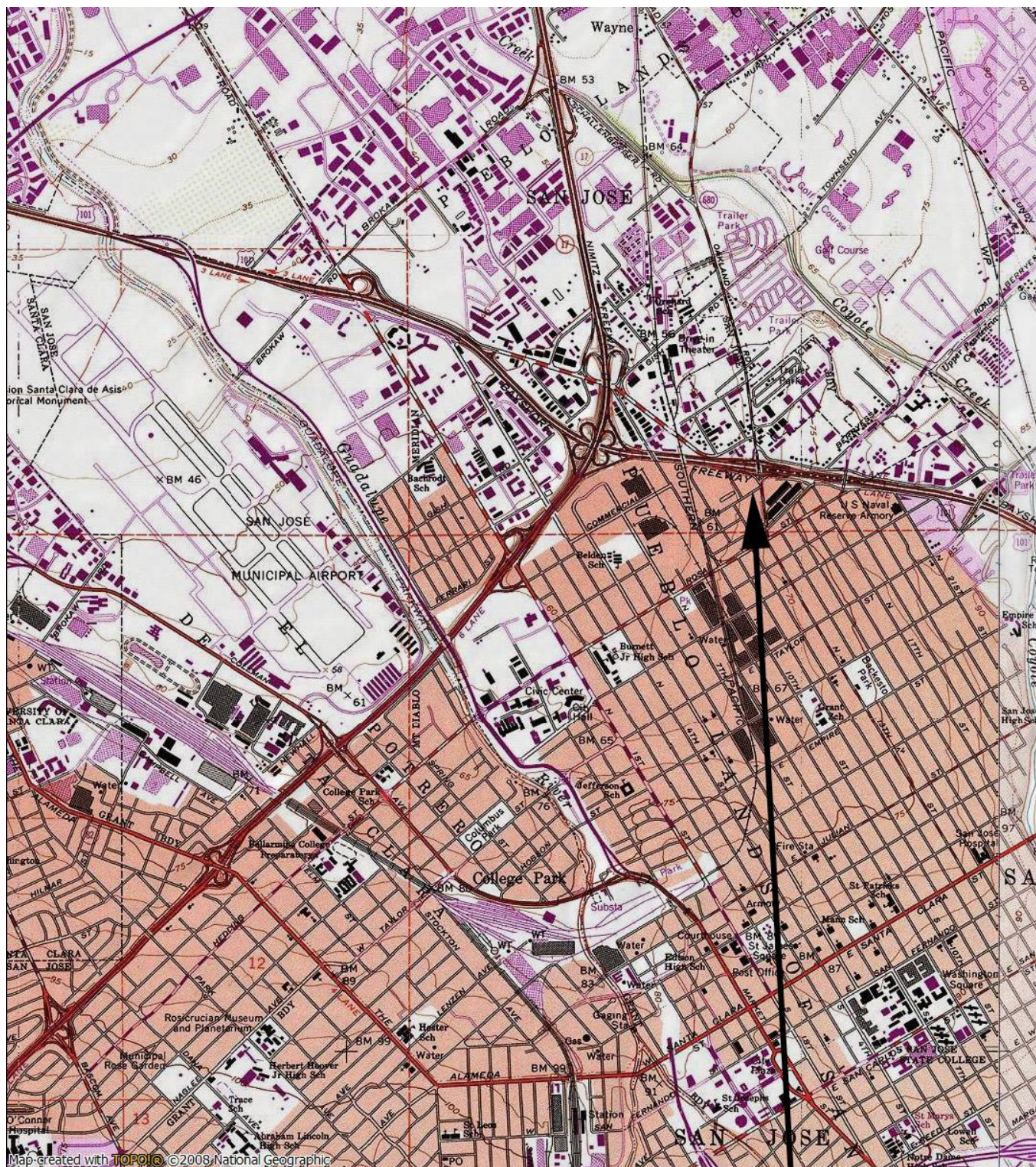
Maintenance Buildings

Three additional smaller industrial buildings are located along the Horning Street frontage. The two easterly buildings were constructed first; the larger building initially contained a spray painting use, and the smaller was a garage. The westerly building was built in the 1950s and replaced a gasoline pump station, and the spray painting operation moved to this high-bay structure - while the early painting structure was reused for repair activities. All three of these buildings are metal structures with corrugated metal siding and roofing. Windows are steel casements or fixed matching those on the large truck repair and storage building. The first painting structure has large glazing areas on three sides with two large swinging door entries. The second painting structure has lessor fenestration and one high double sliding door entry. On this building, the sloped corrugated roofing curves at the lower end, flowing into the wall panels. The third building (garage) is a small two-bay building with a large wood access door to the left of the roll-up metal doors.

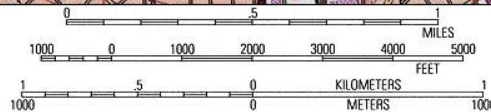
Site

The 3+ acre site is presently segmented with chain link fencing, and surrounded on the north, east, and south side with metal chain link fencing. The street frontage along Horning Street is unimproved, and the street frontage along Oakland Road has curb, gutter, and sidewalk but the site is inaccessible along this eastern boundary. The U.S. Route 101 off-ramp to North 13th Street/Oakland Road is located beyond the north property line.

The site generally lacks vegetation, although a large tree exists adjacent the most westerly of the maintenance buildings along Horning Street, and some small trees are found along the east sides of the two smaller buildings along Oakland Road. The site is generally in a state of deterioration.



Map created with TOPOLOG ©2008 National Geographic



SITE

TN MN
13 1/2
10/18/16

*Resource Name or # (Assigned by recorder) Giacomazzi Bros. Transportation Co.

B1. Historic Name: Giacomazzi Bros. Transportation Co.

B2. Common Name: None

B3. Original use: Residence and truck depot B4. Present Use: Misc. industrial / contractor/ auto

*B5. Architectural Style: Modern utilitarian / Spanish Eclectic

*B6. Construction History: (Construction date, alterations, and date of alterations)

Permit history is missing from City of San Jose online permit database. House and office constructed 1930s to early 1940s. Main shops building and related ancillary structures built in late 1940s and 1950s.

*B7. Moved? No Yes Unknown Date: n/a Original Location: n/a

*B8. Related Features:

Modern Ice and Cold Storage Company plant across Oakland Road (now demolished).

B9a Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Communication and Transportation Area 13th St. SNI Planning Area
 Period of Significance 1942 - 1955 Property Type Industrial Applicable Criteria None

The subject property at 645 Horning Street is a portion of Block 9 of L. B. Lanthrop's Addition (Maps A:79), a large tract surveyed by William Isaac in February of 1868 and recorded on March 4, 1868, during San Jose's Early American period. At that time, it was beyond the northern edge of the San Jose city limits. The subdivision did not complete the annexation process to the city at that time, but remained in unincorporated Santa Clara County until the beginning of World War II. The original tract consisted of 15 blocks north of Rosa Street (now Hedding Street) that had been part of what was Pueblo Farm Lot No. 15 that was auctioned by San Jose's Common Council in 1847. The first owner of this larger agricultural property appears to have been Marcario Castro.

Block 9 was nestled between Horning Street (then named Willow Street), North Thirteenth Street (then Twelfth Street but now vacated), Commercial Street (then North Street), and Oakland Road (then County Road and later Milpitas Road). Although the lots within Block 9 were later re-subdivided, much of Lanthrop's Addition remained underdeveloped for almost a century. Annexation to the City of San Jose occurred during the early years of World War II on January 2, 1942 as a part of Orchard No_2.

(Continued on next page, DPR523L)

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

B11. Additional Resource Attributes: (List attributes and codes) HP2.
 Single family property

*B12. References:

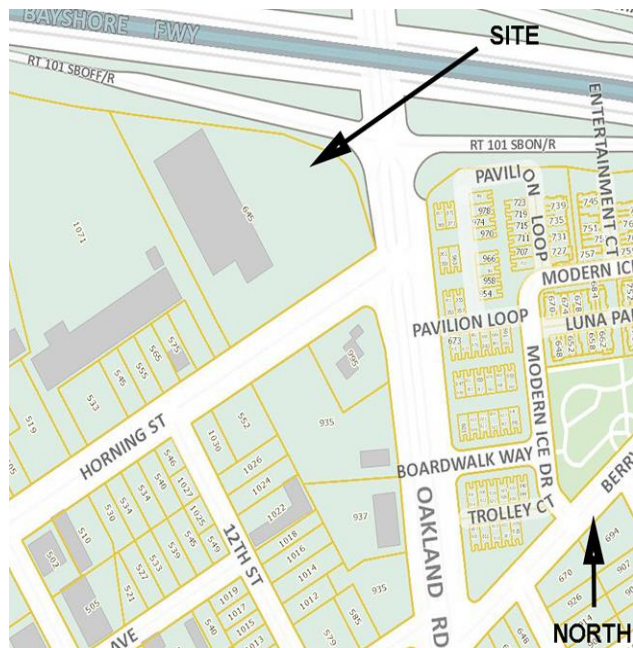
(See page 8)

B13. Remarks: Proposed demolition

*B14. Evaluator: Franklin Maggi

*Date of Evaluation: October 18, 2016

(This space reserved for official comments.)



*Required information

(Continued from previous page, DPR523b, B10 Significance)

In the late 1930s, property acquisition for U.S. Route 101, the Bayshore Freeway, bisected the block, creating the large parcel that exists today. At that time, there were three residences on the site, including a Victorian-era house at the corner of Horning Street and Oakland Road where the existing house is located today. It is likely that during the late 1920s, the larger site was first utilized as a truck depot. The land use patterns within Lanthrop's Addition, except for a scattering of houses prior to this time, are not known. The area to the north and east were populated with plant nurseries soon after the founding of San Jose as an American City.

Giacomazzi Bros. Transportation Co. (originally Giacomazzi Bros. Drayage Co.), was founded in the early 1920s by Elven and William Giacomazzi. Both born in Monterey County, they grew up on a grain farm run by their father James Giacomazzi, who had immigrated from the Italian-speaking town of Mogheno in Canton Ticino, Switzerland. James may have originally come to the United States prior to 1880 and returned to Switzerland in the 1880s to marry. He then brought his wife Catherine and first son Vincent to California in 1886 and settled in the Castroville/Santa Rita area near Salinas, where they had three additional sons.

Monterey County was a popular destination for immigrants from Switzerland during the latter part of the nineteenth century, and Swiss-family-based dairy farms were a dominant factor in the agricultural development of the Salinas Valley and environs. William was born in 1896 and Elven in 1898. They lost their parents while still young, and William, at least, served in the United States military during World War I. They inherited the Monterey County farm, but relocated to the Santa Clara Valley in 1916, and subsequently opened a dairy operation on a ranch on Capitol Avenue. After World War I, the two brothers started their trucking company, and soon had five trucks hauling milk for local farmers and carrying consignments to the East Bay Milk Producers' Association.

William married local resident Mabel Wilcox, who had been born in the Berryessa district, and they settled on South 15th Street where Elven lived with them during the 1920s. He later married, and by 1930, he and his wife Eva, born in Canada, and two children were living on Milpitas Road in a house they owned that appears to have been located just north of the subject site.

During the Interwar period, the brothers continued to expand the drayage company, although from local directories and Sanborn maps it is unclear where operations were headquartered..

The area of the Giacomazzi house was taken as a part of the land assemblage of U.S. Route 101 in 1937. By 1937 Giacomazzi Bros. Drayage had moved onto the corner parcel at Horning Street where a house that had been owned by Manuel Vierra was located, and Elven and Eva no longer appear in city directories or census enumerations until 1942 when they are listed at 645 Horning St.

In 1940, brothers William and Elven Giacomazzi founded Modern Ice and Cooler Storage Company to the east of the subject site across Milpitas (Oakland) Road with partners James C. Wagner and Clifton C. Cottrell. By this time, the trucking company appears to have diversified beyond their origins in milk transport. The new plant provided cold warehousing for fresh fruit, a service that continued into the 1950s and later. Modern Ice and Cold Storage Company, (the successor name,) provided cold storage for apples, apricots, pears, plums, cherries, and berries, according to a 2005 interview with a descendant of the Giacomazzi family, Marcia Coughran. Modern Ice originally included truck storage on site.

Sometime in the 1940s, Giacomazzi Bros. Transportation had constructed a large linear truck repair building on the subject site, which appears on the 1948 USGS aerial of this area, as well as a shop building along Horning Street and a small no-longer-extant building at the north end of the site that was later removed as a part of highway improvements. The most northerly of the two Spanish tiled buildings along Oakland Road may have been built around 1937 when the drayage operation first moved onto the corner site, but probably was not constructed until after World War II. Other trucking related buildings were soon built along Horning Street, including a paint shop and gasoline pump islands.

(Continued on next page)

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

Primary #
HRI #
Trinomial

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*Resource Name or # (Assigned by recorder) Giacomazzi Bros. Transportation Co.

*Recorded by Franklin Maggi

*Date 10/18/2016

Continuation Update

(Continued from previous page)

The construction of Elven and Eva's house at 645 Horning Street was probably around the time of the annexation of the property into the City of San Jose, which had expanded its city limits to reach the new highway. By 1956, the truck repair building had expanded westward, aligning with what had been the undeveloped right-of-way of North Thirteenth Street, which was then vacated in 1969.

During the 1970s, with a rapid decline in local agriculture due to urban growth throughout the valley, Modern Ice leased out portions of their complex to other users. Following William's death in 1959, William and Mabel Giacomazzi's children remained involved in their active trucking business and Modern Ice, with Thelma Giacomazzi Kiperash serving as Vice President-Treasurer of Giacomazzi Bros. Transportation Co. Her husband George had been named President of Modern Ice. Founder Elven Giacomazzi died in 1971, and his children and his brother's children remained in various roles. While Modern Ice continued in operation until the mid-2000s, Giacomazzi Bros. Transportation Co., dissolved in 1986, with Richard Giacomazzi, son of Elven and Eva, the last head of the organization. His sister Mildred was for a time Vice President. She continued to live in the family house at 645 Horning St. after the death of her parents until at least 1977. She died in 1998 at age 72. Since the 1980s the site has been leased to a variety of industrial users.

Integrity and character-defining features

The property maintains most of its historical integrity as per the National Register's seven aspects of integrity. The buildings remain on their original location as constructed in the 1940s and 1950s. The historic setting is much the same as it has existed at mid-twentieth century, although the Modern Ice and Storage Co. plant that had existed across Oakland Road are now gone. The buildings retain their original scale. The detailing of the industrial buildings is vernacular and reflects common construction techniques of the time. The residential building is characterized by architectural features that associate it with Spanish Eclectic architecture of the Interwar period, but the building is a modest representation. Original finish and structural materials remain. The building complex continues to have a feeling as a mid-century industrial site.

EVALUATION

The property was developed with existing buildings, including both residential and industrial during the late 1930s-1950s, beginning shortly before annexed into the City of San Jose. Located adjacent U.S. Route 101, it is nested within a mixed industrial residential area, with industrial uses located to the immediate west of the site.

The buildings as they exist today do not physically represent important patterns of development or events, nor do they contribute to a recognized district of historical significance. Industrial development at mid-century at the edge of the city was sporadic, and not related to specific community planning practices that placed like-uses in proximity. The 1940s development of this site as a major truck depot is likely related to the adjacent freeway access. The use does not have important roots in the history of the neighborhood, and the related Modern Ice plant that had a relationship to this site through ownership and operating control is no longer extant, demolished after 2005. The light industrial neighborhood along Horning Street lacks a visually coherent development history. The property would, therefore, not appear to qualify for the National or California Registers under Criterion A or 1, respectively.

The historical narrative identified the primary persons associated with the trucking company and the residence from the late 1930s on. Members of the Giacomazzi family are successful entrepreneurs in San Jose at mid-twentieth century. They were considered in 2005 for their historical importance as a part of the evaluation of the Modern Ice and Cold Storage Company plant across Oakland Road to the east, but were not found by the City of San Jose to be historically significant due to their founding and operational roles as a part of the environmental determination for that project that included demolition of Modern Ice. While entrepreneurs can be determined to be significant personages, they must have been engaged in a pivotal role in their occupation to be found so under the relevant Criterion for historical significance.

(Continued on next page)

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

Primary #
HRI #
Trinomial

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*Resource Name or # (Assigned by recorder) Giacomazzi Bros. Transportation Co.

*Recorded by Franklin Maggi

*Date 10/18/2016

Continuation Update

(Continued from previous page)

William and Elven Giacomazzi were successful business partners, but are not known for their contributions to the local community beyond their internal business activities. None of the persons associated with Giacomazzi Bros. Transportation Co. were found to be historically significant in the history of San Jose in a prior review, and no additional information was uncovered as a part of this investigation and recording. Therefore, the property would not be eligible for the National or California Registers based on its association with personages, Criteria B and 2.

The site contains both a residential building and related industrial buildings first used for truck maintenance. The residence is a Spanish Eclectic styled house that was designed late in the revival period around the beginning of World War II. While having recognizable qualities to this style, it is not a distinctive representation of this era in residential architecture. The adjacent office building also lacks distinctive qualities as it is a modest structure that has been expanded twice. The industrial buildings are vernacular in design and construction, and are not important representatives of and lack visual distinction with the industrial and commercial architecture of their time. The site and its buildings do not appear eligible for National Register listing under Criterion C or the California Register per Criterion 3, as the buildings are not distinctive architectural specimens.

Under the City of San Jose evaluation rating system, the property meets the threshold for listing on the San Jose Historic Resources Inventory, but would not qualify for designation as a City Landmark under the City's Historic Preservation Ordinance.

(Continued from page 5, DPR523B, B12 References)

Archives & Architecture. *Historical Context Survey, 13th Street Neighborhoods, San Jose's Historic Second Ward*, December 2006.

Bamburg, B. *Historical Report and Evaluation for the Proposed Redevelopment of Modern Ice & Cold Storage Company, 950 Oakland Road, San Jose, California 95112*, May 10, 2005.

HMH Engineers. *Initial Study Modern Ice Property Rezoning (Volumes I and II)*, May 2005.

Past Consultants, Inc. *Agricultural Resources Evaluation Handbook, Monterey County, California*, September 2011.

Polk Directories for San Jose and Santa Clara County, 1910-1978.

Sanborn Fire Insurance Co., *Maps of San Jose*, 1915, 1932, 1950, 1962.

San Jose, City of. *Building Permits*, via www.sjpermits.org, accessed November 16, 2015.

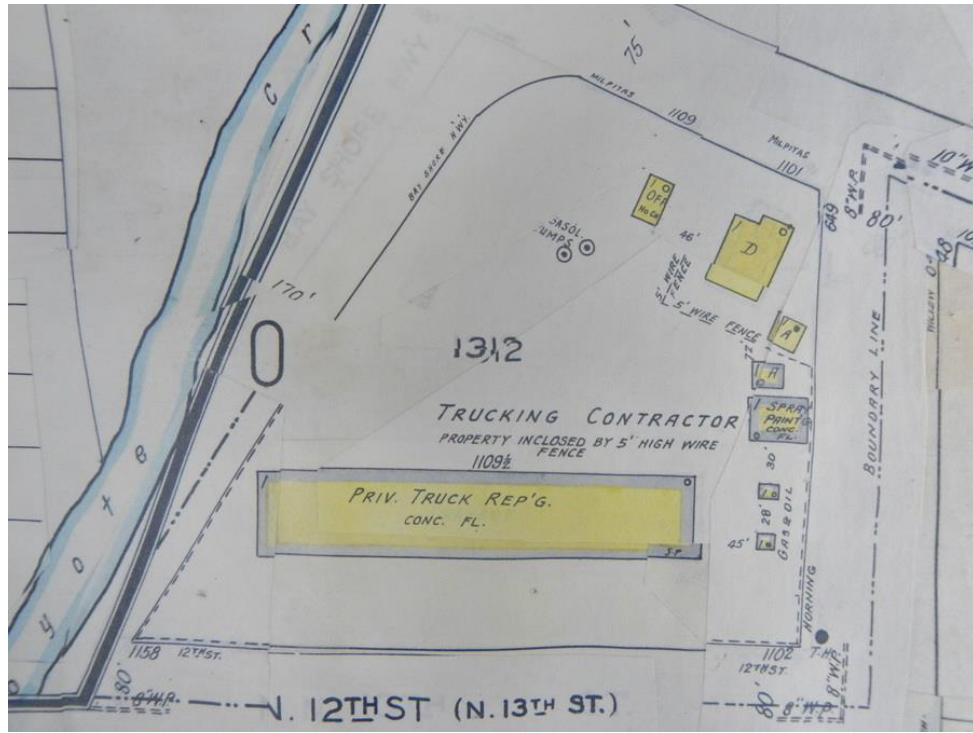
Santa Clara County Clerk-Recorder. *Maps, Deeds, and Official Records*.

Sawyer, E. *History of Santa Clara County*, 1922.

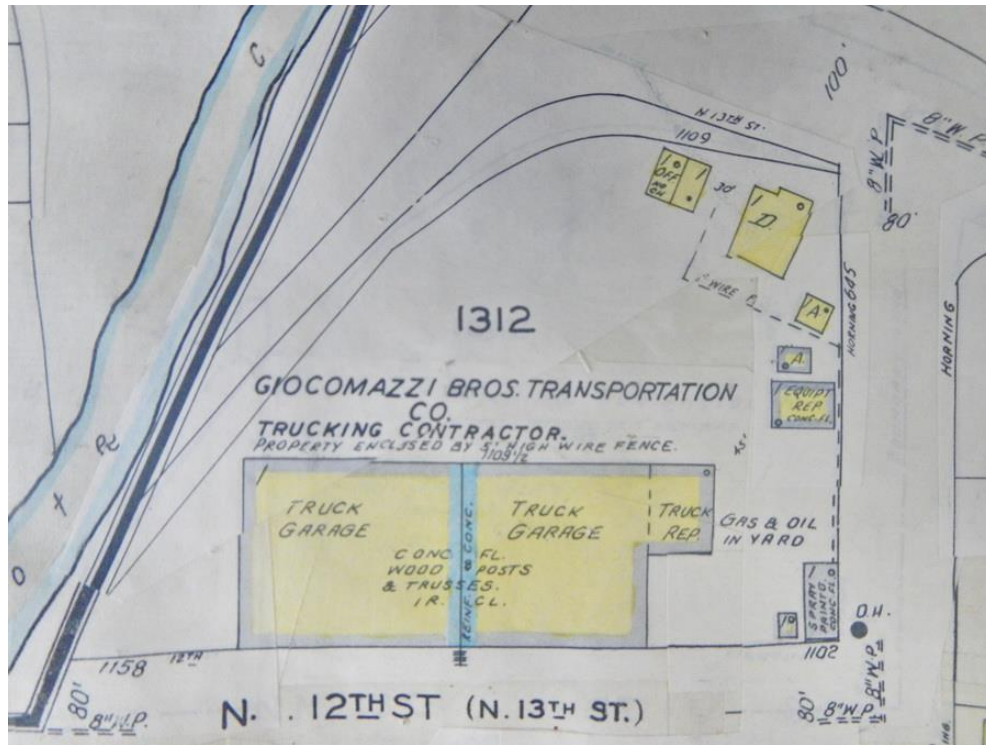
Thomas Brothers, *Block Books of San Jose*, 1924.

US Federal Census, 1880-1940.

USGS aerials, 1931, 1948, 1956, 1960.



1950 Sanborn Map



1962 Sanborn Map



Site overview (ca. 2006) with now demolished Modern Ice plant at top (from Bing, Microsoft)



Front of house at 6435 Horning St., viewed facing southwest.



Horning Street elevation of house, viewed facing north.



North elevation of house, viewed facing northeast.



West (rear) elevation of house, viewed facing east.



Rear door and stoop of house, viewed facing southeast.



Garage, viewed facing east.



Office, viewed facing southeast.



Rear elevation of office, viewed facing east.



Front elevation of truck storage and repair structure, viewed facing north.



Side elevation of truck storage and repair structure, viewed facing northwest.



Truck storage structure (addition), viewed facing northwest.



Truck storage structure (addition) viewed facing north.



Original painting structure, viewed facing northeast.



Original painting structure, viewed facing southeast.



Garage, viewed facing southeast.



Second painting structure, viewed facing southwest.

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*Recorded by Franklin Maggi *Date 10/18/2016 Continuation Update



Overview of second painting structure and main entry, viewed facing northwest.



Overview of site from Horning Street, viewed facing northeast.

HISTORIC EVALUATION SHEET

Historic Resource Name: Giacomazzi Bros. Transportation Co.

A. VISUAL QUALITY / DESIGN

Justification

		E	VG	G	FP
1. EXTERIOR	House of very good quality		X		
2. STYLE	House is a very good example		X		
3. DESIGNER	Good example			X	
4. CONSTRUCTION	Of no particular interest				X
5. SUPPORTIVE ELEMENTS	Several but none unusual			X	

B. HISTORY / ASSOCIATION

		E	VG	G	FP
6. PERSON / ORGANIZATION	No connection				X
7. EVENT	None associated				X
8. PATTERNS	Tertiary importance intimately connected			X	
9. AGE	1940s			X	

C. ENVIRONMENTAL / CONTEXT

		E	VG	G	FP
10. CONTINUITY	Not located				X
11. SETTING	Unimportant				X
12. FAMILIARITY	Familiar to neighborhood			X	

D. INTEGRITY

		E	VG	G	FP
13. CONDITION	Minor surface wear		X		
14. EXTERIOR ALTERATIONS	Minor changes	X			
15. STRUCTURAL REMOVALS	None	X			
16. SITE	Has not been moved	X			

E. REVERSIBILITY

		E	VG	G	FP
17. EXTERIOR	Almost all original	X			

REVIEWED BY: Franklin Maggi

DATE: 10/18/16

EVALUATION TALLY SHEET

Historic Resource Name: Giacomazzi Bros. Transportation Co.

<u>A. VISUAL QUALITY / DESIGN</u>	E	VG	G	FP	Value	Value	Sub- total	Cumulative sub-total	
1. EXTERIOR	16	12	6	0	12				
2. STYLE	10	8	4	0	8				
3. DESIGNER	6	4	2	0	2				
4. CONSTRUCTION	10	8	4	0	0				
5. SUPPORTIVE ELEMENTS	8	6	3	0	3		<u>25</u>		
<u>B. HISTORY / ASSOCIATION</u>									
	E	VG	G	FP					
6. PERSON / ORGANIZATION	20	15	7	0	0				
7. EVENT	20	15	7	0	0				
8. PATTERNS	12	9	5	0	5				
9. AGE	8	6	3	0	3		<u>8</u>		
<u>C. ENVIRONMENTAL / CONTEXT</u>									
	E	VG	G	FP					
10. CONTINUITY	8	6	3	0	0				
11. SETTING	6	4	2	0	0				
12. FAMILIARITY	10	8	4	0	4		<u>4</u>	<u>37</u>	
	(SUM OF A+C) =				<u>29</u>				
<u>D. INTEGRITY</u>									
	E	VG	G	FP					
13. CONDITION	.00	.03	.05	.10	0.03	x	37	1.1	
14. EXTERIOR ALTERATIONS	.00	.05	.10	.20	0	x	29	0.0	
	.00	.03	.05	.10	0	x	8	0.0	
15. STRUCTURAL REMOVALS	.00	.20	.30	.40	0	x	29	0.0	
	.00	.10	.20	.40	0	x	8	0.0	
16. SITE	.00	.10	.20	.40	0	x	8	0.0	
								<u>1.1</u>	
ADJUSTED SUB-TOTAL: (Preliminary total minus Integrity Deductions)								<u>35.89</u>	
<u>E. REVERSIBILITY</u>									
	E	VG	G	FP					
17. EXTERIOR	3	3	2	2	3			<u>38.89</u>	
EVALUATION TOTAL: (Adjusted subtotal)								<u>38.89</u>	