

APPENDIX B
HISTORIC RESOURCE IMPACT
ASSESSMENT

HISTORIC RESOURCE IMPACT ASSESSMENT

Stockton Avenue Hotel & Condominium Project
292 Stockton Avenue
San José, Santa Clara County, California
(APN #259-28-028)



Prepared for:

David J. Powers & Associates, Inc.
1871 The Alameda, Suite 200
San José, CA 95126

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ARCHIVES & ARCHITECTURE, LLC

PO Box 1332
San José, CA 95109-1332
<http://www.archivesandarchitecture.com>

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Cover image: site overview
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Introduction and Project Description

Diridon Hospitality LLC acquired the vacant site at the southeast corner of Stockton Avenue and West Julian Street in early 2018 from the Successor Agency of the Redevelopment Agency of the City of San José. The company is proposing a 311-room hotel and 19 condominium units with three below-ground parking levels for this 0.858-acre parcel that is adjacent to and immediately south of the Julian Street Underpass.¹

The site had been developed with one-story industrial buildings until 2009. That year the Redevelopment Agency of the City of San José acquired the property from the City of San José and demolished the buildings, resulting in the vacant site that exists today. The site has since been paved and is used for parking.

During the time that the City of San José owned the now-demolished buildings (1974-2009), it was known as the Stockton Avenue Warehouse. The property was acquired by the City of San José on June 26, 1974, presumably as a part of a future street widening project that was to establish East and West Julian Street as an arterial from Highway 101 to The Alameda, a plan that has since been abandoned. Until the mid-2000s, the buildings housed the large uncatalogued collections of the San José Historical Museum as well as collections of the Fire Muster Team (now San José Fire Museum).

With the City's completion of their archives and collections facility at the Senter Road Central Services Yard, the Stockton Avenue Warehouse collections were relocated to History Park and to the administration building at the Central Services Yard. The Muster Team apparatus was moved to a large warehouse at the Central Services Yard at the same time, allowing for the demolition and clearance of the site.

Purpose and Methodology of this Study

Although the site at Stockton Avenue and West Julian Street is presently vacant, it appears to have first undergone development as early as 1888. The buildings that were demolished in 2009 were built in 1954 and 1969. The 1954 building that was located adjacent to and to the immediate east of Stockton Avenue was leased by Westinghouse Electric Corporation at that time, and the rear 1969 building was used by small industrial service companies for a few years. Information about prior use of the site is provided in an attachment to this report, extracted from a 2007 study performed by Archives & Architecture for the Redevelopment Agency.²

¹ Julian Street Underpass is the common reference for the Peninsula Joint Powers Board railroad bridge at West Julian Street, San Jose, and the related West Julian Street underpass.

² Archives & Architecture, Heritage Resource Partners: Historical and Architectural Evaluation, Stockton Avenue Warehouse, 292 Stockton Ave. and 610 West Julian St., San José, California, APN 259-28-028, prepared for the Redevelopment Agency of the City of San José, September 7, 2007.

Potential impacts on adjacent historic properties was not assessed as a part of the 2007 study, as there was no planned project proposed at that time other than demolition.

The site is adjacent to the West Julian Street auto and pedestrian underpass that transverse the Peninsula Corridor Joint Powers Board railroad right-of-way and Julian Street bridge. The bridge, which became operational in 1935, is listed, but its historic significance not determined, within the current Caltrans Historic Bridge Overcrossing listings (listed as Category 4 - ID: 37C0207; 4 – Historical Significance not determined. 1935).

As the site of the proposed hotel and condominium project is immediately adjacent to the bridge and underpass structure, this current assessment is intended to inform the environmental review process for the project by determining if the Peninsula Corridor Joint Powers Board bridge and the City's 525-foot underpass structure are historically significant, and if so, if implementation of the project will impact historic resource(s) under the California Environmental Quality Act.

As the bridge and its underpass is not on the same property as the proposed project, assessing the project using the Secretary of the Interior's Standards for Rehabilitation is not an appropriate methodology for conducting this review if the bridge and underpass were found to be a historically significant resource (i.e. eligible for designation as a City Landmark or for listing on the California Register of Historical Resources). However, guidance can be found within the City of San Jose's *Draft San José Downtown Historic Design Guidelines* dated 6/18/2004. These guidelines were designed to assist property owners, tenants, developers, and city staff and commissions understand the context of the historic built environment and better plan for alterations and new construction.

The Draft Guidelines were prepared to apply to development projects within the Downtown Core. When written, the western edge of the Downtown Core was considered to be State Route 87. Since the Draft Guidelines were published in 2004, the Envision San José 2040 General Plan has remapped the boundaries of what is considered the Downtown Core to include properties to the west of State Route 87 to Stockton Avenue (in the vicinity of the project site). The Draft Guidelines are therefore applicable to this project if the bridge and underpass were found to be a historically significant resource and have therefore been used within this report to assess the impacts of the new project.

This report was prepared utilizing the methodology recommended by the National Park Service, as outlined in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, *Preservation Brief 17 - Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character* (1988), and *Preservation Brief 35 - Understanding Old Buildings: The Process of Architectural Investigation* (1994).

Previous Surveys and Historical Status

As noted previously, the subject site was evaluated in 2007 by Archives & Architecture as a part of the demolition project of 292 Stockton Ave. and 610 West Julian St.

Caltrans conducted a study in the mid-1980s of local agency and state-owned bridges in California. While the study listed the West Julian Street bridge as ineligible for the National Register, Caltrans has indicated that bridges and grade separations should be re-evaluated if “new information” on the structure or its type has emerged or the “passage of time” has provided new historical perspective. At the time of the first Caltrans study, the bridge was around 50 years in age.

Elizabeth McKee, Architectural Historian for Caltrans District 4, evaluated the Julian Street underpass in 1991 as a part of a study of 124 buildings and structures along the San Francisco Peninsula Commute right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. McKee did not individually evaluate the West Julian Street underpass but listed it as ineligible for the National Register.

In 2000, Christopher McMorris and Theresa Saputo Rogers of JRP Historical Consulting Services prepared DPR523 forms for the Julian Street Underpass for the Peninsula Corridor Electrification Project under the Caltrain Modernization Program and evaluated the structure for significance under the criteria of the National Register and under the CEQA Guidelines. They found that the bridge did not appear to meet the significance criteria of either the National Register or CEQA Guidelines. They did not evaluate the structure for eligibility as a San José City Landmark under the City’s Historic Preservation Ordinance (Chapter 13, Section 13.48.110 of the Municipal Code). Caltrans, being a state agency, is exempt from local regulations and codes.

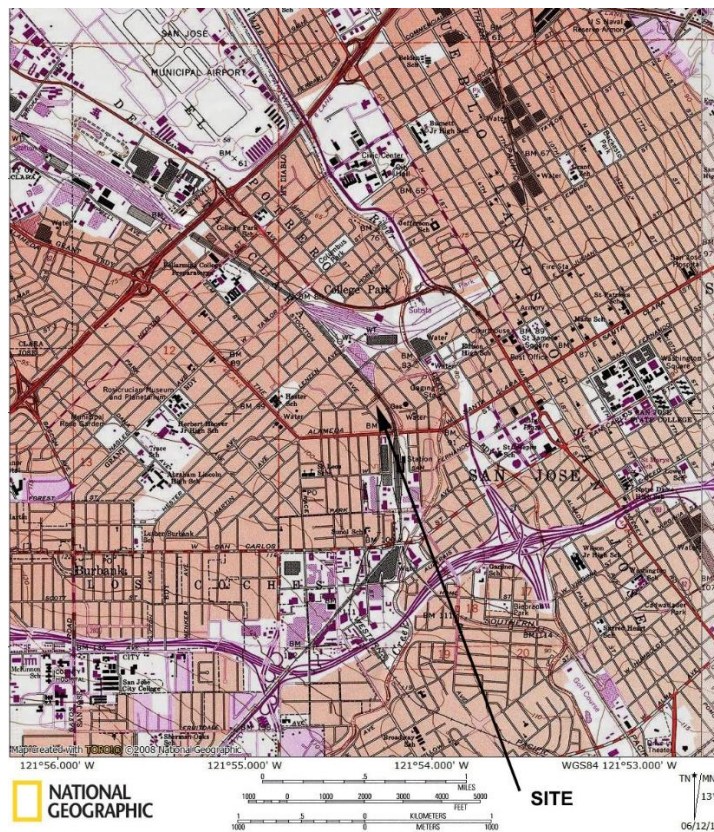
Properties and structures from the 2000-2001 JRP study for Caltrans were reviewed by the State Historic Preservation Officer in 2002, and the Julian Street Underpass was determined ineligible for the National Register of Historic Places and the California Register of Historical Resources in a letter dated December 9, 2002. The study was reviewed and updated in 2008 and was been incorporated into the January 2015 Final EIR for the project which included other additional properties that had not been previously evaluated.

The Julian Street Underpass and bridge was re-evaluated as a part of the preparation of the Draft EIR/EIS for the High-Speed Rail project, but those findings appear to not have been finalized. That study was a part of the Tier 2 project-level environmental process. The High-Speed Rail Authority suspended work on the EIR/EIS in mid-2011 to consider blending high-speed rail and Caltrain operations within a smaller project footprint. In 2016 a NOP/NOI rescinded the 2009 NOP and 2008 NOI for this leg of the project and presented a blended operations approach for the Project Section. The blended system would operate substantially within the existing Caltrain right-of-way on a primarily shared two-track system. That environmental review process is still underway.

The most recent (October 2017) Caltrans Structure Maintenance & Investigations listings of Local Agency Bridges in District 4 for “Historical Significance” identifies the Julian Street Underpass under category 4 (Historical Significance not determined). Jill Hupp, Built Environment Preservation Services Chief of the Caltrans Division of Environmental Analysis was contacted as a part of this study for clarification of this status. She indicated that “In our Historic Bridge Inventory survey (completed in 2005, updated 2015) bridges classed as Category 4 were those that Caltrans flagged as having potential to be contributing elements of some larger property, evaluation of which was beyond the scope of the bridge survey, such as a rail line or potential historic highway corridor of historic district.”

Location Information

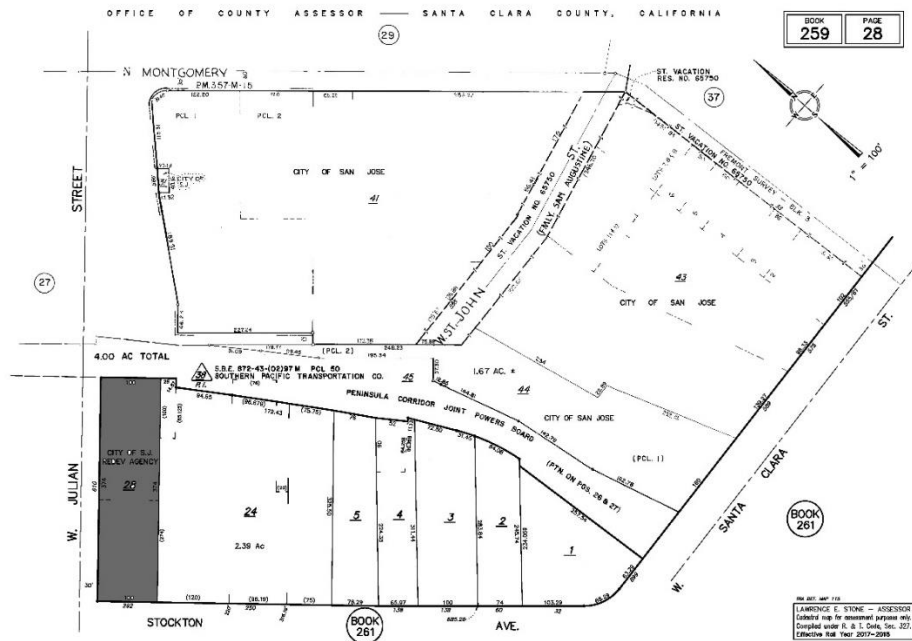
Location Area Map



Locational Data

- The site is located with the USGS San José West 7.5 Minute Series Quadrangle, 2005, within Township 7 South; Range 1 East, Mount Diablo Base Meridian
- UTM coordinates are: 10S; 597047mE/ 4132258mN
- Existing property addressing: 292 Stockton Ave. and 610 West Julian St., San José
- County Assessor Parcel No.: 259-28-028

Assessor's Map



Summary of Findings

While the Julian Street Underpass appears to have been determined ineligible for the National Register of Historic Places and California Register of Historical Resources by the State Historic Preservation Officer in the past, its status as a historic resource in the context of a potential historic district of similar structures is not clear. The 2001 DPR523 recording and evaluation of this structure by JRP Historical Consulting, Inc. appears inadequate, as it lacks sufficient context to make a determination of significance under CEQA as a part of a larger district of similar structures both under patterns and architecture. That prior evaluation does not consider local landmark criteria. We therefore cannot make the finding that this structure is not a significant historic resource based on the analysis in that report.

The historic overview prepared for the 2001 evaluation by JRP noted that the context related to the movement in the 1920s to alter at-grade railroad crossings was a significant event both within the industry as a whole and within the local community that had long tried to get the Southern Pacific line moved from Fourth Street in the downtown, but the report lacks information to back up its finding that this particular bridge does not adequately represent that significant pattern. Of the nine structures built in the early 1930s to enable the Southern Pacific Railroad Company to bypass its downtown route, five still maintain a high level of historic integrity to their original design and use. While the West Santa Clara Street / The Alameda undercrossing is listed on the National Register, it is also of lesser architectural quality than the Julian Street Undercrossing. The 2001 JRP evaluation argued that the Julian Street Undercrossing was of minor importance, but a review of historical literature finds that the planning for the

Julian Street and Park Avenue undercrossings was done during an early phase of the bypass project, possibly working in tandem with the closure of West Santa Clara Street / The Alameda to provide access to and from the downtown from the west during construction of the larger bridge/underpass near Cahill Station. In 1931, a dispute between the City of San José and the Southern Pacific Railroad Company regarding the Julian Street and Park Avenue projects may have helped ultimately resolve cost responsibilities for public right-of-way improvements for the larger project, as the California Supreme Court dismissed an attempt to have the State Railroad Commission hear petitions on the matter. Of these two bridge projects, the Park Avenue bridge has since been replaced; the original structure is no longer extant.

For the purposes of the current review of the project adjacent the Julian Street Undercrossing, we believe that this structure should be considered a historic resource for the purposes of project review under the California Environmental Quality Act. Although the design of the proposed hotel building itself will not impact the underpass, offsite improvements that affect the integrity of the structure, or construction impacts such as vibration, should be monitored and mitigated in conformance to goals and policies of the Envision San José 2040 General Plan.

Potentially Affected Resources



Overview of site showing adjacent uses (annotated excerpt, base map copyright Google Earth Pro)

Julian Street Underpass

The Julian Street Underpass is an approximately 525 feet long structure that includes a three-track railroad bridge owned by the Peninsula Corridor Joint Powers Board. The remaining portions of the underpass appear to be owned by the City of San José.

The bridge and the related subgrade street structure are located to the immediate north and northwest of the subject site of the Stockton Avenue Hotel and Condominium Project and extends northeast along the northwest side of the SAP Center north parking lot.

Historic Context

The historic context for this bridge and underpass can be found in the Peninsula Corridor Electrification Project EIR.³ Both the San Francisco & San Jose Railroad and South Pacific Coast railroads began operation through San José during the 1860s and 1870s, and the extension of the South Pacific Coast to Los Gatos was the first rail line to extend through the subject area. Later the Southern Pacific extended through this area to reach the industrial areas southwest of the downtown (and the New Almaden mines) until their mainline bypass opened in 1935. This construction project diverted both passenger and freight service that had previously crossed the downtown in the center of Fourth Street.

As noted in the Caltrain Electrification context statement, the Southern Pacific Railroad undertook a massive improvement program in and around San José beginning in the late 1920s. The improvements included continued double tracking the main line, construction of roughly six-mile bypass of congested downtown San José, and completion of a large new passenger station. The impressive Italian Renaissance-revival style Cahill Street Station (now known as the Diridon Station) was designed by John H. Christie and constructed by the C.N. Swenson Company. It is a multilevel combination passenger and freight depot, and is on the NRHP. The bypass, completed in 1935, represented a significant alteration of the original railroad and a major railroading change for the region, relocating the Southern Pacific's depot from Market Street where it had been located since the 1860s for the SF&SJ RR.

While the motor traffic grew exponentially on the roads and highways of the Peninsula, so did accidents, particularly at railroad at-grade crossings. Both railroads and motor vehicle supporters saw grade separations as the ideal method for eliminating the hazards of at-grade railroad crossings. The Peninsula Grade Crossing association was formed and, in February 1931, its engineering subcommittee released a proposed \$9 million two-phase plan to eliminate at-grade crossings on the 47 miles of track. Among the approximately 80 grade separations along the Caltrain line today, 27 were built before 1950, with more than half of those structures built or improved in the period between 1927 and 1941.

The significance statement in the 2000 JRP DPR523 forms prepared for Caltrans (attached), elaborates on the local context of the Julian Street Underpass construction. The construction was a part of an eight-structure project by the Southern Pacific Railroad Company and one project by the City of San José to remove or avoid grade crossings of the new mainline that bypassed the downtown. Six of these bridges are extant and in use today, with underpasses at West Julian Street (1935), West Santa Clara Street (1935), an auto viaduct at West San Carlos Street (1935), and three bridges/underpasses Delmas Street (1936) and Prevost Street (1936/1991), and Almaden

³ Peninsula Corridor Electrification Project Final EIR, January 2015, Settings, Impacts, and Mitigation Measures, Cultural Resources, by the Peninsula Corridor Joint Powers Board, January 2015.

Road (1936). The Prevost Street bridge remains extant but was modified in 1991. Underpasses at Park Avenue (1988), Bird Avenue (1965), and Willow Street (date unknown) were replacements with new bridges as a part of contemporary roadway capacity projects.

Of the eight bridges constructed by the Southern Pacific Railroad Company as a part of the bypass project, the West Santa Clara Street underpass is a contributor to the National Register District encompassing Diridon Station, and the Julian Street, Delmas Avenue, and Almaden Road bridges/underpasses, although found ineligible for the National and California Registers as a part of the Electrification EIR process, are still listed by Caltrans District 4 as requiring further reevaluation. The Prevost Street bridge is listed as non-eligible (due to loss of integrity), and the three replacement bridges are also listed as non-eligible.





The West San Carlos Street viaduct was evaluated by JRP in 2000/2001 and updated in 2013 and found ineligible for the National and California Registers, but this bridge is not listed by Caltrans as it is owned by the City of San José. The review of this viaduct by JRP for Caltrans was part of a Section 106 process under the National Environmental Policy Act (NEPA) for the Los Gatos Creek bridge replacement project.

While the JRP DPR523 recording for the Julian Street Underpass noted that *the City of San Jose favored the plan (the bypass), in part, because it eliminated 24 grade crossings within the city. The new line included eight grade separations along important streets and roads. Seven of the eight underpasses were funded by the railroad. While the line was not finished until the end of 1935, SP completed the underpass adjacent to the new Cahill Street along the Alameda, Legislative Route 2 (today State Route 82) in 1933, and both the Julian Street underpass and San Carlos Street overpass in 1934. In 1935, SP completed four more underpasses along the new main line at Bird Avenue, Delmas Avenue, Prevost Avenue, and Willow Street.⁴ The SP built the last of this group in 1936 at Almaden Road. While the Great Depression generally delayed the San Jose bypass project, several other factors contributed to slow the process. The City of San Jose and the community of Willow Glen took SP to court over the details of the project, and Willow Glen incorporated in 1927 with the intention of keeping Southern Pacific from proceeding with its bypass through that area. Through these efforts, SP may have conceded to constructing more grade separations than it originally intended along this new line.*

⁴ JRP did not mention the Park Avenue bridge in this narrative, and mistakenly identifies the San Carlos Street Viaduct as constructed by SP. Both the bridges and underpasses at The Alameda/West Santa Clara Street, Park Avenue, and West Julian Street were large structures involving the City's (or State's) street rights-of-way on both sides of the bridges. The City of San José had petitioned the State Railroad Commission in 1931 for compensation for property damage due to the grade separations at Park Avenue and Julian Street crossings, but its petition was dismissed as the Supreme Court of California had issued a writ of prohibition restraining the Commission from hearing the application (*Decisions of the Railroad Commission Vol 36*).

Construction of the Julian Street underpass, and other grade separations in the bypass project, was influenced by the grade separation movement that began during the 1910s as motor vehicle traffic increased causing an alarming number of accidents at railroad crossings. Although the hazardous conditions associated with at-grade railroad crossings were detected early, it took many years to address what were referred to by the Railroad Commission in 1921 as “some of the worst death traps” in California. Over time, many of the grade crossings along the SP’s Coast Line between San Francisco and Gilroy were recognized to be particularly hazardous.

While public interest and organization in reaction to the SP bypass delayed the project’s progress, it is unclear to what extent local resident’s efforts resulted in the construction of these grade separations...Southern Pacific generally did not want to be fully responsible for the cost of grade separation. Thus, it was unusual for the SP to fully fund seven of the eight grade separations eventually constructed on the San Jose bypass project.

		
Julian Street Underpass (1935)	Santa Clara Street at The Alameda Underpass (1935)	Park Avenue Underpass replacement (1968)
		
West San Carlos Street Viaduct (1935)	Bird Avenue Underpass replacement (1965)	Delmas Avenue Underpass (1936)
		
Prevost Street Underpass with bridge replacement (1936/1991)	Willow Street Underpass replacement (date unknown)	Alamden Road Underpass (1936)

Resource Description and Integrity

The Julian Street Underpass consists of a 42-foot three-track railroad bridge of concrete and steel-through-girders over reinforced concrete abutments within a larger roadway framed by concrete retaining walls topped by integral concrete railings. The bridge and underpass is described in the JRP DPR523 forms:

The railroad deck consists of 43-13"x 21" rolled "I" beams supported by nine concrete piles. A decorative pointed arched / lancet railing runs down both sides of the bridge deck and are supported by bracketed ends that form cantilevers in the bents. The Southern Pacific emblem is centered on the railing and is composed of unpainted concrete with embossed lettering. The underpass has a pedestrian walkway enclosed by reinforced concrete bents on the north side of the four-lane road. Typical of underpasses in the area, the walkway has an arched entry with eight molded arched openings with metal pipe railings that face the road. The underpass has a concrete stairway leading to the pedestrian walkway on the north side of the bridge.

The stairway has the same decorative lancet railing as the bridge deck. Leading to the stairway is a continuous walkway, at street level, with the same decorative railings. Vintage lamps atop concrete posts originally lighted this portion of the walkway. The posts remain, but the lamps have been removed. The lamps may have been similar to the lamps leading to the Santa Clara Street underpass.

The design of the bridge and underpass is typical of a depression-era WPA-era concrete structure and is readily recognizable as an historic structure by its materials use, the arcade design, and the original medallion. Character-defining features include the unpainted concrete formwork, extensive use of sectioned concrete railings with lancet arched openings on both sides of the roadway and along both sides of the bridge, the concrete stairways, cantilevered bents, shouldered arches under the bridge that separate the roadway and walkway, and Southern Pacific emblem on both sides of the bridge.

The bridge and underpass appear to have a high level of integrity to its original design and construction.

Significance Evaluation

The Julian Street Underpass was found not eligible for the National or California Registers in 2002 by the State Historic Preservation Officer. In 2013 Caltrans reconfirmed that the structure was not listed locally as a historic resource when preparing documentation for the Final EIR for the Peninsula Corridor Electrification Project.

Caltrans District 4 has identified the structure as needing further evaluation.

The bridge and underpass were likely re-evaluated as a part of the cultural resources study for the California High Speed Rail project, but that evaluation was not found nor reviewed as a part of this investigation.

For the purposes of the current review of the project adjacent the Julian Street Undercrossing, we believe that this bridge and underpass structure meets the criteria for

eligibility for listing on the California Register under Criteria 1 and 3. Our background review and survey also has found that it should be considered a candidate City Landmark as it meets the qualitative criteria under the City's Historic Preservation Ordinance, Criteria 1, 6, and 8. A more detailed recording and evaluation is warranted beyond that conducted by JRP Historical Consultants in 2001 to include an appropriate historic context statement to confirm its eligibility to the two referenced registers.



Bridge and underpass from the west entry, viewed facing northeast.



Detail view of historic signage on east side of bridge, viewed facing southwest.



Bridge and underpass with subject project site to the right, viewed facing east.



Subject project site frontage along south side of underpass, viewed facing northeast.



Sidewalk and railing along north side of underpass, viewed facing northeast.



Entry to underpass from east near North Montgomery Street, viewed facing southwest.



Underside of bridge on southside of roadway, viewed facing southeast



Retaining wall on southside of roadway adjacent project site.



Walkway under bridge, viewed facing southwest.

Impacts Analysis

Policy and Regulatory Context

General Plan Goals and Policies

As outlined in the present update to the Envision San José 2040 General Plan, historic sites and structures provide an educational link to San José's past and foster a sense of place and community identity for San José. The preservation of appropriate remnants provides multiple benefits important to the health and progress of the city.

The proposed project would be subject to the following General Plan Policies:

LU-6. Ensure modifications to candidate or designated landmark buildings or structures conform to the Secretary of the Interior's Standards for Treatment of Historic Properties and/or appropriate State of California requirements regarding historic buildings and/or structures, including the California Historical Building Code.

LU-13.8 Require that new development, alterations, and rehabilitation/remodels adjacent to a designated or candidate landmark or Historic District be designed to be sensitive to its character.

LU-13.9 Promote the preservation, conservation, rehabilitation, restoration, reuse, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, street trees, sidewalk design, signs) related to candidate and/or landmark buildings, structures, districts, or areas.

EC-2.3 Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) requires regulatory compliance for projects involving historic resources throughout the state. Under CEQA, public agencies must consider the effects of their actions on historic resources—a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment (Public Resources Code, Section 21084.1).

The CEQA Guidelines define a significant resource as any resource listed in or determined to be eligible for listing in the California Register of Historical Resources (California Register) (see Public Resources Code, Section 21084.1 and CEQA Guidelines Section 15064.5 (a) and (b)).

Properties of local significance that have been designated under a local preservation ordinance (local landmarks register or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be historical resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (Public Resources Code, Section 5024.1g; California Code of Regulations, Title 14, Section 4850).

Integrity

California Code of Regulations Section 4852(c) addresses the issue of “integrity” which is necessary for eligibility for the California Register. Integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” Section 4852(c) provides that historical resources eligible for listing in the California Register must meet one of the criteria for significance defined by 4852(b)(1 through 4), and retain enough of

their historic character of appearance to be recognizable as historical resources and to convey the reasons for their significance.

The Julian Street Underpass is in good condition although needing maintenance. It continues to retain its historic integrity, and is easily recognizable as a historic structure, representing its associations.

Draft San José Downtown Historic Design Guidelines

The 2004 *Draft San José Downtown Historic Design Guidelines* (Guidelines)⁵ provide relevant criteria for addressing new construction adjacent to historic landmarks. The Guidelines are applicable to this property, as it is within the Downtown Core area and adjacent to a structure that is potentially a Candidate City Landmark, as determined through this present survey. The Guidelines identify eight contextual elements for new construction adjacent to historic resources. These elements are: lot patterns; massing; façades; corner elements; rear façades; entries; exterior materials, and vehicular and pedestrian access. The introduction to Chapter 6 of the Guidelines outlines the general approach to infill construction in San José:

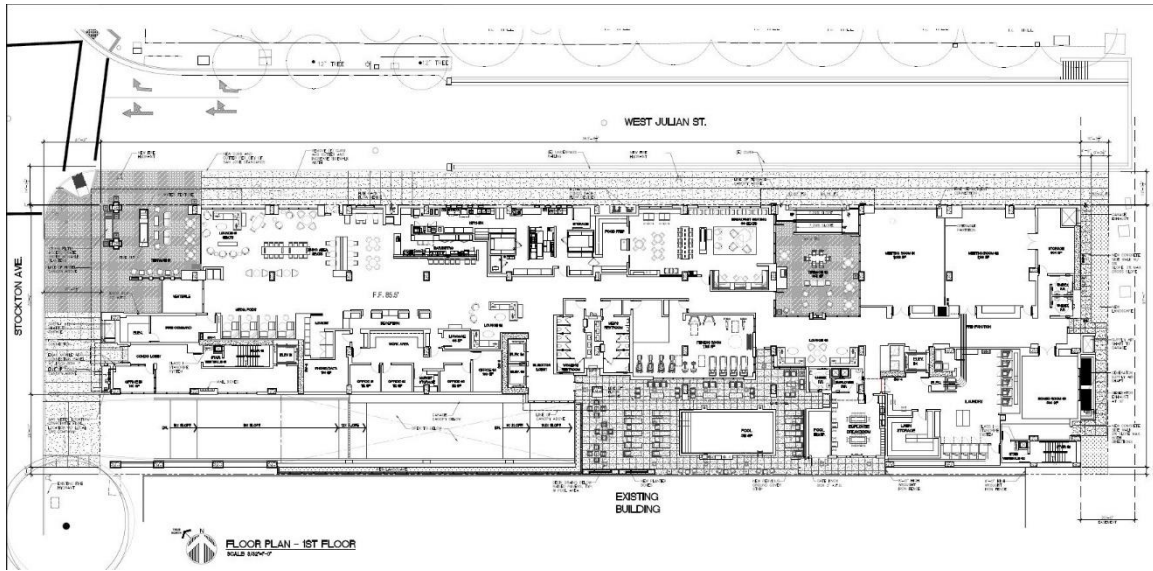
The success of new construction adjacent to historic resources in the Downtown Core does not depend on direct duplication of existing building forms, features, materials, and details. Rather, it relies on understanding the distinctive architectural character of the surrounding historic structures. Infill architecture should consider the historic context of each block and/or sub-area to ensure that projects' height and bulk do not negatively impact the character-defining features of the area's historic structures. The building heights, lot patterns, massing, facades and site setbacks should be compatible with those features. Contemporary designs that respect the size, scale, proportion, color and materials of the historic fabric meet the intent of compatibility without creating false historicism and can enrich the architectural continuity and richness of the downtown.

Project Impact Assessment

Draft San José Downtown Historic Design Guidelines

Following is the text of the Guidelines with associated analysis for this proposed project. The project analysis is based on a Stockton Ave Hotel Project plan set of (4) pages of elevations dated 7/17/2018 (sic) sheets 7.0 - 7.3 and (9) pages of floor plans including ground floor and site, same date, sheets 9.0 – 9.8. Note: The Guidelines (*in italics*) are numbered herein for reference only; they are not numbered in the 2004 Guideline report.

⁵ <https://www.sanjoseca.gov/DocumentCenter/Home/View/428>



Proposed first floor plan – Architectural Dimensions (6/21/2018)



WESTERN EXTERIOR ELEVATION - STOCKTON AVE
SCALE: 1/8\"/>

Proposed west elevation at Stockton Avenue (6/21/2018)



NORTHERN EXTERIOR ELEVATION - JULIAN STREET
SCALE: 1/8\"/>

Proposed north elevation at West Julian Street (6/21/2018)

As analyzed below, the proposed Stockton Ave. Hotel project is compatible with the Guidelines:

LOT PATTERNS (1)

Retain and Respect historic lot patterns on the street. **Add** larger new buildings that are divided into smaller articulated building widths with multiple entrances that are similar in size and proportion to those seen traditionally.

Analysis: Not applicable. There are no proposed changes in lot lines.

MASSING (2)

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 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. Visible side facades should be set back from side property lines to allow for window openings. Add massing of new buildings that takes its cue from that of the existing historic buildings on the block. Larger buildings should be broken down into smaller masses that fit into the streetscape without overwhelming historic structures. Spatial relationships such as floor to floor heights, basement to ground floor relationships and the proportion of building widths to heights are important considerations.

Analysis: Not applicable. The size of the proposed project does not affect the historic property line at the underpass wall.

FACADES (3)

Retain and respect the historic patterns and proportions of historic facades on a street. **Add** new facades that include features that are compatible in scale, material, detail and massing with other facades on the street. For example, if the street facades of most nearby buildings are vertical in proportion, taller than they are wide, then maintaining the vertical orientation of the building facade will result in a more compatible design. It is not appropriate to design new facades to create a false historical appearance.

Analysis: Not applicable. There are no historic buildings or nearby façade proportions that set a pattern of historic façade design at this project.

CORNER ELEMENTS (4)

Retain historic scale and relationships of Corner buildings on the block and in the urban Downtown Core. **Add** new corner development that is compatible with and respectful of historic corner development and relationships, in terms of scale, massing, materials, texture and color.

Analysis: Not applicable. There are no historic corner building relationships in the subarea surrounding the proposed hotel project.

REAR FACADES (5)

Retain and Respect features of existing historic rear facades and sites, taking into consideration pedestrian and loading access from secondary streets, parking lots and alleys. **Add** new features that are compatible with historic rear façade features and circulation patterns within existing sites and blocks.

Analysis: Not applicable. There are no rear architectural façade features in the neighborhood subarea that need to be taken into consideration. For analysis of the side alley areas, see (8) Vehicular and Pedestrian Access.

ENTRIES (6)

Retain and respect the scale of Historic entries that connect the buildings to the street. **Add** new entries that address the historic pedestrian orientation and scale of the Downtown Core.

Analysis: Not applicable. There is no pattern of historic entries in this downtown subarea.

EXTERIOR MATERIALS (7)

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. The indiscriminate use of non-compatible materials such as GFRG (glass fiber reinforced concrete), EIFS (exterior insulating finish surface/synthetic stucco), foam trim or contemporary non-contextual materials that do not have a proven durability is inappropriate.

Analysis: There is no historic design patterns or consistency in the neighborhood subarea surrounding the proposed project. The proposed materials for the hotel project are appropriately heavily differentiated from the bridge/underpass, as it is a very functional public works design, not a building.

VEHICULAR AND PEDESTRIAN ACCESS (8)

Retain significant historic vehicular and pedestrian access patterns of historic buildings, sites and streets. **Add** new access patterns where necessary that are compatible with historic structures, sites, and streets.

Analysis: The historic vehicular and pedestrian access patterns are respected in the proposed design. The area adjacent to the underpass railing is shown as an open paved corridor, allowing the railing to function as historically designed, and allowing the railing to remain independent of the building envelope. The proposed building can be considered compatible with this historic vehicular and pedestrian access guideline.

Potential Vibration Impacts

Activities related to the construction of the new project within the immediate vicinity of the Julian Street Underpass could affect the integrity of that structure. Such activities include the operation of heavy machinery and drilling equipment if used, staging, and

storage of materials. Construction activities could damage the structure through destabilization, or physical contact, which could result in a significant impact to historic resources.

Project Related Off-site Improvements

Activities related to the construction of the new project within the boundaries of the Julian Street Underpass could affect the integrity of that structure. Such activities might include modification of physical elements of the bridge structure and the adjacent underpass walls, fencing and walkways. Required design changes could result in a significant impact to historic resources.

Proposed Mitigation Measures

To address potential impacts associated with the new development, we recommend that the project sponsor implement Mitigation Measures 1 - 4 below. After incorporation of these mitigation measures, impacts to the historic structure will be mitigated to a level of less than a significant impact on historic resources.

1. Prior to final off-site improvement design, and site and off-site construction, a qualified historic architect should undertake an existing conditions visual study of the Julian Street Underpass as directed by the City. Included would be the preparation of preconstruction documentation of portions of the Julian Street Underpass considered to be at risk from the construction of the project, including a review of off-site improvements necessary to implement the project. The purpose of the study would be to establish the baseline condition of the structure prior to construction of both on-site and off-site improvements. The documentation shall take the form of detailed written descriptions and visual illustrations and/or photos, including those physical characteristics that conveys its historic significance. The documentation shall be reviewed and approved by the City of San José's Historic Preservation Officer.
2. A Historic Resources Protection Plan should be prepared to be used to protect the Julian Street Underpass from indirect impacts during construction activities (i.e., due to damage from operation of construction equipment). The project sponsor should, prior to any construction activities including any ground-disturbing work, have a plan prepared that establishes procedures to protect these resources. The project applicant would ensure the contractor follows this plan while working at or near this historic resource.

The plan shall be prepared by a qualified historic architect who meets the Secretary of Interior's Professional Qualifications Standards. At a minimum, the plan should include:

guidelines for operation of construction equipment at or adjacent to the historic resource;

requirements for monitoring and documenting compliance with the plan; and

education/training of construction workers about the significance of the historical resources around which they would be working.

3. Utilizing the visual study recommended in #1 above, the Historic Architect should make periodic site visits to monitor the condition of the historic resources identified in the Historical Resources Protection Plan, including monitoring of any instruments such as crack gauges if necessary, or reviewing vibration monitoring required by other construction monitoring processes required under the City's permit processes.

The Historic Architect would consult with a structural engineer if any problems with character-defining features of the Julian Street Underpass are discovered. If, in the opinion of the Historic Architect, substantial adverse impacts related to construction activities are found during construction, the Historic Architect would so inform the project applicant or applicant's designated representative responsible for construction activities. The project sponsor would then respond accordingly to the Historic Architect's recommendations for corrective measures, including halting construction in situations where construction activities would imminently endanger historic resources. The monitoring team should prepare site visit reports for submittal to the City's Planning Division monthly.

4. In the event of damage to the Julian Street Underpass during construction, repair work must comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* to restore the character-defining features of the resource in a way that does not affect the eligibility of the structure as a historic resource.

Bibliography

Archives & Architecture, Heritage Resource Partners. Historical and Architectural Evaluation Stockton Avenue Warehouse, 292 Stockton Ave. and 610 West Julian St., San José, California. 2007. California Railroad Commission, Decisions of the Railroad Commission Vol 36.

California Department of Transportation, District 4. Structure Maintenance & Investigations, Historical Significance – Local Agency Bridges. 2017.

California Office of Historic Preservation. Letter to Leslie T. Rogers, Regional Administrator, Federal Highway Administration Region IX from Dr. Knox Mellon, State Historic Preservation Officer, regarding HRIE, AI, and FOE documentation regarding the proposed Caltrain Electrification Program in the counties of San Francisco, San Mateo, and Santa Clara. December 9, 2002.

California Railroad Commission. Findings of the Railroad Commission of the State of California, Vols. 32 (1929) and 36 (1931).

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Peninsula Corridor Joint Powers Board, Peninsula Corridor Electrification Project EIR / Cultural Resources, December 2014.

Redevelopment Agency of the City of San José. San José Downtown Streetscape Master Plan, October 2003.

San José, City of. Draft San José Downtown Historic Design Guidelines, 2004.

Qualifications of the Consultants

Archives & Architecture, LLC, is a cultural resource management firm located in San José, California. The partners of the firm are Leslie A.G. Dill, Historic Architect and Architectural Historian, Franklin Maggi, Architectural Historian, and Charlene Duval, Public Historian. The firm was founded in 1989 by the late Glory Anne Laffey, Historian, and has been constituted as a partnership since 2003.

The principal investigators for this report were Franklin Maggi, Architectural Historian, and Leslie A.G. Dill, Architect. Franklin Maggi has a professional degree in architecture from the University of California, Berkeley, and Leslie Dill has a Master of Architecture with a Program Certificate in Historic Preservation from the University of Virginia, Charlottesville, and is an architect licensed in the State of California. Both Franklin Maggi and Leslie Dill meet the Secretary of the Interior's qualifications to perform identification, evaluation, registration, and treatment activities within their respective fields of Architectural History and Historic Architecture, in compliance with state and federal environmental laws. Both are listed as qualified to do this work within the California Historical Resources Information System (CHRIS), operated under authority of the California State Office of Historic Preservation. CHRIS utilizes the criteria of the National Park Service outlined in 36 CFR Part 61.

Attachments

Historic Report excerpt for 252 Stockton Ave. and 610 West Julian St., Archives & Architecture: Heritage Resource Partners, 2007

DPR523 forms for Julian Street Underpass, JRP Historical Consultants, Inc., 2000.

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 12

*Resource Name or #: (Assigned by recorder) Westinghouse Electric Supply Co.

P1. Other Identifier: Stockton Avenue Warehouse

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

*b. USGS 7.5' Quad San Jose West Date 1980 T 7S; R 1E; Mount Diablo B.M.

c. Address 292 Stockton Ave. and 610 Julian St. City San José Zip 95126

d. UTM: (Give more than one for large and/or linear resources) Zone 10S; 597047 mE/ 4132258 mN

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

Assessor's Parcel Number: 259-28-028,
west corner of Stockton Avenue and Julian Street

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

This 1950s industrial building incorporates mid-twentieth-century Art Moderne influences into its generally utilitarian form and detailing. Its one-story concrete tilt-up walls, bowed roof, and minimalist overall exterior composition are generally consistent with light-industrial building design from the mid-twentieth-century while its original front awning configuration and large sign letters provide specific Moderne details. The concrete building is on a corner, with a 1960s secondary or ancillary building constructed of concrete block to the rear and addressed on West Julian St. A number of buildings similar in use, scale, and age are located immediately nearby, and the wider neighborhood includes a mix of light-industrial building types. Although the corner building was designed by a local architect of note, it has few character-defining forms or features.

(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 #)

Viewed facing east,
08/24/07

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

1954-1967+, 53 years old,
building permits.

*P7. Owner and Address:

City of San José
200 E. Santa Clara St.
San José, CA 95113

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

C. Duval, L. Dill, & F. Maggi
Archives & Architecture
PO Box 1332
San Jose CA 95109-1332

*P9. Date Recorded: 09/07/2007

*P10. Survey Type: (Describe)
Intensive

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

Archives & Architecture: Historical and Architectural Evaluation of 292 Stockton Ave. and 610 West Julian St., 2007.

*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)

(Continued from page 1, DPR523a, P3a)

The Westinghouse Electric Supply Co. building is on a level site facing Stockton Avenue (southwest) at the east corner of Stockton Avenue and Julian Street. The site is within the Julian-Stockton Redevelopment Area west of San José's downtown, near both HP Pavilion arena and Cahill Station. The building dates from the mid-1950s, and the rear ancillary building is a 1960s concrete block building with four separate units that face West Julian Street. The rear of the property is bounded by a railroad right-of-way; the West Julian Street side of the parcel is supported by below-grade retaining walls where the road ramps down to a railway undercrossing. This street property line is bounded by a concrete guardrail that features lancet arches and capped piers. The interior side property line has an adjacent building along the edge of the property with a poured-in-place concrete sidewall. The immediate setting of this parcel includes a shallow parking area that wraps the front corner of the building. The parking area is mostly paved with asphalt, but the material has aged to a point where parts of the site are now exposed gravel or earth. Evidence of early concrete pads from a gas station can be found within the front corner. The rear of the parcel along the tracks is unpaved; it is fenced with chain link. The larger neighborhood encompasses many large street trees, but there are none immediately in front of or to the side of the subject parcel although some large invasive Tree of Heaven plants (*Ailanthus Altissima*) are growing in the planters and within the parking areas.

The main front building (historically the Westinghouse Building), is a utilitarian form of design consistent with mid-century Art Moderne. Its concrete tilt-up walls are a construction method that has been used extensively since the 1950s in local industrial development. Tilt-up concrete was first introduced in about the late 1910s and became widespread a few years after World War II, after the introduction of mobile cranes and broadened use of ready-mix concrete. The panels rise up into parapet walls that partially conceal the bow roof; no coping tops the painted concrete walls. Connecting the concrete panels are embedded square-profile concrete posts that support the bow-shaped, wood roof trusses. Wooden roof joints support curved plywood roof sheathing. The building is close to grade at the front façade while the side parking area drops slightly to the rear, creating loading dock elevations at the side roll-up doors. The floor and foundation are of monolithic concrete slab construction. The interiors include post-and-panel offices and restrooms with carpeting and composition tile flooring; there is one room with veneered plywood paneling. This area has a dropped ceiling with applied acoustic panels. The remainder of the building is a warehouse, with exposed structure ceiling and concrete floor and some partial-height walled areas. Inside the two side roll-up doors are one ramped loading area and one recessed loading dock.

The building has a long, low front façade, created from four tilt-up panels. One wider panel, at the outer corner, frames the wide front entry opening while three equally sized narrower panels include smaller office windows. The front entry bay includes a large, square doorway opening and a high, horizontal window. The openings were originally unified by an "L"-shaped cantilevered awning that topped the openings and wrapped down to the ground at the side, in a design detail characteristic of the architect's work. The glass and aluminum doorway unit consists of a single door flanked by a pair of full-height sidelights, topped by a full-width transom. The adjacent high window is a fixed, 4x2-lite steel unit similar in proportion to the entry transom window. The window rests on a large brick veneer panel, currently painted. The three tilt-up panels at the office façade are symmetrical in overall composition although only the center panel is symmetrical itself, with three evenly spaced windows. Each of the two outer panels has a pair of windows set near the center panel. The office windows are vertical steel frames in a 4-lite horizontal pattern. The center two panes are operable while the upper and lower lites are fixed. Along the base of these three panels is a low planter box, integral to the building design. Above the entry awning, and stretching across half of the façade to the office panels, are large applied letters that spell out "Westinghouse." The brushed aluminum faces of the letters along with the curvilinear serif logotype comprise a dynamic design element that contrasts with the more rectilinear and utilitarian overall building composition.

(Continued on next page)

(Continued from previous page)

The Julian Street side wall of the Westinghouse Building consists of seven tilt-up panels. The two front-most bays are similar in size; one has a small entry door while the other includes a high, horizontal window. The two center bays are narrower and each has a centered, tall roll-up door. Of the rear three bays, two have high, steel windows; the other panel is blank. The high windows are steel units; each has a pair of 3x2-lite fixed sash separated by a center mullion. The interior side wall also is comprised of seven panels; none of these have openings.

The former rear wall of the Westinghouse Building has been enclosed by a shed structure that spans between the front building and its rear ancillary building. The rear wall includes symmetrical placement of the tilt-up panels, and two tall, narrow openings in the wall have been blocked up. The intermediate structure consists of wood joists that span the open space between the two buildings; wood posts support the roof. As evidenced by paint scars, the shed was once covered by corrugated roofing, but the roofing and sheathing are now completely gone. The West Julian Street exterior wall of the intermediate structure consists of a full-width roll-up door set beneath a band of horizontal boards.

The 1960s rear ancillary building is purely utilitarian and devoid of stylistic details. It is built of unpainted concrete block set on a concrete slab, with deep interior wood beams and a flat roof. The West Julian Street side elevation has four service bays set in two roughly symmetrical pairs; the units are separated by block walls. Each unit has a large roll-up door, an entry door, and a shared horizontal office window. The side of the addition that faces the rear of the main building includes one roll-up door into the enclosed annex area. The rear side of the building, which faces the railroad tracks, is blank. There is a narrow setback area between much of this building and the adjacent concrete structure on the property to the southwest, but a portion of this rear abuts the adjacent building. The interiors include office and storage walls and mezzanines, along with some remaining machinery and shelving.

The physical condition of the Westinghouse building appears fair to good. Although there are boarded and blocked up openings, a missing permanent awning, a missing downspout, etc, much of the noticeable deterioration appears to be surface wear, such as peeling paint. The rear ancillary building is in considerably poor physical condition. The roofing has failed, and much of the roof sheathing has collapsed, creating large holes in the roof. It is unknown how this has affected the structural members. The block exterior walls appear to be in good condition, in contrast to the interior deterioration.



State of California – The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
 HRI #

Page 5 of 12

*NRHP Status Code 6z

*Resource Name or # (Assigned by recorder) Westinghouse Electric Supply Co.

B1. Historic Name: Westinghouse Electric Supply Co.

B2. Common Name: Stockton Avenue Warehouse

B3. Original use: Warehouse and wholesale distribution B4. Present Use: Storage (rear is vacant)

*B5. Architectural Style: Mid-century Art Moderne

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

Front building constructed 1954-1955 under a December 9, 1954 building permit (#10335). Rear ancillary building along West Julian Street constructed under a May 5, 1967 permit (#53673).

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

*B8. Related Features:

None

B9a Architect: Jaekle and French (Westinghouse Building) b. Builder: Unknown

*B10. Significance: Theme Manufacturing and Industry Area Julian Stockton Redevelopment Area

Period of Significance 1955 Property Type Industrial Applicable Criteria None

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

In the early 1950s, the subject property contained an 1888 house, a small gas station at the corner, and a small industrial building to the rear of the house that had been used most recently as a casket factory and for a short time as a distribution center (addressed as 612 West Julian St.). In July of 1954, Robert and Alena Cimino, the owners of the southwesterly 2/3rds of the present property, signed a 10-year lease with Westinghouse Electric Corporation that would allow the company to occupy a building to be constructed at the corner of the property. The local architectural firm of Jaekle and French was hired to design the one-story tilt-up concrete structure for Westinghouse that sits today at the front of the property along Stockton Ave. By December, the Ciminos had demolished the house and gas station and begun construction on this building, which was first occupied by Westinghouse as a wholesale electric supply center on May 1, 1955. In the summer of 1955, the Ciminos and Westinghouse re-negotiated the terms of the lease agreement due to the delay that had occurred in completing the building. By the end of the term of this initial lease, the Ciminos had apparently sold the property to George A. Vitale. By 1969, Vitale (or Cimino) had acquired the rear portion of the present property, demolished the earlier rear buildings, and constructed a four-unit industrial building to the rear of the Westinghouse Electric Supply building. Vitale was a tenant in this building, where he operated Summer and Snow Sport.
 (Continued on next page, DPR523L)

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References:

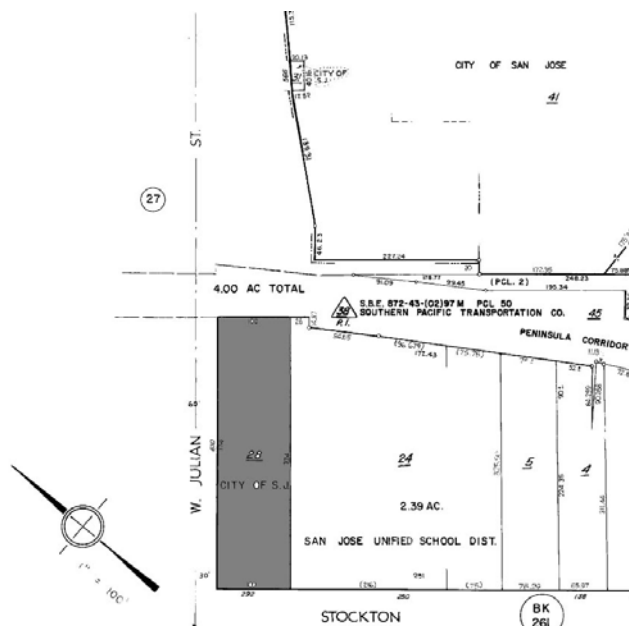
- Goss, G., Personal communication with F. Maggi regarding work of Donnell Jaekle, 2004.
- Sanborn Fire Insurance Maps, San Jose, 1891-1966.
- San Jose Build. P. #10335 12/9/1954; #53673 5/5/1967.
- San Jose City Directories, 1888-1979.
- San Jose Mercury, Averett House, 3/31/1888.
- Santa Clara Cnty OR, Cimino/Westinghouse, lease 1955.
- Thomas Block Books, 1924.

B13. Remarks: Proposed demolition

*B14. Evaluator: Leslie Dill

*Date of Evaluation: September 7, 2007

(This space reserved for official comments.)



(Continued from previous page, DPR523b, B10)

The City acquired the property June 26, 1974, presumably as a part of a future street widening project that was to establish Julian Street as an arterial from Highway 101 to The Alameda. Westinghouse remained in the front building until at least sometime in the late 1970s as a tenant of the City of San Jose.

Westinghouse Electric Corporation was founded in 1886 by George Westinghouse in Pennsylvania. It evolved as a manufacturer of electric power generation and transmission equipment, holding the rights for the first patent for alternating current from Nikola Tesla. Later industrial products were developed such as the steam turbine generator, atom smasher, automated elevators, television camera tube 'iconoscope', jet engines and airborne radar. In 1947, Westinghouse bought the Joshua Hendy Iron Works plant in Sunnyvale to manufacture equipment for the growing electrical utility market in California. The Stockton Avenue wholesale warehouse was an electrical supply distribution center for the company in the South Bay area. In the 1990s, Westinghouse Electric Corporation sold off portions of the company to other larger suppliers, purchasing CBS in 1995. It was renamed CBS Corporation in 1997, and was acquired by Viacom in 1999.

Following the acquisition of the property by the City of San Jose, after the buildings were vacated, the City used the front building as an interim location to store artifacts from the City's historical museum collection. The rear building was used by the Fire Muster Team to store and work on their fire apparatus collection until that collection was relocated to a City warehouse building on Senter Road.

Widening of West Julian Street along this property has not yet occurred, and the City of San Jose has since changed the General Plan designation of the property from Heavy Industrial to Mixed Industrial/Commercial. The properties along Stockton Avenue had originally developed with residential uses during the later part of the nineteenth century, but as the *Period of Horticultural Expansion* came to a peak in the early twentieth century, much of the land on both sides of Stockton Avenue converted to industrial uses in concert with the establishment of the Richmond Chase cannery and Murison Label factory along this thoroughfare. The arena project and related parking removed large blocks of industrial uses to the east of the subject property, and recent development activity west of Stockton Avenue has replaced older industrial uses with new high density residential projects. Small industrial uses remain along the east side of Stockton Avenue from The Alameda to Interstate 880.

Integrity and character-defining features:

The property retains most, but not all, of its historic integrity as per the National Register's seven aspects of integrity. It maintains its original location on its corner lot at Stockton Avenue and the West Julian Street undercrossing. It is in a long-time light-industrial neighborhood to the west of San José's downtown core. It continues to be surrounded by an open, light-industrial setting, including wide streets and surrounding one-story utilitarian buildings of similar scale and design, although the buildings are of differing eras. The main building has most of its integrity with its mid-century Art Moderne design, including its original tilt-up concrete walls, steel windows, low planter box, and aluminum-faced sign, but it is missing its original canopy that may have better helped characterize its modern design. This building is comprised of repetitive modern materials, and the construction methods from that era do not have associations with significant hand workmanship. The building's original materials, limited in their variety, have been generally preserved, such as the tilt-up concrete, steel windows, and interior finishes. The building retains its minimalist form, scale, and feeling and continues, through its location, setting, design, and form, to illustrate its minor associations with mid-century development in greater San José. The building's current condition detracts from its mid-century design associations. The addition also has its original materials, workmanship, setting, and location. Its design has not changed, and so its feeling and associations have historic integrity.

(Continued on next page)

Page 7 of 12 *Resource Name or # (Assigned by recorder) Westinghouse Electric Supply Co.

*Recorded by C. Duval, L. Dill, and F. Maggi *Date July 7, 2007 Continuation Update

(Continued from previous page)

EVALUATION

There are no noteworthy historic personages or events connected with the property that would cause it to be historically significant based on such associations. Westinghouse has roots in the South Bay area, including some post-World-War-II manufacturing associations in Sunnyvale, but the significance of the company--its long-term development of a variety of inventions--is not embodied by this wholesale electrical equipment distribution and warehouse building. Citywide context of the development of light industrial buildings has not been studied intensively to date, and the immediate area has not been previously recognized as a potentially cohesive conservation area or historic district. Although there are other light industrial buildings in the immediate area, the neighborhood incorporates a variety of ages, styles, and types of buildings in a variety of orientations and setback patterns, interspersed with off-street parking. A preliminary visual assessment does not indicate an identifiable neighborhood development character, and the PG&E facility to the north of West Julian Street and Stockton Avenue has modified the historic industrial character of this street. The property would not, therefore, be eligible for the National Register of Historic Places or California Register of Historical Resources based on its association with personages, events or historic patterns, under Criteria A, B and 1, 2, respectively.

The Westinghouse Building and the 1960s ancillary building that was added to this property are not architecturally significant. Although the Westinghouse Building was designed by an architect who is becoming known locally for his mid-century-and-later Moderne designs, this particular building within the context of his work is so minimalist as to appear vernacular. The overall configuration of the windows in the otherwise blank walls is not distinctive; the detailing is not remarkable, and the materials are utilitarian. There are no extant features that clearly embody the style in a distinctive way.

The building addition is not a representative example of any particular style of architecture, and its form and detailing do not represent any widespread or local patterns of vernacular construction or development during the mid-twentieth century.

Because the Westinghouse Building is not a strong representation of the tenets of Art Moderne style, and because of the addition's lack of strong correlation with a particular style of architecture or significant patterns of vernacular design, the property does not appear eligible for National Register listing under Criterion C or the California Register under to Criterion 3.

When evaluated within the City of San Jose Historic Evaluation Rating System, the property point score is 17.96, indicating that it would not be eligible for listing on the Historic Resources Inventory.



Side elevation of Westinghouse building, viewed facing northeast



Rear building façade along West Julian Street, viewed facing southwest



Space between Westinghouse building and ancillary building to rear, viewed
Facing northwest



Interior space at property line, viewed facing northeast



Front façade, viewed facing northeast (photographed 2005)

HISTORIC EVALUATION SHEET

Historic Resource Name: 292 Stockton & 610 W. Julian St.

A. VISUAL QUALITY / DESIGN

Justification

		E	VG	G	FP
1. EXTERIOR	Undistinguished form, composition				X
2. STYLE	Fair example of mid-century Art Moderne				X
3. DESIGNER	Designer of locally growing importance			X	
4. CONSTRUCTION	Concrete tilt-up common Post-WWII				X
5. SUPPORTIVE ELEMENTS	None				X

B. HISTORY / ASSOCIATION

		E	VG	G	FP
6. PERSON / ORGANIZATION	No connection of importance				X
7. EVENT	No connection of importance				X
8. PATTERNS	No connection of importance				X
9. AGE	1954				X

C. ENVIRONMENTAL / CONTEXT

		E	VG	G	FP
10. CONTINUITY	Not located in area of importance				X
11. SETTING	Compatible with character of area			X	
12. FAMILIARITY	Familiar to neighborhood			X	

D. INTEGRITY

		E	VG	G	FP
13. CONDITION	Minor surface wear		X		
14. EXTERIOR ALTERATIONS	Awning missing, character recognizable			X	
15. STRUCTURAL REMOVALS	No important structural removals	X			
16. SITE	Not moved	X			

E. REVERSIBILITY

		E	VG	G	FP
17. EXTERIOR	Reversible		X		

F. ADDITIONAL CONSIDERATIONS / BONUS POINTS

		E	VG	G	FP
18. INTERIOR / VISUAL	Fair interior finishes, design, details				X
19. INTERIOR / HISTORY	No historical associations				X
20. INTERIOR ALTERATIONS	No known interior changes	X			
21. REVERSIBILITY / INTER.	Highly reversible	X			
22. NATIONAL OR CALIF. REG	Does not appear eligible				X

REVIEWED BY: Leslie Dill

DATE: 09/07/07

EVALUATION TALLY SHEET

Historic Resource Name: 292 Stockton & 610 W. Julian St.

<u>A. VISUAL QUALITY / DESIGN</u>	E	VG	G	FP	Value	Value	Sub-total	Cumulative sub-total	
1. EXTERIOR	16	12	6	0	0				
2. STYLE	10	8	4	0	0				
3. DESIGNER	6	4	2	0	2				
4. CONSTRUCTION	10	8	4	0	0				
5. SUPPORTIVE ELEMENTS	8	6	3	0	0		2		
<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	0				
9. AGE	8	6	3	0	0		0		
<u>C. ENVIRONMENTAL / CONTEXT</u>									
	E	VG	G	FP					
10. CONTINUITY	8	6	3	0	0				
11. SETTING	6	4	2	0	2				
12. FAMILIARITY	10	8	4	0	4		6	8	
					(SUM OF A+C) =		8		
<u>D. INTEGRITY</u>									
	E	VG	G	FP					
13. CONDITION	.00	.03	.05	.10	0.03	x	8	0.2	
14. EXTERIOR ALTERATIONS	.00	.05	.10	.20	0.1	x	8	0.8	
	.00	.03	.05	.10	0.05	x	0	0.0	
15. STRUCTURAL REMOVALS	.00	.20	.30	.40	0	x	8	0.0	
	.00	.10	.20	.40	0	x	0	0.0	
16. SITE	.00	.10	.20	.40	0	x	0	0.0	
							1.0		
ADJUSTED SUB-TOTAL: (Preliminary total minus Integrity Deductions)								6.96	
<u>E. REVERSIBILITY</u>									
	E	VG	G	FP					
17. EXTERIOR	3	3	2	2	3			9.96	
<u>F. ADD'L CONSIDERATIONS/BONUS POINTS</u>									
	E	VG	G	FP					
18. INTERIOR / VISUAL	3	3	1	0	0				
19. INTERIOR / HISTORY	3	3	1	0	0				
20. INTERIOR ALTERATIONS	4	4	2	0	4				
21. REVERSIBILITY / INTERIOR	4	4	2	0	4				
22. NATIONAL / CALIFORNIA REGISTER	20	15	10	0	0		8		
EVALUATION TOTAL: (Adjusted subtotal plus Bonus Points)								17.96	

P1. Other Identifier: Julian Street underpass MP 47.15

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

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 1961, revised 1980 T _____; R _____; ___ ¼ of Sec _____; _____ B.M.

c. Address (Bridge #37C-207) Julian Street City San Jose Zip 95110

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

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

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

The Julian Street underpass measures 42 feet in length and is a concrete and steel through girder bridge with reinforced concrete abutments. The railroad deck consists of 43-13"x 21" rolled "I" beams supported by nine concrete piles. A decorative pointed arched / lancet railing runs down both sides of the bridge deck and are supported by bracketed ends that form cantilevers in the bents (**Photograph 1**). The Southern Pacific emblem is centered on the railing and is composed of unpainted concrete with embossed lettering. The underpass has a pedestrian walkway enclosed by reinforced concrete bents on the north side of the four-lane road. Typical of underpasses in the area, the walkway has an arched entry with eight molded arched openings with metal pipe railings that face the road. The underpass has a concrete stairway leading to the pedestrian walkway on the north side of the bridge. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP19 (underpass)

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

P5b. Description of Photo: (View, date, accession #) camera facing northwest, 9/12/00

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

1934, JPB

*P7. Owner and Address:

Peninsula Corridor Joint Powers Board and City of San Jose

(See Continuation Sheet for addresses)

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

Theresa Rogers / Chris McMorris
JRP Historical Consulting Services

1490 Drew Ave, Suite 110

Davis, CA 95616

*P9. Date Recorded: 9/12/00

*P10. Survey Type: (Describe)

Intensive



*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

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

Other (list) _____

B1. Historic Name: Julian Street subway

B2. Common Name: Julian Street underpass

B3. Original Use: railroad underpass B4. Present Use: railroad underpass

*B5. Architectural Style: utilitarian, with Classical elements

*B6. Construction History: (Construction date, alteration, and date of alterations) 1934

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

*B8. Related Features: pumphouse

B9. Architect: Southern Pacific Company b. Builder: Southern Pacific Company

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

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

The Julian Street underpass is associated with the Southern Pacific's San Jose bypass project of the 1930s as well as the popular 1910s-1930s grade separation movement that sought to reduce at-grade railroad hazards. These associations do not appear to be significant within those contexts (Criterion A), and the structure is not associated with any known historical person (Criterion B). The structure also does not embody distinctive architectural or engineering characteristics (Criterion C) and has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains some historic integrity, the Julian Street underpass does not appear to meet the criteria for listing in the National Register of Historic Places. Furthermore, this structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in those guidelines. (See Continuation Sheet.)

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

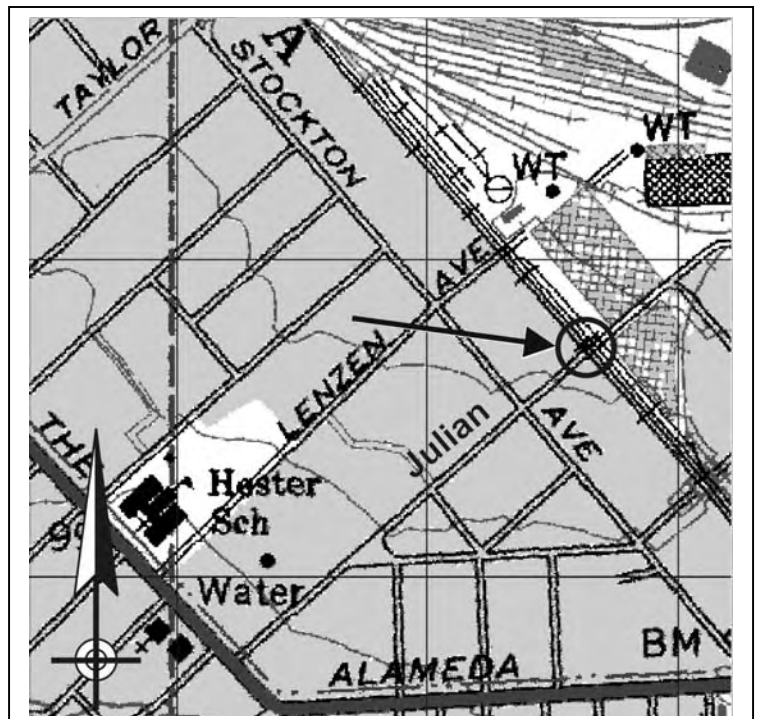
*B12. References: Cited report; Caltrans Bridge Log; Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).

B13. Remarks:

*B14. Evaluator: Christopher McMorris / Theresa Saputo Rogers

*Date of Evaluation: November 2001

(This space reserved for official comments.)



P3a. Description (continued):

The stairway has the same decorative lancet railing as the bridge deck. Leading to the stairway is a continuous walkway, at street level, with the same decorative railings. Vintage lamps atop concrete posts originally lighted this portion of the walkway. The posts remain, but the lamps have been removed. (**Photograph 2**) The lamps may have been similar to the lamps leading to the Santa Clara Street underpass.

P7. Owner and Address (continued):

Peninsula Corridor Joint Powers Board
P.O. Box 3006
1250 San Carlos Avenue
San Carlos, CA 94070

City of San Jose
801 North First Street
San Jose, CA 95110

B10. Significance (continued):

During the 1910s and 1920s increased automobile traffic and train service on and around Southern Pacific's original mainline through downtown San Jose became problematic for both the prospering city and for the railroad. To resolve this issue, the Southern Pacific constructed a new mainline that bypassed downtown San Jose that included a new terminal at Cahill Street and eight grade separations. The Southern Pacific began construction on the San Jose by-pass in 1928. From the College Park Station, the new main line followed the then existing Santa Cruz line to San Carlos Street and then along new right-of-way across the city to Lick where it met with the original main line. The City of San Jose favored this plan, in part, because it eliminated 24 grade crossings within the city. The new line included eight grade separations along important streets and roads. Seven of the eight underpasses were funded by the railroad. While the line was not finished until the end of 1935, SP completed the underpass adjacent to the new Cahill Street along the Alameda, Legislative Route 2 (today State Route 82) in 1933, and both the Julian Street underpass and San Carlos Street overpass in 1934. In 1935, SP completed four more underpasses along the new main line at Bird Avenue, Delmas Avenue, Prevost Avenue, and Willow Street. The SP built the last of this group in 1936 at Almaden Road. While the Great Depression generally delayed the San Jose bypass project, several other factors contributed to slow the process. The City of San Jose and the community of Willow Glen took SP to court over the details of the project, and Willow Glen incorporated in 1927 with the intention of keeping Southern Pacific from proceeding with its bypass through that area. Through these efforts, SP may have conceded to constructing more grade separations than it originally intended along this new line.¹

¹ J.G. Hunter and Steward Mitchell, "Report of the Grade Crossing Situation of Public Streets, Roads and Highways with Steam and Electric Interurban Railroads in the State of California," State of California Railroad Commission and Department of Public Works Division of Highways, Pursuant to Assembly Concurrent Resolution No. 23, Chapter 45, Laws of 1931, December 1, 1932, p.100; John R. Signor, *Southern Pacific's Coast Line*, (Wilton, CA: Signature Press, 1994), pp.84-85 and 100-105; Fred A. Stindt, "Pennisula (sic) Service: A Story of Southern Pacific Commuter Trains," *The Western Railroader*, Vol.20, No.9, No.213, p.23; Besides the new by-pass line and the new railyard at Newhall, Southern Pacific's work around San Jose during this period included increasing capacity on the line between San Jose and Watsonville Junction, completing a second track from Lick to Coyote, constructing sidings, and other track work further a field. In 1917, the City of San Jose lost a case in the State Supreme Court (175 Cal. 284) against the Railroad Commission and Southern Pacific over the apportionment of construction costs for the proposed grade separation at West Santa Clara Street / The Alameda. In the suit, SP is described as having proposed 34 grade crossings and one grade separation on its "contemplated route." The case brief does not elaborate on what this new route is, but it may have been early proposals for the San Jose by-pass. If so, the City of San Jose and Willow Glen appear to have convinced SP to construct seven additional grade separations between 1917 and the early 1930s.

Construction of the Julian Street underpass, and other grade separations in the bypass project, was influenced by the grade separation movement that began during the 1910s as motor vehicle traffic increased causing an alarming number of accidents at railroad crossings. Although the hazardous conditions associated with at-grade railroad crossings were detected early, it took many years to address what were referred to by the Railroad Commission in 1921 as “some of the worst death traps” in California. Over time, many of the grade crossings along the SP’s Coast Line between San Francisco and Gilroy were recognized to be particularly hazardous.²

While public interest and organization in reaction to the SP bypass delayed the project’s progress, it is unclear to what extent local resident’s efforts resulted in the construction of these grade separations. Throughout this period, the State Division of Highways and citizen groups throughout the state increasingly called for grade separations. The Peninsula Grade Crossing Conference, for instance, formed in 1929 and focused its attention on eliminating grade crossings between San Francisco and San Jose. They do not, however, appear to have addressed the crossings in the San Jose bypass project. During this period there was also controversy over which entities had control over construction of grade separations and how the cost of such a project was apportioned between the railroads, the state, and local municipalities. The Public Utilities Act of 1915 (amended in 1917 and 1927) conferred specific powers to the State Railroad Commission regarding grade separations including the authority to choose which were to be built and the authority to apportion the funding of grade separations to the various interested parties (i.e., the railroad, cities/counties, and the State). This act, however, led to considerable litigation, and the railroads wrangled with the Railroad Commission and local communities over placement of safety devices and construction of grade separations. Southern Pacific generally did not want to be fully responsible for the cost of grade separation. Thus, it was unusual for the SP to fully fund seven of the eight grade separations eventually constructed on the San Jose bypass project.

Elizabeth McKee of Caltrans District Four previously evaluated the Julian Street underpass in 1991. Ms. McKee evaluated the Julian Street underpass with 123 other buildings and structures along the San Francisco Peninsula Commute right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. McKee used sample evaluations for that study. While McKee found the Julian Street underpass in San Jose to be ineligible for the National Register, she did not individually describe or evaluate this resource under National Register Criteria. JPB did not submit McKee’s findings to the Office of Historic Preservation.

In the mid-1980s, Caltrans conducted a study regarding the historic significance of local agency and state-owned bridges in California. The results of that survey lists this structure as not eligible for the National Register. While the conclusions of that study can still be valid, Caltrans specifically instructs historians to verify whether re-evaluation is necessary. Some bridges and grade separations studied in that survey were found to be ineligible for the National Register because they were not yet 50 years old at the time. Structures that are now more than 50 years old must be evaluated. Caltrans also states that bridges and grade separations should be re-evaluated if “new information” on the structure or its type has emerged or the “passage of time” has provided new historical perspective regarding the structure’s possible historical significance.³ JRP re-evaluated this structure based on the wider appreciation of possible historic significance of grade separations that has emerged since Caltrans conducted its study of bridges in the mid-1980s.

² *San Francisco Chronicle*, August 17, 1934.

³ Caltrans, “California Historic Bridge Inventory,” Caltrans website: <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm> (no date), accessed November 2001. JRP Historical Consulting Services confirmed Caltrans’ policy regarding re-evaluation of bridges listed in the California Historic Bridge Inventory. Dorene Clement, Architectural Historian Caltrans Headquarters, telephone communication with Rand Herbert, December 3, 2001.

As stated above, the Julian Street underpass is associated with the Southern Pacific's San Jose bypass project of the 1930s as well as the popular 1910s-1930s grade separation movement that sought to reduce at-grade railroad hazards. The San Jose bypass project was one among the railroad's prominent modernization efforts that began at the turn of the century and continued through the post-World War II era. The bypass is also significant within the developmental history of San Jose, altering the downtown area as well as the city's early western suburbs. The Julian Street underpass, along with the other grade separations built for the San Jose bypass project, does not appear to be significant with those historic context to which it is associated. Julian Street's location near downtown San Jose and its function as a feeder road between the industrial area east of downtown and Legislative Route 2 made it a relatively important, though indirect thoroughfare. The Julian Street underpass, thus, was not crucial to traffic flows, and therefore as important as, the Santa Clara Street underpass for example. While it was perhaps unusual for Southern Pacific to pay for as many grade separations as they did for the San Jose bypass, and there appears to have been great local interest in how Southern Pacific built its project around the city, the historic evidence does not reveal enough significance, at this time, to show that the San Jose bypass grade separations are important within the context of the grade separation movement. Thus, the Julian Street underpass does not appear to be significant under Criterion A.

The Julian Street underpass does not appear to be significant under the other National Register criteria either. Under Criteria B, the underpass is not associated with the life of any significant person in the past, and while the stairways leading to the underpass are unusual compared to the other underpasses in the San Jose by-pass project, structure as a whole does not embody distinctive architectural or engineering characteristics as defined by Criteria C. Its design is common to Southern Pacific underpass seen elsewhere regionally and across the state. In addition, the underpass does not appear to be significant under Criteria D. In certain circumstances, structures themselves can serve as sources of important information about historic construction materials technologies, however, this type of structure is well documented and does not appear to be a primary source of information. While the Julian Street underpass retains some historic integrity, it lacks important historical associations and architectural/engineering significance, and therefore does not appear to meet the criteria for listing in the National Register.

Photographs (continued):



Photograph 3: Julian Street underpass, view of posts where lamps used to rest, 9/12/00