

699 West San Carlos Street Affordable Housing Project

699 West San Carlos St. and 258 McEvoy St., San José,
Santa Clara County, California

Historic Resources Survey and Report



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INTRODUCTION

Project Introduction and Purpose

First Community Housing is acquiring the property at the northeast corner of West San Carlos Street and McEvoy Street and is proposing build a Transit Residential project consisting of approximately 320 affordable residential units within a 13-story tower.

The 1.12 gross-acre site consists of six parcels and spans the block between McEvoy and Dupont Streets. Presently containing S&S Welding, Inc., the six properties will be combined and cleared of existing buildings and structures associated with the existing use.

First Community Housing anticipates utilizing funds from the U.S. Department of Housing and Urban Development (HUD) to assist in the construction of the project.

This report has been prepared to meet applicable federal regulatory requirements for projects involving historic properties, which require the identification and evaluation of cultural resources that could be affected by a federal undertaking. Since the project proposes to include funding from HUD, it therefore constitutes a federal undertaking. The report has been prepared pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C., Section 470f) and its implementing regulations 36 CFR 800.

The regulations implementing Section 106 (36 CFR Part 800) require the agency with jurisdiction over a federal, federally assisted, or federally licensed undertaking to take into account the effect of the undertaking on properties listed on or eligible for the National Register of Historic Places (National Register), and prior to approval of an undertaking to afford the Advisory Council on Historic Preservation (Advisory Council) an opportunity to comment.

Site Location

The site is located within the USGS San José West 7.5 Minute Series Quadrangle, 2005, within Township 7 South; Range 1 East, Mount Diablo Base Meridian.

The UTM coordinates are:

Zone 10S: 597106mE/ 4131398mN.

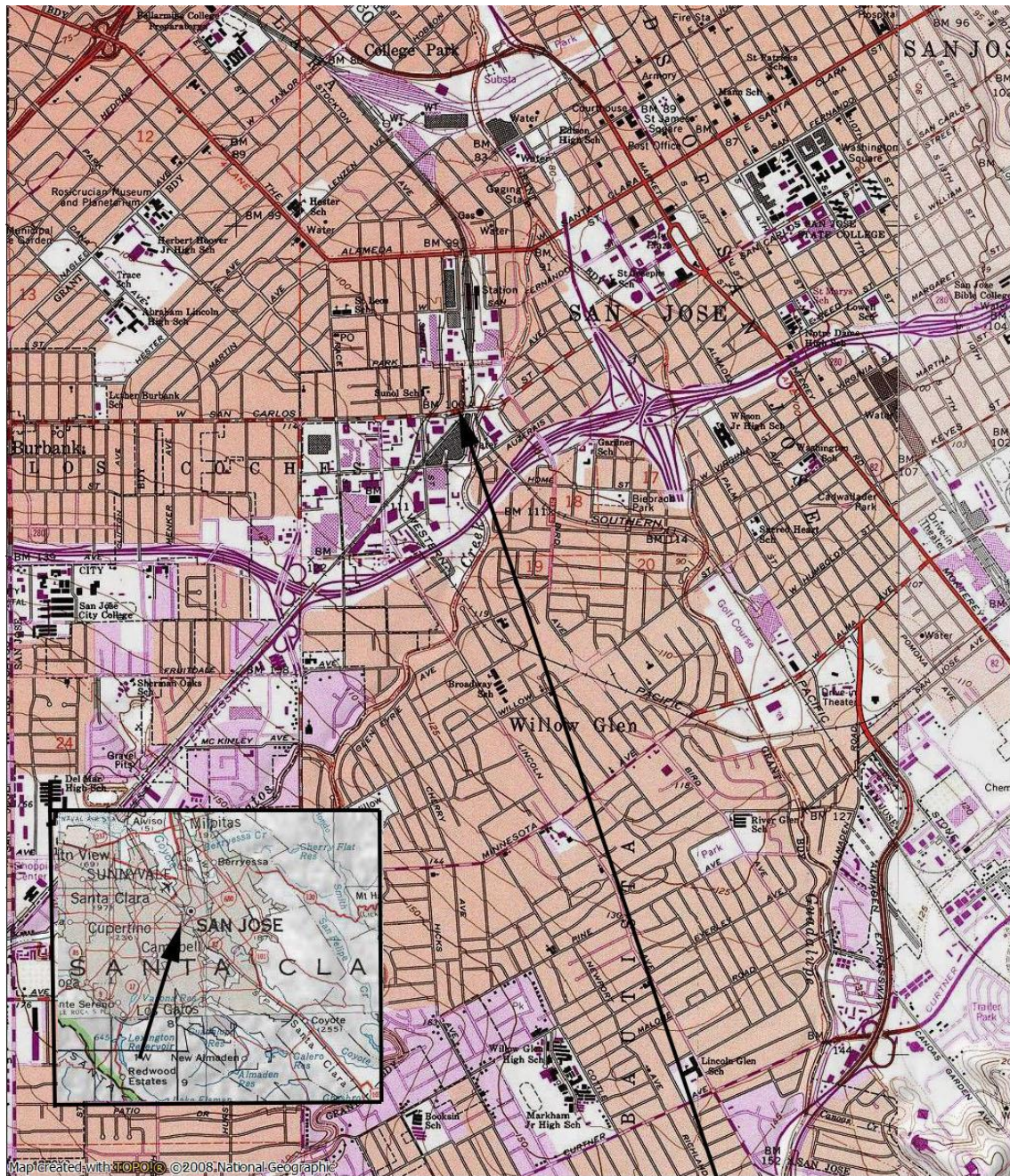
The existing property addressing within the project site are:

699 West San Carlos Street, and 258 McEvoy Street, San José.

The Santa Clara County Assessor has identified the above properties as:

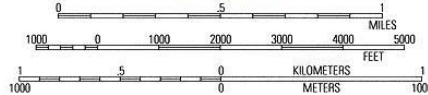
APNs # 261-38-001, -004, -030, -047, -048, and -049

Regional Map



Map created with topo!fic.com ©2008 National Geographic

121°55.000' W 121°54.000' W WGS84 121°53.000' W

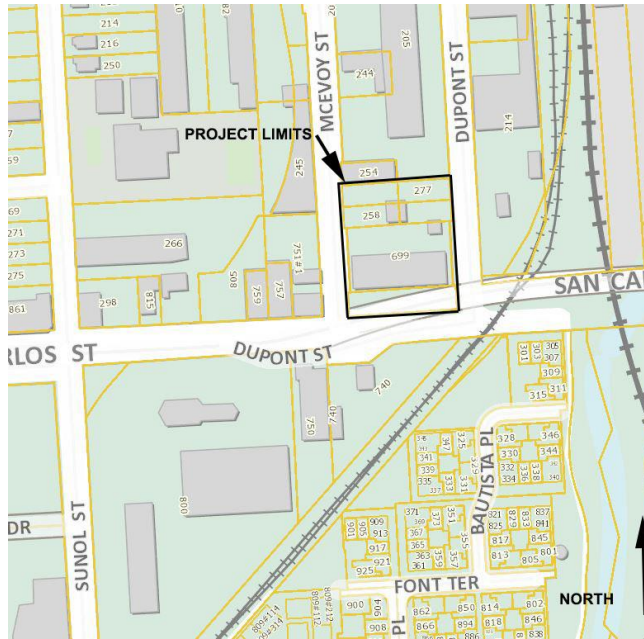


SITE

TN MN
13 1/2'
03/18/18

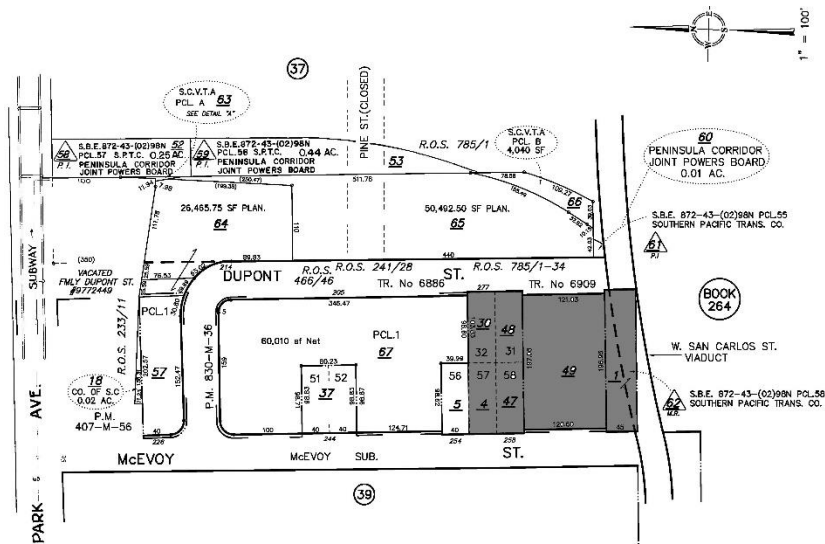
San José West, UGSG 1980 (photo revised) with regional insert.

Address Location Map



County of Santa Clara Information Services Department base map

Assessor's Parcel Map



County of Santa Clara Assessor (excerpt)

Project Summary

The proposed 320-unit affordable housing project is planned for the northeast corner of West San Carlos and McEvoy Streets and extends through the block to Dupont Street on the east. The site area is approximately 1.12 acres in size, with apartments proposed to be built in one building 13 stories in height. There will be two levels of parking with access off McEvoy Street.

IDENTIFICATION AND SURVEY METHODOLOGY

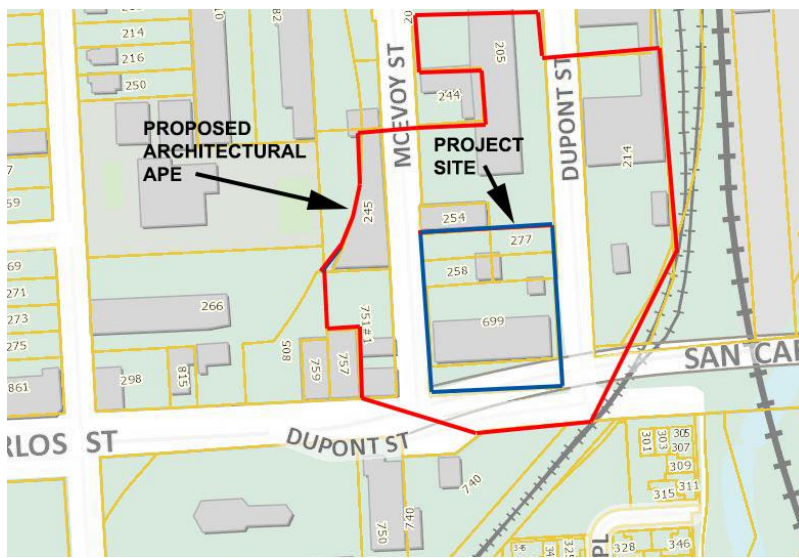
This document is presented in a report format and discusses the potential historic significance of the extant buildings on the project site and presents information as well on adjacent properties, evaluating those buildings and structures over 50 years in age. A proposed Area of Potential Effect (APE) for architectural resources has been drafted to map and identify adjacent properties that may be impacted by the undertaking (see map below).

The historical investigation for these properties (both on and off site) and their related buildings and structures was completed by Archives & Architecture, LLC in March and April of 2018.

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).

Area of Potential Effect (APE) for Architectural Resources

This study is intended to evaluate the National Register eligibility of architectural resources that are at least 50 years of age and are located within the APE, including the subject property. The APE is the “geographic area within which (the) undertaking may cause changes in the character of or use of historic properties” (36CFR 8002(c)). The proposed APE for this project accommodates short- and long-term effects to historic resources and is proposed as outlined below.



Proposed Architectural APE - County of Santa Clara Information Services Department base map

Persons and Agencies Contacted

The following individuals and agencies were contacted by letter (Attachment: Consultation Letters /Historic) in March 2017 to solicit and allow input towards preparation of this report:

- City of San José Historic Landmarks Commission, c/o Planning Division, Department of PB&CE, 200 East Santa Clara St., San José, CA 95113, Attn: Susan Walsh, Historic Preservation Officer
- County of Santa Clara Historical Heritage Commission, c/o Planning Office, County Government Center, East Wing, 7th Floor, 70 West Hedding St., San José, CA 95110, Attn: Vinh Nguyen, Deputy Clerk of the Board.
- Preservation Action Council of San José, San José Historical Museum, 1650 Senter Road, San José, CA 95112, Attn: Brian Grayson, Executive Director

Summary of Historic Resources Identification and Evaluation

In compliance with Section 106 of the National Historic Preservation Act, this report provides an overview of potential architectural resources at or near the 699 West San Carlos Street Affordable Housing project. The report includes an appendix that includes State of California DPR523 forms prepared for two sites with buildings that are located across from the project site, and copies of DPR523 records for the San Carlos Street viaduct prepared by JRP Historical Consulting, LLC and Archives & Architecture.

The purpose of this Historic Resources Survey and Report is to address the eligibility of the buildings and structures within the APE for inclusion on the National Register of Historic Places. A CEQA analysis is also provided for local planning purposes.

None of the properties within the project site, nor the adjacent properties within the boundaries of the APE, appear on any local, state or federal lists of historically or architecturally significant structures and/or sites, landmarks, or points of interest.

The buildings and associated properties within the project site do not appear to be eligible for the National Register of Historic Places under any of the applicable criteria. As they are only around 38 years old, and of vernacular industrial construction, they were not formally recorded and evaluated within DPR523 series forms.

None of the nearby properties within the APE appear to be eligible for the National Register of Historic Places under any of the applicable criteria based upon a reconnaissance survey, preliminary historical research, and preliminary evaluation for historic significance as described in the table of properties included within this report. One property is potentially eligible for local listing; 751 West San Carlos St. (Locurto Stores and Clubhouse). The site contains structures built during the first half of the twentieth century and reflect early development patterns that would enable their local listing on the San Jose Historic Resources Inventory. This site, as well as the adjacent site at 245 McEvoy St. are recorded and evaluated on attached DPR523 forms.

The impact upon prehistoric resources due to ground disturbance activities is being assessed by others and is not a part of this evaluation. Additionally, none of the properties are likely to yield information beyond that discussed in the evaluations that is important to history. The evaluations for National Register eligibility included within this report therefore do not include reference to Criterion D of the National Register.

Accordingly, it does not appear that the proposed undertaking will affect any properties eligible for or listed on the National Register.

Since the Federal undertaking will therefore not affect any historic properties listed in or eligible for inclusion on the National Register of Historic Places, a determination of No Historic Properties Affected (36 CFR Part 800.4(d)(1)) appears appropriate since no historic properties will be affected by the project (36 CFR Part 800.16(i)).

REGULATORY CONTEXT OF HISTORIC RESOURCES

This report has been prepared to meet applicable federal regulatory requirements for historic properties (cultural resources) which require the identification and evaluation of cultural resources that could be affected by a federal undertaking. The project proposes to include funding from the Department of Housing and Urban Development, and therefore constitutes a federal undertaking. The report has been prepared pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C., Section 470f) and its implementing regulations 36 CFR 800. The regulations implementing Section 106 (36 CFR Part 800) require the agency with jurisdiction over a federal, federally assisted, or federally licensed undertaking to take into account the effect of the undertaking on properties listed on or eligible for the National Register of Historic Places.

Federal Laws and Regulations

Under the National Environmental Policy Act (NEPA), federal agencies must take into account impacts to historic resources for those resources that are eligible for the National Register of Historic Places before an undertaking is approved under NEPA. Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C., Section 470f), as amended, requires that any federal or federally-assisted project or any project requiring federal licensing or permitting consider the effect of the action on historic properties listed in or eligible for the National Register, as outlined in the regulations of 36 CFR Part 800.

The National Register, created under the National Historic Preservation Act (NHPA), is the federal list of historic, archaeological, and cultural resources worthy of preservation. Resources listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, prehistory, architecture, archaeology, engineering, and culture. The National Register is maintained and expanded by the National Park Service on behalf of the Secretary of the Interior.

In determining eligibility for the National Register of Historic Places, the National Park Service considers the quality of significance in American history, architecture, archeology, engineering, and culture that are present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. The National Register states, “The significance of a historic property can be judged and explained only when it is evaluated within its historic context.” It defines historic contexts as “those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear.” Developing a historical context generally begins with compiling information from secondary sources on relevant historical themes. National Register Bulletin 15 defines a theme as “a means of organizing properties into coherent patterns based on elements such as environment, social/ethnic groups, transportation networks, technology, or political developments that have influenced the development of an area during one or more periods of prehistory or history. A theme is considered significant if it can be demonstrated, through scholarly research, to be important in American history.”

The Office of Historic Preservation (OHP) in Sacramento, California, administers California’s National Register program under the direction of the State Historic Preservation Officer. To guide the selection of properties included in the National Register, the National Park Service has developed the National Register Criteria for Evaluation. These Criteria are standards used to review and consider every property that is nominated to the National Register.

- Criterion A Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B Are associated with the lives of persons significant in our past; or
- Criterion C Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction; or
- Criterion D Has yielded, or may be likely to yield, information important in prehistory or history.

Buildings less than 50 years old do not meet the National Register criteria unless they are of exceptional importance, as described in the National Park Service Bulletin No. 22, “How to Evaluate and Nominate Potential National Register Properties That Have Achieved Significance Within the Last 50 Years.”

As a Certified Local Government (CLG), the City of San José can make findings on the potential effect of the proposed project on historic properties for submittal to the State Historic Preservation Officer (SHPO) according to 36 CFR 800.4(d)(1). As a part of making those findings, the City of San José should consult with the San José Historic Landmarks Commission as an interested party, providing public participation to the Section 106 process.

AFFECTED ENVIRONMENT

Early Historical Background and Context

The site of the proposed 699 West San Carlos Street Affordable Housing project is situated on a block that was initially established in the 1890s as the McEvoy Subdivision. Located to the west of San Jose's Original City, this area remained in unincorporated Santa Clara County as an urban pocket until 1983.

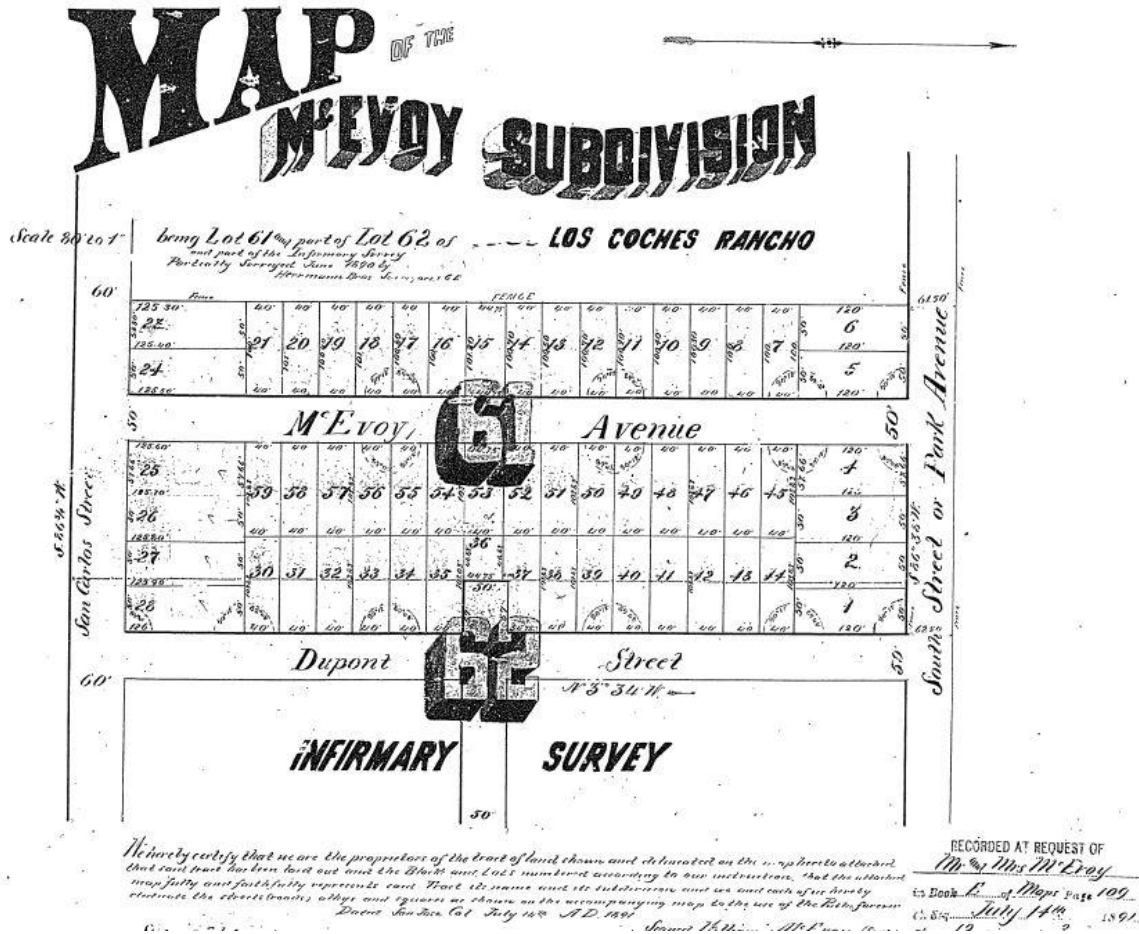
Prior to the 1890s, the area was part of the larger agricultural lands known as the *Los Coches* rancho that had been granted during California's Mexican era and remained mostly undeveloped during the last half of the nineteenth century. It was located southwest of the San José pueblo. The rancho had initially been granted to Roberto Bellarmino, an Indian associated with Mission Santa Clara. His adobe exists today on Lincoln Avenue a little less than a mile to the southwest of the project site. By 1857 when the rancho was patented by the U.S. Land Commission, the land was co-owned by Henry Naglee, Antonio Suñol, and Suñol's daughter Paula Sainsevain.

By the 1870s, the subject site was part of a larger property owned by William and Ann Jane McEvoy that extended from what is now West San Carlos Street to Park Avenue (then known as South Street). This area fell within what was part of Lots 61 and 62 of the Los Coches Rancho lands. The McEvoy land extended westward to properties now on the west side of McEvoy Street, and to the east to Dupont Street. Part of the frontage along Dupont Street had been previously subdivided as a part of the unrecorded Infirmary Survey but had not developed.

William McEvoy, born in 1829 in Ireland, was a brick mason. The house of William and his wife Ann Jane was located near the southeast corner of present day McEvoy Street and Park Avenue. During the late nineteenth century, this area west of San Jose was populated by small farms.

In 1890 McEvoy had Herrmann Bros. survey his property, and he recorded a 58-lot subdivision on July 14, 1891 (Maps book E page 109). Most of the lots were small, just over 4,000 square feet in size. By the time of this subdivision, San Carlos Street had been created, and South Street was transitioning in name to Park Avenue. The subject property includes Lots 25, 26, 27, 28, 30, 31, 32, 57, 58, and 59 of the McEvoy Subdivision as show in the map excerpt on the following page.

During the 1890s, small houses were constructed within this subdivision in an area that had taken on the name of Crandallville. Crandallville is not a very well-defined place in local history. A portion of Crandallville was annexed to the City of San Jose in 1911 as a part of the Gardner Annexation, the city's first. Crandallville was west of the city limits and extend north to The Alameda and south into the Willows district. It served to help define a voter registration area in a suburban area to the immediate west of the city limits of San José.

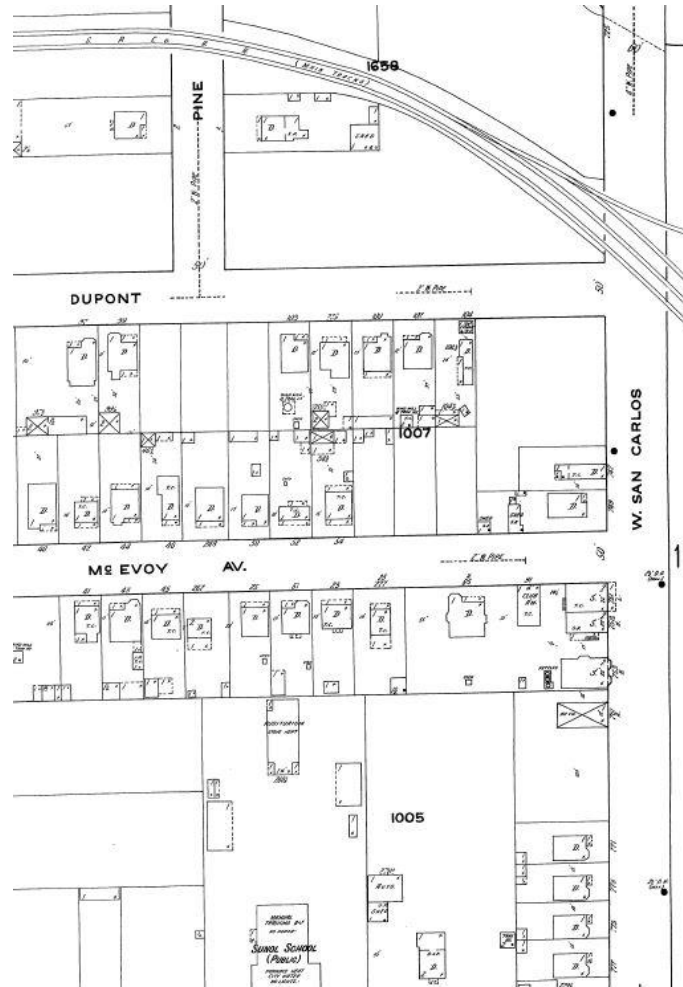


Twentieth Century Development

In 1903, the San José & Los Gatos Interurban Railroad was constructed along West San Carlos Street and Stevens Creek Road to the west. Easy access to the Interurban from adjacent lands encouraged the development of additional residential subdivisions west of the city limits of San José beyond those that had reach westward to the McEvroy Subdivision. Six suburban residential subdivisions in what became the Burbank area were first offered to the public between 1904 and 1908. As the community of Burbank, San José's first "streetcar suburb" developed, the area in between saw new industrial development with new fruit canning facilities as well as lumber and building material industries that quickly followed and perhaps spurred development of this unincorporated district.

Access to the area west of San José had been limited to San Salvador Street (now Auzerais Avenue), and South Street (now Park Avenue) until the 1890s. With the building of fruit packing houses and canneries in the area at the turn-of-the-century, new commercial development began to appear along the newly established West San Carlos Street that connected San Jose to Stevens Creek Road. By 1915, around 35 houses had been built in the McEvroy Subdivision along with a small hotel at Park Avenue and

Dupont Street, and three stores on West San Carlos Street just west of McEvoy Street (then called McEvoy Avenue). The main railroad tracks of the Southern Pacific Railroad had transversed the area to the east of the McEvoy Subdivision where they curved westward as the railroad line headed to Campbell and Los Gatos and beyond. West San Carlos Street had become a major route westward out of town by that time, connecting the newly established community of Burbank and other communities further west at the base of the Santa Cruz Mountain Range. During the early years of the twentieth century, Sunol School had been opened on land to the west of the McEvoy Subdivision serving this unincorporated residential area.

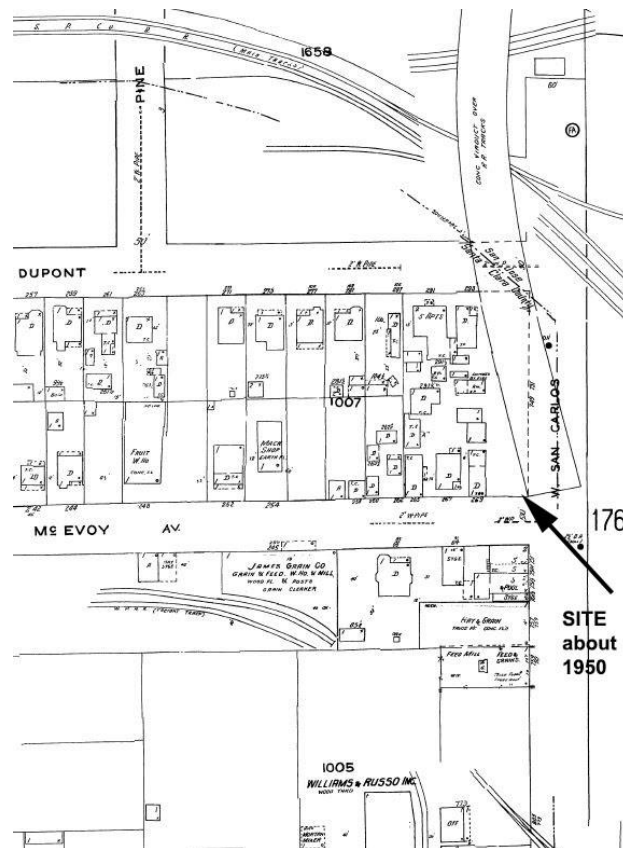


1915 Sanborn map showing commercial properties on the north side of West San Carlos St.

During the first half of the twentieth century, the neighborhood remained stable, although most of the houses on the west side of McEvoy Street were removed when Western Pacific Railroad began acquiring properties just before World War I, and then built their line to serve the cannery area in the early 1920s. Another primary intrusion in the area was the construction of the San Carlos Street viaduct in 1933-1934. The viaduct was built to move automobile traffic over the Los Gatos Creek, the railroad tracks, and several cross streets, and was part of the Southern Pacific Railroad's efforts to span

major traffic arteries with their lines during this period. The viaduct also allowed SP to add railroad tracts to the evolving industrial area in the southwest part of the city, and eased traffic congestion around the Del Monte canneries in the area. SP was also competing with Western Pacific at this time to provide rail service to the expanding canneries in the area. The construction of the viaduct resulted in the removal of some commercial uses that had recently been established along West San Carlos Street in the McEvoy Subdivision.

By mid-century some industrial uses had begun to intrude into the neighborhood to the north of West San Carlos Street. The larger undeveloped lots at the south end of the block between McEvoy and Dupont where commercial uses had been located was then intensely developed with what appears to be working housing, likely associated with the expanding canneries in the neighborhood.



1950 Sanborn map showing worker housing on the subject property.

With the closure of the canneries in the area in the 1970s, the neighborhood completed its transition towards industrial uses unrelated to the cannery district but serving the larger needs of the city for industrial land. The worker housing on the subject site was removed sometime late in the 1970s, and replaced by S&S Welding, Inc. around 1980. As S&S expanded into the block, other parcels in the area were consolidated into larger sites for industrial facilities, which has continued into the recent past.

S&S was one of around 10 welding shops in San Jose at the time and had been located at 521 West San Carlos St. in a much smaller building that is now used for a tire shop. Founded in 1925, it continues today as a family owned and operated business, the company has specialized in metal fabrication and repair in the South Bay area. In 1989, Nick D'Arpino, the owner of S& S Welding at that time acquired the four small house lots to the north of the site of the S&S Welding building. The site was cleared except for a small 1970s concrete block building that had been addressed as 258 McEvoy St. that was at the rear of the prior use on that site and now located near the center of the open area north of the S&S Welding building. The four lots in this area have been converted to an outdoor work and parking area.

Property Information

Properties within the Project Site

The project site contains six existing assessors parcels (APNs # 261-38-001, -004, -030, -047, -048, and -049) that were all within the original McEvoy Subdivision. Assessor's Parcel 261-38-049 was established in 1980 as a Reversion to Acreage under Tract 6909 for Nick and Rae D'Arpino. This is the site of the original S&S Welding, Inc. building on this site constructed around 1980. At that time the four parcels to the north were under different ownership.

Parcel 261-38-001 is the north 45 feet of the original McEvoy Subdivision Lots 25, 26, 27, and 28 and is partially under the San Carlos Street Viaduct.

The buildings on the subject site are under 50 years in age; the S&S Welding building is about 38 years old, and the small concrete block building in the open work area north of the main building is slightly older. Permits were with the County of Santa Clara and build dates can be construed from aerials and telephone directories.



The S&S Welding building is a common metal framed and clad building that has a long, deep rectangular footprint. Commonly called “Butler Buildings,” Butler Manufacturing was the main supplier of commercial metal building systems during the period when this structure was erected (and continues so today to be a leading supplier today).

The building has a typical gabled roof of moderate slope, standing-seam metal siding and roofing, and standard door openings, metal fenestration at the interior office area, and roll-up entries for vehicular access. Canopies are included in this building to protect the office area and side pedestrian entry.

The site is mostly paved in asphalt and screened from view with chain-link fencing topped with barbed wire. The McEvoy Street frontage has a small recessed landscaped area in the open area and some setback landscaping at the building frontage, all likely provided as a part of the development review process when the building was permitted.



The small concrete block building at the center of the site is a simple rectangle with two garage and pedestrian doors facing McEvoy Street. The rear elevation facing Dupont Street has a cantilevered overhang. This building appears to be an ancillary building to a use that had existed at this site prior to construction of the S&S Welding building, based on historic aerials.

This site and its buildings are representative of modern development. For the buildings on the site to be considered historic resources, they would need to be of exceptional significance, as they are less than 50 years in age. As the site is not associated with any

significance events or patterns of modern development, is not associated with persons important to our past, and the buildings are vernacular industrial buildings of common prefabricated materials that were mass produced for facilities such as this, they lack any importance due to type, period, or method on construction, and are not the work of a master architect or builder. The property therefore does not appear eligible for the National Register of Historic Places under any of the relevant criteria for this evaluation, A, B, or C.

Nearby Properties Outside the Project Site

There are 6 properties located adjacent to the project site and within the proposed APE. The APE includes those properties to the north and south adjacent to the project site, and across McEvoy Street to the west and across Dupont Street to the east. Of these six properties, three have contemporary industrial uses, one has a combined commercial and theater use in buildings built on the site around 1910, one has a commercial use within an industrial building built in the late 1920s, and one consists of the San Carlos Street viaduct.

The following pages contain a table of these properties with summary information and preliminary statement of significance for National Register eligibility.

DPR523 forms for the San Carlos Street Viaduct by JRP Historical Consultants (2013) and Archives & Architecture (1991) are attached to this report. The San Carlos Street viaduct was initially recorded in 1991 by Glory Anne Laffey of Archives and Architecture, and more recently re-evaluated by JRP Historical Consultants, Inc. as a part of their evaluation of a railroad bridge replacement project. JRP found the viaduct not eligible for the National Register of Historic Places. Those recordings are attached to this report.



DPR523 forms were prepared for this report for the two properties directly to the west across McEvoy Street.

DPR523 forms were prepared by Basin Research, Inc. (1999) for the property at 751 West San Carlos St. as a part of the EIS/EIR for the Vasona Corridor Light Rail project (Historic Properties Survey Report, Santa Clara Valley Transportation Authority Vasona Light Rail Corridor, by Basin Research Associates, Archives & Architecture, and Ward Hill. Those forms were not available for detailed review at this time but had found the property not eligible for the National Register of Historic Places when surveyed in 1999. There is no information available with the State Historic Property File as to any determination made on this property by the State Historic Preservation Officer.

DPR523 forms were prepared for this report for the property at 245 McEvoy St. known as the James Grain Co. warehouse building. That building, constructed in the late 1920s, was not found eligible for the National Register of Historic Places.

751 West San Carlos St. appears eligible for listing on the San Jose Historic Resources Inventory. 245 McEvoy St. does not appear to reach the threshold for listing on the Inventory based on the City's evaluation rating system.

Address/Parcel	Type of Building/Style	Build Date	NR Eligibility	Image
254 McEvoy St. 261-38-005 (Pipe Bending Cutting & Threading)	1960s vernacular concrete industrial building originally occupied by Larson Tools. Plywood slip-form poured in place concrete walls and metal framed and clad addition at rear.	Ca. 1968	Not eligible	
205 Dupont St. 261-38-067 (ABM Facility Services)	Modern industrial building. Metal framed and clad generic "Butler Building" type construction near project site, and architect-designed offices at north end of site	2009	Not eligible \less than 50 years in age	
214 Dupont St. 261-38-065 (Future Packaging)	Ca. 1970 vernacular prefabricated metal industrial building originally occupied by Pik-Nik Co. (Butler Building style).	Ca. 1970	Not eligible	

Address/Parcel	Type of Building/Style	Build Date	NR Eligibility	Image
<p>245 McEvoy St.261-39-002 (James Grain Co.warehouse)</p>	<p>Metal buildings with loading docks front and rear for railroad access at rear to prior Western Pacific RR line. Converted to retail design studio.</p>	<p>Late 1920s</p>	<p>Not eligible</p>	
<p>751 W. San Carlos St. 261-39-003 (Locurto Stores and Clubhouse, now Black Cat Licorice Theater and By and Sell Black and Brown)</p>	<p>Vernacular early twentieth century commercial – partially relocated to site and reconfigured in ca. 1910-1911.</p>	<p>Ca. 1910-1911.</p>	<p>Not eligible, eligible for local listing on San Jose Historic Resources Inventory.</p>	
<p>San Carlos Street Overpass MP47.89</p>	<p>Auto viaduct</p>	<p>1934</p>	<p>Not eligible</p>	

ASSESSMENT OF POSSIBLE PROJECT EFFECTS

Analysis of Potential Adverse Effects of the Federal Undertaking

The proposed 699 West San Carlos Street Affordable Housing project will not have an effect on significant or potentially significant architectural resources.

The buildings surveyed, evaluated, and recorded as a part of this study within the project site do not appear to be eligible for the National Register of Historic Places under any of the applicable criteria as enumerated within this.

The San Carlos Street Viaduct has assessed for eligibility for the National Register of Historic Places in 2013 by JRP Historical Consultants, Inc., and found to not be eligible.

Properties adjacent to the project site to the north, and across Dupont and McEvoy Streets to the east and west that are considered for the purposes of this report to be within the Area of Potential Effect were also surveyed and investigated. One of the five properties, 751 West San Carlos St., has been previously surveyed, evaluated, and recorded as a part of the Vasona Corridor Light Rail project, and found not eligible for the National Register. This property was resurveyed and evaluated as part of this study. The new evaluation concurs with the earlier National Register evaluation but finds the property eligible for local listing on the San José Historic Resources Inventory. The other property, 245 McEvoy St. was surveyed and evaluated but not found eligible for the National Register, nor was it found eligible for local listing on the San Jose Historic Resources Inventory.

The other three properties are less than 50 years in age and were not formally recorded. None are eligible for listing on the National Register of Historic Places as none would be considered to be of exceptional importance.

The project as planned, including demolition of the buildings on the project site and the construction of new multi-family residential building, will not negatively affect historically significant properties, as this preliminary survey and investigation found none to likely be eligible for the National Register of Historic Places.

The proposed undertaking as planned therefore will not affect any properties potentially eligible for or listed on the National Register of Historic Places.

Franklin Maggi, an Architectural Historian for Archives & Architecture, LLC, meets the Secretary of the Interior's Professional Standards for Architectural Historian under (36 CFR Part 61, Appendix A) and has found as a part of this study, that the Federal undertaking proposed to help fund the affordable housing project in San José at 699 West San Carlos St. will not affect any historic properties eligible for inclusion or listed on the National Register of Historic Places. A determination of No Historic Properties Affected (36 CFR Part 800.4(d) (1)) appears to be appropriate since no historic properties will be affected by the project (36 CFR Part 800.16 (i)).

SOURCES OF INFORMATION

Primary and Unpublished Sources

City of San José Building Permits.

County of Santa Clara, Deeds, maps, and Official Records.

Sanborn Fire Insurance Company. 1915-1962

San José City Directories, 1890-1978.

State of California, Directory of Properties (Santa Clara County) in the Historic Property Data File (2010).

Secondary and published sources

Dobkin, Marjorie, Ph.D. "West San Carlos Street Historic Context, City of San Jose, Santa Clara County," 2011.

Thompson & West. *Historical Atlas Map of Santa Clara County, California*, 1876.

Qualifications of the Consultants

The principal author of this report and evaluator for significance was Franklin Maggi, Architectural Historian, who consults in the field of historic architecture and urban development. Mr. Maggi has a professional degree in architecture with an area of concentration in architectural history from the University of California, Berkeley.

The evaluator meets the Secretary of the Interior's Professional Standards for Architectural Historian under (36 CFR Part 61, Appendix A), and is listed with the California Historical Resource Information System (www.chrisinfo.org) as an Architectural Historian.

APPENDIX

DPR523 series forms

Letters sent to interested parties

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 8 *Resource Name or #: (Assigned by recorder) Locurto Stores and Clubhouse

P1. Other Identifier: Black & Brown / Black Cat Licorice Theater

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

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

c. Address City San José Zip 95126

d. UTM: (Give more than one for large and/or linear resources) Zone 10S.; 597061mE/ 4131378 mN

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

Assessors Parcel Number: 261-39-024

northwest corner of West San Carlos and McEvoy Streets.

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

The two buildings at the northwest corner of West San Carlos and McEvoy Streets were built or placed on the site sometime around 1910-1911 during a period in which a small ethnic Italian neighborhood existed within the McEvoy subdivision along McEvoy and Dupont Streets. The buildings remain today without their original context, as the residential neighborhood is now gone, and the area transitioned to industrial uses along McEvoy and Dupont Streets, and a mix of commercial storefront uses along West San Carlos Street.

The corner building is two stories in height, and it appears that the base structure at the first level was likely moved onto this site from an unknown location around 1910 or slightly later. By the time of the publication of the 1915 Sanborn Company fire insurance maps, the building had been expanded to two stories, with the grocery of Giovanni B. Locurto located at

(Continued on next page, DPR523L)

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

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



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

View facing northwest, April 2018.

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

Ca. 1911, 105+ years old, directories.

*P7. Owner

Norman Koepernik Trusts

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

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

*P9. Date Recorded: April 23, 2018

*P10. Survey Type: (Describe)
 Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Archives & Architecture: 699 West San Carlos Street Affordable House Project, Historic Resources Survey and Report, 2018.

*Attachments: NONE Location 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)

Page 2 of 8 *Resource Name or #: (Assigned by recorder) Locurto Stores and Clubhouse

*Recorded by Franklin Maggi

*Date April 23, 2018

Continuation

Update

(Continued from previous page)

the corner, and the butcher shop of his son John located in the west portion of the building, both facing West San Carlos Street.

The building has a hipped roof of moderate slope and presently covered with asphalt shingles. The eaves are boxed, with the soffit clad underneath with beveled panels. The main part of the building is rectangular, and originally had an exterior stairway to the second level on the west side of the building with entry off West San Carlos Street. This area is now enclosed, and an additional second level access stair is located on the north side of the building.

The first-floor siding is channel rustic wood siding, common to buildings in early San Jose from around 1865 to 1890. The first-floor level sits close to the ground, and adjacent sidewalks have been applied against the walls. There are currently three storefront entries along West San Carlos Street. The third was added in the center of the building by 1950 to accommodate a small store, barber shop, or other use.

The east side of the building along McEvoy Street is mostly blank with one window located at the northeast corner of the building. Other openings may have existed on this elevation in the past, but the siding has been patched to match existing. The window is two-over-two, common to 1870s buildings, but may have been salvaged and retrofit into the wall.

The north side of the building has a contemporary exterior wood stairway to provide exiting, designed to be compatible with the vintage character of the building. This elevation also has a small shed addition that was built sometime in the 1920s. The siding of the addition is channel rustic to match the existing first floor siding.

The siding at the second level is tri-bevel wood siding, commonly used during the first decade of the twentieth century. The second level facades have original wood double-hung windows with dog-ears, and large frieze boards set between the header of the windows and soffits.

The small building to the north facing McEvoy Street is also shown on the 1915 Sanborn map and identified as a clubhouse. Polk-Husted city directories provide little help in identifying the users of the clubhouse. Given the Locurto property ownership, it is likely that the building served as a center for neighborhood Italian-American cultural life.

This small clubhouse building is rectangular in shape and has a front and rear gabled roof with small addition at the rear. The front gable is set behind a large half-circle parapet wall that boldly defines the image of the building. The cladding is dual-bevel drop siding, associated with construction in the late part of the first decade of the twentieth century. The double-door at the front is glazed and recessed slightly into the opening. Additional doors are located at the side of the building, but their originality could not be determined from the public right-of-way. The front symmetrically placed double-hung windows have dog-ears, and the frames are set outside the wall plane, indicating that perhaps an older building resides within what appears to be a circa 1910 building.

The open area between the two structures provides entries to both the buildings and is secured with a contemporary metal fence at the public right-of-way. The open area to the north is graveled and is used for parking. It is the site of Giovanni and Lucia Locurto's house when they operated the grocery.

(Continued on next page)

Page 3 of 8

*Resource Name or #: (Assigned by recorder)

Locurto Stores and Clubhouse

*Recorded by Franklin Maggi

*Date April 23, 2018

Continuation

Update

(Continued from previous page)



East elevation of Locurto Store building, viewed facing west.



Rear elevation of Locurto Store building, viewed facing southwest.

(Continued on next page)

Page 4 of 8 *Resource Name or #: (Assigned by recorder) Locurto Stores and Clubhouse
*Recorded by *Date Continuation Update

(Continued from previous page)



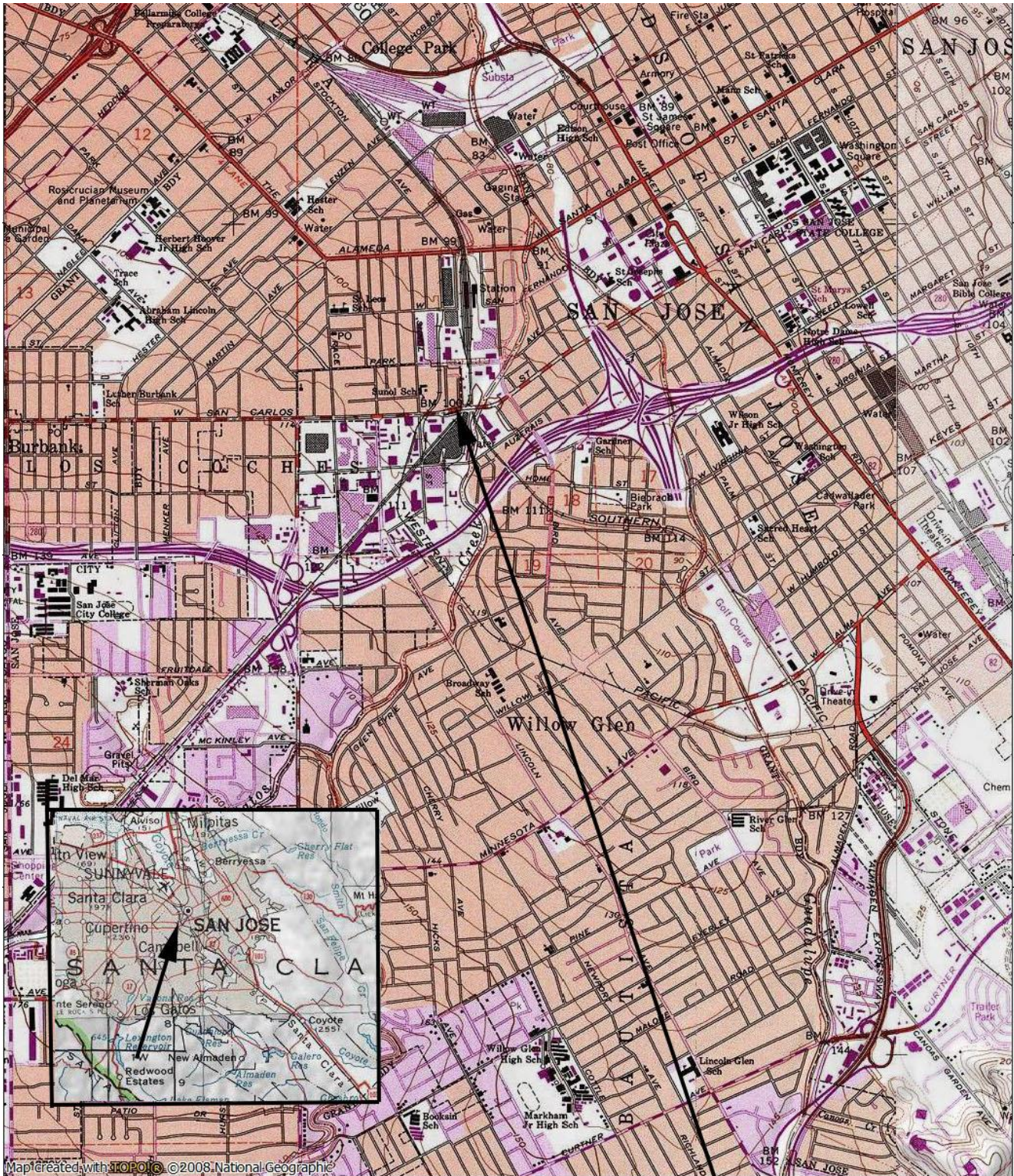
Clubhouse, viewed facing northwest.



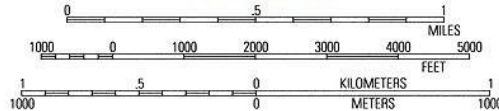
North elevation of clubhouse, viewed facing west.

(Continued on next page)

Page 5 of 8 *Resource Name or #: (Assigned by recorder) Locurto Stores and Clubhouse
 *Map Name: USGS San José West *Scale: n.t.s *Date of Map: 1980 photorevised



121°55.000' W 121°54.000' W WGS84 121°53.000' W



SITE

TN MN
 13 1/2'
 03/18/18

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

**Primary #
HRI #**

Page 6 of 8

***NRHP Status Code 5S3**

***Resource Name or # (Assigned by recorder)** Locurto Stores and Clubhouse

B1. Historic Name: Locurto Stores and Clubhouse

B2. Common Name: Black & Brown / Black Cat Licorice Theater

B3. Original use: Grocery store/butcher shop / clubhouse

B4. Present Use: Retail and theater

***B5. Architectural Style:** No style (vernacular commercial)

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

Corner store building most likely moved onto the site around 1910. Clubhouse/theater building constructed or placed on site at same time.

***B7. Moved?** No Yes **Unknown Date:** 1910-1911

Original Location: Unknown

***B8. Related Features:** None

B9a Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** Commerce / Social, Arts & Recreation **Area** Midtown Planned Community

Period of Significance Ca. 1910 **Property Type** Commercial **Applicable Criteria** None

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

The buildings at 751 West San Carlos St. do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), or California Register of Historical Resources (CRHR). This property 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 Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines, and therefore does not appear to be a historical resource for the purposes of CEQA.

The two buildings on this property were owned at the time of development by Giovanni B. Locurto. Locurto (also spelled Locurta), born in 1849, had immigrated from Italy in 1883, originally settling in New York. He and his wife Lucia (Lucy) appear to have moved to San Jose sometime during the first decade of the twentieth century, and he first appears in local voter registration listings in 1910 in which he is identified as a plaster. The following year he is living on West San Carlos where his son John is working as a butcher. He is soon listed as a grocer at this location, the store called Locurta Grocer. This grocery and butcher shop were located in a predominately ethnic Italian neighborhood within the McEvoy Subdivision along McEvoy and Dupont Streets. This neighborhood mostly likely consisted of small worker cottages, but all are now gone, having been replaced by industrial development.

(Continued on next page, DPR523L)

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

***B12. References:**

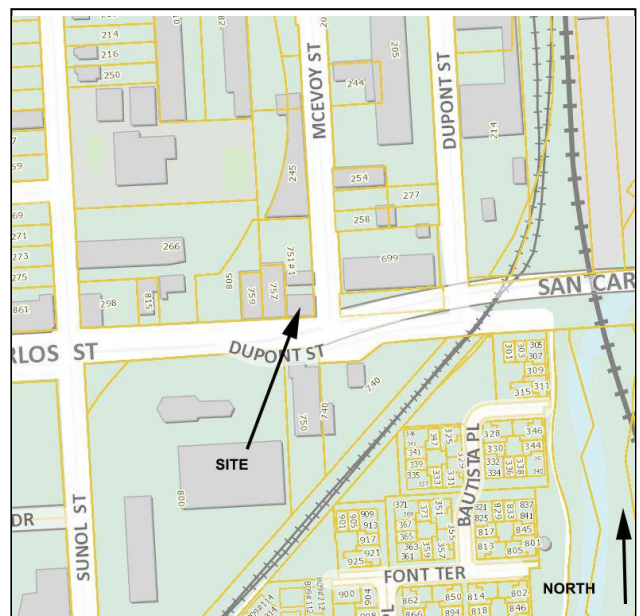
- Grant, J. Cards, chips may return to historic Italian Gardens, *SJ Mercury*, 1/27/1992.
- Polk-Husted Directories for San José, 1910-1964.
- San José, City of. Building Permits, via www.sjpermits.org
- Sanborn Maps, Maps of San José, 1891-1962.
- SJ Mercury-Herald* collection of "Crime" and "Grand Jury" clippings on microfilm, SJPL California Room.
- Santa Clara County Clerk-Recorder. Maps.

B13. Remarks: Section 106 APE review

***B14. Evaluator:** Franklin Maggi

***Date of Evaluation:** April 23, 2018

(This space reserved for official comments.)



Page 7 of 8 *Resource Name or #: (Assigned by recorder) Locurto Stores and Clubhouse
*Recorded by Franklin Maggi *Date April 23, 2018 Continuation Update

(Continued from previous page)

To the north of Locurto Grocer was a clubhouse that today is known as Black Cat Licorice Theater. It is unclear who used this building during its early years. The building had been addressed as 91 McEvoy Street (Avenue). Listings of Italian social clubs during this period in San Jose do not identify a site on McEvoy Street.

Three members of the Locurto family operated businesses at this location. In addition to Giovanni (John) the grocer, his son Joseph had a barbershop, and son John ran a butcher shop at the west end of the building. All of the Locurto family members had houses in the neighborhood; Giovanni and Lucy's house was to the north of the existing commercial buildings in the vacant lot now used for parking.

During the 1920s, the neighborhood quickly changed when the Western Pacific Railroad acquired most of all of the properties on the west side of McEvoy Street to run their spur line to the cannery district to the southwest. All of the houses on the west side of the street were removed except for the Locurto house. Around this time, John Locurto and his wife Tina, who had been living on West San Carlos Street adjacent the store and butcher shop, acquired undeveloped land along Almaden Road south of the city. About 1928 they built a large Tudor Revival house at that location (City Landmark #HL98-112 Locurto Residence).

During the last years of Prohibition, John Locurto gained the reputation at this location as the "bootleg king" of Santa Clara County, reportedly producing whiskey in a basement still at the Almaden Road house and distributing it through a long underground tunnel to a house to the east on Little Orchard Street. This bootleg operation had begun prior to moving from West San Carlos Street, as newspapers during the earlier years of prohibition mention Locurto's arrest a number of times for various alcohol related infractions. The year that they moved to Almaden Road, a newspaper article alleged that the Locurto sons were "the brains of the bootleg business of this county" (*San Jose Mercury* 10/11/1928). John Locurto was considered one of the most "notorious offenders" and "one of the higher-ups in the liquor ring." The brothers (John, Joe, and Peter) were often arrested during raids, paying fines and serving short jail sentences. The Locurto's "San Carlos Club" was a popular "resort" or speakeasy. A 1928 Grand Jury report described that these "joints were illicit liquor of many kinds was sold, black-jack and twenty-one games were run, where prostitution was carried on and where many slot machine gambling devices were played (*San Jose Mercury* 10/10/1928). It is not clear exactly where the "San Carlos Club" was located, whether in the clubhouse building on McEvoy Street, or in the upstairs area above the grocery and butcher shop.

In August 1933, four months before the end of Prohibition that December, Peter Locurto's "press Palace" at San Carlos and McEvoy Streets was raided by local law enforcement for violation of gambling ordinances.

At the end of prohibition, Locurto built a restaurant and nightclub near his house on Almaden Road known popularly as LoCurto's Gardens. Peter Locurto later took over his father's grocery store at 751 West San Carlos St. and with his wife Zita operated the store until their retirement around 1964. John's Locurto's Gardens became a popular restaurant and entertainment venue that later evolved in the post-World War II period as a banquet center known as Hawaiian Gardens. Hawaiian Gardens remained in operation for many years until the site was taken over by the Italian American Heritage Foundation. The complex was eventually demolished to make way for a large multi-family housing development in the 2000s, with the LoCurto Residence remaining at the site today.

Survey Status

The property is not listed on any historic property inventories. The property was previously evaluated and recorded as a part of the Vasona Light Rail Extension EIS/EIR, but the recording was not filed with the State Historic Property File and was not available for use in the preparation of this report.

(Continued on next page)

Page 8 of 8 *Resource Name or #: (Assigned by recorder) Locurto Stores and Clubhouse
*Recorded by Franklin Maggi *Date April 23, 2018 Continuation Update

(Continued from previous page)

Integrity

The property appears to retain most of its integrity as per the National Register's seven aspects of integrity. The buildings maintain their original location as of 1910-1911 on a corner lot at West San Carlos and McEvoy Streets west of downtown San Jose. The property is still surrounded by an open, commercial setting but lacks the residential neighborhood of which it was once a part. The buildings have integrity with their early twentieth century vernacular character. Other buildings of this era might have more elaborate representations of trim and workmanship; however, these buildings include simple wood detailing. Its original character-defining materials have been preserved, including wood siding, windows, and building shapes. The buildings retain their early twentieth century form, scale, and feeling and continues, through their location, setting, design, and form, to illustrate its associations with minor patterns of development in greater San José.

Evaluation:

The buildings at 751 West San Carlos have historical interest due to their association with Prohibition. Activities associated with bootlegging during this period from 1920 to 1933 remain elusive to historical research, although some factual information can be assembled from newspaper articles and folklore testimonials from descendants of those who were active at the time in underground operations involving illicit liquor manufacturing and distribution. The buildings themselves are associated with an ethnic Italian neighborhood, but evidence of this neighborhood is now gone except for some remaining commercial buildings such as the Locurto Grocery. While the buildings appear to be directly associated with illicit activities during Prohibition, that in itself would not enable eligibility to the National Register or California Register under events/patterns. As representatives of an early ethnic neighborhood, insufficient context remains for this site to be an important representative of that era. When evaluating the Locurto Store and Clubhouse under Criterion A of the National Register or (1) of the California Register, the buildings do not today represent significant patterns of development or events that are important to our past.

The Locurto Grocery and Clubhouse are associated with members of the Locurto family during from around 1910 to 1964. While members of this family played a decisive role in illicit activities during Prohibition, this in itself does not establish them as significant personages. The building does not qualify for the National Register under Criterion A or the California Register under Criterion (2).

These buildings are vernacular in character and appears have been adapted to reuse after relocation to this site. The grocery/butcher shop building lacks an distinguishing characteristics, and appears to have been enlarged without thought to integrating the character of the old portions of the building with the expanded top. The clubhouse also may have been moved onto the site and resided. It could not be determined if the arched from façade is original to the building or added at a later point. These buildings have some visual interest in the area providing context to the physical development of the area but are not in themselves architecturally distinctive based on their style or method of construction. The clubhouse is visually distinctive with its arched façade, but the authenticity of this false front must be confirmed in order for it to be considered a historic resource of important architectural character. The buildings therefore do not appear eligible for the National Register under Criterion C or would qualify for the California Register under Criterion (3).

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 6

*Resource Name or #: (Assigned by recorder) James Grain Co.

P1. Other Identifier: Asiel Design

*P2. Location: Not for Publication

Unrestricted

*a. County Santa Clara

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad San José West

Date 1980 photorevised T.7S.; R.1E.; Mount Diablo B.M.

c. Address City San José Zip 95126

d. UTM: (Give more than one for large and/or linear resources) Zone 10S.; 597050mE/ 4131435 mN

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

Assessors Parcel Number: 261-39-002

west side of McEvoy Street north of West San Carlos Street.

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

The industrial building at the west side of McEvoy Street was built following clearing of most of this block of residences and placement of the tracks of the Western Pacific Railroad during the late teens and 1920s. A small ethnic Italian neighborhood had existed at that time within the McEvoy subdivision along McEvoy and Dupont Streets. The original context is now gone as all the residential buildings have been removed, and the area transitioned to industrial uses along McEvoy and Dupont Streets consistent with this early transitional use responding to the availability of railroad access to the property.

The building is one story in height and raised to provide truck and railcar loading from both front and rear.

The building has a double-gabled roof providing large open spans in the interior. The roof as well as the exterior cladding consists of corrugated metal, although much of the roof is now

(Continued on next page, 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 northwest, April 2018.

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

Ca. 1928, 90 years old, directories.

*P7. Owner

Norman Koepernik Trusts

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

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

*P9. Date Recorded: April 23, 2018

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Archives & Architecture: 699 West San Carlos Street Affordable House Project, Historic Resources Survey and Report, 2018.

*Attachments: NONE Location 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)

Page 2 of 6

*Resource Name or #: (Assigned by recorder) James Grain Co.

*Recorded by Franklin Maggi

*Date April 23, 2018

Continuation Update

(Continued from previous page)

coated with an elastomeric material. An early shed addition expands the building to the north into the wedge shape of the parcel, terminating in a small metal building attached at the north end.

The building sits slight back from McEvoy Street but is otherwise set on the property lines, and the area to the rear is a separate land-locked parcel. This parcel, as well as another long deep parcel to the north had served as the railroad right-of-way of the Western Pacific.

Air and light is provided by a small number of skylights in the roof. The facades themselves lack fenestration except for the most northerly bay where some office windows and an entry door are covered by steel grates. The current pedestrian entry is at this area where a slab door has been inserted into a larger opening. An additional window is located at the north wing but is a replacement. Both the front and rear elevations have large access doors related to the earlier warehouse use. The main entry is protected by a thin roof hung by wires from the front wall.



There is no curb and gutter distinguishing the street pavement from the front setback.

The building appears to be maintained, but due to the character of the original metal cladding, has a deteriorated (or vintage) appearance. The James Grain Co. painted sign on

(Continued on next page)

Page 3 of 6

*Resource Name or #: (Assigned by recorder) James Grain Co.

*Recorded by Franklin Maggi

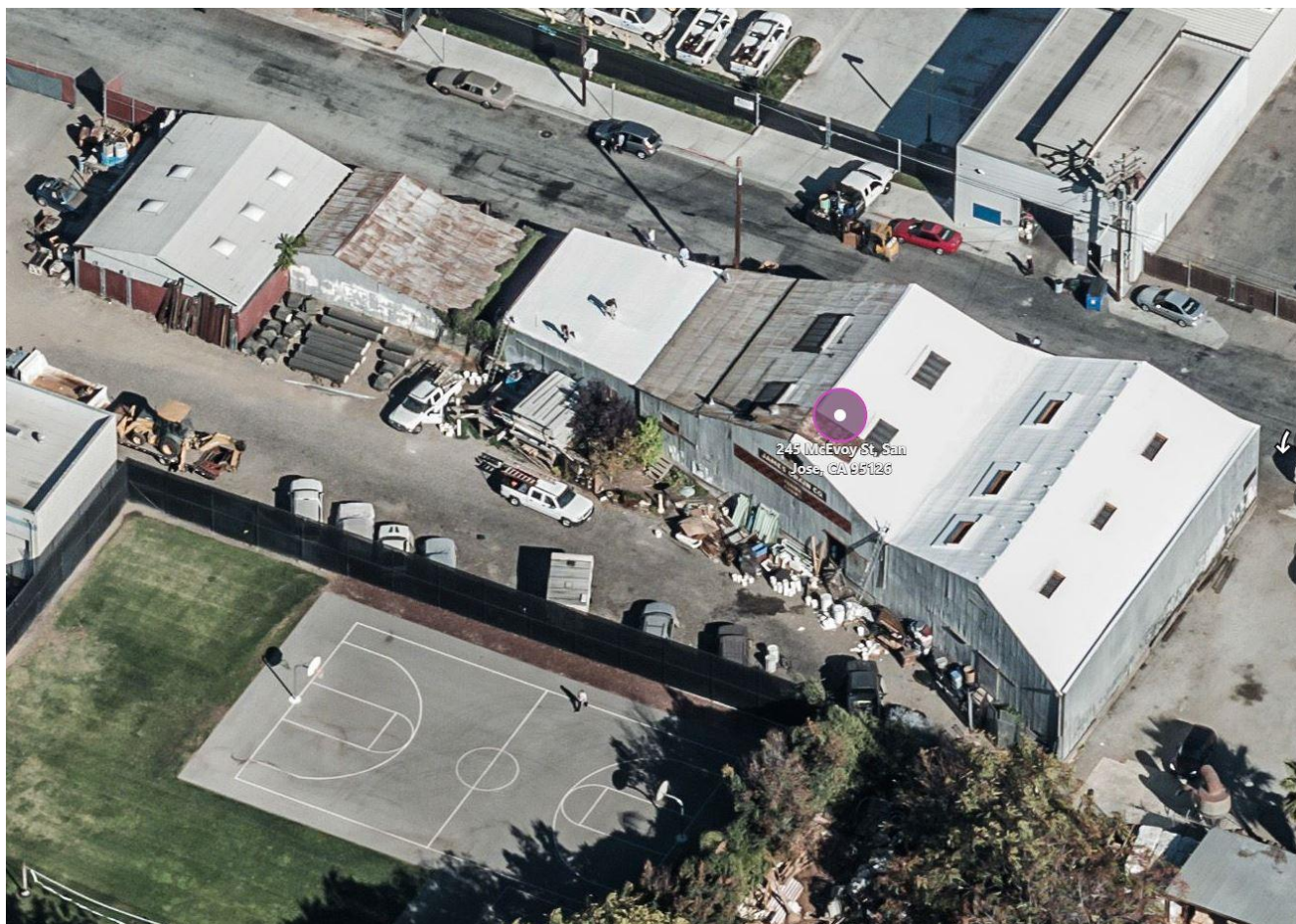
*Date April 23, 2018

Continuation

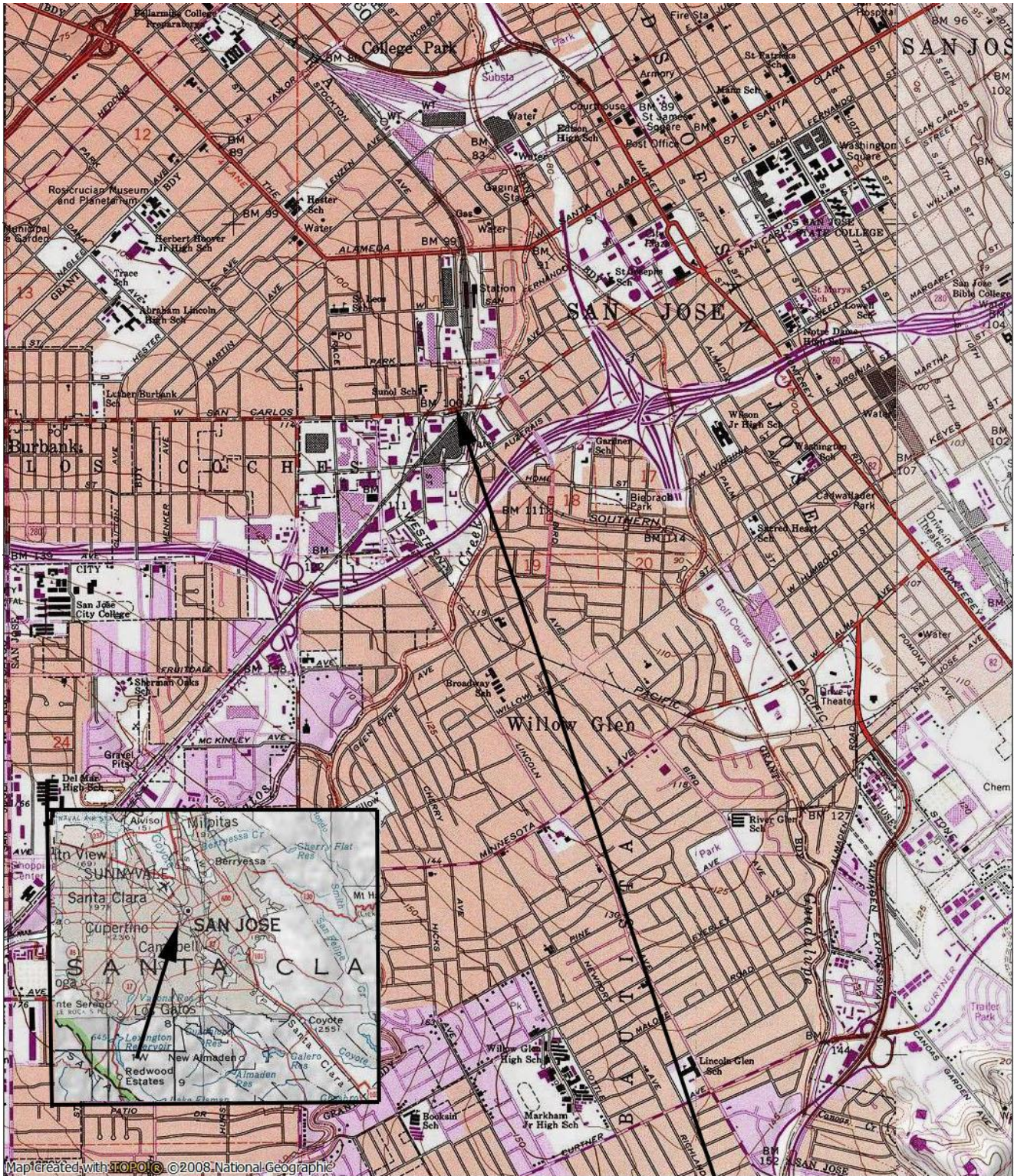
Update

(Continued from previous page)

the front façade is faint, but it appears that a more lasting sign remains on the rear elevation based on a Microsoft Bing bird's eye view of the building. Because the property is owned by the same property owner to the south, parking for this use appears to be shared at a large graveled parking area between the two buildings.

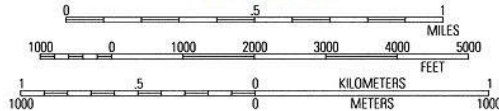


Bird's eye view of site from the southwest (Microsoft Bing).



Map created with TOPOIG ©2008 National Geographic

121°55.000' W 121°54.000' W WGS84 121°53.000' W



SITE

TN ↑ MN
 13 1/2'
 03/18/18

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

Primary #
HRI #

Page 5 of 6

*NRHP Status Code 6z

*Resource Name or # (Assigned by recorder) James Grain Co.

B1. Historic Name: James Grain Co. warehouse

B2. Common Name: Asiel Design

B3. Original use: Grain warehouse

B4. Present Use: Design and retail

*B5. Architectural Style: No style (vernacular industrial)

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed around 1928.

*B7. Moved? No Yes Unknown Date: N/a

Original Location: N/a

*B8. Related Features: None

B9a Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Agriculture Area Midtown Planned Community

Period of Significance Ca. 1928 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.)

The building at 245 McEvoy St. does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), or California Register of Historical Resources (CRHR). This property 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 Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines, and therefore does not appear to be a historical resource for the purposes of CEQA.

The buildings on this property was developed in the 1920s by James Grain Co. as a warehouse to support their main business located in downtown San Jose at 335 South Market St. Operated by Stanley R. James, James Grain Co. was a wholesale provider of grain and poultry feed. The business remained in operation at this location into the 1970s.

During the late teens and 1920s, the neighborhood quickly changed when the Western Pacific Railroad acquired most of all of the properties on the west side of McEvoy Street to run their spur line to the cannery district to the southwest. All of the houses on the west side of the street were removed except for the Giovanni and Lucia Locurto house that was located to the immediate south of this site. The railroad tracks provided rail car access to the rear of the building, which remained until the closure of the nearby canneries in the 1970s. With

(Continued on next page, DPR523L)

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

*B12. References:

Polk-Husted Directories for San José, 1910-1964.

San José, City of. Building Permits, via www.sjpermits.org

Sanborn Maps, Maps of San José, 1891-1962.

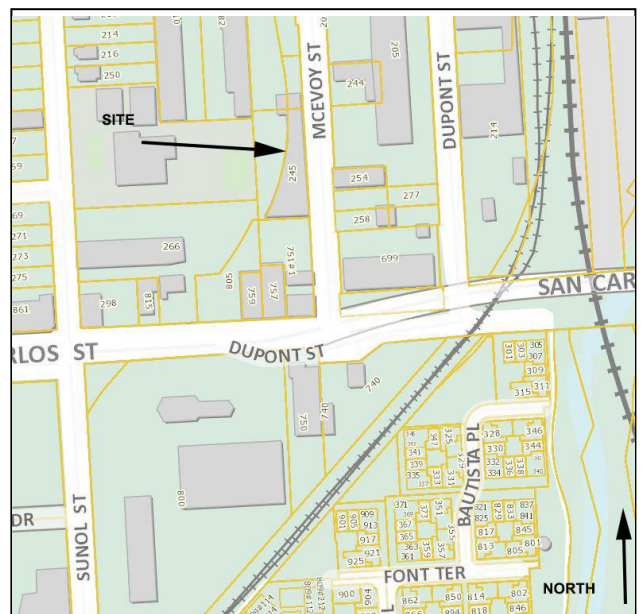
Santa Clara County Clerk-Recorder. Maps.

B13. Remarks: Section 106 APE review

*B14. Evaluator: Franklin Maggi

*Date of Evaluation: April 23, 2018

(This space reserved for official comments.)



Page 6 of 6

*Resource Name or #: (Assigned by recorder) James Grain Co.

*Recorded by Franklin Maggi

*Date April 23, 2018

Continuation Update

(Continued from previous page)

the loss of this access, the business was closed, and the property eventually sold and repurposed over the years as a antique store and design center.

Survey Status

The property is not listed on any historic property inventories. The property has not been previously recorded and evaluated as part of any survey of historic resources.

Integrity

The property appears to retain most of its integrity as per the National Register's seven aspects of integrity. The building maintains its original location as of the late 1920s within the McEvoy Subdivision west of downtown San Jose. The property is now surrounded by industrial uses which have replaced the residential uses that had existed in the neighborhood at the time that the building was constructed. The buildings hs integrity with its 1920s vernacular character. Other buildings of this era might have more elaborate representations of trim and workmanship; however, this industrial building has simple wood and metal construction and lacks any distinctive detailing. Its original character-defining materials have been preserved, including metal siding, windows, and building shapes. The building retains its original form, scale, and feeling and continues, through their location, setting, design, and form, to illustrate its associations with minor patterns of industrial development in greater San José.

Evaluation:

The buildings at 245 McEvoy St. has some historical interest due to its association with industrial development west of the downtown during the early part of the twentieth century, and its remaining original historic character, but does not represent this era in a distinctive way. The businesses that had exploited the laying of railroad tracks through the area that served the evolving cannery district southwest of downtown San Jose are now mostly gone, and the area has lost most of the contextual character that helped define this area for around 50 years. When evaluating the James Grain Co. warehouse under Criterion A of the National Register or (1) of the California Register, the building do not today represent significant patterns of development or events that are important to our past.

The James Grain Co. warehouse is associated with Stanley R. James. He was a local entrepreneur, but not known for any significant contributions to the community other than providing a needed commodity during the last years of Santa Clara Valley's agricultural past. The building does not qualify for the National Register under Criterion A or the California Register under Criterion (2).

The James Grain Co. warehouse is vernacular in character and lacks distinctive architectural qualities. This building has some visual interest due to its vintage look and the effort by the current owner to maintain the character of the building by leasing to uses in the antiques or design business. The building does not appear to be eligible for the National Register under Criterion C or would qualify for the California Register under Criterion (3).

When assessing the building using the City of San Jose's evaluation rating system, the property does not meet the threshold for listing in the San Jose Historic Resources Inventory.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5s1
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or # (Assigned by recorder) MP 47.89

P1. Other Identifier: San Carlos Street Overpass MP 47.89

*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 1961, revised 1968 and 1973 T _____; R _____; _____ ¼ of Sec _____; _____ B.M.

c. Address Bridge #37C-195 San Carlos Street and Dupont Road 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)

Glory A. Laffey of Archives and Architecture surveyed and evaluated the San Carlos Street Overpass (also referred to as a viaduct) in July 1992. See her historic resources inventory form, attached, for description of this property. The attached photograph and **Photograph 2** show the structure in September 2000. (See Continuation Sheet.)

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

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

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

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
1934, JPB

*P7. Owner and Address:
City of San Jose
801 North First Street
San Jose, CA 95110

*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) 1992 Historic Resources Inventory form

DPR 523A (1/95)

*Required Information

B1. Historic Name: San Carlos Street Viaduct

B2. Common Name: San Carlos Street Overpass

B3. Original Use: Overpass B4. Present Use: Overpass

*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: n/a

B9. Architect: unknown b. Builder: unknown

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

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

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

Glory A. Laffey, from the San Jose firm Archives and Architecture, recorded this property in July 1992 as part of the City of San Jose's historic resources survey update. Although Laffey's attached form does not evaluate this overpass using National or California Register criteria, the form indicates that the City of San Jose found that this structure is eligible for local designation. The form also indicates that while the structure does not appear to be eligible for listing in the National Register, it is of local interest.

As discussed on Continuation Sheets, additional information collected during this current survey did not establish that the San Carlos Street appears to meet the criteria for listing in the National Register of Historic Places. (See Continuation Sheet).

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

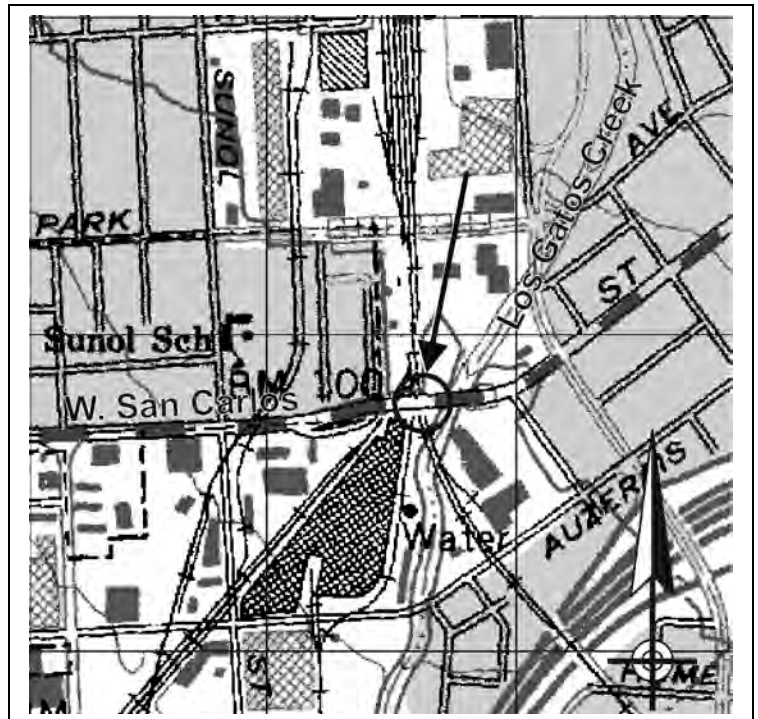
*B12. References: Cited report; Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).

B13. Remarks:

*B14. Evaluator: Christopher McMorris

*Date of Evaluation: November 2001

(This space reserved for official comments.)



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, seven of which were funded by the railroad. While the line was not finished until the end of 1935, Southern Pacific 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, Southern Pacific completed four more underpasses along the new main line at Bird Avenue, Delmas Avenue, Prevost Avenue, and Willow Street. The Southern Pacific built the last of this group in 1936 at Almaden Road.¹ 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 Southern Pacific 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, Southern Pacific may have conceded to constructing more grade separations than it originally intended along this new line.²

Construction of the San Carlos Street overpass, and other grade separations in the bypass project, was likely 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.³ Over time, many of the grade crossings along the Southern Pacific's Coast Line between San Francisco and Gilroy were recognized to be particularly hazardous. Safety concerns, therefore, were likely among the issues San Jose and Willow Glen residents raised regarding the bypass project. While public interest and organization in reaction to the Southern

¹ The grade separations built for the San Jose bypass, besides Carlos Street, are dealt with separately. Some have been replaced with newer structures and others have separate DPR 523 forms because their designs are different from the underpasses described on this form.

² 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, Southern Pacific 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 Southern Pacific to construct seven additional grade separations between 1917 and the early 1930s.

³ *San Francisco Chronicle*, August 17, 1934.

Pacific bypass delayed its progress, it is unclear to what extent local resident's efforts resulted in the construction of the project 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 separations. Thus, it is unusual for the Southern Pacific to fully fund seven of the eight grade separations eventually constructed on the San Jose bypass project.

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.⁴

JRP re-evaluated this structure for two reasons. The first reason is that its National Register status was not established by the Laffey survey in 1992. While the Office of Historic Preservation lists the structure as being of local interest (5s), the structure had not been formerly evaluated for the National Register, which is necessary for compliance with Section 106 of the National Historic Preservation Act. The second reason is that there is wider appreciation of possible historic significance of grade separations that has emerged since Caltrans conducted its study of bridges in the mid-1980s.

As stated above, the Carlos Street overpass 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 Carlos Street overpass, 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 they are associated. This overpass was not as

⁴ 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.

important to the bypass project as other buildings or structures. For example, the underpass at Santa Clara Street was on an important thoroughfare and the Cahill Street Station was far more representative to the importance of this project for San Jose. In contrast, San Carlos Street was a feeder road comprised of local traffic and its design is relatively utilitarian, although the structure likely relieved traffic congestion caused by the adjacent Delmonte fruit plant. 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 Willow Glen on how Southern Pacific built its project around San Jose, the historic evidence does not reveal enough significance to show that the San Jose bypass grade separations are important within the context of the grade separation movement. Other grade separations were located more prominently and were constructed to alleviate serious existing safety hazards. Thus, the Carlos Street overpass does not appear to be significant under Criterion A.

The Carlos Street overpass does not appear to be significant under the other National Register criteria either. Under Criteria B, the overpass is not associated with the life of any significant person in the past, and it does not embody distinctive architectural or engineering characteristics as defined by Criteria C. Its design is very similar to other concrete bridges built in the 1930s on highways across the straight. Thus, the bridge is not a rare example, does not represent innovative construction methods or designs, and its span does not qualify as a bold engineering achievement. In addition, the overpass 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 this structure retains all seven aspects of integrity, it lacks important historical associations and architectural/engineering significance. Therefore, the San Carlos Street Overpass does not appear to meet the criteria for listing in the National Register. 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.

Photographs (continued):



Photograph 2: Carlos Street Overpass, camera facing north, 9/12/00.

Office of Historic Preservation
Historic Resources Inventory

Survey Ref. No. 321

Ser. No. _____
National Register Status 551
Local designation SM

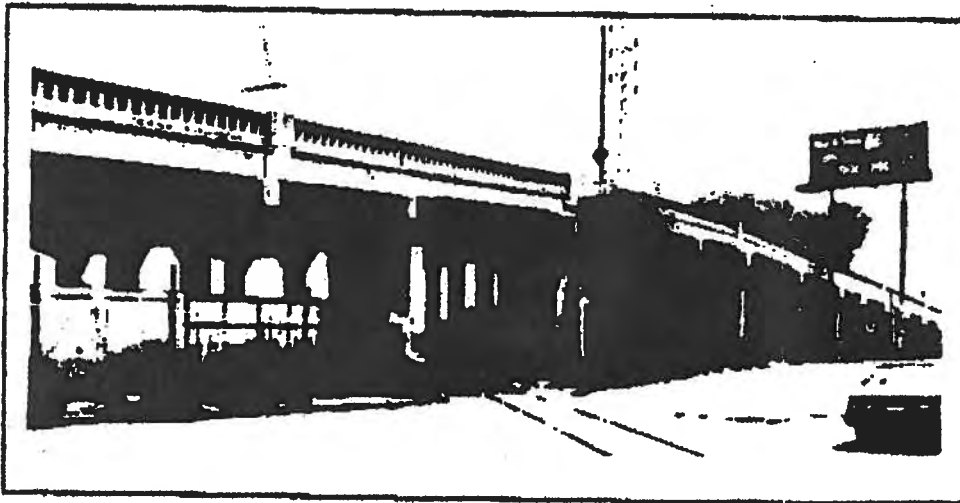
Identification and Location

- 1. Historic name San Carlos Street Viaduct
- *2. Common name or current name Same
- *3. Number & street San Carlos & Dupont Streets Cross-corridor _____
City San Jose Vicinity only _____ Zip _____ County Santa Clara
- 4. UTM Zone 10 A 597230 B 4131240 C _____ D _____
- 5. Quad map No. (83) Parcel No. N/A Other _____

Description

- 6. Property Category Structure If district, number of documented resources _____
- *7. Briefly describe the present physical appearance of the property, including condition, boundary related features, surroundings, and (if appropriate) architectural style.

A total of 978 feet, this gently curved and arched viaduct spans Dupont St., the railroad tracks and Los Gat Creek. From abutment to abutment, the viaduct measure 520 feet and is supported by 19 piers. It appear that the substructure has been reinforced over the years with steel cables. The superstructure includes a open balustrade and a pedestrian walkway. The balustrade originally had posts for trolley wire poles. A stairway from San Carlos Street down to the Del Monte plant is supported by a metal trussed framework a has pipe railings.



- 8. Planning agency Planning Dept.
- 9. Owner Address City of San Jose
801 N. First Street
San Jose, CA 95110
- 10. Type of Ownership Municipal
- 11. Present Use Other
- 12. Zoning N/A
- 13. Threats None

Send a copy of this form to: State Office of Historic Preservation,
PO Box 942896, Sacramento, CA. 94287-0001

* Complete these items for historic preservation compliance projects under Section 106 (36 CFR 800). All items must be completed for historical resources survey information.

Historical Information

- *14. Construction date(s) 1933A Original location Same Date moved _____
- 15. Alterations & date _____
- 16. Architect Unknown Builder Southern Pacific Co.
- 17. Historic attributes (with number from list) 19, 78, 95--concrete girder viaduct

Significance and Evaluation

- 18. Context for evaluation: Theme Communication & Trans. Area San Jose
 Period Inter-War 1918-1945 Property Type viaduct Context developed? yes
- *19. Briefly discuss the property's importance within the context. Use historical and architectural analysis as appropriate. Compare with similar properties.

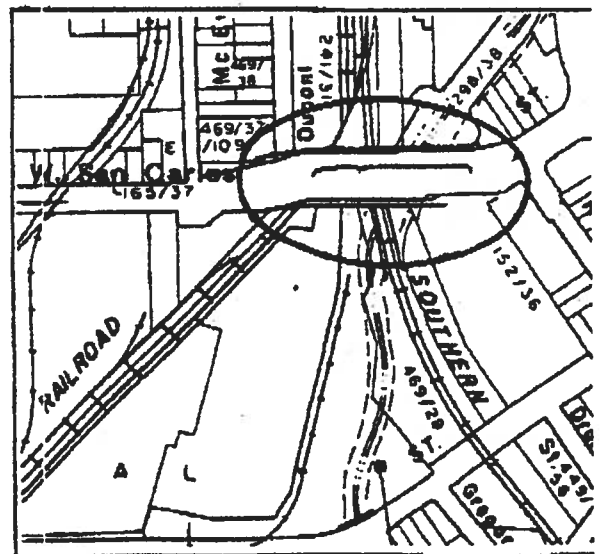
The San Carlos Street viaduct was constructed about 1933 to move automobile traffic over Los Gatos Creek, the railroad tracks, and several cross streets. Built as part of SP's effort to span major traffic arteries, the viaduct crossed the SP mainline to Los Angeles and the College Park and Santa Cruz branch. Its construction also allowed for future track lines to serve the southern industrial district. Undoubtedly, the viaduct also eased traffic congestion around the San Carlos Street entrance to the Del Monte cannery. Not really visible from well-traveled roadways, the motoring public is unable to see or to fully appreciate the sweeping graceful lines of this structure.

20. Sources:

Visual Survey, 7/3/92; Southern Pacific Company San Carlos Street Viaduct General Plan 558, 1933.

21. Applicable National Register criteria

- 22. Other recognition _____
 State Landmark No. (if applicable) _____
- 23. Evaluator Glory Anne Laffey
 Date of evaluation 7/30/92
- 24. Survey type Project Related
- 25. Survey name Inventory Update Phase II
- 26. Year form prepared 1992
 By (name) Glory Anne Laffey
 Organization Archives & Architecture
 Address 353 Surber Drive
 City & Zip San Jose, CA 95123
 Phone (408) 227-2657





ARCHIVES
ARCHITECTURE &

April 12, 2018

Preservation Action Council of San José
C/o Brian Grayson, Executive Director
1650 Senter Rd.
San José, CA 95112

Re: 699 West San Carlos St. Affordable Housing
First Community Housing

Dear Brian and the Board of Directors:

First Community Housing is preparing environmental documents for the development of a site located at 699 West San Carlos Street in San José.

Archives & Architecture, LLC is a historical consulting firm that has been hired to conduct an evaluation of the property in compliance with the National Historic Preservation Act of 1966 (NHPA). Because federal funding will be utilized from the U.S. Department of Housing and Urban Development (HUD) for this project, development planning must include this evaluation according to Section 106 of NHPA. By doing so, HUD will be able to understand any potential impacts on historic properties due to their action and decision relative to this project. If necessary, they will then consult with stakeholders to seek ways to mitigate or avoid any adverse effects and resolve any possible adverse effects through consultation that considers the interests of stakeholders.

The 1.12 gross-acre site is located at the northeast corner of West San Carlos and McEvoy Streets. The site presently contains S&S Welding, Inc. which covers six parcels. First Community Housing is acquiring this property and plans to redevelop it into a Transit Residential project consisting of approximately 320 affordable residential units within a 13-story tower. There will be a total of 154 parking stalls within two parking levels accessed via a single driveway on McEvoy Street.

With this letter, we are seeking information, as appropriate, from interested parties and any other individuals and/or organizations likely to have knowledge of, or concerns with, historic properties in the area, including the subject site. We also want to identify issues related to the project's potential effect on historic properties, whether on- or off-site.

If you wish to provide comment, we request that you reply no later than May 11, 2018 by letter to Archives & Architecture, LLC, PO Box 1332, San José, CA 95109, to the attention of Franklin Maggi, Architectural Historian.

The Project Area is identified by the Santa Clara County Assessor's Office as (261-38-001, -004, -030, -047, -048, and -049), as is shown on the map on the following page.

PO BOX 1332
SAN JOSE CA 95109
408.297.2684 OFFICE
408.228.0762 FAX
www.archivesandarchitecture.com

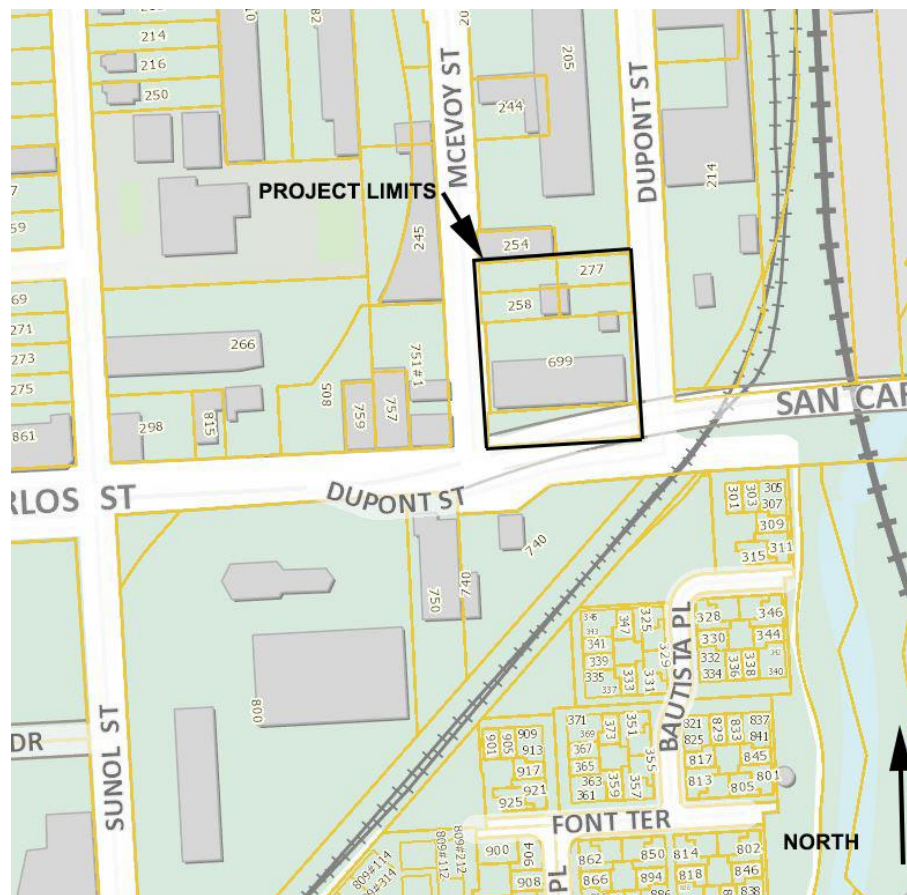
After we have surveyed the subject property and considered adjacent historic properties, conducted research into their history, and evaluated the properties for historical significance under the criteria for the National Register of Historic Places, we will prepare a report documenting our findings pursuant to Section 106 requirements. If properties are found to be eligible for listing on the National Register of Historic Places, the project's effects on such properties will then be assessed as a part of the federal environmental review for the project undertaken by HUD.

If you have any questions regarding this process, or if you know of any other groups we should contact, please email at the address below, mail at the address on the previous page, or call me at (408) 297-2684.

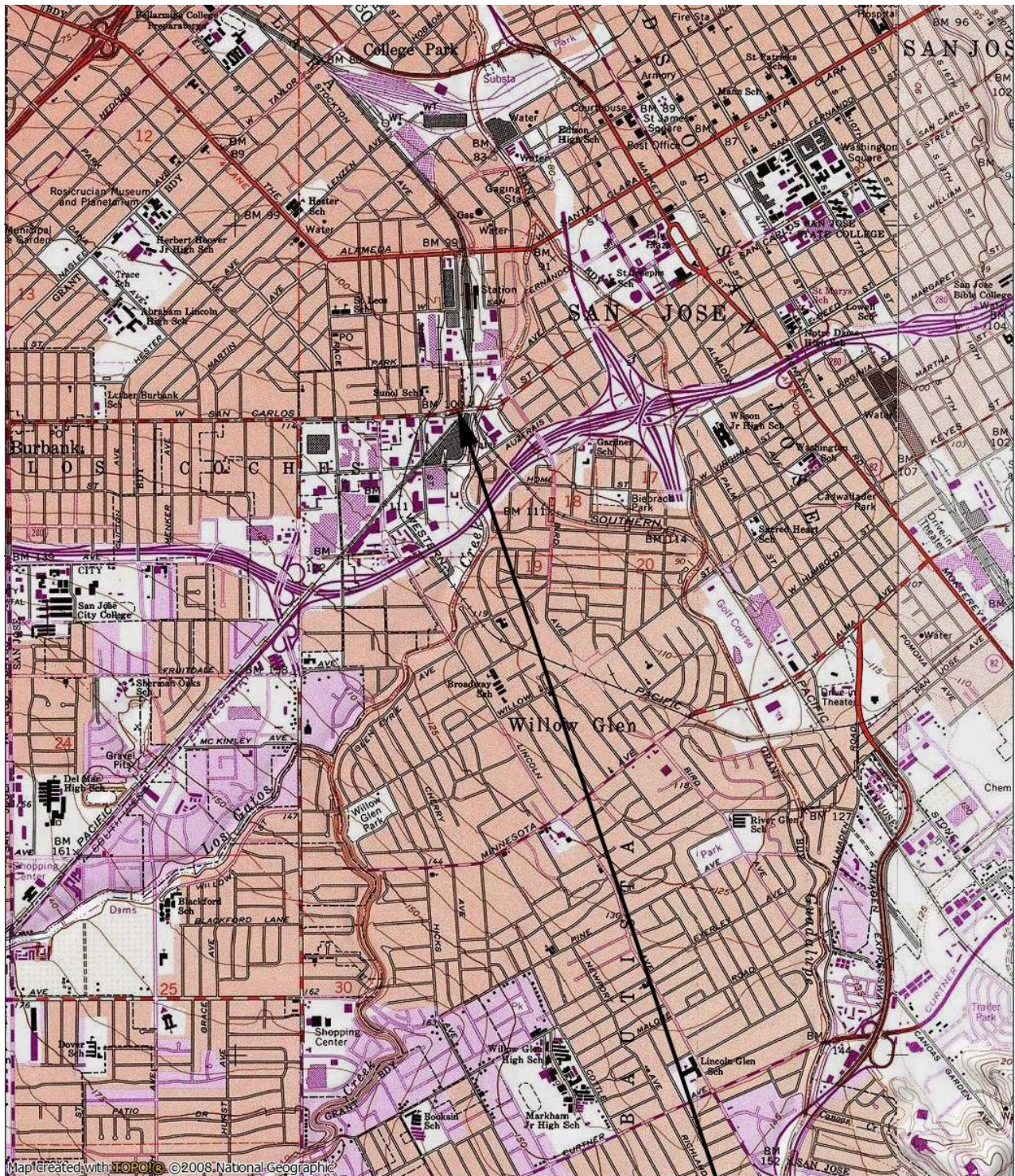
Sincerely,

Franklin Maggi, Architectural Historian
Archives & Architecture, LLC
franklin.maggi@archistory.com

cc:
Preservation Action Council of San José
City of San José Historic Landmarks Commission

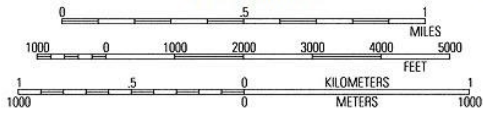


Project Area Limits Map



Map created with TOPO! © 2008 National Geographic

121°55.000' W 121°54.000' W WGS84 121°53.000' W



SITE

TN ↑ MN
13 1/2'
03/18/18

LOCATION MAP



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April 12, 2018

County of Santa Clara Historical Heritage Commission
C/o Vinh Nguyen, Deputy Clerk
Clerk of the Board
70 West Hedding Street, East Wing, 10th Floor
San Jose, CA 95110

Re: 699 West San Carlos St. Affordable Housing
First Community Housing

Honorable Commissioners:

First Community Housing is preparing environmental documents for the development of a site located at 699 West San Carlos Street in San José.

Archives & Architecture, LLC is a historical consulting firm that has been hired to conduct an evaluation of the property in compliance with the National Historic Preservation Act of 1966 (NHPA). Because federal funding will be utilized from the U.S. Department of Housing and Urban Development (HUD) for this project, development planning must include this evaluation according to Section 106 of NHPA. By doing so, HUD will be able to understand any potential impacts on historic properties due to their action and decision relative to this project. If necessary, they will then consult with stakeholders to seek ways to mitigate or avoid any adverse effects and resolve any possible adverse effects through consultation that considers the interests of stakeholders.

The 1.12 gross-acre site is located at the northeast corner of West San Carlos and McEvoy Streets. The site presently contains S&S Welding, Inc. which covers six parcels. First Community Housing is acquiring this property and plans to redevelop it into a Transit Residential project consisting of approximately 320 affordable residential units within a 13-story tower. There will be a total of 154 parking stalls within two parking levels accessed via a single driveway on McEvoy Street.

With this letter, we are seeking information, as appropriate, from interested parties and any other individuals and/or organizations likely to have knowledge of, or concerns with, historic properties in the area, including the subject site. We also want to identify issues related to the project's potential effect on historic properties, whether on- or off-site.

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After we have surveyed the subject property and considered adjacent historic properties, conducted research into their history, and evaluated the properties for historical significance under the criteria for the National Register of Historic Places, we will prepare a report documenting our findings pursuant to Section 106 requirements. If properties are found to be eligible for listing on the National Register of Historic Places, the project's effects on such properties will then be assessed as a part of the federal environmental review for the project undertaken by HUD.

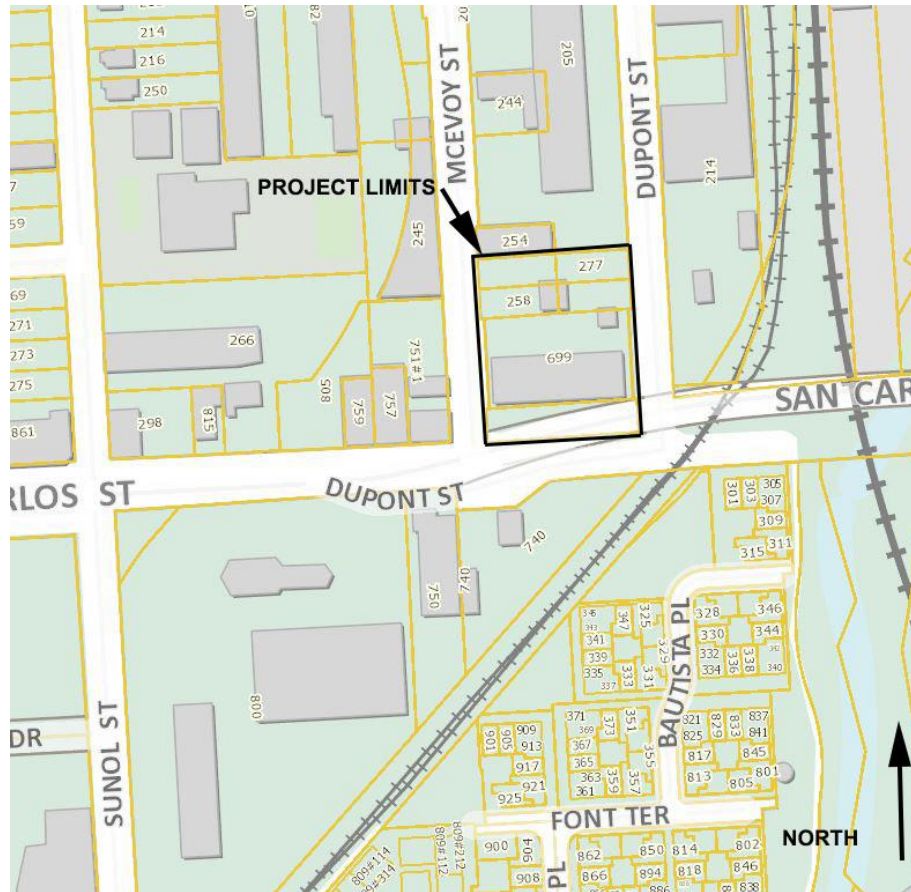
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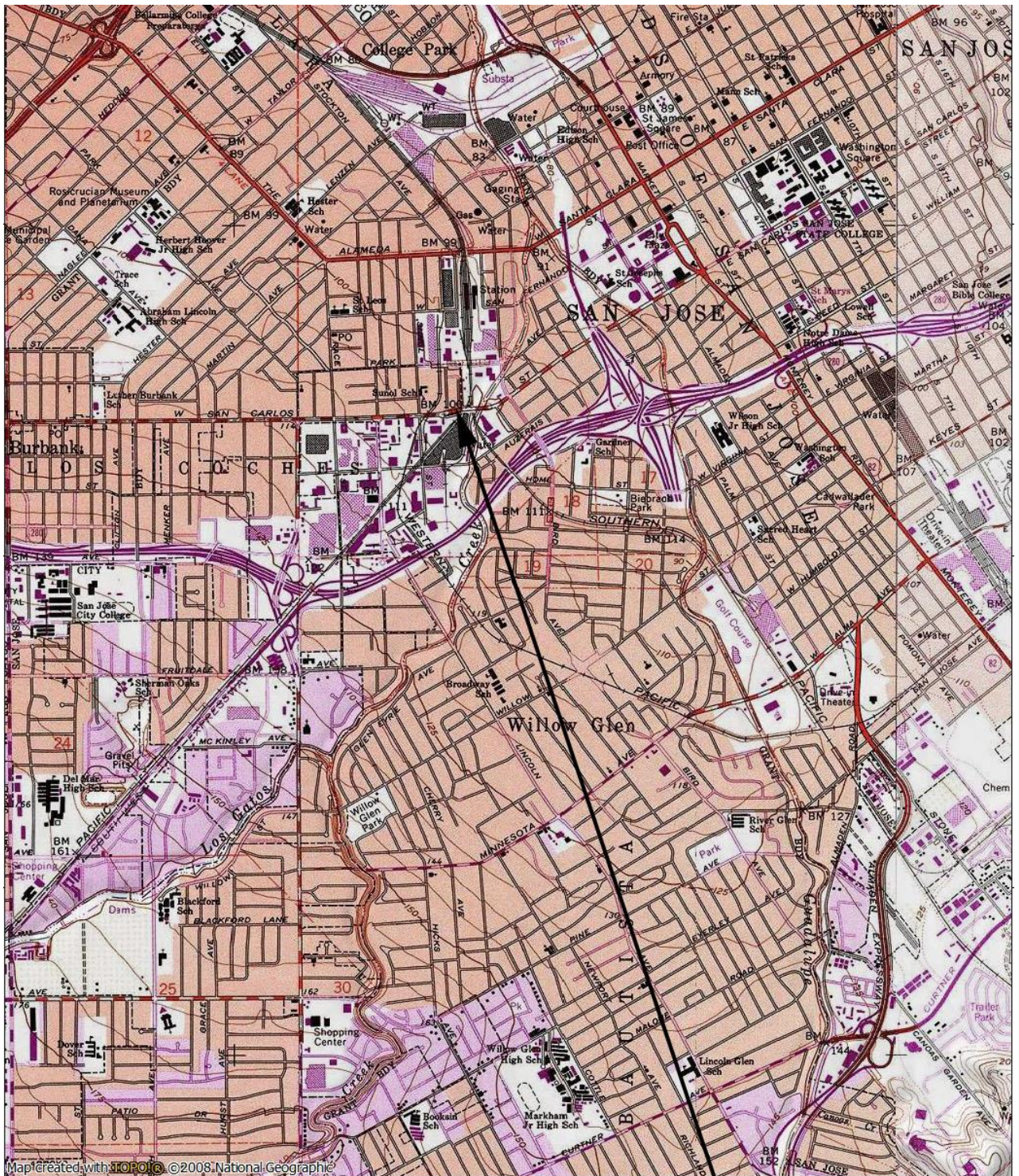
Franklin Maggi, Architectural Historian
Archives & Architecture, LLC
franklin.maggi@archistory.com

cc:

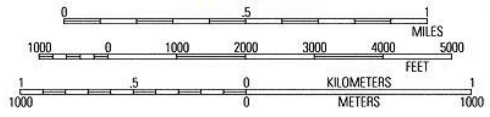
Preservation Action Council of San José
City of San José Historic Landmarks Commission



Project Area Limits Map



121°55.000' W 121°54.000' W WGS84 121°53.000' W



SITE

TN/MN
13 1/2'
03/18/18

LOCATION MAP



ARCHIVES
ARCHITECTURE

April 12, 2018

City of San Jose Historic Landmarks Commission
C/o Susan Walsh, Historic Preservation Officer
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113

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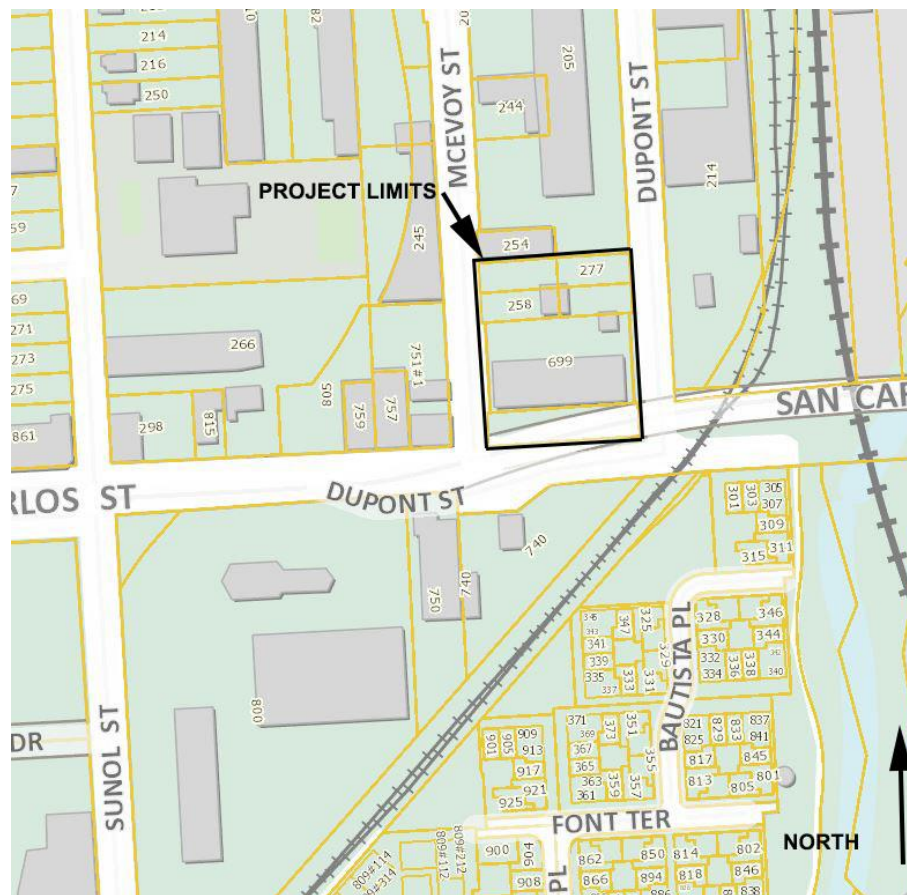
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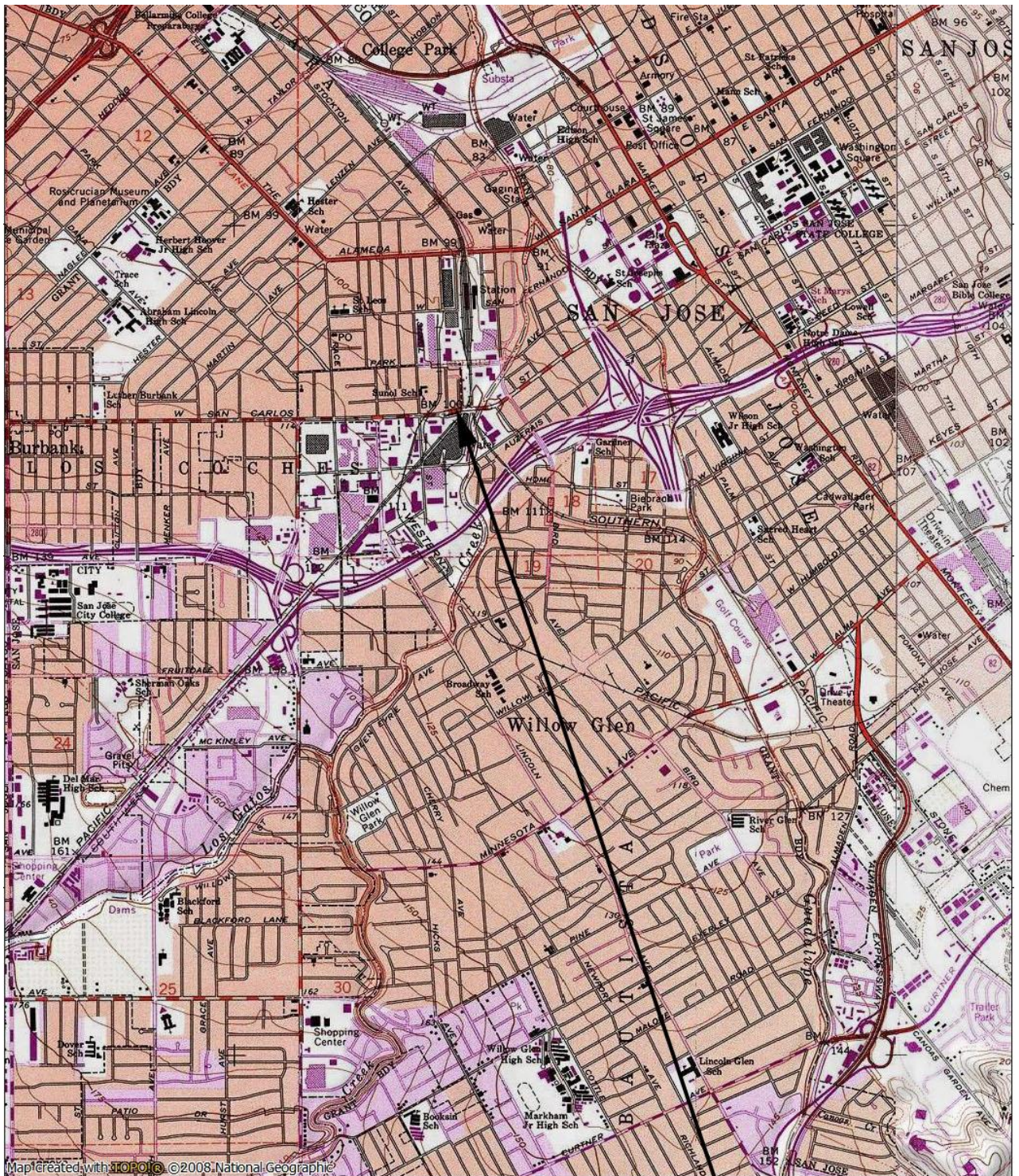
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Archives & Architecture, LLC
franklin.maggi@archistory.com

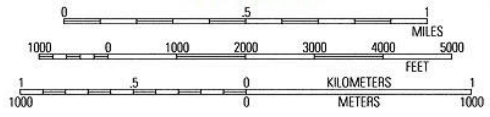
cc:
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