

APPENDIX E
Cultural Letter and
DPR 523 Form

This page intentionally left blank

R. Meta Bunse
President · Historian

Christopher D. McMorris
Vice President · Architectural Historian

Bryan T. Larson
Partner · Historian

Scott A. Miltenberger
Partner · Historian

March 17, 2021, revised June 8, 2021

Juliet Martin, Deputy Project Manager

Re: Historic evaluation of 2880 Alum Rock Avenue, San Jose California

This is a summary of the evaluation conclusion that JRP Historical Consulting, LLC (JRP) conducted for the building at 2880 Alum Rock Avenue in San Jose, California (APN 484-20-040). JRP also reviewed parcels within 200 feet of the subject property in order to characterize the surrounding architectural resources and identify any nearby historic properties. JRP presented the findings of the inventory and evaluation of built resources on a Department of Parks and Recreation 523 (DPR 523) form set and tables, which are attached, and the characterization of surrounding architectural resources is included below.

Methods and Professional Qualifications

JRP professionally qualified staff conducted the field survey on February 12, 2021, and prepared a full property description on DPR 523 Primary and Building, Structure, Object records, including photographs and maps of the property. Covid related restrictions prevented in-person research at repositories, however, JRP conducted research in primary and secondary sources online, including county property survey records and building permits, historic aerial photographs, historic maps, previously collected material on San Jose, and published histories. JRP also reviewed the project information center search results (NWIC File #20-1407, 2/22/2021), San Jose Historic Resources Inventory, and the California Built Environment Resource Database for Santa Clara County for previously identified resources in the project vicinity. No historical resources were identified within 200 feet of 2880 Alum Rock Avenue in any of these sources. The review did show that beyond the 200-foot buffer, there are two historical resources in the Alum Rock area: "The Orange," (aka Mark's Hot Dogs), a City Landmark Structure at 48 S. Capitol Avenue; and James Lick High School, at the corner of N. White Road and Alum Rock Avenue, which is on the site of the first San Jose airport and as such is considered a San Jose structure of merit. Neither resource is located within 200 feet of the project site parcel boundary.

This background research was used to establish the appropriate historic context and property-specific development history of the parcel and the design and construction history of the building. The historic context and site history, along with the evaluation, are presented on a DPR 523 form set. The evaluation applied the significance criteria of the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register) and San Jose City Landmarks.

JRP project lead, Meta Bunse, a JRP principal and historian, conducted field recordation and oversaw the project; she has more than 30 years of experience in cultural resources compliance. Cheryl Brookshear was the primary author of the DPR 523 form set and is a staff historian with more than 15 years of experience in the field. Both meet and exceed the Secretary of the Interior's Professional Qualification Standards for History and Architectural History (48 FR 44738-44739).

Summary of Evaluation Findings for 2880 Alum Rock Avenue

The commercial building at 2880 Alum Rock Avenue does not meet the criteria for listing in the National Register, the California Register, nor as a San Jose City Landmark, and it is not an historical resource for the purposes of CEQA. See the attached DPR 523 form set for the full description, context, and evaluation of the property.

The commercial building at 2880 Alum Rock Avenue was developed during the post war urbanization of the areas surrounding San Jose, but did not have an important role or association with that pattern or trend of development (NRHP Criterion A / CRHR Criterion 1 / San Jose considerations 1, 2, 4). The building does not have an association with the life of an individual who made demonstrably important contributions to history at the local, state, or national level (NRHP Criterion B / CRHR Criterion 2 / San Jose consideration 3). The building is not a significant or likely source of important historical information about historic construction materials or technologies (NRHP Criterion D / CRHR Criterion 4).

Under NRHP Criterion C / CRHR Criterion 3 / San Jose considerations 5, 6, 7, 8, this property is not significant as an important example of a type, period, or method of construction. The former bank uses established steel frame and concrete construction and is not an important example of these materials or methods. The Post and Beam style is within the Modernist movement that placed a focus on form and materials rather than ornament and is most associated with residential architecture. The design of this former bank did not include any important stylistic adaptations to its commercial use, nor did the design lead to a historically important new style, therefore, it is not an important architectural example and does not meet these significance criteria.

Architectural Character of Parcels within 200 feet of 2880 Alum Rock Avenue

The commercial building at 2880 Alum Rock Avenue is located on a prominent avenue established in the nineteenth century that was outside the developed downtown of San Jose until the mid twentieth century. The roadway was surrounded by agricultural lands for much of this time, until the small orchards and packing plants were gradually replaced by residential subdivisions and commercial businesses encouraged by the construction of new post war highways east of the city center. Alum Rock Avenue itself was a generously wide roadway before World War II and after the expansion of freeways in the 1950s and 1960s, it was widened to four lanes of travel separated at the center by a turning lane. It is roughly 100 feet wide in the vicinity of the project parcel.

Within 200 feet of the project parcel, there are 49 other legal parcels with buildings or structures on them, for a total of 50 parcels. Of these, eight are more than 45 years old. **Table 1**

lists the parcels, grouped by street name, and illustrates that most construction surrounding the project site dates to 1979 and after. The eight older properties are within the 1940s subdivision north of the project site, or are part of the 1960s commercial development that face onto Alum Rock Avenue either side of the project site. The parcel at 2880 Alum Rock Avenue and other parcels on the south side of Alum Rock Avenue were divided into two-acre parcels in the early twentieth century and intended for cultivation by small orchardists. Although some did develop as such, the area became more suburbanized in the 1960s and 1970s and these parcels were instead developed for commercial use. Most of the commercial properties on Alum Rock Avenue feature one or two buildings, one to two stories in height, that are roughly centered on the parcel, creating a substantial set back and large surrounding parking areas.

The area north across Alum Rock Avenue from the project site was subdivided for development in 1946. The modest Minimal Traditional single-family residences of this tract do not face onto Alum Rock Avenue, but instead face the north-south streets of the subdivision, such as Cedar Lane and Pleasant Ridge Avenue (see Table 1), and are also buffered from Alum Rock Avenue by a frontage road. East of the subdivision and northeast of the project parcel is San Jose Fire Station No. 2, which was constructed in 2009 on the site of the previous station. South and parallel to the commercial corridor of Alum Rock Avenue is Rose Avenue. Buildings facing onto Rose Avenue are residential and most are condominiums or multi-unit rental properties. Those within the 200-foot buffer of the project are condominiums built in 1979. Each two-story, hip-roofed building contains multiple units and garage parking incorporated into the lower level.

As part of the field survey of the project site, JRP conducted a windscreen survey of the buildings described above and listed in Table 1. All the buildings that are 45 years old or older are modest in scale and design and none appear to have architectural importance that would meet the significance criteria of the National Register, California Register, or San Jose City Landmarks programs. The more modern buildings listed in Table 1 are similar types of construction and none feature remarkable designs. In conclusion, there are no historical resources on, or within 200 feet of, the project parcel and, therefore, no anticipated project impacts to historical resources.

Sincerely,



Meta Bunse
President / Principal

Table 1. Parcels within 200 feet of 2880 Alum Rock Avenue, Parcel #484-20-040
(grouped by street name)

Assessor Parcel Number	Street Address	Building Type/Use	Year Built
484-18-064	1 Cedar Lane	Residential Single Family	1954
484-17-037	8 Cedar Lane	Residential Single Family	1981
484-20-043	2830 Alum Rock Ave	Office	1959
484-21-001	2900 Alum Rock Ave	Shopping Centers	1960
484-21-003	2920 Alum Rock Ave	Shopping Centers	1961
484-20-040	2880 Alum Rock Ave	Shopping Centers	1963
484-20-039	2874 Alum Rock Ave	Shopping Centers	1963
484-20-032	2852 Alum Rock Ave	Shopping Centers	ca. 1968
484-17-041	2949 Alum Rock Ave	San Jose Fire Department No. 2	2009
484-18-033	2 Pleasant Ridge Ave	Residential Single Family	1946
484-48-040	2967 Rose Ave	Residential Condominium	1979
484-48-036	2983 Rose Ave	Residential Condominium	1979
484-48-039	2963 Rose Ave	Residential Condominium	1979
484-48-005	2913 Rose Ave	Residential Condominium	1979
484-48-016	2945 Rose Ave	Residential Condominium	1979
484-48-020	2959 Rose Ave	Residential Condominium	1979
484-48-024	2975 Rose Ave	Residential Condominium	1979
484-48-006	2915 Rose Ave	Residential Condominium	1979
484-48-035	2981 Rose Ave	Residential Condominium	1979
484-48-015	2943 Rose Ave	Residential Condominium	1979
484-48-033	2977 Rose Ave	Residential Condominium	1979
484-48-014	2941 Rose Ave	Residential Condominium	1979
484-48-007	2917 Rose Ave	Residential Condominium	1979
484-48-008	2919 Rose Ave	Residential Condominium	1979
484-48-010	2933 Rose Ave	Residential Condominium	1979
484-48-037	2961 Rose Ave	Residential Condominium	1979
484-48-004	2911 Rose Ave	Residential Condominium	1979
484-48-019	2957 Rose Ave	Residential Condominium	1979
484-48-002	2907 Rose Ave	Residential Condominium	1979
484-48-022	2973 Rose Ave	Residential Condominium	1979
484-48-001	2905 Rose Ave	Residential Condominium	1979
484-48-034	2979 Rose Ave	Residential Condominium	1979
484-48-018	2955 Rose Ave	Residential Condominium	1979
484-48-009	2931 Rose Ave	Residential Condominium	1979
484-48-011	2935 Rose Ave	Residential Condominium	1979
484-48-023	2971 Rose Ave	Residential Condominium	1979
484-48-003	2909 Rose Ave	Residential Condominium	1979

Assessor Parcel Number	Street Address	Building Type/Use	Year Built
484-48-021	2969 Rose Ave	Residential Condominium	1979
484-48-017	2953 Rose Ave	Residential Condominium	1979
484-48-013	2939 Rose Ave	Residential Condominium	1979
484-48-012	2937 Rose Ave	Residential Condominium	1979
484-48-038	2965 Rose Ave	Residential Condominium	1979
484-20-071	53 Estrada Court	Residential Condominium	1999
484-20-068	58 Estrada Court	Residential Condominium	1999
484-20-066	54 Estrada Court	Residential Condominium	1999
484-20-067	56 Estrada Court	Residential Condominium	1999
484-20-069	57 Estrada Court	Residential Condominium	1999
484-20-070	55 Estrada Court	Residential Condominium	1999
484-20-072	51 Estrada Court	Residential Condominium	1999
484-20-065	52 Estrada Court	Residential Condominium	1999

(Source: Santa Clara County Assessor, Parcel Quest, 2021)

This page intentionally left blank

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____ 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 9

*Resource Name or # (Assigned by recorder): 2880 Alum Rock

P1. Other Identifier: _____

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

*a. County: Santa Clara

*b. USGS 7.5' Quad: San Jose East Date: 1961 (photorevised 1980) T: 7S; R: 1E; Sec: 35; Mount Diablo Meridian (Hacienda Pala)

c. Address: 2880 Alum Rock Avenue City: San Jose Zip: 95127-2804

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)

Assessor Parcel Number (APN): 484-20-040

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

This 8,200 square-foot building has a two-story rectangular plan. The steel frame building has an end gable roof with deep eaves supported on steel piers (**Photograph 1**). The southwest quadrant of the building is a more conventional cast concrete structure with flat roof. The eastern two-thirds of the façade and most of the east wall is a curtain wall of glass and Plexiglas panels held in an aluminum frame. A small fabric awning wraps around the wall at the top of the first floor. A double door is just off center on the façade. The last portion of the façade and a small corner of the north wall are clad in a coursed rock veneer. The western third of the façade projects not quite to the edge of the roof line and two ATM machines are set in its façade (**Photographs 1 and 5**). The gable roofline of the main building continues with a short, cantilevered portion on the rear (southeast) elevation (**Photograph 2**). A cantilevered flat roof projects above the first story across the rear, protecting the rear entry, which is covered with plywood panels, as is a row of second floor windows. Single, fixed aluminum frame windows flank either side of the rear entrance. A half-height wall has been added at the edge of the sidewalk along the rear of the building to create a customer seating area. The two-story concrete quadrant of the building has a row of fixed upper windows and a vertical window on the west wall and a large opening at the northwest corner infilled with corrugated metal panels and plywood panels (**Photographs 3-4**). All entrances, main façade, rear and west, are covered with plywood panels except for one door in the façade bay (**Photographs 1-5**).

*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#) Photograph 1. Façade camera facing south February 12, 2021

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
1963 (Santa Clara County Assessor)

*P7. Owner and Address:
Cornelius and Sandra Callahan
6044 Waterfront Dr
Fort Collins, CO 80524

*P8. Recorded by: (Name, affiliation, address)
Meta Bunse
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

*P9. Date Recorded: February 12 2021

*P10. Survey Type: (Describe)
Intensive



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

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

DPR 523A (1/95)

*Required Information

B1. Historic Name: Wells Fargo Bank
B2. Common Name: DZO Sports Bar and Restaurant
B3. Original Use: Bank B4. Present Use: Restaurant

*B5. Architectural Style: Post and Beam

*B6. Construction History: (Construction date, alteration, and date of alterations) 1963, initial construction including rear trellis; 1968-1980 drive thru teller lanes south of building and parking removed; 1982 ATMs added; 1989, reroofed; 1998 ATMs relocated and isolated from building; 2006, converted to restaurant.

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

*B8. Related Features: _____

B9. Architect: Unknown b. Builder: Barnhart Construction Co.

*B10. Significance: Theme: N/A Area: N/A

Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A

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

The building at 2880 Alum Rock Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it an historical resource for the purposes of CEQA. The City of San Jose City Code considerations for designating a historic landmark as stated in Chapter 13.38.110(H) have also been applied and the building does not meet them. 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 Public Resources Code.

The building on this property was designed and built as a local branch of a commercial bank in 1963 during the general expansion of northeastern San Jose following World War II and completion of the US 101 bypass and other highways through the area. Commercial development in San Jose took place in multiple areas of the city in the mid twentieth century, including the areas east of downtown, such as Alum Rock Avenue. Before this time, the commercial district of San Jose was concentrated farther west, closer to the Southern Pacific Railroad peninsula line. While electric streetcars provided transportation east along Santa Clara Street and Alum Rock Avenue from downtown to the recreational areas in Alum Rock in the late nineteenth century, commercial development was slow to expand along the throughfare (see Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____

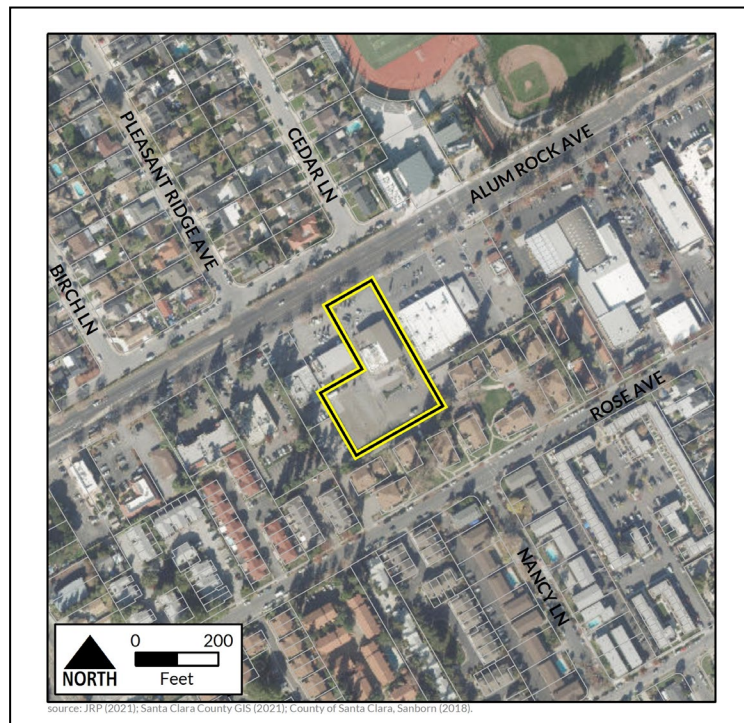
*B12. References: Clyde Arbuckle, *Clyde Arbuckle's History of San Jose*, 1985; Forward San Jose, Inc., The Downtown Association, "Progress 1958," from the clippings file, California Room, San Jose Public Library; USGS quadrangle maps, San Jose East 1953, 1961, 1968, 1973, and 1980; Santa Clara County Board of Supervisors. Minutes of June 9, 2009; See also footnotes.

B13. Remarks:

*B14. Evaluator: Cheryl Brookshear

*Date of Evaluation: March 2021

(This space reserved for official comments.)



B10. Significance (continued):

Historic Context

The locations of the commercial centers in the region had long been influenced by access to rail lines, as well as roads, with the original Southern Pacific Railroad line along the peninsula passing along the western side of San Jose and influencing growth in that area since its completion in the 1860s. Rail companies continued to expand throughout the San Francisco Bay Area in the following decades, with the Western Pacific completing its line along the East Bay and the eastern edge of San Jose bring more rail connection by the early 1920s. This railroad development was a factor in the Ford Motor Company's decision to build its large assembly plant along the line in Milpitas, just northeast of San Jose, in the 1950s.¹

Post-World War II development rapidly increased the size of San Jose and distributed residential and associated commercial activity throughout the southern Bay Area.² The city undertook measures to encourage development beginning in 1944 as a progressive movement in San Jose advocated for active growth. Electing a city manager sympathetic to progressive goals, the city began recruiting businesses, industry, and developers and the city annexed large portions of land in the early 1950s, a trend that remained unchallenged until the 1970s. The program of expansion reached its zenith with the passage of a major bond issue in 1957 for more than \$23 million to build the necessary infrastructure, including roads and highways, water, and sewer systems. In turn, construction of this infrastructure instigated more annexations as developers wanting city utilities and improved roads also supported annexation and contributed to the further growth of San Jose. The annexation of land led to rezoning and decentralization of the commercial area that, prior to the 1950s, was restricted to downtown. That changed with the construction of the Valley Fair regional shopping center southwest of downtown in 1956 and commercial zoning started to be included in all new development areas around the city.³

Along with railroads, regional plans to improve highways before and after World War II also took shape and were a major influence on the development in eastern San Jose, including the Alum Rock Avenue corridor. During this period, the California Division of Highways (precursor to Caltrans) began planning highways along both sides of San Francisco Bay. The Bayshore Freeway (US 101) from San Francisco, and the Eastshore Freeway (Interstate 880, or I-880), from Oakland would eventually intersect north of downtown San Jose, with Highway 17 and I-680 and several other highways, and then freeways being planned and built from the 1940s through the 1970s. Among the first in the San Jose area was the Bayshore Bypass (US 101), which was designed to take traffic across the northern edge of San Jose to connect with other highways east of the commercial core and thus avoid the congested downtown. In 1953 the Eastshore Highway, now I-880, was constructed between Warm Springs and San Jose ending at the Bayshore Highway (US 101). Planning for I-680 began a few years later, in 1965, as part of a larger plan to create an outer loop through the Bay Area and reduce traffic congestion on US 101 and I-880. Construction of I-680, then known as Highway 17, through eastern San Jose began in 1973 and completed in 1974 (**Figures 1-2**).⁴

¹ A.T. Harrmann, *Map of the Property of the East San Jose Homestead Association* surveyed 1869, filed with the County Recorder 1870; Western Pacific, "Western Pacific's San Jose Branch," *The Ferroequinologist* (March 1978).

² Glory Anne Laffey, *Historical Overview and Context for the City of San Jose*, Planning Department of the City of San Jose, 1992, 9-11.

³ Glenna Matthews, "The Los Angeles of the North' San Jose's Transition from Fruit Capital to High-Tech Metropolis," *Journal of Urban History* Vol 25:4 (May 1999): 459-471.

⁴ Lawrence Barrett, "Bayshore Freeway Plans Shown," *California Highways and Public Works*, Vol 18:8 (August 1940): 6-9; C.H. Purcell, "Engineering Details and Route of Proposed Bayshore Freeway," *California Highways and Public Works*, Vol 18:8 (August 1940): 10-13; J.D. Gallagher, "Progress on U.S. 101," *California Highways and Public Works*, Vol 27: 11-12 (November December 1948): 13; L.A. Marks, "Eastshore Freeway," *California Highways and Public Works*, Vol 32: 1-2 (January February 1953): 6-9; B.W. Booker, "Freeways in District IV," *California Highways and Public Works*, Vol. 35: 3-4 (March-April 1956): 1-18; Haig Ayanian, "San Jose Freeways," *California Highways and Public Works*, Vol 39: 7-8 (July-August 1960): 10-14; J. P. Sinclair, "Bay Area Report - 1964," *California Highways and Public Works* (May-June 1964): 42.

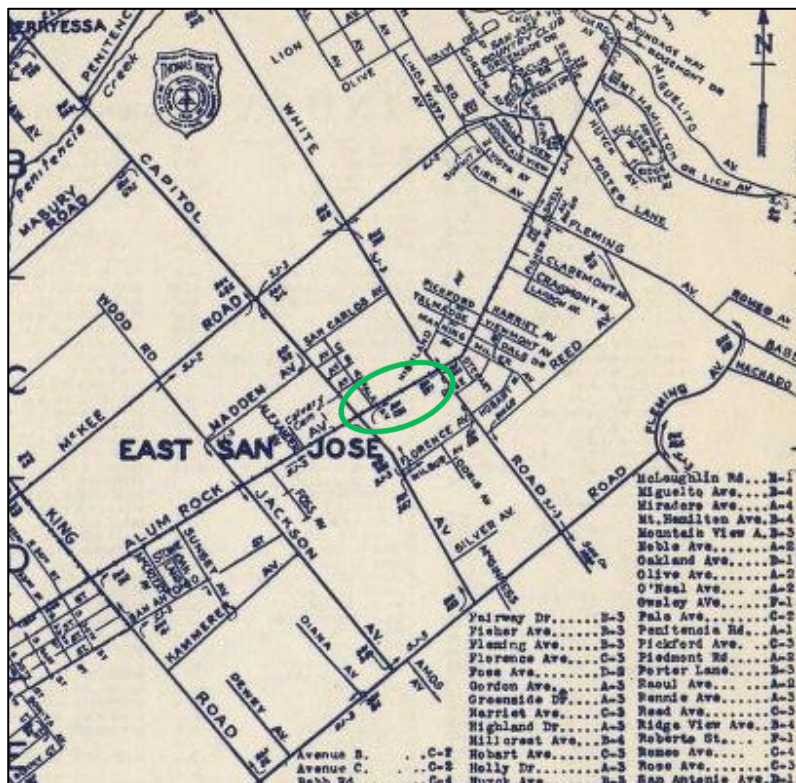


Figure 1. Map of the area east of San Jose in 1938. Vicinity of 2880 Alum Rock Avenue is circled. Note the haphazard development of subdivisions along small, closely spaced streets extending from various places along the established thoroughfares.⁵

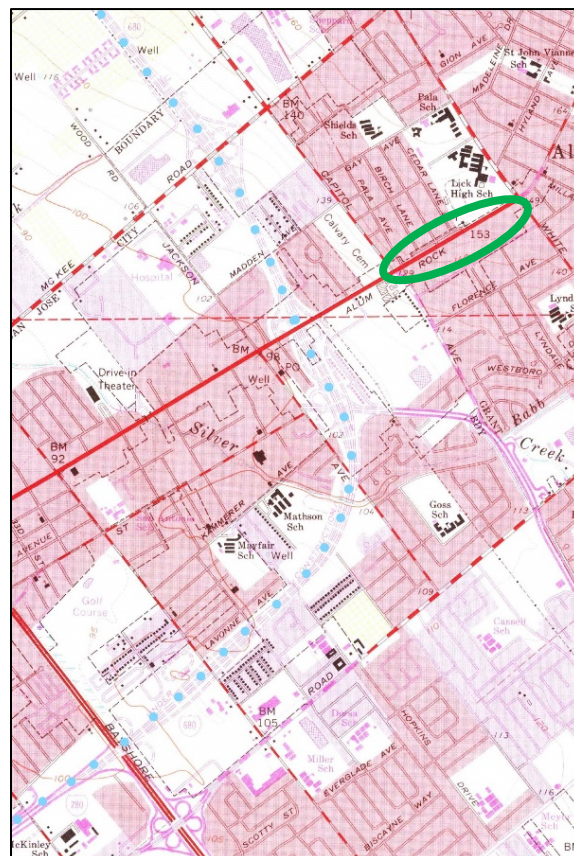


Figure 2: Route of I-680 under construction in 1973 indicated by blue dots and 2880 Alum Rock Avenue vicinity circled.⁶

⁵ Thomas Brothers, *Thomas Bros Map of San Jose, Santa Clara County* (Oakland, CA: Thomas Bros., 1938).

⁶ USGS, *San Jose East, California* (Washington, D.C.: USGS, 1973) annotated by JRP Historical Consulting, LLC.



Figure 3: Alum Rock Avenue in 1965, showing some remaining orchards at upper left, as well as just south of the subject property shown at the arrow. Otherwise, post war residential development was already extensive by this time. [Cartwright Aerial Surveys for California Division of Highways, 1965, Davidson Library, UC Santa Barbara.]

The area east of what is now I-680, and in the vicinity of the subject property at 2880 Alum Rock Avenue, was agricultural through first half of the twentieth century, only becoming urbanized following World War II. The area south of Alum Rock Avenue, between Capitol Avenue and White Road was subdivided as the Lyndale tract in 1904. Lots were two to five acres, intended to be used for small orchards and rural homes, but development was slow (**Figure 1**). The surrounding area was still open enough that in 1919 the first airfield for San Jose was located on White Street, just north of Alum Rock Avenue, on land now occupied by the James Lick High School. The airfield was in commercial use through 1923 when taken over by an army reserve unit and civilian air. By 1930s there were some scattered residential subdivisions along Alum Rock Avenue, but the area was still dominated by orchards and small farms. The Lyndale subdivision's small orchards did not immediately develop in the years following World War II, and although San Jose growth and annexations spread eastwards along established roads and then filled the areas between the roads, this growth was not always sequential. For example, on the north side of Alum Rock Avenue the Pleasant Ridge Manor tract just west of Lick High School was subdivided and developed in 1946, while the south side of Alum Rock Avenue did not develop until the late 1950s and early 1960s (**Figure 3**).⁷

⁷ Laffey, *Historical Overview and Context for the City of San Jose*, 11; Santa Clara County Surveyor, *Map of Lyndale Subdivision*, December 1904, Book L, 93; Thomas Brothers, *Thomas Bros Map of San Jose, Santa Clara County* (Oakland, CA: Thomas Bros., 1938); Historic Aerials, 2880 Alum Rock Ave, 1948, 1953, 1956, 1960, 1968 <https://www.historicaerials.com/viewer>, Accessed March 2021; Santa Clara Surveyor, Pleasant Ridge Manor, Tract 303, April 1946, Book 10, 30.

Wells Fargo Bank had the building at 2880 Alum Rock Avenue constructed in 1962 by local contractor Barnhart Construction Company and it was completed in 1963, in the midst of the annexations, subdivisions, and infrastructure development. Joseph Henry Barnhart, owner and president of the company, had left college to work as a civil engineer during World War II and then established the construction firm in 1952. Wells Fargo Bank was established in 1852 to provide transport of gold and valuables across the West and by 1918, the company ceased its transportation network and shifted its focus to banking, establishing its headquarters in San Francisco. The development of the property on Alum Rock Avenue came four decades later as the bank expanded its retail services for individuals in the 1960s when it began serving as a regional bank and opened branches across northern California. As a branch bank meant to serve the surrounding residential area, the building design borrowed from popular residential architecture of the period. The Post and Beam style building has a concrete and steel frame with a pronounced roof overhangs extending over walls that include large glass panels. Several years after its construction, Wells Fargo partitioned and sold portions of the parcel in 1979 to take advantage of continued development in the area. The division created a separate parcel to the southeast along Rose Avenue, and another with frontage on Alum Rock Avenue west of the bank, creating the current L-shaped parcel shown in the **Sketch Map** (page 2). The bank made a few changes to the building over the years, removing the drive-thru teller lanes at the rear and adding ATMs in the front in the early 1980s, and expanding the ATM shelter into its current configuration in 1998. The bank closed this branch in the early 2000s. A retail store briefly occupied the space, but in 2006 an application for a conditional use permit for the building indicated reuse of the building for a club offering karaoke, coffee shop, and other dining uses. The former bank lobby was converted to dining, and the former vault in the southwest concrete quadrant was reconfigured to use as a kitchen, offices, and restrooms. This work included filling the large voids in the western wall that had provided partially covered parking. Inner partition walls were constructed in 2013 to create two additional offices on the first floor. DZO Sports & Bar operated at this location until at least 2017, and it is currently vacant.⁸

Evaluation

This property was developed during the post war urbanization of the areas surrounding San Jose, but does not have important associations with that pattern or trend of development (NRHP Criterion A / CRHR Criterion 1 / San Jose considerations 1, 2, 4). The former bank building was built a part of general expansion of San Jose and the diffusion of commercial activity away from the downtown to the newly annexed areas of the community. The bank was not a leader, nor did it play a significant role in this diffusion, which can be said to have begun with the construction of the Valley Fair shopping center in the mid 1950s. The bank branch was among many constructed by Wells Fargo Bank as it expanded to a regional California institution in the 1960s and it did not play a demonstrably important role in the growth of the company or this aspect of its business.

This property does not have an association with the life of an individual important to history (NRHP Criterion B / CRHR Criterion 2 / San Jose consideration 3). It does not appear that any specific person associated with this property made demonstrably important contributions to history at the local, state, or national level. Multiple individuals worked in this building, but research did not identify any single person with specific important ties to the building, or an individual who played an important role in banking and other activities directly associated with the property.

⁸ San Jose Building Department, Building Permit 39697, 2880 Alum Rock Ave, August 30, 1962; Santa Clara County Engineer, Parcel Mapp Lands of Wells Fargo Bank, January 1978, Book 413, 28 San Jose Building Department, Application for Certificate of Occupancy 132904-F, 2880 Alum Rock Ave., September 15, 1982; San Jose Building Division, Application for Building Permit BE9859218-7B, 2880 Alum Rock Ave, June 9, 1998; San Jose Planning, Building and Code Enforcement, Conditional Use Permit CP06-073, 2880 Alum Rock Ave, Application, Plans, and documentation, December 14, 2006; San Jose Planning, Building and Code Enforcement, Permit 2013-112302-CI 2880 Alum Rock Ave, June 25, 2013; California Secretary of State, Business Search C02674579 Barnhart Construction Company, <https://businesssearch.sos.ca.gov/CBS/Detail>, Accessed March 2021; US Census Bureau, Manuscript Population Census 1940, Hawaii, Honolulu, enumeration district 2-47, 2; R.L. Polk & Co, *Polk's City Directory San Jose, California* (San Francisco: R.L. Polk & Co., 1954) 4; Wells Fargo, History of Wells Fargo, 1999-2021, <https://www.wellsfargo.com/about/corporate/history/>, Accessed March 2021; Past Consultants LLC, *San Jose Modernism Historic Context Statement*, for Preservation Action Council of San Jose, June 2009, 73.

Under NRHP Criterion C / CRHR Criterion 3 / San Jose considerations 5, 6, 7, 8, this property is not significant as an important example of a type, period, or method of construction. The former bank uses established steel frame and concrete construction and is not an important example of these materials or methods. The Post and Beam style is within the Modernist movement that placed a focus on form and materials rather than ornament, with load bearing walls eliminated in the interior to provide large flexible interior space. The style was most associated with residential architecture and the first examples were developed for the Case Study program of *Arts + Architecture* magazine in 1946. Architects A. Quincy Jones and Fred Emmons created multiple versions of the economical steel frame homes in tracts developed by Joseph Eichler throughout the Bay Area. Other architects associated with the style in California included Cliff May and Anshen and Allen. In some examples, the frame is less visible than others, but most post and beam construction emphasized the frame with exposed decorative purlins within the low, flat gable. The multiple materials used in the façades of these residences created a naturalistic and human-scaled. In the former bank building at 2880 Alum Rock Road, the post and beam design is achieved with steel frame and concrete construction, as well as less rustic materials such as large areas of aluminum frame windows that give it a different feel and application. Meis van der Rohe was one of the leaders in such designs, and his and other high-style examples focused upon use of new technologies and materials. The end result for this former bank was application of a typically residential style that did not include any important stylistic adaptations to its commercial use, nor did the design lead to a historically important new style. As such, the building is not an important architectural example and does not meet these significance criteria.⁹

Under NRHP Criterion D / CRHR Criterion 4, this property is not a significant or likely source of important historical information. The former bank on this parcel does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Also, the property's land use and the layout of the extant built environment resources, and the relationship the building with the surrounding parcels is typical of the period and does not provide important information within the broader economic, social, and cultural setting of the area since its construction in 1962-1963. This evaluation does not address non-built environment resources or pre-historic resources.

Building alterations have followed the overall design of the building. The ATMs are located in an addition that uses the established materials although it affects the depth of the eaves at this location. The openings on the west side of the building were enclosed to provide additional first floor space for the restaurant kitchen. Various interior alterations which have little effect upon the exterior integrity and re-roofing has replaced the existing materials in kind, and both constitute minor changes to design. Location, materials, workmanship, setting, feeling, and association remain intact. Despite general integrity, the building does not meet any of the criteria necessary for eligibility for listing in either the NRHP or CRHR, nor does it meet San Jose significance considerations.

⁹ Past Consultants LLC, *San Jose Modernism Historic Context Statement*, for Preservation Action Council of San Jose, June 2009, 73; Alan Hess, *The Ranch House* (New York: Harry N. Abrams, Inc., 2004) 52, 66-67; Mark Geltner, *A History of American Architecture* (Hanover, NH: University Press of New England, 1999), 266-267.



Photograph 2. Rear elevation camera facing northwest, February 12, 2021.



Photograph 3. West wall of concrete quadrant and infilled bay, camera facing east, February 12, 2021.



Photograph 4. West side entrance, with concrete quadrant at right, February 12, 2021.



Photograph 5. Main entrance (left) and single metal door in façade bay with ATM machines, February 12, 2021.

This page intentionally left blank