

**NORTH FIRST STREET HISTORIC CONTEXT
CITY OF SAN JOSE, SANTA CLARA COUNTY**

FOR

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1.0 INTRODUCTION

The North First Street study area is located in northwest San Jose, Santa Clara County California. The study area boundaries are Highway 880 on the north, North Third Street on the east, Devine Street on the south, and Highway 87/Guadalupe Parkway on the west.

Research for the report was conducted by Dr. Marjorie Dobkin from July through November, 2010. The first stage of research focused on site visits and review of prior cultural resources reports and State of California Historic Resources Inventory Forms. Additional research was conducted at the following libraries and archives: City of San Jose Department of Planning; Santa Clara County Assessor and Recorder Offices; San Jose Public Library California Room; History San Jose; San Francisco Public Library San Francisco History Center; University of California at Berkeley libraries including Earth Sciences & Map Library, The Bancroft Library, and the Doe Library.

A variety of on-line databases and websites were also important during the research process including: City of San Jose Historic Resources Inventory; City of San Jose Department of Planning, Hensley Historic District website; California Department of Parks and Recreation Office of Historic Preservation website; Santa Clara County Archives website; Sanborn Fire Insurance Company Map Collection 1884-1950; *San Jose Mercury News* Historical Archive 1886-1922 on the City of Santa Clara Public Library website; California Digital Library; United States Bureau of the Census, Population Census for the City of San Jose 1870-1920; Vendome Neighborhood Association website; Buena Vista Neighborhood Association website; Chinese Historical and Cultural Project website; Mission Court Apartments website; Barcelona Apartments website; Google Scholar; and the Library of Congress Motion Picture, Broadcasting and Recorded Sound Division website.

This report has two main parts. Part I is a historical overview of San Jose, focusing on the North First Street study area. Part II explores the study area in greater depth through a discussion of pioneering settlers and historic buildings and business enterprises. The report focuses on the North First Street study area during the American Period of California history after 1850, but it also includes a brief account of the Spanish and Mexican periods.

1.1 NORTH FIRST STREET - HISTORIC CONTEXT SUMMARY [Figs. 1-3]

El Pueblo de San Jose de Guadalupe, the first civil settlement in *Alta California*, was located in the northwestern portion of the study area from 1777 through the 1790s, during the Spanish period of California history. There are no known extant resources in the study area from the Spanish period (1777-1821) or subsequent Mexican period (1822-1846) although there may be subsurface cultural resources associated with the pueblo. The 1777 pueblo site is listed on the City of San Jose Historic Resources Inventory, and is also a California State Historical Landmark.

The road that became North First Street was first developed in about 1840, and was known as the San Jose-Alviso Road, or simply the Alviso Road. The road linked the pueblo settlement at San Jose to the small port of Alviso on the southern shore of San Francisco Bay, about ten miles north of the pueblo. In the 1850s Alviso served as San Jose's main transportation hub, with

steamship connections to San Francisco for both travelers and freight shipments. Use of the Port of Alviso, and of the Alviso Road, for through traffic between San Jose and San Francisco, declined dramatically after the opening of an alternative route via the San Francisco and San Jose Railroad in 1864. After 1864 the Alviso Road and North First Street were used primarily by local residents, and for commercial traffic between San Jose and the various Alviso canneries and warehouses.

First Street was named on the Original Survey of San Jose in 1848. The only part of the study area within the city limits in that survey was the corner of North First and East Julian streets, with Julian as the northern city limit. A survey in 1850 extended the boundaries of the city, and of First Street, north to Rosa Street (present-day Hedding Street) incorporating most of the study area. North of Rosa Street, the formal name of the road was the San Jose-Alviso Road, which extended north through unincorporated Santa Clara County. In 1912 the City of San Jose annexed a 100-foot wide strip of the San Jose-Alviso Road from the city limit at Rosa (Hedding) Street to the Port of Alviso. Apart from that strip, Rosa Street remained the northern city limit of San Jose until the mid 20th century (Laffey et al 1992:9; Sanborn Map Company 1950).

North First Street has been the heart of an elite residential district of San Jose since the mid-19th century. North First Street was the neighborhood thoroughfare and the “best address,” in the study area, with substantial estates and large houses built from the 1850s through the early 20th century. Many of the adjacent streets on the west side of North First Street - for example George Street, Miller Street, and Filomena Street - were developed with more modest middle and working class housing. The residential development of the study area progressed from south to north in the late 19th and early 20th centuries.¹ The southern portion of the area was closest to downtown San Jose, and by the late 19th century it had some of the characteristics of a suburb, with tree-lined streets and single family houses, green lawns and landscaped gardens. The northern portion of the study area was a rural or semi-rural landscape with larger parcels in agricultural use through the early 20th century.

During the early American Period from 1850 to 1875, some of the city’s leading farmers, politicians, businessmen, and professional men, established homes, orchards, farms, and estates in the study area along North First Street. Their properties are documented on maps of San Jose published in Thompson & West’s 1876 *Historical Atlas of Santa Clara County California*, and other maps and archival sources. The careers of these remarkable pioneers shed light on a formative phase of urban development, and will be outlined in Part II of the following report. None of the 1850s-1870s structures associated with these pioneer properties are still standing in the study area today, although some of the trees and other landscape elements may have

1. Sanborn Fire Insurance Company maps are one of the best archival tools for the research of buildings and urban development. Sanborn generally mapped only those blocks that had reached a certain level of building density. The first Sanborn map of the North First Street study area was published in 1884, but it covered only a few blocks in the southern portion of the study area, closest to downtown San Jose. Sanborn map coverage of the study area gradually increased over time, following the path of development from south to north and extending west to the Guadalupe River with subsequent maps in 1891, 1915 and 1950, providing a series of baselines for a historical outline of the building development in the study area. However even the 1950 map excluded the northern portion of the study area north of present-day Hedding Street.

survived. There may also be subsurface cultural resources associated with some of the pioneers' former houses and ranches.

Many of the pioneers who settled in the study area in the 1850s and 1860s began subdividing their farms and estates in the 1880s, and the process of subdivision and residential development continued into the first half of the 20th century. By the late 1920s almost the entire study area along both the west and east sides of North First Street had been subdivided into city blocks and lots, according to the Official Santa Clara County Map of 1929. However the map also shows many parcels ranging from 10-42 acres north of present-day Hedding Street. These parcels were the remnants of large orchards and farms that had once stretched for miles at the outskirts of the City of San Jose (McMillan & McMillan 1929).

One of the main goals of a historic context is to identify historic resource types that will later be more fully researched in intensive surveys. The grand old houses that line North First Street today were built by San Jose's elite in the late 19th and early 20th centuries. Part II of the following report will document this stage of the study area's history by referring to some of the original owners and designers of these houses. Frank Delos Wolfe, one of San Jose's most prominent architects of the period, designed five extant houses in the study area, either on his own or as a partner in the firm of Wolfe & McKenzie: 444 North First Street, 607 North First Street, 629 North First Street, 45 East Julian Street, and 315 North Second Street. He also designed the Grace Lutheran Church in the study area on East Julian Street, built in 1895; the church survived until at least 1969 but is no longer standing. A pair of "modern" flat buildings in the study area, at 31 East Julian Street, was designed in 1907 by William Klinkert, another leading San Jose architect of the period. Klinkert's flats were built at the start of a trend toward multi-unit housing, when flats and apartments were built either through new construction or conversion of single-family houses. By 1915 some of the area's large houses had been converted into flats or small apartment buildings, and in the 1920s there were several apartment complexes in the study area. Most of the apartment complexes were entirely new structures, but the Mission Court Apartments at 460 North First Street were built in the early 1930s as extensions of a mansion that dated from the early 1890s.

The City of San Jose has recognized the historic significance of many of the residential buildings in the North First Street study area by listing them on the City of San Jose *Historic Resources Inventory*. The Inventory includes the site of the 1777 *Pueblo de San Jose de Guadalupe* and 38 buildings in the study area, constructed during the period from 1888 through the 1940s. Nineteen (half) of the 38 buildings are located on North First Street.² Almost all of them were originally residential buildings, although many are now used as offices, particularly law offices (San Jose 2010a).

2 The southeast corner of the study area, on North Second Street between Julian Street and the intersection with Bassett Street, is part of the Hensley Historic District, named for Samuel J. Hensley, who established a large estate on the east side of North First Street in the 1850s. This is a local Historical Landmark Historic District adopted by the San Jose City Council in 1990. The district is also listed on the National Register of Historic Places. The local district has more than 225 buildings that contribute to its historic character, "representing the largest concentration of Victorian era residences in greater San Jose." The boundaries of the designated district are generally North, Second, East Empire, North Sixth, and East Julian streets, including some residences on both sides of the perimeter streets. The period of significance for the district is 1865-1918 (San Jose 2010c).

The study area's most significant business enterprise during the late 19th and early 20th centuries was the great Hotel Vendome, designed by Jacob Lenzen & Son and built on North First Street in 1888. The Vendome was San Jose's first luxury hotel, developed by civic and business leaders with the support of the San Jose Board of Trade. It was built on the estate originally developed in mid-1850s by Josiah Belden, the first mayor of the City of San Jose. The Hotel Vendome was an important center of the city's social life for over 40 years, for both travelers and city residents. After the hotel closed in 1930, the site was subdivided for residential development. The present-day Vendome neighborhood takes its name from the hotel. The neighborhood is bounded by George Street on the north, North First Street on the east, Ryland Park on the south, and North San Pedro Street on the west. The Vendome Neighborhood Association maintains a website and sponsors a variety of activities, including architectural walking tours and quarterly meetings open to all neighborhood residents.

Two other important San Jose business firms were located in the study area in the late 19th and early 20th centuries, occupying the site of present-day 396 North First Street at different periods – the Western Granite and Marble Company (1888-1908) followed by the Borchers Brothers, a building materials supply company (1908-1982). The front portion of the 1926 Borchers Brothers building is still standing, and the building is listed on the City of San Jose Historic Resources Inventory. There were also a number of important industries just beyond the borders of the study area. The San Jose Woolen Mills, a pioneering manufacturing firm, was established in 1870 on the northwest corner of Hobson Street and North San Pedro Street, one block west of the study area. The mill was one of the city's leading industrial employers, and many of the mill workers lived in the study area and vicinity. The mill was demolished after the company closed in 1910.

The most important public building on North First Street in the mid-20th century was the Former San Jose City Hall at 801 North First Street, in the northwestern portion of the study area. When the City Hall opened in 1958 it was hailed as a symbol of the city's modern era during a period of rapid urban growth in a postwar industrial economy. The Former City Hall is not currently listed on the City of San Jose Historic Resources Inventory, but the building qualifies for listing, according to an evaluation report prepared in 2007. In 2005 San Jose opened the current City Hall on East Santa Clara Street, in a downtown location outside the study area (Maggi and Dill 2007:52)

During the period 1950-1969 several large office buildings were built along North First Street, replacing older houses or apartment buildings. However the study the area as a whole still retains its historic residential character.



Figure 1: General Project Location



Figure 2: Regional Locations of Context Areas

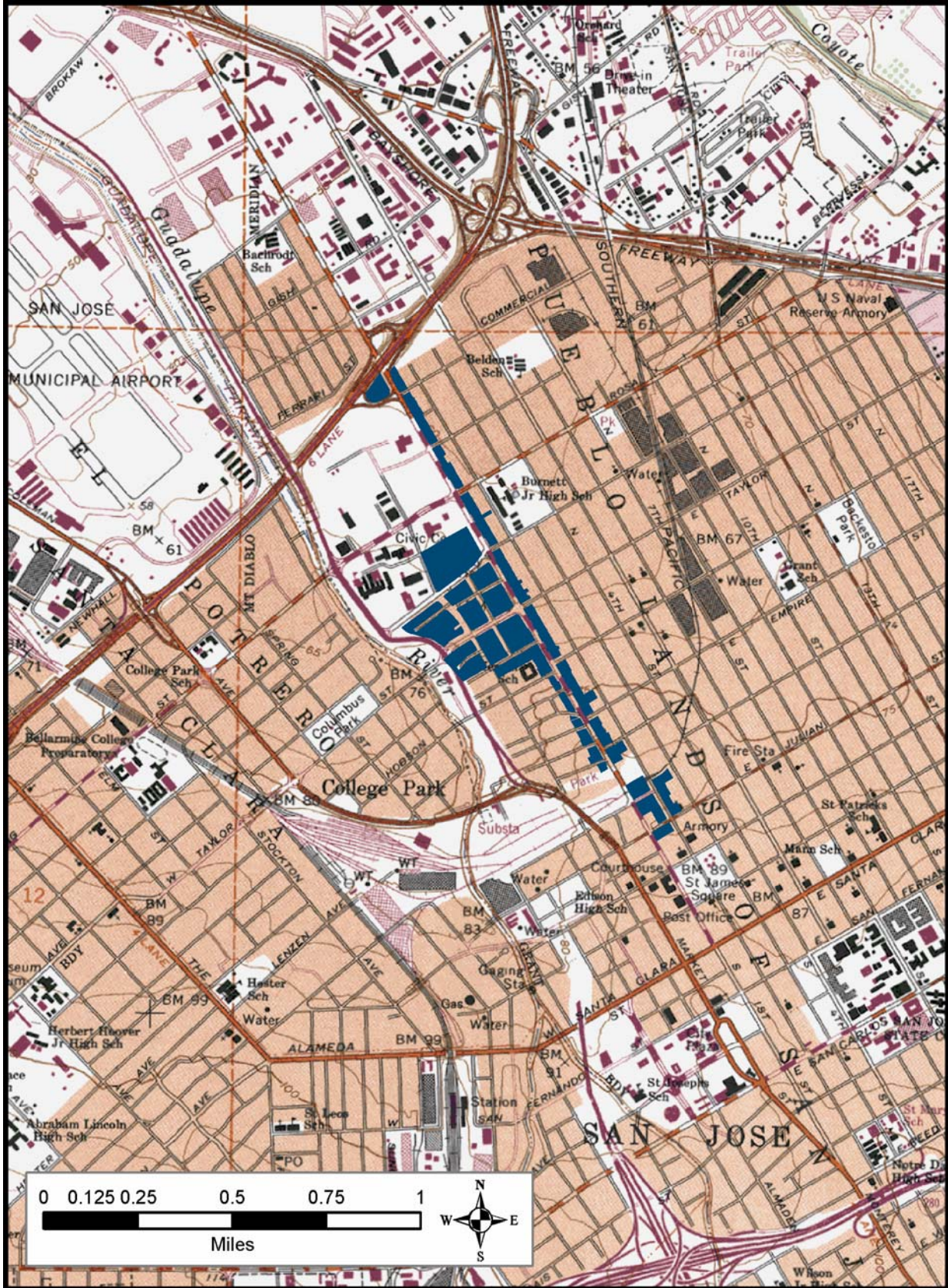


Figure 3: North First Street Context Area (USGS San Jose West, Calif. 1980)

2.0 PART I: NORTH FIRST STREET - HISTORICAL OVERVIEW

2.1 SPANISH PERIOD (1777-1821)

The Spanish crown claimed *Alta California* as part of the Spanish empire after the voyages of discovery by Cabrillo and Vizcaino in the 16th and 17th centuries, and considered it a northern extension of their lands in Mexico. In the mid-18th century, the Spanish began to colonize *Alta California* in order to fortify the empire's northern frontier at a time when Britain, France and Russia were challenging Spain's claims to territory in North America (Kyle et al 1990: xi).

The Spanish government developed three principal institutions for the settlement of *Alta California* - missions, presidios and pueblos. The missions, established by Franciscan priests, were built primarily to spread Christianity and Spanish culture to the indigenous Indian population. The missions also became a vital part of the Spanish colonial agricultural economy, by establishing ranches to raise livestock, grain, and food crops. The Spanish built 21 missions, the first was *San Diego de Alcalá* built in 1769 and the last was *San Francisco Solano*, built in Sonoma in 1821.

The *Mission Santa Clara de Asis* was the 8th mission in *Alta California*, established in January 1777 on the west bank of Guadalupe River in the future city of Santa Clara. The mission was relocated four times due to flooding, earthquakes and other causes. The fifth and final mission church, dedicated in 1825, was located on the future grounds of the University of Santa Clara.

The presidios, or fortified places, were built as the Spanish government's military bases, to establish the crown's territorial claims and provide protection to colonial settlers. The Spanish built four presidios in *Alta California* - in San Diego (1769), Monterey (1770), San Francisco (1776), and Santa Barbara (1782) (Anastasio and Guedon 1985:21-22; Kyle et al. 1990:xi-xii, 399).

The third principal Spanish institution in *Alta California* was the pueblo or town, built for Spanish colonial settlers, or *pobladores*. The Spanish established three pueblos in *Alta California*. The first two became the nuclei of important California cities - *Pueblo de San Jose*, established in 1777, and *Pueblo de Los Angeles*, established in 1781. The third pueblo, *Villa de Branciforte*, established in 1797, did not prosper, but its site was incorporated into the future City of Santa Cruz (Anastasio and Guedon 1985:22; Kyle et al. 1990:xii).

Pueblo de San Jose de Guadalupe, Spain's first civil settlement in *Alta California*, was established in the northwestern portion of the study area in 1777. It was located on the east side of the Guadalupe River, about two miles southeast of the first site of the *Mission Santa Clara de Asis*. Governor Felipe de Neve authorized the founding of the pueblo to provide food and supplies for the mission as well as Spain's presidios at San Francisco and Monterey.

Pueblo de San Jose de Guadalupe was founded on November 29, 1777, when Lieutenant Jose Joaquin Moraga arrived in the Santa Clara Valley from Mexico with 14 pueblo settlers and their families, a total of 66 people. The Spanish government provided the settlers with small individual lots, or *solares*, for housing, small agricultural plots, or *suertes*, for farming, and communal grazing areas in lands surrounding the pueblo. The local Indian population provided vital assistance to the settlers, helping them raise crops and tend their herds of cattle and sheep.

However the Spanish pueblo and mission had a devastating impact on the Indian people. Within a few years almost all the traditional aboriginal settlements in the vicinity had disappeared. By 1785 most Indians who lived near the pueblo had fled the area, moved to the mission, or died of diseases introduced by the settlers (Anastasio and Guedon 1985:20-21; Arbuckle 1986:12; Maggi and Dill 2007:12).

The precise location of the 1777 *Pueblo de San Jose de Guadalupe* has been a matter of considerable debate among historians for many years. It is generally agreed that the pueblo site was near a bridge that was later built on the San Jose-Alviso Road, a location corresponding to the 700 block of present-day North First Street between Taylor and Asbury streets. The debate centers on whether the 1777 pueblo was north or south of the bridge. Historians Mildred Brook Hoover and Hero Eugene Rensch believed that the pueblo was near present-day Hobson Street. San Jose historian Clyde Arbuckle outlined a general area between present-day West Hedding Street on the north, North First Street on the east, Hobson Street on the south, and a western boundary within 400 yards of the Guadalupe River. All historians agree on one essential point: the old pueblo (*El Pueblo Viejo*) was located near the river and the site was prone to frequent flooding, prompting the relocation of the pueblo in the 1790s about one mile to the south. The relocated pueblo was near the intersection of present-day West San Fernando Street and Market Street, which became the pueblo thoroughfare. The exact date of the pueblo's relocation is another matter of dispute among historians, who cite a range of dates from 1791 to 1797. After the re-location, the only part of the old pueblo to remain in use was the adjacent agricultural land (Arbuckle 1986: 10, 13, 55; Kyle et al. 1990:400; Maggi and Dill 2007:12; Anastasio and Guedon 1985:20).

The 1777 *Pueblo de San Jose de Guadalupe* site in the study area was registered as a California Historical Landmark No. 433 in 1949. The plaque commemorating the pueblo is located near the former City Hall on North First Street.³ The pueblo is also listed on the City of San Jose Historic Resources Inventory.

2.2 MEXICAN PERIOD (1822-1846)

Mexico took over the government of California 1822 after overthrowing Spanish rule and establishing the Mexican Republic. When the Mexican government began to rule *Alta California*, the San Jose pueblo was still a remote settlement with a small population of about 240.

Perhaps the most significant impact of the transition to Mexican rule was a new system of land ownership, which reshaped the Santa Clara Valley and the society and landscape of California as whole. Under Spanish rule, most land in *Alta California* was controlled by the crown or the church. As noted earlier, pueblo settlers were granted only small plots of private property, and the Spanish government made individual land grants of only about two dozen ranchos during their entire period of rule in *Alta California* (Kyle et al. 1990:xiii).

3. The former City Hall is in the study area at 801 North First Street. The plaque is located in a nearby parking lot at 151 West Mission Street and was placed in its current location in 1976.

The Mexican government, by contrast, broke up the crown and mission lands and granted vast ranchos to individual property owners, often as a reward for government service. The land grant process accelerated after 1833 when the government secularized the missions. From 1821 to 1846 Mexican governors made over 500 grants to individual land owners in California. The Mexican ranchos were typically thousands of unfenced acres, used as grazing lands for cattle, for wheat fields, and some crop cultivation. The government generally made their first land grants in outlying areas, far away from California missions and pueblos. However, 17 parcels were eventually granted to individual owners from the lands of the pueblo in downtown San Jose and 13 parcels were granted from lands that had belonged to the *Mission Santa Clara de Asis* (Anastasio and Guedon 1985:21-23; Broek 1932:41-44; Kyle et al. 1990:xiii).

In 1838, Governor Juan B. Alvarado granted the *Rancho Rincon de los Esteros*, a total of 6353 acres north of the study area, to Ygnacio Alviso, a Spanish soldier and government administrator. He was *mayordomo* of the *Mission Santa Clara de Asis* and was involved in construction of the fifth mission church building, which opened in present-day Santa Clara in 1825. Alviso's rancho was bounded by the San Francisco Bay on the north, Penitencia Creek on the east, the Guadalupe River on the west, and a southern boundary near present-day Trimble Road in the City of San Jose. Alviso's adobe buildings, no longer standing, were situated on the eastern bank of the Guadalupe River, about 0.35 miles west of the San Jose-Alviso Road. After his death in 1848, the rancho was subdivided into smaller ranches of 20-400 acres. The town of Alviso was surveyed 1849-50 and incorporated in 1852. California's first American civil Governor, Peter H. Burnett, was one of the early promoters of Alviso in 1850 (Findlay 1980:7; Wyatt and Arbuckle 1948:31).

The Mexican government and the *Mission Santa Clara de Asis* also adopted new trading policies that led to early development of the San Jose-Alviso Road. The road extended for ten miles from the Pueblo of San Jose to the Mission's embarcadero, or boat landing, on a slough at the south end of San Francisco Bay. In the late 1830s and 1840s the *Embarcadero de Santa Clara de Asis* was one of the principal landings on San Francisco Bay, and a vital link in the regional commerce of the Santa Clara Valley. The name of the landing was changed to Alviso after Ygnacio Alviso settled there in about 1840, and the road became known as the San Jose-Alviso Road, or simply as the Alviso Road. The landing was used both for boat traffic and trade around the bay, and for the shipment of Santa Clara Valley cattle hides to East Coast markets. It was a regular port of call for the Hudson's Bay Company in the early 1840s (Findlay 1980:9; Kyle et al. 1990: xiii; 400; Wyatt and Arbuckle 1948: 5-6, 31).

The population of the pueblo of San Jose in the 1840s was about 600-800. The few American residents were mostly young bachelors, although many eventually married into Spanish or Mexican landowning families. Organized overland migration from the United States to California began in 1841 with the arrival of the Bidwell-Bartleson Party from the Mississippi Valley. Several members of that party, and of the ill-fated Donner party of 1846, eventually settled in the San Jose area. Charles Weber, one of the early American settlers in 1841, made a significant early contribution to San Jose's downtown development by establishing a general store, a blacksmith shop, a bakery, and a restaurant-saloon (Arbuckle 1986:64; Kyle et al. 1990:xiii).

2.3 EARLY AMERICAN PERIOD (1846-1869) [Figs. 4-5]

The Early American Period opened with the Mexican War in 1846 and ended in 1869 with the completion of San Jose's railroad link to the Transcontinental Railroad terminus in Sacramento. The railroad line gave San Jose direct access to national markets for the first time, opening the way for the dynamic period of Horticultural Expansion that began in 1870.

The United States declared war on Mexico in May 1846 after a period of hostility between the two nations, due in part to competing territorial ambitions. The American flag was raised in San Jose soon after the declaration of war, and American residents began to assume control of San Jose's local government before the war ended. John Burton, the pueblo's American-born *alcalde*, or mayor, hired William and Thomas Campbell to conduct a town survey in 1847, to prepare for rapid urban expansion under an American government. Chester S. Lyman, a surveyor and scientist who had been trained at Yale University, produced the first professional survey of San Jose in 1848. On one of his first visits to the San Jose area, he described the pueblo as "a few miserable houses with one or two exceptions, tho' it is a place which must grow in consequence of its location and its fine land." Lyman's official *Map of the Pueblo de San Jose* improved upon Campbell's map in many ways and established the town boundaries as Julian Street on the north, Eleventh Street on the east, Reed Street on the south, and Market Street on the west, with streets laid out in a typical American grid pattern. The area depicted on Lyman's 1848 map is now known as the Original Survey of San Jose. San Jose historian Clyde Arbuckle emphasized the enduring significance of Lyman's map in establishing the basic urban fabric and street system in San Jose. He noted that Lyman's "range block and lot numbers are still in use. All of his street names except Main, which became Fifth in 1913, have likewise remained unchanged (Arbuckle 1986:55-56; Duval 1996:66; Findlay and Garaventa 1983:32-34; Lyman 1848).

Lyman's 1848 map of San Jose included only half of one block of the southeastern end of the study area, near the southeast corner of North First Street and East Julian Street [Fig. 4]. Julian Street was named for Julian Hanks, a former sea captain and member of the San Jose Common Council that commissioned Lyman's survey (Archives & Architecture 2006:17; Loomis 2009:45).

The Mexican War ended in February 1848 with the Treaty of Guadalupe Hidalgo, which made California a United States possession. The almost simultaneous discovery of gold on the American River led to a gold rush than began in the spring of 1848. The first wave of gold seekers was comprised mostly of Americans already living in California. They left San Jose and every other settlement in California in the rush to the gold region of the Sierra Nevada. By the spring of 1849 it was both a national and an international gold rush, as thousands of gold seekers flooded into California from all across the United States as well as Europe, South America, China, and Australia. In 1848 California's population was less than 14,000 (exclusive of Indians); by 1852 it was about 224,000 (Arbuckle 1986:25, 75).

The massive influx of people during the gold rush prompted a rapid transition from an American military government to a civil government in California, and an accelerated movement toward full statehood. In September 1849 a constitutional convention convened in Monterey, the capital of both the Mexican and Spanish governments in California. On September 26, 1849 the

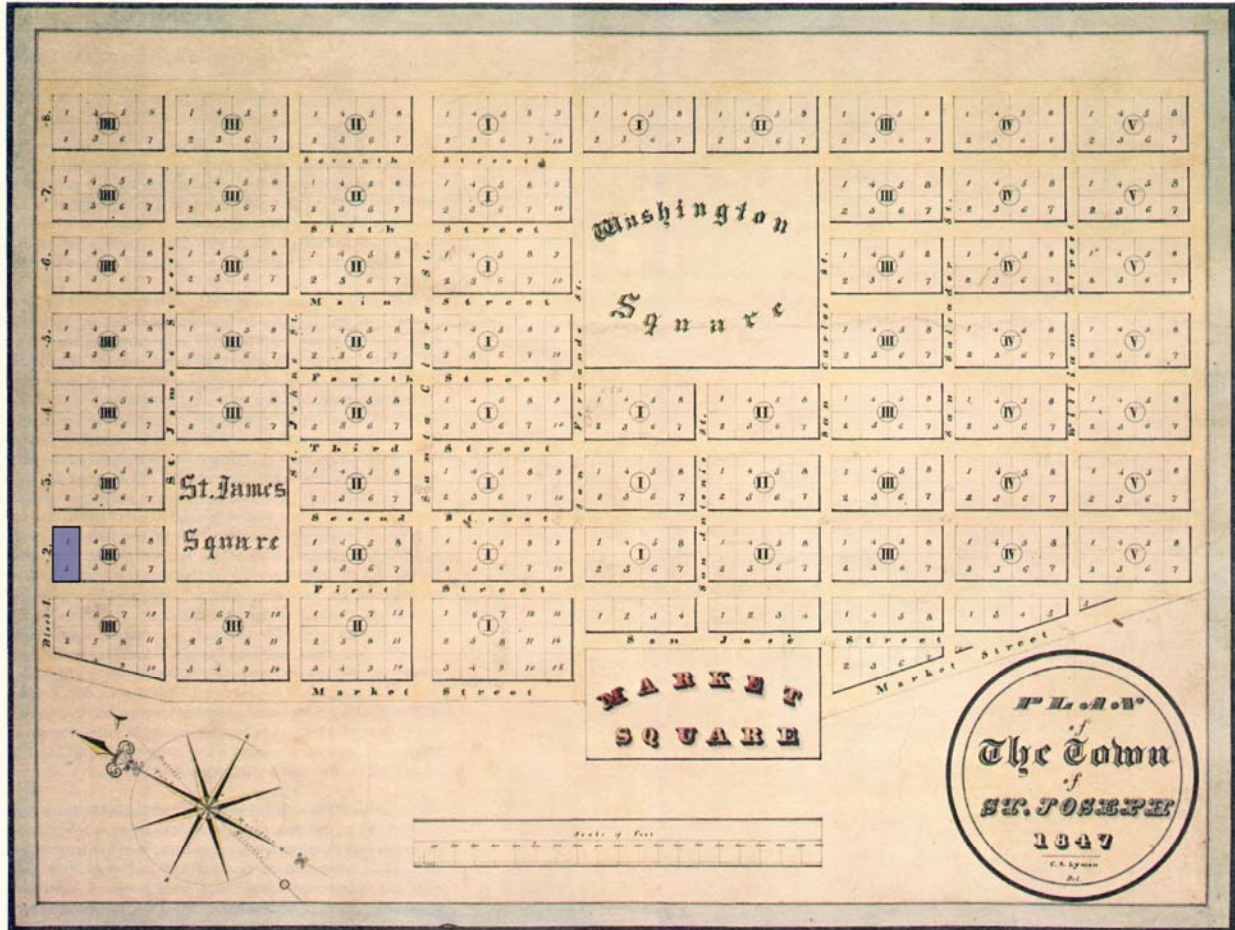


Figure 4: North First Street Context Area in 1847 (Lyman 1847)

convention chose San Jose as the capital of the proposed state. Two months later, Democrat Peter Hardeman Burnett was elected as the first American civil Governor of California, and he assumed the office in December 1849. In early 1850 the state Legislature created California's original 27 counties, including Santa Clara County, and approved the incorporation of San Jose and six other cities. California was officially admitted as 31st state of the Union on September 9, 1850 (Arbuckle 1986:76-80; Kyle et al. 1990: xiv).

The first survey of San Jose after the incorporation of the city was the White Survey of 1850, named after Thomas White, a civil engineer from the state of Georgia who served as San Jose mayor in the early 1850s. The White Survey included lands that had formerly been used for farming or grazing by pueblo settlers during the Spanish and Mexican periods. White extended the northern city limit from Julian Street (established in the Lyman survey of 1848) to Rosa Street, named for White's sister (Note: the San Jose City Council changed the name from Rosa Street to Hedding Street in 1963). White also extended the eastern city limits to Coyote Creek on the east and just beyond the Guadalupe River on the west. The White Survey of 1850 incorporated most of the study area, with the exception of the blocks from present-day Hedding Street north to Interstate Route 880 (Arbuckle 1986:32, 56; Duval 1996:77; Loomis 2009:45; Sanborn Map Company 1915, 1950; McMillan & McMillan 1929; White 1850) [Fig. 5].

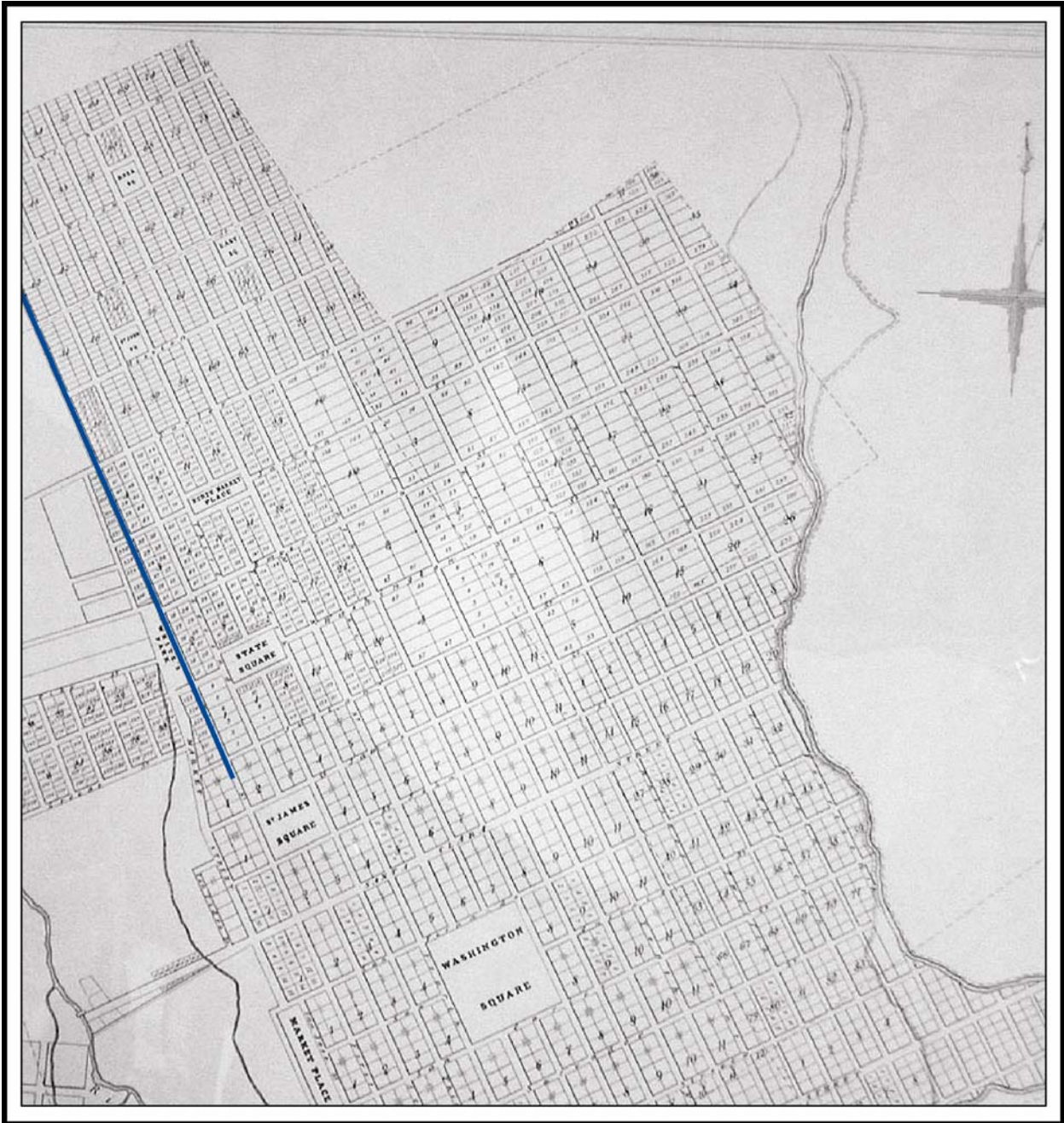


Figure 5: North First Street Context Area in 1850 (White 1850)

San Jose served as the state capital for only two sessions of the Legislature, through May 1, 1851. The following year, the Legislature met at Vallejo, but San Jose remained the seat of Santa Clara County. Although the city's tenure as state capital was very brief, it nevertheless had a profound impact on local development. American poet and travel writer Bayard Taylor described San Jose in August 1849, just before the constitutional convention, as "mainly a collection of adobe houses, with tents and clapboard dwellings, of the season's growth, scattered over a square half-mile." Just two weeks after San Jose's designation as the state capital, the

town was bustling with activity, and construction of the first state house on the east side of the Plaza was well underway.⁴ On a return visit, Taylor wrote:

The two weeks which had elapsed since San Jose had been made a capital were sufficient to have created a wonderful change. What with tents and houses of wood and canvas, in hot haste thrown up, the town seemed to have doubled in size. The dusty streets were thronged with people; goods, for lack of storage room, stood in large piles beside the doors; the sound of saw and hammer, and the rattling of laden carts, were incessant. The Legislative Building - a two story adobe house built at the town's expense - was nearly finished. Hotels were springing up in all quarters; French restaurateurs hung out their signs on little one-story shanties..." (Taylor, quoted in Arbuckle 1986:78).

The gold rush had an explosive impact on San Jose's urban development. Many disappointed miners found it more profitable to settle in town, and the city grew to about 4,000 people by 1850. Housing development kept pace with population growth, and frame houses and brick stores began to replace the adobes and tents of early residents. About 300 houses were built in San Jose from 1850-1853, primarily in the downtown area near Santa Clara and First streets. In 1860 the population of San Jose was about 6,000, about half the total of Santa Clara County as a whole; by 1880 it had grown to 12,567. The development of utility service was an important factor in late 19th century urban development. The San Jose Water Company was incorporated in 1866, and began pumping water from artesian wells into tanks, distributing piped water throughout the city. The San Jose Gas Company began natural gas service in 1861. The first sewers were installed in 1866, although a complete system was not built for many years. The electrical light tower in downtown San Jose at Market and Santa Clara streets was a famous landmark celebrating the arrival of the city's electrical service in 1881 (Arbuckle 1986:64-65; James and McMurry 1933:85; Thompson & West 1876:15).

During the early American Period San Jose developed into a government, commercial, banking, and cultural center for the surrounding agricultural region. The fertile lands of the Santa Clara Valley were settled by returning gold miners who established farms and orchards on former rancho and mission lands. The ranches provided produce, meat and dairy products for San Jose as well as the rapidly growing urban market in San Francisco.

Geographer Jan Broek's classic 1932 monograph on the Santa Clara Valley described three phases of agricultural development during the early American Period after 1850. From 1850 to 1864, the main agricultural activities were the same as in the Mexican period - cattle grazing and wheat growing. The vast ranchos and mission lands of the Mexican period were gradually subdivided into parcels of several hundred acres. These smaller cattle ranches were used for dairy production or stock breeding. During the second period from 1865 to 1875, wheat farming became the predominant agricultural activity, and cattle grazing receded in importance. Wheat production had declined after the secularization of the missions in 1833. Pioneering American farmers revived the cultivation of wheat in the Santa Clara Valley, with a peak production of

4. The first state house on the 100 block of present-day South Market Street was destroyed by fire in 1853 (Wyatt & Arbuckle 1948:35).

1,701,000 bushels in 1874 (Arbuckle 1986:140-144; Laffey et al 1992:13-15; Thompson & West 1876:39).

Although cattle and wheat were the main agricultural activities from 1850 to 1875, there were also some small orchards and early efforts at horticultural experimentation. The pioneering American orchardists at first followed the Mexican practice of planting fruit trees north of downtown San Jose, where there was easy access to water from the Guadalupe River, Coyote Creek, or irrigation ditches. Orchards became more widespread after the discovery of artesian water in 1854, but they were still relatively small and located within city limits. In addition to orchard fruit, other early crops included strawberries and asparagus (Arbuckle 1986:153; Laffey et al 1992:13-15).

The establishment of agricultural societies in the 1850s helped to set the stage for future horticultural development in the Santa Clara Valley. Some of the founding members of these groups were residents of the study area, and will be introduced in Part II of this report. The Pioneer Horticultural Society was founded in 1853 to promote and regulate the industry and educate members on advances in agricultural methods and crop development. The Society's activities prompted the formation in 1854 of a countywide group with similar goals - the Santa Clara Agricultural Society. In December 1856 the two groups merged, under the name of the Santa Clara Valley Agricultural and Horticultural Society. The society was incorporated in 1859 as the Santa Clara Valley Agricultural Society (Arbuckle 1986:154-155).

North First Street and Regional Transportation in the 1850s and 1860s

Trade and traffic along North First Street, extending northward along the San Jose-Alviso Road, accelerated rapidly after 1850, when steamship service was inaugurated between Alviso and San Francisco. The road was a vital corridor for the movement of goods, passengers, and mail from the Santa Clara Valley to San Francisco, via the Port of Alviso. Public stage lines along the San Jose-Alviso Road were part of an early public transportation system in the Santa Clara Valley. The stage lines served a variety of passengers including farmers, government officials, and miners en route to and from the gold fields in the Sierra or the quicksilver mines at New Almaden, which had opened in 1845, fourteen miles south of San Jose (Findlay 1980:10-11; Kyle et al: 400-401).

The North First Street/Alviso Road corridor was not the only overland public transportation route serving San Jose in the 1850s. Stage connections were also available on routes from San Jose to San Francisco, Monterey, Santa Clara, and Saratoga. However the San Jose-Alviso Road became increasingly important in the early 1850s, when winter flooding of roads between San Jose and San Francisco led to the cancellation of public stage lines along these routes and the increased use of waterborne transportation via Alviso. During the rainy season the San Jose-Alviso Road grew to a width of eighty feet, as travelers stranded in one portion of the road moved out to the margins to find solid ground (Findlay 1980:12; Thompson & West 1876:11 ½).

In 1853 property owners along the San Jose-Alviso Road petitioned Santa Clara County for the establishment of the road as a county highway, supported by public funding and maintenance. The petition failed, but did lead to the straightening and re-alignment of the road along a route that approximates that of present-day North First Street (Findlay 1980:12).

In 1861 the San Jose-Alviso Road was re-named the Alviso and San Jose Turnpike, after Santa Clara County granted a maintenance franchise to the San Jose and Alviso Turnpike Road Company. The granting of franchises to private toll companies was a common government practice in California at the time. The company funded the maintenance of the road by building road gates and collecting tolls from road users. Toll rates varied according to the season, the user, and the distance traveled. For example, farmers using the route paid a toll of five cents for a single sheep or hog traveling the whole length of the turnpike from San Jose to Alviso; the toll was two dollars for a loaded wagon pulled by six animals. Rates were reduced by half during the dry summer season (Findlay 1980:13; James and McMurry 1933:105; San Jose Historic Landmarks Commission 1971:n.p.; Sawyer 1922:148).

The flooding of the turnpike and adjacent lands to the east in 1862 may have prompted Santa Clara County to assume direct control and responsibility of the road for the first time. In 1863 the county bought the toll franchise from the turnpike company for \$5,000 and designated the San Jose-Alviso Road as a public highway (Findlay 1980:14; Sawyer 1922:148).

During the 1850s there were three attempts to improve regional transportation through the construction of a direct railroad link between San Jose and San Francisco, but all of the plans failed due to problems in financing. The fourth plan succeeded when the voters of Santa Clara County approved measures for the issuance of bonds, a new funding mechanism provided through an act of the state Legislature. The backers of the railroad – Peter Donahue, Henry Newhall, and Judge Timothy Dame – incorporated the San Francisco and San Jose Railroad (SF&SJRR) in August 1860, and construction began in 1861 (Laffey and Detlefs 1995:27; Sawyer 1922:150).

The SF&SJRR began daily service between the two cities in January 1864.⁵ The railroad bypassed Alviso, leading not only to a decline in port activity but also to a sharp drop in use of the San Jose-Alviso Road as a link in the route to and from San Francisco. In 1862 the officers of the SF&SJRR formed a new company, the Western Pacific Railroad, to build a rail connection between San Jose and Sacramento as a link with the terminus of the Transcontinental Railroad. The project was completed by the Central Pacific Railroad, which established passenger service between San Jose and Sacramento in September 1869. Construction of a branch railroad between San Jose and Alviso via Santa Clara in 1878 helped re-invigorate the Port of Alviso, but led to further declines in traffic on the San Jose-Alviso Road. For the rest of the 19th century the road was used primarily by local residents, along with San Jose freight companies and commercial traffic to the Alviso warehouses and canneries (Findlay 1980:15; Laffey and Detlefs 1995:27; Sawyer 1922:151, 296).

The drop in commercial traffic on the Alviso Road after the opening of the SF&SJRR in 1864 eventually led to a decline in Santa Clara County's maintenance of the road. In 1891, local residents took decisive action, organizing a petition that led to an agreement for shared road maintenance between the City of San Jose and Santa Clara County. The agreement endured for many years, until the city assumed control by annexing the county lands along the route in the early 20th century (Findlay 1980:15).

5. The San Francisco and San Jose Railroad follows the same alignment as the present-day Caltrain route between San Jose and San Bruno.

2.4 HORTICULTURAL EXPANSION (1870-1918) [Figs. 6-7]

The period of Horticultural Expansion is named for the third main period of Santa Clara Valley agriculture in the American Period, after the earlier periods of grazing and wheat cultivation. By 1896 Santa Clara was known as the “garden county of the garden state,” and the “greatest prune-growing section in the United States,” according to the aptly named book, *Sunshine, Fruit and Flowers*, published by the *San Jose Mercury* (1896:18). John Quincy Adams Ballou, a pioneering orchardist in the North First Street study area, made significant contributions to both prune cultivation and the dried fruit industry in the valley, described in Part II of this report. In 1922, historian Eugene Sawyer described the county as the “largest fruit district in California,” a success due not only to a favorable climate and soils but also to excellent transportation and proximity to population centers (Sawyer 1922:135).

Santa Clara Valley orchardists produced more fruit than they could sell in the late 1860s and a glut in the market led to the abandonment of some orchards. However fruit production became profitable after 1869, when valley growers gained access to East Coast markets through the opening of San Jose’s rail link to the Transcontinental Railroad in Sacramento. John Z. Anderson of San Jose has been credited as the first person to ship fresh fruit long distance by rail. He packed a freight car with ice for a shipment of cherries to Chicago, a successful experiment that led to the transformation of the fruit industry through the use of refrigerated rail cars. Orchards were planted in many areas of the Santa Clara Valley in the 1870s and 1880s and were the dominant form of valley agriculture by the turn of the century. At the start of the horticultural period, apples were the main orchard crops in the valley, followed by peaches, pears, apricots, plums and cherries. The increasing use of irrigation led to higher cultivation costs and land values, contributing to a more intensive system of land use. These factors, along with regional population growth, led to further subdivision of farm lands and the development of specialized fruit ranches ranging from 3 to 50 acres (Arbuckle 1986:155-163; Laffey et al 1992:8, 13-15; Sawyer 1922:783).

San Jose developed a fruit canning, drying and packing industry that flourished along with the orchards. Dr. James Dawson established the first cannery in San Jose at his house in 1871 and established the San Jose Fruit Packing Company in 1875. After he died in 1885 his widow and son became joint owners and by 1887 the company produced 14,000 cases of fruit per year. From 1890 through 1920, Santa Clara Valley was the leading fruit and vegetable canning center in the United States.⁶ The local industry leader, the California Packing Company (Calpak) was

6. Although there were no canneries in the North First Street study area, there were two in the vicinity, a block or two to the east. The Golden Gate Packing Company was a San Jose firm established in 1875 and incorporated in 1877. The company’s cannery was located on the block bounded by North Third and Fourth Streets, between Julian and Empire Streets, north of the Southern Pacific Railroad tracks. The original building burned down but another two-story cannery was built in the same location in 1880, and employed three hundred people, mostly women, in the early 1880s. The California Fruit Packing Company, a San Francisco firm established in 1880, had a San Jose cannery on North Third Street between Julian Street and Empire Streets, and employed over one hundred people in the early 1880s. It was the only firm in San Jose that combined canning, dried fruit packing and wine making. The Golden Gate Packing Company plant on North Third Street is depicted on the 1891 Sanborn map but the California Fruit Packing Company plant is not, suggesting it had vacated the site by that time (Munro-Fraser 1881:529; Sanborn Map Company 1891 Vol. 1: 4b).

established in 1916, using the Del Monte label (Arbuckle 1986:156; Laffey et al 1992:13-15; Sawyer 1922:783).

Orchard growers formed organizations and cooperatives to help regulate marketing and industry standards. Several small fruit growers' associations joined together to form the Santa Clara County Fruit Exchange, incorporated in 1892. The Exchange offices in San Jose on the west side of Sunol Street, near Auzerais Street, eventually had a membership of 436 growers, representing most of the valley's dried fruit producers. The organization disbanded in 1915 but was succeeded by the statewide California Prune and Apricot Growers, Inc., with headquarters in San Jose. This was largest fruit growers' cooperative that had ever been established in California. In the 1890s the valley began to develop a regional specialty in prune production. Santa Clara County produced from two-thirds to three-fourths of California prunes by the late 1890s and 25 percent of the world's prunes by the 1930s. Other important fruits were peaches, apricots, pears cherries, and apples. Fruit production as a whole peaked in the 1920s, and then declined precipitously after 1940 (Arbuckle 1986:156; Laffey et al 1992:13-15).

Urban Development in the Period of Horticultural Expansion

The start of the period of Horticultural Expansion coincided with the construction of Samuel A. Bishop's First Street Railroad in 1870-71, which began operation in 1872. The original route was from the Southern Pacific depot to present-day First and Willow streets, south of the study area. Bishop had developed the city's first horse-drawn streetcar line from downtown San Jose to the City of Santa Clara, in 1868. His enterprise prompted the formation of a number of rival streetcar companies and Bishop joined forces with his main rival, Jacob Rich, in 1882. After Bishop's death in 1893, Rich acquired control of Bishop's streetcar network, including the First Street line, and began implementing Bishop's early plan to convert the system from horse-drawn street cars to electric power in the early 1890s. Rich also built extensions of the First Street line into the study area, and from present-day Alma Street to the Oak Hill cemetery. The First Street line had a special route from the Southern Pacific Depot to the Vendome Hotel in the study area on North First Street and Hobson Street. The Vendome, built in 1888 and opened in early 1892, was the city's first luxury hotel and is discussed in Part II of this report (Arbuckle 1986:114,118; Garboske 1996:119; Laffey and Detlefs 1995:29-30; Munro Fraser 1881:692; James and McMurry 1933:131; *San Jose Evening News* June 3, 1893:3; Sawyer 1922:223).

The flow of traffic along North First Street and the Alviso Road was also transformed by the introduction of automobile transportation in San Jose in the late 1890s. Some of the first automobile factories in California were established in San Jose after 1900. Clarence Letcher opened what was reputed to be the first automobile garage in the West in 1900, and a gasoline service station two years later in 1902. Letcher's Garage was just south of the study area at 200 North First Street, near St. James Park. By 1915 many houses in the study area had backyard garages for automobile storage and there were three automobile repair garages in the southeastern portion of the study area, on the southeast corner of North First Street and East Julian Street; a small blacksmith's shop had been located on that corner in 1891. The three repair companies shared adjacent space within a single building: The Dixon & Ross Garage, George E. Powell Auto Repairing, and Tire Repairing. Another repair and parking garage was located at 406 North First Street in 1915, just north of the Borchers Brothers building materials supply company (Sanborn Map Company 1891 Vol. 1:7a, 1915: 59-61).

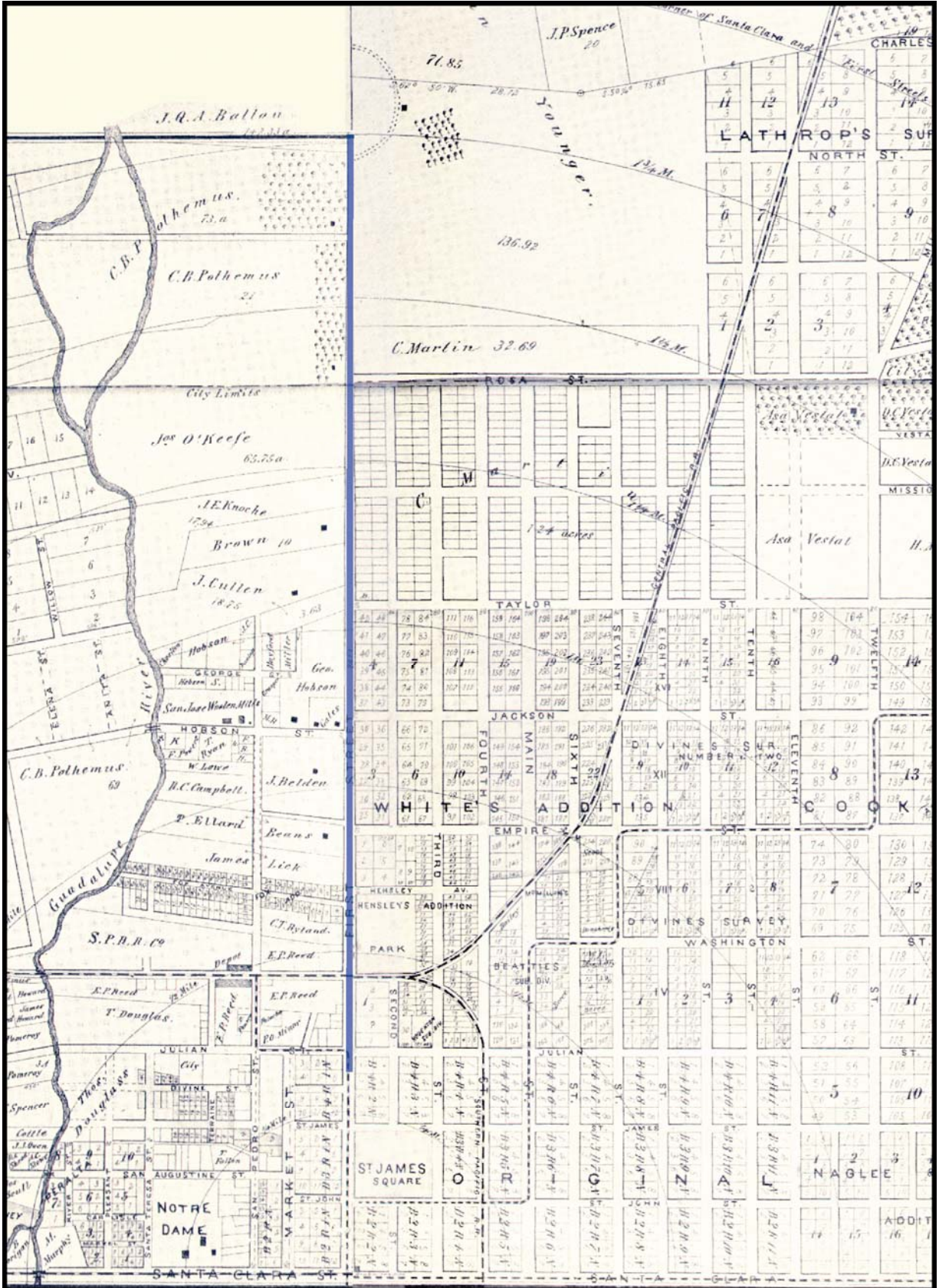


Figure 6: North First Street Context Area in 1876 (Thompson and West 1876:39-40)

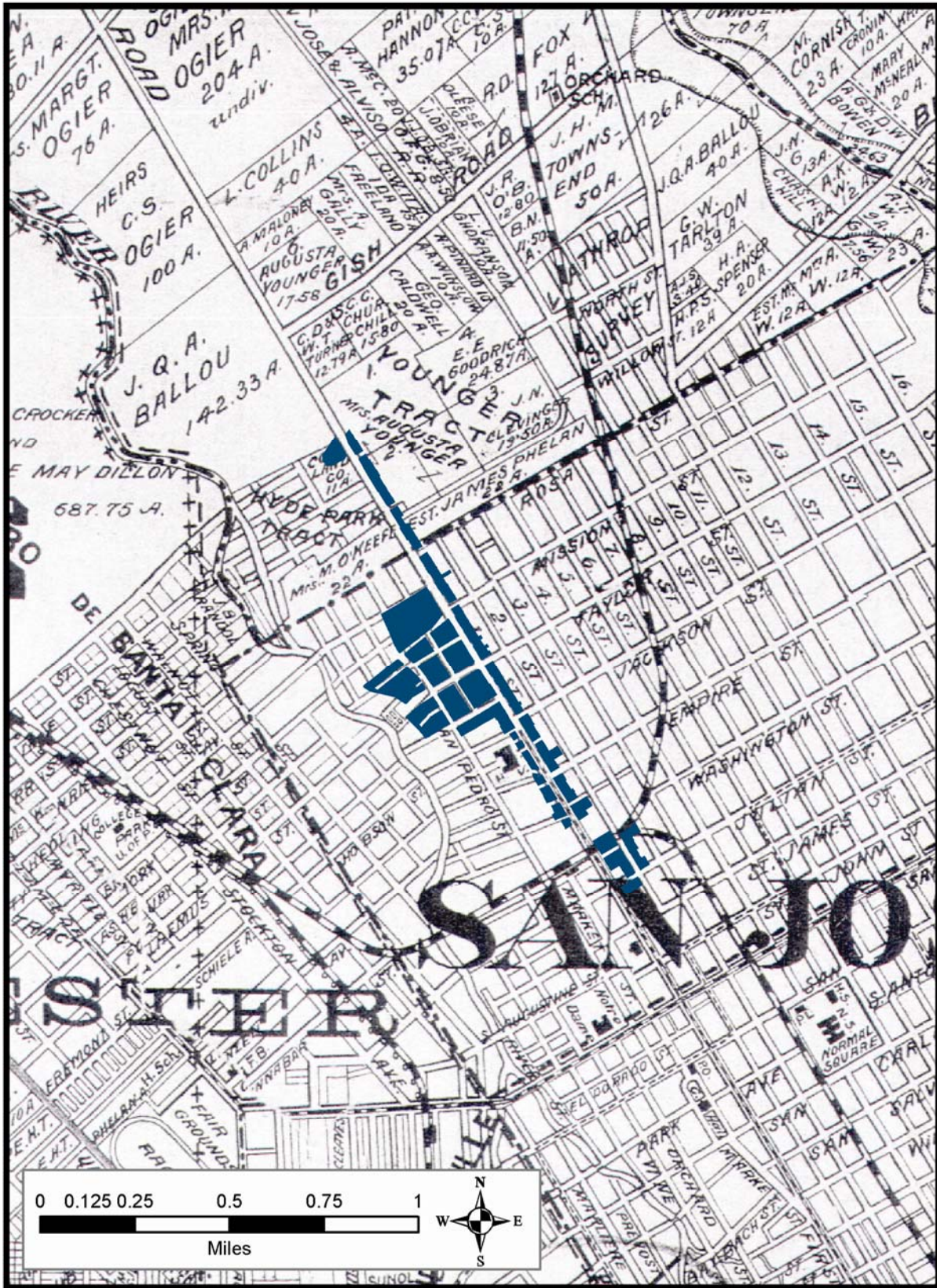


Figure 7: North First Street in 1903 (Official Map of Santa Clara County 1903)

The earthquake of 1906 caused widespread damage in San Jose, although the city was spared the devastating fire that destroyed so much of the city of San Francisco. Perhaps the most dramatic example of earthquake damage in the study area was the collapse of the Hotel Vendome Annex, which had opened three years earlier in 1903. The hotel was closed for a year for repairs and the annex was never rebuilt. However the earthquake did have a silver lining, according to San Jose architect Frank Delos Wolfe. He believed that that San Jose had a new opportunity for improved standards in both safety and design of residential buildings. Four hundred houses were built during the post-earthquake building boom in San Jose in 1907 (James & McMurry 1933:140; *San Jose Evening News* February 7, 1907:2; *San Jose Mercury and Herald* January 5, 1908: 23).

The earthquake also destroyed many buildings in San Jose's downtown commercial district, including St. Patrick's Church on Santa Clara Street, San Jose High School, the Phelan Building, the Horace Mann School, the State Normal School, the First Methodist Church and the Rucker Building. After 1906, new construction in the downtown replaced the destroyed buildings as the commercial district expanded to the east and south. The seven-story Garden City & Trust Company building at West San Fernando and South First streets, considered to be San Jose's first high-rise, was completed in 1906, built by local entrepreneur Thomas S. Montgomery. He was a resident of the study area in the late 1880s, with a house at 474 North First Street, no longer standing. Montgomery developed many important buildings in downtown San Jose, including the 1911 Montgomery Hotel on South First Street, the Twohy Building across the street, the Sainte Claire Building, and the 1926 Sainte Claire Hotel (now a Hyatt) at Market and San Carlos Streets. He was also a founding director of the Hotel Vendome.

The Jefferson School was built in 1917, on the north side of Hobson Street between North First and North San Pedro Streets, half a block west and south of the study area; the site of the elementary school is now the location of the Jefferson Condominiums (*San Jose Evening News* June 19, 1917: 8).

2.5 POST WORLD WAR I TO WORLD WAR II (1918-1945) [Fig. 8]

Population growth, and the increasing use of automobile transportation, began to spur suburban development on the outskirts of San Jose in the late 1920s. Orchards and farms in the northern portions of the North First Street study area were subdivided for housing, with very few parcels remaining in agricultural development on the eve of World War II. Private bus lines began to replace the San Jose streetcar system in the 1920s and 1930s. The development of the Bayshore Highway between San Jose and San Francisco began in the late 1920s and was completed in the late 1930s, transforming regional transportation and accelerating the push to suburban expansion.

There were two notable subdivisions in the study area from 1923-1930. The subdivision of the Hotel Vendome site for residential development in 1930 will be discussed below. A different subdivision, also named for the hotel, was called Vendome Park. The Map of Vendome Park, recorded in 1923, encompassed the study area blocks on the east side of North First Street from Taylor Street on the south, to Mission and Rosa (Hedding) streets on the north, and beyond the study area to North Fourth Street on the east. The owners of the subdivision were members of the Phelan family, including James D. Phelan, former mayor of San Francisco and former United States Senator (Santa Clara County Recorder June 19, 1923: Book R, pages 34-35). The

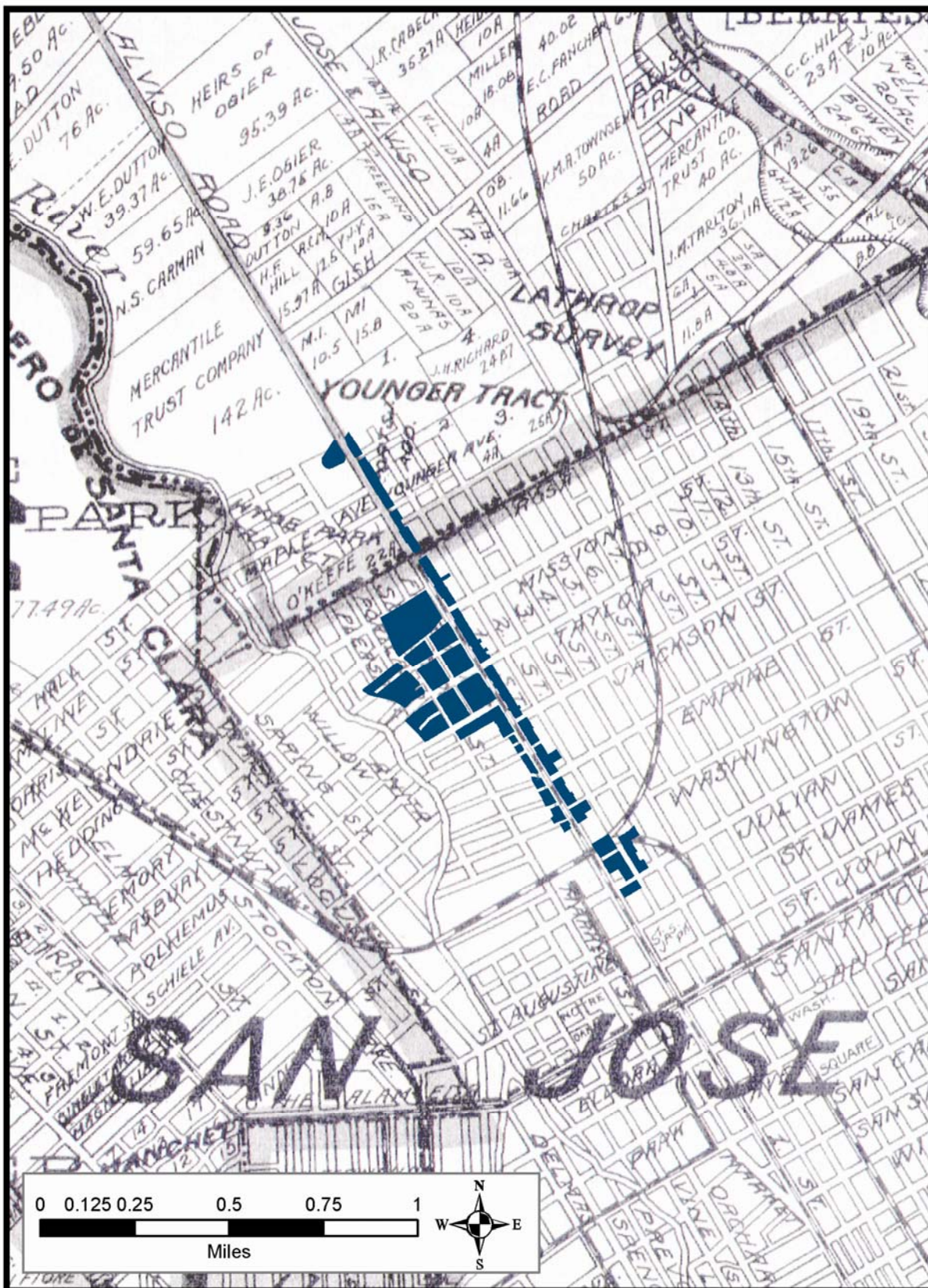


Figure 8: North First Street in 1929 (Official Map of Santa Clara County 1929)

Vendome Park subdivision had been agricultural land in the late 19th century, used for grain and pasturing horses and cattle. In 1896 James Phelan had leased 150 acres, including the site of the future subdivision, to Chinese farmers for a period of ten years at \$2,000 per year. The leased property was just south of the Coleman Younger estate, which formed its northern boundary; the 150-acre tract extended to North Tenth Street on the east, Taylor Street on the south, and First Street on the west (*San Jose Evening News* July 21, 1892:3).

Santa Clara Valley agricultural production peaked in the 1920s, but food processing was still the single largest employer in San Jose through the early years of the Great Depression in the 1930s. There were 13 fruit drying plants in San Jose in 1930 and 22 canneries, most of them run by local owners. By 1930, the population of San Jose had grown to 61,000.

The Santa Clara Valley economy began a transition from agriculture to a military industrial economy in 1933, with the opening of the Naval Air Station in Sunnyvale, later known as Moffett Field. During World War II, there was a huge increase in military investment in the valley, both at Moffett Field and through the conversion of canneries and other civilian industries to war production.

The mammoth scale of the World War II defense program had no real historical precedent. American involvement in World War I had been relatively brief and the nation's defense industries were comparatively limited in scope. There were labor shortages during both world wars, but the shortages during the Second World War were so acute and prolonged that by late 1942 the defense industries labor market expanded to include production workers never seriously considered by many industrial employers before the war – women, African Americans, migrants from Oklahoma (“Okies”), high school students, and elderly and disabled workers.

As wartime labor shortages grew more acute in 1942, industrial employers in the Bay Area developed national recruitment programs, prompting large migrations of workers from areas with a labor surplus, such as the rural South and the Midwest, to regions with acute labor shortages such as the West and Gulf Coasts. The eight million people who moved to the Pacific Coast were part of what historian David Kennedy calls a “great wartime demographic reshuffling” (Kennedy 1999:xiv, 322-323). These recruitment programs helped to draw 500,000 new migrants to the Bay Area from 1941-1945, a population increase of about 30 percent. In 1943, a *San Francisco Chronicle* reporter, Morton Silverman, wrote a series of articles under the banner headline, “The Second Gold Rush Hits the West.” Silverman described not only a booming economy and population but also a dramatic transformation of regional geography and demographics (Johnson 1995:89; Silverman 1943; Wollenberg 1990:2).

As migrants flooded into San Jose and other parts of the Bay Area for defense industry work, one group of city residents was tragically forced out. The U.S. policy of establishing internment camps for Japanese Americans led to the depopulation of San Jose's Japantown and the internment of many local residents, including future San Jose mayor Norman Mineta.

2.6 INDUSTRIALIZATION AND URBANISM (1945 TO 2000)

The period from 1945 to 2000 is known as the era of industrialization and urbanization in San Jose. The defense and electronics industries, rather than agriculture, drove the expansion of the

urban and regional economy. Pioneering electronics firms, including Hewlett Packard, established headquarters in the Stanford Industrial Park in the 1950s. One of the great milestones in local postwar history was the opening of San Jose Municipal Airport in 1949.

The city's territorial expansion kept pace with its rapid economic growth. San Jose City Manager Anthony P. ("Dutch") Hamann led an aggressive program of urban annexation, growing San Jose from an area of 17 square miles in 1950 to 136 square miles in 1970. The city also experienced a breathtaking growth in population during this period – a result of annexation policies combined with a national postwar baby boom and continuing migration to the Bay Area from the South and Midwest. San Jose's population was 68,457 in 1940; 95,044 in 1950; 204,196 in 1960; and 445,779 by 1970.

The San Jose City Council approved commercial zoning outside of the downtown for the first time in the mid-1950s, leading to the establishment of San Jose's first regional suburban shopping center, Valley Fair, in 1956. This was the start of a trend toward suburban shopping malls and a flight of business from downtown San Jose. The prime example of postwar suburban expansion in the study area was the construction of San Jose's City Hall at 801 North First Street in 1958 – the first San Jose city hall to be built outside of the downtown area. The pro-growth policies of the era were also reflected in a building boom in the study area along North First Street in the 1950s and 1960s – about twelve new buildings in each decade, a mix of offices and residential buildings.

Many of the postwar apartment buildings in the study area were built on parcels originally occupied by large houses. For example, in 1948 the First Street Manor Apartments were built at 530 North First Street, replacing one large single family house on a parcel between Empire and Jackson streets, running through to North Second Street. The 39-unit complex, still standing, includes three, two-story apartment buildings – a 12-unit building at 530 North First, an 18-unit building in the middle of the parcel, and a 9-unit apartment building at 523 North Second Street (Sanborn Map Company 1915, 1950: 58).

Despite the trend to multi-unit housing, the study area still had many single family houses in 1950. For example the block of North First Street between Jackson and Taylor streets was completely residential, and most of the buildings were single-family houses. Five of these houses and a two-flat building, dating from the period 1905-1922, are still extant in the study area today (Sanborn Map Company 1915, 1950 :57).

The Silicon Valley boom of the period from 1970 to 2000 completely transformed the regional economy and landscape. San Jose developed into a world leader in the technology industry, with 6,600 technology companies employing more than 254,000 people. The population of the city of San Jose doubled during the thirty years from 1970 to 2000, rising from 445,779 to 894,943. San Jose is now the largest city in the San Francisco Bay Area with an estimated population in January 2010 of 1,023,000. A new San Jose City Hall was built on East Santa Clara Street in 2005, one of the highlights of a decade of renewed downtown development.

3.0 PART II: NORTH FIRST STREET – THE STUDY AREA

3.1 PIONEERING RESIDENTS OF THE STUDY AREA

Many pioneering residents of the study area were prominent San Jose leaders in the fields of agriculture, politics, business, and the professions. As a group their careers offer a broad illustration of urban and regional development during the Early American Period and the subsequent period of Horticultural Expansion. Pioneering study area settlers included leading orchardists Joseph Aram and John Quincy Adams Ballou, who helped to establish the fruit industry in the Santa Clara Valley; farmer and cattle breeder Coleman Younger; Peter H. Burnett, the first American civil Governor of California from 1849-1851; Josiah Belden, the first mayor of the City of San Jose in 1850, whose estate was acquired for the Hotel Vendome in 1887; Thomas Ellard Beans, founder of San Jose's first bank; Samuel J. Hensley, founding president of the California Steam Navigation Company and developer of the famous Hensley Homestead. C.T. Ryland, a prominent attorney and founder of the city's third bank, is also included among these pioneer profiles, although his property on North First Street was just south of the southwest corner of the study area. In the early 20th century the Ryland family donated this property to the City of San Jose for use as a public park.

The houses, estates and farms of these pioneers have not survived, but are documented in a variety of archival sources, including Thompson & West's 1876 *Historical Atlas of Santa Clara County*. As noted earlier, these pioneers began subdividing their properties in the 1880s, and the subdivisions, cited below, marked an important transition of the study area from a rural or semi-rural landscape to a residential urban landscape of single-family houses and flats.

Joseph Aram

Joseph Aram, who established an orchard in the study area and vicinity in the early 1850s, has been described by San Jose historian Clyde Arbuckle as one of San Jose's most important pioneering orchardists, along with William Daniels, E.W. Case, Louis Prevost and Louis Pellier (Arbuckle 1986:153). Aram traveled overland to California in 1846. He gained prominence in 1849 as a delegate to the state constitutional convention in Monterey, where he helped make a strong case for the establishment of the state capital at San Jose. He was an alderman on the San Jose Common Council in 1851 and 1854. By 1852 he had acquired property bounded by present-day North First Street on the east, Guadalupe River on the west, Hobson Street on the south, and a line near Asbury Street on the north. He had sold the property by 1876, so it is not shown on the Thompson & West map published in that year. Aram's first 20 acres of fruit trees were just west of the study area on the north side of Hobson between present-day North San Pedro Street and the river. He was a member of the Pioneer Horticultural Society and vice-president of its successor organization, the Santa Clara Valley Agricultural Society (Arbuckle 1986: 29, 77, 153-4; Thompson & West 1876:14 ¼).

John Quincy Adams Ballou

John Quincy Adams Ballou has been described by historians Glory Anne Laffey and Robert G. Detlefs as “. . . one of the foremost orchardists in Santa Clara County...credited with a number of innovations in developing the fruit industry that became vital to the valley's economy”

(Laffey and Detlefs 1995:75-76). Ballou was born in Vermont in 1827, and named for President Adams. He joined the gold rush to California in 1849, and later settled in San Jose in about 1854. He established a fruit business in 1856 at his property on the Milpitas Road near Coyote Creek, where he grew apples, pears, cherries and peaches. In 1876 Ballou had a 142.33-acre property in the study area and vicinity in San Jose Township, on the west side of First Street, north of the city limits. The 1880 United States Census documents the members of the Adams household in San Jose Township - J.Q.A. Adams and his wife Kate, a native of New Hampshire, and two children ages 6 and 14. The Adams household also included a woman servant from Massachusetts, a Swedish farm hand, and four Chinese male laborers (Arbuckle 1986:155-156; Thompson & West 1876:39; United States Bureau of the Census 1880; *San Jose Mercury* 1896:299).

J.Q.A. Ballou is best known as an early leader of the Santa Clara Valley prune and plum industry. He was also a pioneer of the fruit drying and packing industry, being the first to develop and market prunes and other dried fruit as commercial products. Before that time, most fruit crops were shipped while still green. Ballou's first success was with the prune. He began to develop a new prune variety in 1859 by grafting a French prune, introduced to the valley by Pierre Pellier, to his existing plum trees. Ballou had a first crop of prunes by 1864; after a few years of experiments he succeeded in drying them as commercial products and in 1867 he sold the dried prunes in the San Francisco fruit market. The following year, in 1868, he sold his sun-dried pears and apples in New York. He later branched out into the canning industry. He served as president of the San Jose Fruit Packing Company, the city's first canning firm, from 1879 until 1882, when the company was sold. He was one of the early members of the Pioneer Horticultural Society and later a director of the Farmer's Union. He also served as a Santa Clara County Supervisor from 1866-1868 (Arbuckle 1986:155-156; Duval 1996:90; Laffey and Detlefs 1995:75-76).

John Quincy Adams Ballou recorded a subdivision of his study area property into small city blocks in 1889. The subdivision was called the Map of the Hyde Park Tract. The Hyde Park neighborhood was later developed into part of the City Hall complex on North First Street (Santa Clara County Recorder November 16, 1889: Book D2 page 147).

Coleman Younger

Coleman Younger was a pioneering farmer and breeder whose 211-acre farm, Forest Home, was described by the *San Jose Mercury* in 1896 “. . . one of the oldest and best known properties in the county.” Along with Joseph Aram, he was one of the first vice-presidents of the newly organized Santa Clara Valley Agricultural Society in 1857; he also served as the group's secretary in 1859 and 1862. The Younger property is shown on the 1876 Thompson & West map at the far northern end of the east side of First Street, about 1.5 miles north of the city limits of San Jose. The 1880 U.S. Population census documented the residents of the Younger household in San Jose Township - Coleman and Augusta Younger, their five children ages 12 to 28 and a Portuguese laborer (*San Jose Mercury* 1896:178; Thompson & West 1876:39; United States Bureau of the Census 1880).

Younger was born in Missouri in 1810. He and his wife Augusta, born in Missouri in 1833, traveled to California by wagon train in 1853 with 500 head of cattle. In 1856 he began planting

the trees which established the farm's reputation for landscape beauty - an orchard of apples, peaches and pears, and a variety of ornamental trees including maples, willows and elms. He also established a dairy in Gilroy with the cattle he brought from Missouri. In 1858 he imported thoroughbred Durham cattle from Kentucky and developed a prized herd and a highly successful business, selling cattle all over the United States, Central America, British Columbia and Japan (*San Jose Evening News* April 14, 1890:3; *San Jose Mercury* 1896:178).

A "Map of Lands of Coleman Younger Esq. Situated in Santa Clara County," was recorded by Santa Clara County on June 24, 1880, ten years before Coleman Younger's death. The map extends from the Alviso Road on the west, to 9th Street on the east. The Coleman Younger homestead was Lot No. 1 on 50 acres. The map also shows Augusta Younger's 30-acre parcel on First Street at the south end of the property near present-day Hedding Street, and eight other parcels ranging from 20-33 acres. Augusta Younger subdivided her own 80-acre property in 1897. She retained ownership of 30 acres; the other parcels were 16-40 acres. The 1929 Official Map of Santa Clara County shows the Younger Tract, a portion of the original family estate, on the east side of North First Street, north of Younger Avenue, divided into four large parcels of about 25 acres each (McMillan & McMillan 1929; *San Jose Evening News* April 14, 1890:3, May 17, 1890:3; *San Jose Mercury* June 24, 1906:4; Santa Clara County Recorder June 24, 1880: Book A page 33, December 23, 1897: Book F1 page 15).

Sunshine Fruit and Flowers featured a long profile and photographs of the Younger's Forest Home farm in 1896, six years after Coleman Younger's death. The Younger farm was in an "artesian belt" of abundant water, and had 14 wells. The soil on the farm was exceptionally fertile, enhanced by silt deposits from the Guadalupe River in the days before San Jose began flood control. Coleman Younger had also fertilized the farm with sewage from San Jose for many years before the city built its sewage system. The main sewer from San Jose ran through the farm in 1896. Augusta Younger raised Australian rye grass on a portion of her land and sold it to the Fredericksburg Brewery in San Jose, which used the grass for packing bottles. She and her children leased part of their farm lands to Chinese farmers, at a rate of \$20 per acre. The Chinese farmers used "every foot of space," growing onions between the rows of strawberries, lettuce between the rows of raspberry vines, and vegetables between the rows of fruit trees (*San Jose Mercury* 1896:179-180).

Peter H. Burnett

California's first American civil Governor, Peter H. Burnett, was one of the early promoters of the town of Alviso, where he built a ten-room family house in 1850. In 1854 the Burnett house was disassembled and moved to the study area in the present-day location of 441 North First Street, just south of Fox Avenue, in the southwestern corner of the study area. The house stood in that location for over 100 years and was demolished in 1955.⁷ Burnett was born in Tennessee and grew up in Missouri. After settling in Oregon in the early 1840s he joined the gold rush to California. After serving as Governor, Burnett worked as a lawyer in San Jose. In later years he moved to San Francisco, where he died in 1895. He was buried in the graveyard of the *Mission Santa Clara de Asis* (Arbuckle 1986:87; Laffey and Detlefs 1995:4; Vendome Neighborhood Association 2010; Sanborn Map Company 1915:74, 1891:43a, 1884:4a).

7. Note: There is a photograph of the house in Arbuckle's *History of San Jose* on page 87.

Caius Tacitus Ryland

Caius Tacitus Ryland was a prominent San Jose lawyer and banker, and was also active in politics. The Ryland family parcel was just south of the southwestern end of the study area on a property roughly bounded by present day North First and North San Pedro streets, Ryland Avenue on the south and just south of Fox Avenue on the north. The Ryland property is shown on a map in Thompson & West's 1876 *Historical Atlas of Santa Clara County*. Ryland built his house next door to the house of his father-in-law, Governor Peter Burnett, according to San Jose historian Patricia Loomis. Ryland had served as Burnett's private secretary and married Burnett's daughter Letitia in 1851. The United States Population Census for 1880 documents the residents of the Ryland household on North First Street; the address in 1880 was 116 First Street. In addition to Mr. and Mrs. Ryland, the household included nine children ages 10 to 27, and three Irish domestic workers – a servant, cook and coachman. The Ryland house in the study area vicinity was torn down after Mrs. Ryland's death in 1910 and the property was deeded to the city as Ryland Park (Loomis 2009:200-201; Thompson & West 1876:39; United States Bureau of the Census 1880; see *San Jose Mercury* 1896:63, 311 [see photograph of C.T. Ryland and the Ryland house]). C.T. Ryland was born in Missouri in 1826 and came to California in 1849, settling in San Jose by the end of that year. He was elected a member of the San Jose Common Council in 1861 and served two terms in the California State Assembly, the second time as Speaker. He was one of the promoters of the San Francisco and San Jose Railroad, serving as a director and attorney for the company until its sale to the Central Pacific. In May 1869 Ryland and a partner opened San Jose's third bank, the McLaughlin & Ryland Bank, in downtown San Jose on the south side of Santa Clara Street, between First and Second streets. In 1874 the privately owned bank was incorporated and re-named the Commercial and Savings Bank, with Ryland as president. In later years he was the bank's vice-president. In 1910 it became the Bank of Italy's first branch outside San Francisco. Ryland made a major contribution to the growth of the San Jose downtown business district by developing a number of commercial buildings, including the Ryland Block and the adjoining Letitia Building (named for his wife), both built in the 1890s and still standing on South First Street. The buildings are listed on the San Jose Historic Resources Inventory. Ryland died at his home on North First Street in December 1897, leaving a large fortune (Arbuckle 1986:229-230; Garboske 1996:102; Loomis 2009:200-201; Munro-Fraser 1881:417; *San Jose Evening News* July 3, 1889:3, December 6, 1897:2).

Thomas Ellard Beans

Thomas Ellard Beans was a pioneering San Jose banker who had a house on North First Street at the southwestern end of the study area between North First and North San Pedro streets, south of Empire Street; the address in 1876 was 104 First Street. The Beans' property is documented in Thompson & West's 1876 *Atlas of Santa Clara County*, both on a map and an illustration of the house and estate. The illustration shows a large two-story main house, a large two-story outbuilding that may have been a barn, and extensive grounds planted in orchards and a variety of ornamental trees and shrubs. The 1880 U.S. Population Census documented the residents of the Beans household on First Street – T.E. Beans and his wife Lottie, and three children ages 11 to 23 (Thompson & West 1876: 39, 78, 105; United States Bureau of the Census 1880).

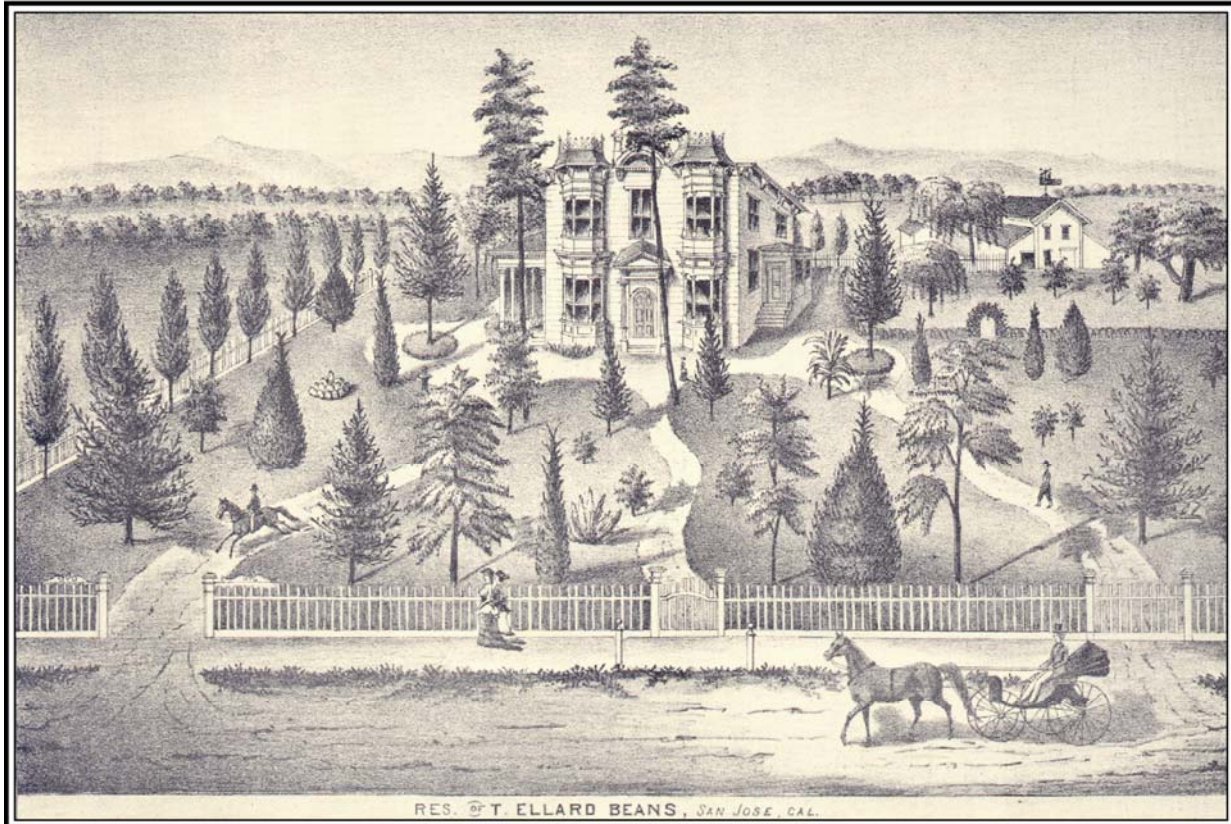


Figure 9: T. Ellard Beans Residence in 1876 (Thompson and West 1876:78)

T.E. Beans was born in Ohio in about 1829 and emigrated to California overland in 1849. In 1866 Beans and his brother-in-law, Dr. William J. Knox, established the first bank in San Jose, originally known as Knox and Beans Bank, located on Santa Clara Street just west of First Street. Beans carried on the bank after Knox died in 1867. In 1868 Beans incorporated the bank as the Bank of San Jose with a capital stock of \$100,000. Beans served as bank manager and cashier and in 1871 became president, serving in that capacity until he died in 1905. After his death his son William Knox Beans became president. The Bank of Italy acquired the bank in 1927 (Arbuckle 1986: 228-229; Thompson & West 1876:105).

Josiah Belden

Josiah Belden, who served as San Jose's first mayor in 1850, built a house in the study area on North First Street in 1855. His 11-acre estate was bounded by present-day North First and North San Pedro Streets, Hobson Street on the north and a southern boundary near Empire Street. The beautiful Belden Homestead was later the site of the Hotel Vendome, which will be discussed below. County historian Eugene Sawyer described the Belden house as "one of the few costly edifices erected in the early fifties." The 2-story house had ten rooms, and a piazza on all four sides. The 1880 United States Population Census documents the residents of the Belden household on First Street in San Jose –Belden and his wife Maggie, and two daughters ages 21 and 23 (Sawyer 1922:108; Thompson & West 1876:39; United States Bureau of the Census 1880; Vendome Neighborhood Association 2010).

Josiah Belden was born in Connecticut in 1815 and traveled to California with the famous Bidwell-Bartleson Party of 1841, the first organized party of overland American emigrants from the United States to what was then Mexican territory. After serving a one-year term as San Jose mayor in 1850, and as a member of the San Jose Common Council in 1851, he made a fortune in finance and real estate, becoming “one of California’s earliest millionaires,” according to Clyde Arbuckle. His business office was in downtown San Francisco but he and his family continued to live in the study area on North First Street. He sold the San Jose house and estate in 1884 and moved to New York, where he served as a director of the Erie Railroad. He died in New York in 1892 (Arbuckle 1986:17).

Samuel J. Hensley

Present-day Hensley Street, on the east of North First Street, in the southeastern portion of the study area, was originally the entrance to the estate of Samuel J. Hensley, who made his fortune as founding president of the California Steam Navigation Company. He began acquiring property for the estate in the 1850s. James R. Lowe, Jr., a prominent English landscape gardener, laid out the grounds in 1856. Lowe planted a variety of trees and ornamental shrubs including apple, magnolia, fuchsia, orange, heliotrope, roses, hickory, walnut, almond, and maple. By the 1860s the Hensley estate had grown to a six-block area bounded by present-day North First and North Fourth streets, with a northern boundary on East Empire Street and a southern boundary near East Julian Street. There is an illustration of the Hensley Homestead, viewed from First Street, in Thompson & West’s 1876 *Historical Atlas of Santa Clara County*. The illustration shows a main house, outbuildings, water towers, fountains, and extensive grounds planted in orchards and ornamental trees, with pastures enclosed by fences. The whole estate was bordered by a row of trees.

Samuel J. Hensley migrated to California with a wagon train in 1843 at the age of 26. By 1853 he and his wife Mary Helen were living on the east side of North First Street near present day Ryland Mews, in a two-story prefabricated house transported from the East Coast in 1851 by his father-in-law, Elisha O. Crosby (Arbuckle 1986:88, 305; Basin Research Associates and Hill 1996:5; San Jose 2010c; Sawyer 1922:108; Thompson & West 1876:15½, 78). Samuel J. Hensley died in 1866, age 49.

In 1868 a rail line was built through the southern portion of Hensley’s property as an extension of the San Francisco and San Jose Railroad, which had been built in 1864. The rail line through the Hensley estate connected with the Central Pacific’s transcontinental railroad via Niles; the line south to Gilroy was completed in 1869. By 1876 a portion of Hensley’s six-block property was known as Hensley’s Park, depicted on the Thompson & West map published in that year. Hensley’s Park was bordered on the west by North First Street, on the north by Hensley Avenue, on the south by the railroad tracks, and on the east by a line halfway between North Second and North Third Streets (Basin Research Associates and Hill 1996:5; Thompson & West 1876:40).

Mrs. Hensley built a large mansion on the estate after her prefabricated house was destroyed by fire in November 1870. The mansion was removed in 1886 when the estate was subdivided. It was an unrecorded subdivision. Mrs. Hensley moved to Montana with her daughter by 1890 (San Jose 2010c; Loomis 2009:40; Sawyer 1922:108).

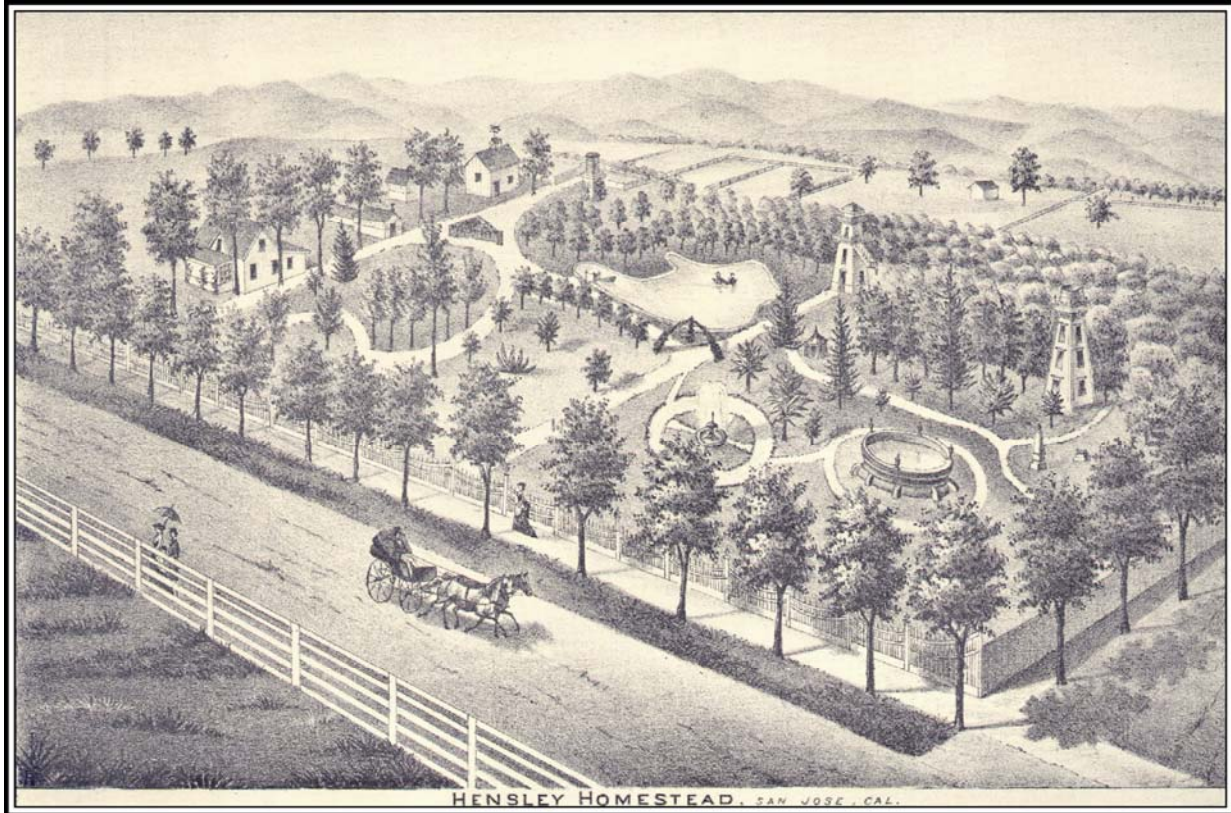


Figure 10: Samuel J. Hensley Homestead in 1876 (Thompson and West 1876:78)

Real estate agent and developer Thomas S. Montgomery, who lived in the study area at 474 North First Street in the late 1880s, was the principal agent conducting sales in the subdivided Hensley Tract in 1885 and 1886. He advertised the sale of lots in the tract for \$92 to \$480, according to location (*San Jose Daily News* April 12, 1886:3; *San Jose Evening News* March 17, 1885:3, November 10, 1885:2).

An article in the *San Jose Daily News* in 1886, reported that “. . . some of the prettiest and most convenient cottages in the world” had been built in the city in the past two years, and many of them were in the Hensley Tract, where “. . . extraordinary progress in architecture” had taken place along First, Second, Third and Fourth streets, north of Julian Street (*San Jose Daily News* June 1, 1886:3).

George Hobson

George Hobson was a farmer and businessman with a property between present-day North First and North San Pedro streets, with a southern boundary near Hobson Street; he also owned a parcel on George Street between North San Pedro Street and the Guadalupe River. Both Hobson and George Streets were named for him. The 1880 United States Population Census documents the residents of the Hobson household on Hobson Street - George Hobson, age 57 and his wife Sarah, age 52, and five children, ages 11 to 30. George Hobson and his wife were born in North Carolina and migrated to California with a wagon train during the gold rush in 1849. They settled in San Jose in 1851. He first established a dairy farm outside the study area and became

San Jose's first milk man, selling milk from a horse-drawn wagon, according to local historian Patricia Loomis. In 1855 he bought property in the study area north of the Josiah Belden estate, where he planted an orchard and vineyard. In later years he became a businessman. He died in 1889, aged 67 (Loomis 2009:44; *San Jose Evening News* April 12, 1888:3, December 31, 1889:3, February 18, 1890:3; Thompson & West 1876:39; United States Bureau of the Census 1880; Vendome Neighborhood Association 2010).

A "Map of a Portion of the Hobson Tract" was recorded in 1887. The subdivision included parts of First, George, Miller, and Taylor streets. The ten lots on First Street were 51.68 feet wide by 185 feet deep; there was a larger lot on the corner of First and Taylor streets (Santa Clara County Recorder February 18, 1887: Book B page 49).

Jeffrey Cullen

Jeffrey Cullen had a house on North First Street and owned over 22 acres north of George Hobson's property, between North First Street and the Guadalupe River. He was a retired banker born in England in 1830. He and his wife Elizabeth lived in the study area with 6 children ages 4 to 30, a Scottish nurse, and three male servants (Thompson & West 1876:39; United States Bureau of the Census 1880).

3.2 LATE 19TH AND EARLY 20TH CENTURY RESIDENTIAL BUILDINGS IN THE NORTH FIRST STREET AREA [List 1]

The many grand old houses that are present in the study area today were built in the late 19th and early 20th centuries, during the period of Horticultural Expansion and the post-World War I periods described in Part I of this report. The original owners of these houses represented the second and third generations of San Jose's elite. They did not, like the pioneering generation described above, live on large estates, plant the city's first orchards, establish the city's first banks, or hold top political offices. However they had important careers as business and professional men. Most importantly, they hired the leading San Jose architects of the period, including William Klinkert, Frank Delos Wolfe, and the firm of Wolfe & McKenzie, to design their houses. The following section of the report will illustrate this period of the city's history through a brief discussion of the original owners and designers of a few of the study area's notable residential buildings.

North First Street Area Architects

Frank Delos Wolfe, one of San Jose's most prominent architects in the late 19th and early 20th centuries, designed five extant houses in the study area, either on his own or as a partner in the firm of Wolfe & McKenzie. These houses include: 444 North First Street, 607 North First Street, 629 North First Street, 45 East Julian Street, and 315 North Second Street. With the exception of 315 North Second Street, all of these houses are listed on the City of San Jose Historic Resources Inventory and are discussed below. 315 North Second Street was converted to an eight-unit apartment building, and most of the historic character of the house was lost in the process of conversion (Espinola 2004:75).

Frank Delos Wolfe was born in Ohio in 1862 and moved with his family to San Jose in 1888. He came from a long line of carpenters and began his career in San Jose by working as a

carpenter along with his father and brother. He established his architecture firm in 1892, and a few years later expanded his practice by taking over the firm of retiring architect Joseph O. McKee. One of his most important early projects was the design in 1895 of the Grace Lutheran Church, located in the study area on the northeast corner of East Julian and North Second streets. The church was incorporated in 1895 as the first English speaking Lutheran church in Santa Clara County. The church building had a cruciform shape, with an ornamented cement front façade. The auditorium was finished in Oregon pine with exposed timbers and had beautiful art glass windows. The church was still standing in 1969 but was later removed (Arbuckle 1986:282-3; Espinola 2004: 1-2; Grace Lutheran Church 1932: On-line Archive of California; *San Jose Evening News* July 27 1895:2, December 12, 1895:1; Sanborn Map Company 1915, 1950, 1969:60).

Frank Delos Wolfe and Charles McKenzie were partners from about 1900-1910, specializing in the design of single -family homes in the Santa Clara Valley. According to architectural historian George Espinola, the firm of Wolfe & McKenzie, “. . . more than any other architects, defined the residential character of San Jose during its transition from the Victorian to the modern era” (Espinola 2004:1).

45 East Julian Street - Frederick and Nellie Sanford House (designed by Frank D Wolfe)

45 East Julian Street (Assessors Parcel #249-44-090) was designed by Frank D. Wolfe and built in 1899 for Frederick Sanford, the inspector at San Jose’s Hotel St. James, and his wife Nellie Sanford. The house, on the northwest corner of East Julian and North Second streets, was built by Jeremiah Wolfe, Frank D. Wolfe’s father. Espinola describes the house as a “turning point in the architect’s career,” and “the first design that established many of the elements of what would come to be known as the ‘Wolfe & McKenzie style.’” The centrally located hipped dormer, arabesque windows, Tuscan columns, and S-curved curbs that frame the entry steps will be seen again and again in their designs over the next ten years. Most significantly, the Sanford design is the first to feature the cantilevered corner window box with tightly spaced brackets below, perhaps Wolfe & McKenzie’s most commonly used trademark.”



Figure 11: 45 East Julian Street

45 East Julian Street is listed on the City of San Jose Historic Resources Inventory, and is also listed on the National Register of Historic Places as a contributor to a district. The building is now used for law offices (Espinola 2004:71; San Jose 2010a).

334 North Second Street - Karl H. Plate House 1890s-190 (Unknown Architect)

607 North First Street - Karl H. Plate House 1907-1938 (designed by Wolfe & McKenzie)

San Jose businessman Karl H. Plate lived in two different houses in the study area at different periods. In the 1890s through 1907 he lived at 334 North Second Street with his first wife Mary. After her death he lived at 607 North First Street with his second wife Elizabeth from 1907-1938, in a house designed by Wolfe & McKenzie.

Karl H. Plate was a German immigrant who settled in San Jose in 1880s. In the 1890s and until 1907 he lived at 334 North Second Street (Assessors Parcel #249-44-030) with his first wife, Mary Plate, who died in 1900. 334 North Second Street was built in about 1888 and is now a law office building.



Figure 12: 607 North First Street

The building is listed on the City of San Jose Historic Resources Inventory as a contributing structure to a city landmark district and is also listed on the National Register of Historic Places under status code 1D, as a contributor to a district (*San Jose Evening News* August 11, 1900:4; San Jose 2010a; United States Bureau of the Census 1900, 1910;).

607 North First Street (Assessors Parcel # 259-18-064) was designed by Wolfe & McKenzie and built in 1907 by the contracting firm of Drake & McCollom for Karl H. Plate and his second wife Elizabeth, at a cost of \$9,200. The two-and-one-half story house at 607 North First Street is located near the corner of Hobson Street, on the block of North First between Hobson and George streets. A photograph and floor plan of the house were published in the *San Jose Evening News* in August 1909. San Jose city planner Ron Eddow, who evaluated the Plate residence at 607 North First Street in 1995, described it as an “excellent example of a Colonial Revival house...with several interesting details such as enclosed eaves, multiple pane windows, and dentils on the cornice and front pediment.” He added that as of 1995, the house had undergone “virtually no alteration.” The building now houses the Carter Israel Advertising company.

The building is listed on the City of San Jose Historic Resources Inventory as a city landmark and is also listed on the National Register of Historic Places under status code 3D, a property that appears eligible for the National Register as a contributor to a National Register eligible district (Eddow 1995; San Jose 2010a; *San Jose Evening News* February 7, 1907:2, August 18, 1909:2; *San Jose Mercury and Herald* January 5, 1908:23).

Karl H. Plate was a founding director of the Lindsay Citrus Association, organized in July 1901 to establish a market for Central Valley oranges and other citrus fruit. The organization handled, shipped, bought, and sold citrus products and built warehouses and packing houses. All of the founding directors were based in San Jose. By April 1911 Karl H. Plate was using his residence at 607 North First Street as the corporate office of the Lindsay Citrus Association. Plate also had an orange ranch in Lindsay, in Tulare County, California (*San Jose Evening News* February 7, 1894:4, July 30, 1901:4, June 6, 1904:1, April 29, 1911:3, November 7, 1916:1; *San Jose Mercury and Herald* January 5, 1908:23).

Plate was also a long-term member of the elite Sainte Claire Club⁸ from 1909 to 1938 and a club officer during his residence at 607 North First Street. He served as the club's vice-president from 1907-1909 and two terms as president, from 1909-1914 and 1916-1919. The *San Jose Mercury and Herald* described the Sainte Claire Club as a "prominent business man's social organization which has brought into San Jose a touch of metropolitan club life that is rarely felt in a city of this size, [and] is one of the oldest associations of its kind on the Pacific Coast, and dates back to the days of the first Union Club, which after nearly a quarter of a century of active life, reorganized about twelve years ago as the Ste. Claire Club" (*San Jose Mercury and Herald* April 21, 1907:57).

444 North First Street - Michael and Annie Hyland House (designed by Frank D. Wolfe)

Frank D. Wolfe designed 444 North First Street (Assessors Parcel # 249-44-045) for Santa Clara County Superior Court Judge Michael Hyland and his wife Annie in 1897. The two-story house is near the corner of Hensley Street, on the block between Hensley and Bassett streets. Espinola notes that ". . . the circle is the theme for Judge Hyland's house: three of the rooms have curved walls and windows and the half circle of the front parlor is echoed in the front porch." Subsequent owners divided the house into apartments. The building is now used for law offices.



Figure 13: 444 North First Street

8. The clubhouse, built in 1894 on the corner of East St. James and North Second streets, was designed by the well-known San Francisco architect A. Page Brown, who also designed the San Francisco Ferry Building. The clubhouse was damaged in the 1906 earthquake; while it was undergoing repairs in 1907 the club was housed in the Maybury Mansion at the corner of North First and East Julian streets. In 1907 the club had 110 members; several lived at the clubhouse and many others dined there.

444 North First Street is listed on the City of San Jose Historic Resources Inventory as a contributing structure (Espinola 2004:18-19; San Jose 2010a; *San Jose Evening News* March 6, 1909: 3; *San Jose Mercury and Herald* April 21, 1907:67).

629 North First Street - John and Lucie Chace House (designed by Wolfe & McKenzie)

In 1905 Wolfe & McKenzie designed 629 North First Street (Assessors Parcel # 259-18-052) for John R. Chace, manager of the Associated Oil Company and later postmaster of San Jose, and his wife Lucie Owen Chace, daughter of *San Jose Mercury* publisher J.J. Owen. The two-story house is located on the block of North First between George and Hobson streets. Espinola described the house by emphasizing “the delightfully articulated floor plan at the main level porch.” The house remained in the Chace family until 1938 but was divided into five apartments in 1945.



Figure 14: 629 North First Street

629 North First Street is listed on the City of San Jose Historic Resources Inventory as a contributing structure (Espinola 2004:146-147; San Jose 2010a).

31 East Julian Street- Jacob Nathan Flats (designed by William Klinkert)

Frank D. Wolfe and Charles McKenzie were not the only well-known architects to design residential buildings in the North First Street study area at the turn of the 20th century, and the single-family house was not the only type of residential design in the area. In 1907 William Klinkert designed two adjoining buildings at 31 East Julian Street that a local newspaper described as “most modern flats yet constructed” in San Jose. It was the start of a trend to multi-unit housing both in the study area and the city as a whole. William Klinkert was a leading San Jose



Figure 15: 31 East Julian Street

architect who established his office in about 1897. Among his many notable designs were St. Patrick's Church, St. Joseph's School, St. Mary's Church and school, Sodality Hall, and many residential buildings. The flats at 31 East Julian Street were located between North First and North Second streets and just west of 45 East Julian Street. The buildings were commissioned by Jacob Nathan, a German immigrant and clothing merchant who owned 45 East Julian Street from 1905 until about 1920, after the death of original owner Frederick Sanford in 1901 (Espinola 2004:71; *San Jose Evening News* December 13, 1920:8; *San Jose Mercury and Herald* April 21, 1907: 26; United States Bureau of the Census 1920).

The construction of 31 East Julian Street began in October 1907, at an estimated cost of \$14,000. The *San Jose Sunday Mercury and Herald* predicted that the flats would start a new trend. The location was described as "the heart of the best residence district in the city," and the flats were reported to be, "One of the handsomest and most valued addition to the residence section of San Jose of the whole year ... The two houses will be built from the same set of plans, each to be two stories in height and each floor to be a complete flat in itself. The architecture follows what is known as the French renaissance style, with large attractive porches in front and six big rooms, besides reception hall and bath rooms ... the buildings will be fitted for the use of electric and gas for lighting purposes ... They will be more modern than any residence buildings of their kind in San Jose and will probably encourage other capitalists to follow Mr. Nathan's idea" (*San Jose Mercury and Herald* October 6, 1907:17).

31 East Julian, two adjoining buildings, share an assessor's parcel number (Assessors Parcel # 249-44-057) and are currently used as law offices. The buildings are listed on the City of San Jose Historic Resources Inventory as contributors to a city landmark district, and are also listed on the National Register of Historic Places under status code 1D as contributors to a district (San Jose 2010a).

3.3 APARTMENT BUILDINGS IN THE NORTH FIRST STREET STUDY AREA

As noted previously, there were several apartment buildings in the study area by the early 1930s.

A two-story apartment building at 15 Hawthorne Way, also known as the Barcelona Apartments (Assessors Parcel # 259-19-062) was built in 1932. The complex is located on the north side of Hawthorne Way, just west of North First Street is described it as a "two-story apartment building that well illustrates the versatility of the Spanish Colonial Revival genre by acting as a perfect transitional element between the commercial/professional office buildings along North First Street and the tidy rows of Spanish Revival and other period revival



Figure 16A: Barcelona Apartments, 15 Hawthorne Way

style houses on Ayer Street.” The Barcelona Apartments website describes the complex as “one of the premier apartment buildings in 1932 San Jose and it has been lovingly restored.” There are 25 apartments – 18 one-bedroom apartments, 5 two-bedroom apartments, and 2 studio apartments.

The building is listed on the City of San Jose Historic Resources Inventory as a contributing structure (Barcelona Apartments 2010; Zavlaris 1978b; San Jose 2010a).



Figure 16B: Barcelona Apartments, 15 Hawthorne Way

Another major apartment complex constructed in the study area in the 1930s was 576 North First Street (First Street Apartments) designed in the Streamline Moderne style and built circa 1936.

460 North First Street, also known as the Mission Court Apartments (Assessors Parcel # 249-43-064), is a two-story apartment complex on the northeast corner of North First and Hensley streets. According to the Mission Court Apartments website, the original part of the complex is an early 1890s mansion built for William



Figure 17: First Street Apartments, 576 North First Street

Patrick Dougherty, the “Lumber King of the Santa Clara Valley.” In the early 1930s, the mansion was converted into nine apartments, and two wings were added with 26 additional apartments to create a U-shaped complex with an open central landscaped courtyard facing North First Street (Mission Court Apartments 2010).

William Patrick Dougherty was born in Ireland in 1832 and settled in Santa Clara County in 1858. He established a lumber business in the Santa Cruz Mountains, and founded and managed the Santa Clara Valley Mill and Lumber Company in San Jose on the corner of Fourth and San Fernando streets. He later founded the Dougherty Lumber Company, one of the leading lumber firms in California, with mills and holdings of thousands of acres. He was also president and manager of the San Jose Brick Company and a vice-president of the Hotel Vendome Company.

His first wife died in 1882 and in 1890 he married Anna Fenton. He died at home at 460 North First Street in March 1894. After his death his wife and children continued to live in the house at 460 North First Street through at least 1910. In 1915 Dr. David A. Beattie bought the house and lived there for many years. A native of Canada, he was a prominent physician, and was appointed as San Jose Health Officer in 1916 (Guinn 1904:1111; *San Jose Evening News* March 19, 1984:1; *San Jose Mercury and Herald* July 11, 1915:26; United States Bureau of the Census 1900, 1910, 1920; *American Medical Association* 1916:752).

According to the Mission Court Apartments website, Dougherty's mansion at 460 North First Street was built as a “. . . showcase to display the finest building materials that were available at the time.” The foyer of the apartment complex, housed in the mansion, “features floor to ceiling mahogany, with hand carved dentil moldings and columns, as well as a marble fireplace. There is a formal parlor featuring another marble fireplace, hardwood floors, and walnut wainscoting . . . The dining room features a leaded crystal built in china cabinet, two chandeliers, decorated ceilings, walnut paneled walls, and hardwood floors with a mahogany inlay.” A Historic Resources Inventory Form prepared for the building in 1978 described the Mission Court Apartments as a “perfect stage-set Spanish Revival apartment complex...with mature palms and other Mediterranean landscaping to complete the idealized historical intent.”

The Mission Court Apartments complex is listed on the City of San Jose Historic Resources Inventory as a contributing structure (Mission Court Apartments 2010; San Jose 2010a; Sanborn Map Company 1915, 1950:59; Zavlaris 1978a).



Figure 18A: Mission Court Apartments, 460 North First Street, original 1890s mansion in center



Figure 18B: Mission Court Apartments, 460 North First Street

3.4 BUSINESS AND GOVERNMENT BUILDINGS IN THE NORTH FIRST STREET STUDY AREA

Although primarily a residential district, the study area did include some notable business enterprises in the late 19th and early 20th centuries - the Hotel Vendome, the Western Granite and Marble Company, and Borchers Brothers, a building materials supply firm. The 1926 Borchers Brothers building at 396 North First Street is listed on the City of San Jose Historic Resources Inventory. With the exception of the front façade of the Borchers Brothers building, none of the structures associated with these pioneering businesses are still standing.

The following section of the report provides a brief discussion of these firms and also cites the San Jose Woolen Mills, a pioneering industrial firm located one block west of the study area from 1870-1910. The mill was a leading industrial employer and provided jobs to many residents of the study area and vicinity.

The former City Hall at 801 North First Street is the most significant public building still extant in the study area today. It served as the San Jose City Hall from 1958 until 2005. It is not currently listed on the City of San Jose Historic Resources Inventory, but it qualifies for listing, according a recent evaluation prepared by historians Franklin Maggi and Leslie Dill, which will be discussed below (Maggi and Dill 2007:52).

Hotel Vendome on North First Street 1888-1930

The Hotel Vendome, San Jose's first luxury hotel, was developed in the study area in the 1880s by local civic and business leaders, who sought to boost the city's prestige by making it a destination for elite travelers. The Vendome Corporation, with the support of the San Jose Board of Trade, elected a board of officers in August 1887: President J.S. Potts, a physician and one of the founders of the San Jose Board of Trade; Secretary Thomas S. Montgomery, a San Jose real estate agent and resident of the study area on North First Street, who later developed downtown commercial and business blocks; and Treasurer, San Jose Mayor C.W. Breyfogle, a physician who was also the president of the Garden City National Bank. They funded the hotel development through public subscription at a total cost of over \$250,000. The hotel was built in 1888 on an 11-12 acre estate formerly known as the Belden Homestead. Josiah Belden, San Jose's first mayor, lived there with his family from about 1855 through 1884. The estate entrance was on North First Street, the eastern boundary; the other boundaries were Hobson Street on the north, Empire Street on the south, and North San Pedro Street on the west. The setting was considered ideal for a hotel, offering the benefits of both town and country. Hotel guests would have convenient access to the streetcars on North First Street and the Southern Pacific Railroad station a few blocks to the south. They would also enjoy the serenity of a beautiful landscaped park in the midst of a quiet neighborhood of handsome houses and tree-lined streets (*San Jose Evening News* February 21, 1889:3; *Jose Mercury and Herald* April 21, 1907:56, December 31, 1911:19; Thompson & West 1876:106).

Cabel H. Maddox, a San Jose businessman and Kentucky native, was the owner of the former Belden estate in 1887, and sold it to the hotel corporation in September 1887 for about \$60,000.

The site was surveyed in September 1887 and a “Map of the Hotel Vendome Tract”⁹ was filed with the Santa Clara County Recorder on October 6, 1887. The house and cottage on the estate were sold at auction and removed in October 1887 in preparation for site development (*San Jose Evening News* August 10, 1887:3, September 9, 1887:5, October 1, 1887:2, February 21, 1889:3; Santa Clara County Recorder October 6, 1887: Book C page 25; Sanborn Map Company 1891 Vol. 2:42a; Sawyer 1922: 108; Vendome Neighborhood Association 2010).

The hotel building was designed by the prominent Jose architecture firm of Jacob Lenzen & Son in September 1887. According to the *San Jose Evening News*, the hotel was designed in the Queen Anne Style with 115 rooms for guests and “appointments as luxurious as money can procure.” Work on the hotel site began in January 1888, and the first building contract was awarded to Robert Summers in March 1888 (*San Jose Evening News* September 26, 1887:3, January 19, 1888:3; March 7, 1888:3, April 6, 1888:4).



Figure 19: Hotel Vendome

The hotel opened for business in early February 1889; the formal opening took place on March 1, 1889. The *San Francisco Bulletin* described the Vendome as the “pride of the city” of San Jose, calling particular attention to its beautiful setting in a landscape of green lawns,

flowering shrubs, and mature trees, including oak, redwood, elm, pine, palm trees, pepper, and fig trees. The *San Jose Evening News* reprinted the *Bulletin’s* review of the hotel, including the following excerpt (*San Jose Evening News* February 7, 1889:2; *San Jose Mercury and Herald* April 21, 1907:56; Vendome Neighborhood Association 2010):

The Vendome at San Jose has just been opened. It is a hotel that will bear comparison with the famed [Del Monte] hotel of Monterey ... It has already begun to attract the patronage of San Franciscans. Its construction is due to the energy and enterprise of San Jose citizens, and it is now the pride of the city. The hotel is located on First Street, north

9. The 1887 “Map of the Hotel Vendome Tract” should not be confused with the 1894 “Map of the Vendome Addition,” a subdivision in another part of the study area that was named for the Hotel Vendome. The 1894 subdivision encompassed parts of Asbury St., San Pedro St., George St., Miller St., First Street, and Taylor Street. The owner of the subdivision was Sidney M. Smith. It was recorded on March 6, 1894 (Santa Clara County Recorder March 6, 1894: Book H page 35).

of the Southern Pacific depot, and about five blocks from the center of the city. It is a 4-story building of picturesque Queen Anne architecture, with towers, balconies, wide veranda and large chimneys. It sets well back from the street in a tract of twelve acres. The grounds, formerly the Belden homestead, have been planted for twenty-five years, and are shaded by tall, arching elms and other large ornamental trees ... An immense fire-place at the office lobby has attracted more attention than any other one thing about the hotel ... The entire cost of the hotel and furniture was something near \$250,000 (*San Francisco Bulletin* reprint in the *San Jose Evening News* February 21, 1889:3).

The Hotel Vendome was patronized by both tourists and residents of San Jose, and was an important center of the city's social life for over 40 years. Hotel amenities included a ballroom and a sun parlor on the top floor with a panoramic view of the surrounding valley and mountains. In 1896 the Vendome Quartet provided classical music concerts every evening. The grounds featured a bathing and bowling pavilion with two large swimming pools and two bowling alleys, tennis courts, croquet courses, and stables providing excursions to the Lick Observatory on Mount Hamilton. By 1907 the hotel also had an automobile garage for tours to the Observatory and for the many guests who visited the hotel on summer touring holidays. A 36-room annex was built in 1903 but the annex was destroyed in the 1906 earthquake and never re-built. The hotel was closed for almost a year for repairs, re-opening on May 1, 1907 (*San Jose Evening News* January 5, 1903: 2; *San Jose Mercury* 1896:152-3, 298; *San Jose Mercury and Herald* April 21, 1907:56; Vendome Neighborhood Association 2010).

It was the end of an era in San Jose when the Hotel Vendome was closed and demolished in 1930, opening the way for residential development. The site was surveyed in April 1930 and "A Map of James A. Clayton & Company's Subdivision of the Vendome Grounds" was recorded in Santa Clara County on June 4, 1930. The subdivision owner was M.G. Riley, and the map encompassed several streets, including First Street, Empire Street, Belden Lane, Ayer Avenue, Losse Court, Rankin Avenue, San Pedro Street, and Hobson Street. The subdivision lots were 55 feet wide by 97.5 feet deep (Santa Clara County Recorder June 4, 1930: Book Y pages 10-11).

The present-day Vendome neighborhood takes its name from the hotel. The neighborhood is bounded by George Street on the north, North First Street on the east, Ryland Park on the south, and North San Pedro Street on the west. The Vendome Neighborhood Association maintains a website and sponsors a variety of activities, including architectural walking tours and quarterly meetings open to all neighborhood residents.

396 North First Street - Western Granite and Marble Company, 1888-1907

396 North First Street - Borchers Brothers, 1908-1982

The Western Granite and Marble Company was the only large industrial site within the boundaries of the study area in the late 19th and early 20th centuries. The firm was established in April 1888 at present-day 396 North First Street with a capital stock of \$100,000. One of the founding directors was C.T. Ryland, who lived on North First Street, just south of the study area. The company was located on the northeast corner of North First Street and the Central Pacific/Southern Pacific Railroad tracks. The block was bounded by North First and North Second streets, with the railroad tracks on the south and Hensley Avenue on the north (*San Jose*

Evening News April 25, 1888:3; *San Jose Mercury* December 22, 1901:16; Sanborn Map Company 1891 Vol. 1: 4b).

The company directors had evidently chosen the location at least in part for its proximity to the railroad tracks. By September 1889, the Western Granite and Marble Company had received permission from the San Jose Common Council to construct a switch track from the Central Pacific Railroad track at Second Street to and upon the company's lot. The presence of an industrial land use in the midst of an elite residential neighborhood was controversial at the time. The Council's action was protested by nearby residents of First, Second and Third streets, and the protest was "placed on file" by the Council (*San Jose Evening News* September 11, 1889:3).



Figure 20: Western Granite and Marble Company, 396 North First Street, circa 1900

In 1901 the *San Jose Mercury* described the Western Granite and Marble Company as the "oldest and largest of its kind" in San Jose, that had done "much of the finest and most expensive stone and marble work in the county and some of the handsomest in the State" (*San Jose Mercury* December 22, 1901:16). In 1891, Santa Clara County hired the Western Granite and Marble Company to build the County Hall of records. The company did the granite masonry work on the county building but subcontracted all other aspects of the job. The company's advertisements also featured its skill in cemetery work; in 1901 the firm worked on a large vault for the Oak Hill Cemetery in San Jose (Basin Research Associates and Hill 1996:5; *San Jose Evening News* November 5, 1891:3, March 24, 1894: 4, April 3, 1893:1, June 28, 1894: 2, April 30, 1901:8).

The company's plant building was about 55 feet x 275 feet and had a powerful air compressor operating on hydraulic power. The plant was equipped with traveling cranes, hydraulic drills, planes and other tools of the trade. The plant and equipment were completely destroyed by a disastrous fire in October 1907 (*San Jose Mercury and Herald* October 6, 1907:1).

The firm went out of business after the 1907 fire and sold its site at 396 North First Street to Borchers Brothers, a building materials supply company, in 1908. This was the Borchers Brothers' third location. The company had been established in 1896 as a feed and fuel business located in San Jose on South Seventh Street, outside of the study area. In 1898 the firm branched out into building materials, becoming the first full-line building materials dealer in the Santa

Clara Valley (Basin Research Associates and Hill 1996:5; *San Jose Mercury and Herald* October 6, 1907:1).

In 1919 Borchers Brothers advertised its building materials and fuel products in a local newspaper, specifying the sale of lime, cement, lath, roofing, beaver board, and brick. During the 1920s Borchers Brothers was the largest coal dealer in northern California, and the business grew so rapidly that it needed a larger building. In 1926 the firm built a new Spanish Colonial Revival building at 396 North First Street (Basin Research Associates and Hill 1996:5; *San Jose Evening News* July 6, 1919:20; Sanborn Map Company 1915:60).

Borchers Brothers continued to expand after construction of the 1926 building in the study area. In 1938 the company became Santa Clara Valley's first dealer of ready-mix concrete. In 1946 the firm moved its sales yard to Sunol Street, outside the study area. By 1950 the firm had stopped dealing in fuel and feed, and in the 1950s it began a pre-hung door and millwork business. In 1980 the firm opened a branch in Dublin. Borchers Brothers sold the building at 396 North First Street in 1982, consolidating its business as a building materials firm at the Sunol Street yard. By the time the firm closed in the 1990s it had been in continuous business as a family firm in San Jose for almost one hundred years. The 1926 Borchers Brothers building remained standing until the late 1990s, when most of the building was demolished for the development of Ryland Mews. Today, only the front portion of the building remains (Basin Research Associates and Hill 1996:6).

San Jose Woolen Mills on Hobson Street (Vicinity of the Study Area) 1870-1910

The San Jose Woolen Mills, a public corporation, was one of San Jose's pioneering industrial plants when it was established in 1870 by Judge R.F. Peckham. He modeled the company on the country's leading textile mills in New England. The main mill building was a four-story structure on the northwest corner of Hobson and San Pedro streets, one block west of the study area. This was the site where pioneering orchardist Joseph Aram had planted his first 20 acres of fruit trees in the early 1850s. In 1876 the San Jose Woolen Mills had 43 employees and produced "cassimere," flannel, and blankets for markets from San Francisco to Boston. A newspaper advertisement for the San Jose Woolen Mills in 1897 described the company's products: clothing, blankets, overshirts, underwear, buggy robes, flannels, and suits made to order. The company also maintained two stores, one at the mill and another in San Francisco. In 1896, after opening a new department for men's and boys' clothing, the company employed 100 to 110 people. When the textile market was strong, the mill offered year-round employment; when markets were depressed, the season might last only six or eight months (Munro-Fraser 1881:524-527; *San Jose Evening News* June 12, 1894:2, July 16, 1896:4, September 21, 1896:1, July 16, 1896:4, December 31, 1897:2, December 31, 1897:2; *San Jose Mercury* 1896:304; Sanborn Map Company 1891 Vol. 2:41a; Thompson & West 1876:13 ½).

Edward F. Hayford, the San Jose Woolen Mills engineer, was one of many study area residents employed by the firm. He worked at the mill from the time it opened in 1870 until his death in 1888, and lived at 145 George Street with his wife Eleanor and son Frank E. Hayford. The Hayford property is shown on the 1876 Thompson & West map; the Hayford residence was on the northeast corner of George and North San Pedro streets. The house that stands at 145 George Street today was built in about 1900, replacing the older house on the parcel during Edward F.

Hayford's lifetime (Cartier 2003; *San Jose Evening News* June 6, 1888:3; Sanborn Map Company 1891:41b, 1915, 1950:78; Thompson & West 1876:39).

The 1880 U.S. Population Census documents many other residents of the study area and vicinity who worked at the San Jose Woolen Mills. Some employees maintained their own households while others rented rooms. Boarding houses on Hobson Street and North First Street rented lodgings to single mill workers of both genders, including a large number of Chinese immigrants. The San Jose Woolen Mills, like the New England textile mills, employed many women and girls. Ellen Sullivan, a 37-year old woman born in Ireland, was the head of her household and a mother of four children. She was a mill worker, along with her 16-year old daughter Lizzie and 14-year old daughter Alice. Ellen Hurd, a 51-year old mill worker born in England, rented a room on North First Street (United States Bureau of the Census 1880).

Many of the mill employees were single Chinese men who lived in the so-called Woolen Mills Chinatown, located two blocks northwest of the mill, outside the study area and just west of present-day Highway 87. It was established in June 1887 to house Chinese people displaced by a fire that destroyed the Market Street Chinatown in May 1887.¹⁰ The Chinese population of San Jose was second only to that of San Francisco in the late 19th and early 20th centuries - about 2,723 people in 1880, and 1,738 in 1900. At its peak of development, Woolen Mills Chinatown was about 15 acres, including several blocks of wood-frame tenement housing, brick mercantile stores, restaurants, a temple, a cook house, a Chinese theater, a barber shop, and the Garden City Cannery on Taylor Avenue, located under present-day Highway 87. The main portion of the Woolen Mills Chinatown was destroyed by fire in late August 1902 and the site was soon leveled. After the fire, many residents moved to San Jose's Heinlenville Chinatown on Sixth and Taylor Streets, built in 1887. The Woolen Mills Chinatown and Garden City Cannery comprise an important historic archaeological site, CA-SCL-807H (Baxter & Allen 2004:207; Chinese Historical and Cultural Project 2010; Laffey 1993:23; *San Jose Evening News* June 20, 1887:3, June 29, 1891:3, August 21, 1902:1, June 30, 1903:8; Sanborn Map Company 1891 Vol. 2: 41a).

When the San Jose Woolen Mills went out of business in April 1910, the *San Jose Evening News* described the firm as "one of San Jose's oldest and most substantial manufacturing industries." After the closure, the mill buildings were demolished and the property was sold for residential development (*San Jose Evening News* April 11, 1910:8, July 1, 1910:4, April 14, 1911:8).

Former San Jose City Hall, 801 North First Street, 1958-2005

The most important public building still extant in the study area is the former City Hall at 801 North First Street, which served as the San Jose City Hall from 1958 until 2005, when a new city hall building opened on the Civic Plaza in downtown San Jose on East Santa Clara Street. The former City Hall was part of a Civic Center complex that included a Health Department Building

10. There are varying accounts of the origin of the Woolen Mills Chinatown. According to one account, Ah Fun purchased property from Judge Peckham, owner of the mills. In another account, the Chinatown was started by two leaders of the Chinese community: Chin Shin (often known as "Big Jim") and Ah Fook, who leased the Woolen Mills Chinatown site from owner Louis M. Hoefler of San Francisco. The new Chinatown was built in part from bricks salvaged from the burned Chinatown.

at 161 West Mission Street, which also opened in the study area in 1958. The former City Hall Annex, northwest of the City Hall, was built in the mid-1970s. Both the former City Hall and Health Department Building are still owned by the City of San Jose¹¹ (Maggi and Dill 2007:52).

When the City Hall at 801 North First Street opened in 1958, it was viewed by Mayor Robert C. Doerr, City Manager Anthony P. (“Dutch”) Hamann, and other pro-growth civic leaders as a proud symbol of San Jose’s modernity in a postwar era of rapid urban development. The City Hall was built as a replacement for the City Hall that had opened in 1889 in downtown San Jose in Market Plaza, nine blocks to the south. The 1889 City Hall, designed by Theodore Lenzen, and the six previous city hall buildings in San Jose dating back to the era of the first pueblo in the late 18th century, are no longer standing. 801 North First Street was the first San Jose City Hall in the American period to be built outside downtown San Jose. The location reflected the goals of a city administration that favored suburban expansion, but it was controversial from the start. As noted earlier, *El Pueblo de San Jose de Guadalupe* was established in the northwestern portion of the study area in 1777, although the precise location is unknown. The pueblo’s civic building, the *juzgado*, was built in 1783, in the general vicinity of the City Hall built in 1958. In dedication ceremonies for the Former City Hall on March 27, 1958, the City of San Jose expressed pride in its long civic heritage, as well as its future. The dedication brochure proclaimed, “Thus, after 161 years, San Jose’s municipal government, the first in California, has returned to the scene of its origin” (Maggi and Dill 2007: 5, 8, 15-21; San Jose 1958: n.p.).

From the mid-19th century through the 1940s, much of the former City Hall site was agricultural land. The largest portion of the City Hall site was originally part of a 65-acre ranch established by Gideon Woodward in the early 1860s. In 1865 he sold the ranch to Joseph O’Keefe and his wife Margaret, who operated a cattle and horse ranch. The Thompson & West map of 1876 documents the O’Keefe property as 65.76 acres, both north and south of the city limits at

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11. The Former City Hall is not currently listed on the City of San Jose Historic Resources Inventory or any other local, state, or national historical resource list. However an evaluation by historians Franklin Maggi and Leslie Dill in 2007 found that the former City Hall qualifies for listing on the National Register of Historic Places and the California Register of Historical Resources as well as for designation as a City Historic Landmark.

Maggi and Dill’s evaluation of the Former City Hall in 2007 found that it was “. . . historically significant for its intact representation of important patterns of community development in the history of San Jose. Specifically, the building is significant as a post-World War II city hall built to house the day-to-day operations of municipal government, and acted as the primary civic symbol of San Jose during its period of rapid growth in the 1950s and 1960s when San Jose was the fastest-growing city in the nation. The building is associated with a number of significant personages that were active during the period when it was planned and used: [City Manager] A.P. (Dutch) Hamann and [City Councilman] George Starbird, whose leadership during the 1950s are manifested during the construction of the 1958 City Hall building, and later Mayors Janet Gray Hayes and Norman Mineta, significant personages in the context of national political leadership, who took office and served as mayors within this building.

The building is also significant as the location of a 1981 employee strike based on the issue of comparable pay for women, which has national significance. The building is also a distinctive representative of Cold War Era, Modern architecture, an innovative curtain wall building with high artistic merit, that was recognized as a visual symbol of a democratic society in its openness and accessibility to the citizens that it served during its early years of use. The former City Hall Annex is of less significance, but was designed in a sensitive way to be both compatible and contribute to the Civic Center setting” (Maggi and Dill 2007:5).

present-day Hedding Street. By the 1940s, a portion of the O’Keefe property had been acquired by the Franco Brothers, who used it for truck farming and later sold it to the City of San Jose in 1948 (Busby and Garaventa 1983:9, 12; Maggi and Dill 2007:13; McMillan & McMillan 1929; Thompson & West 1876:39).

A small, southern portion of the former City Hall site had a different ownership history. Johann Knoche and his wife Louisa were German immigrants who acquired a 17.94-acre parcel south of the O’Keefe property in 1867. Johann Knoche was a jeweler; his son, Dr. Edward Louis Herman Knoche, who inherited the property in about 1905, became a well-known botanist. When Dr. Knoche died in 1945, he donated 16 acres of land near North First and Mission streets to the City of San Jose for use as a children’s playground. The City of San Jose was able to avoid this restriction by creating another playground elsewhere, and acquired the Knoche parcel in 1955, clearing the way for the construction of the City Hall at 801 North First Street (Maggi and Dill 2007:14; Thompson & West 1876:39).

During an early phase of the city hall planning process in 1948 the City joined the County of Santa Clara in a purchase of land for a unified civic center housing both government agencies. Instead, the city and county pursued separate developments, after failing to agree on a master plan. The county was the first to proceed, and in 1953 completed a one-story office building at the corner of North First and Hedding streets, outside the study area; a six-story addition was built in 1962. The 1953 county building was replaced by a new 11-story County Administration Building in 1971 (Laffey and Detlefs 1995:20).

San Jose voters approved the establishment of a new city hall building near North First and Mission streets in 1952; in 1955 they voted approval of \$1,975,000 in funding for the project and ground was broken on June 28, 1956. The City Hall at 801 North First Street was designed by Donald Francis Haines, who had established his firm, Donald Francis Haines & Associates, in San Jose in 1953. In 1956 he opened branches of the firm in Stockton and San Francisco and began to specialize in public school design (Maggi and Dill 2007:19-20; San Jose 1958:n.p.).

The new city hall complex “engulfed and eliminated” the small neighborhood of Hyde Park, according to historian Mary Jo Ignoffo. As noted earlier, the Hyde Park Tract subdivision was created in 1889, by pioneering orchardist John Quincy Adams Ballou. The blocks and lots of the Hyde Park tract are shown on the 1929 Official Map of Santa Clara County, north of Rosa (present-day Hedding Street) on the west side of the Alviso Road (North First Street). By 1958 Hyde Park was a



Figure 21: Former City Hall, 801 North First Street, constructed 1956-58 (Photo by Franklin Maggi)

residential neighborhood with a number of small businesses including a grocery, gas station, and barber shop. The present-day neighborhood of Hyde Park is in a different location, on the east side of North First Street in the vicinity of North Second Street and East Younger Avenue (Ignoffo 1996:191; McMillan and McMillan 1929; Santa Clara County Recorder November 16, 1889: Book D2 page 147).

In 1960 Dutch Hamann declared that the recently completed City Hall at 801 North First Street would ignite “. . . a general municipal improvement program in this once-agricultural region.” He described the City Hall building as a “nerve center” of urban growth “where modern ideas are being formulated to meet modern needs in an atmosphere conducive to big thinking to meet big problems.” The city expanded dramatically during this period. Hamann’s aggressive annexation program brought suburban areas under municipal control, and the city government’s pro-business economic policies supported rapid industrial and commercial development. In 1960 San Jose had a population of 204,196 in a total area of 54.5 square miles. By 1970 the city had more than doubled in size; the population had grown to 445,779 with an incorporated area of 136 square miles (Hamann in *American City*, April 1960 quoted in Maggi and Dill 2007:21).

The former City Hall at North First Street is associated with the tenures of two of San Jose’s most important mayors. Under Mayor Norman Mineta (1971-1974) the first Asian mayor of a major American city, San Jose adopted its first comprehensive land use plan, setting limits on city expansion. Janet Gray Hayes, Mineta’s successor, focused on managed growth and quality of life. She campaigned on the slogan, “Let’s Make San Jose Better Before We Make It Bigger.” She was the first woman mayor of a major U.S. city (1975-1982) and won with the support of women’s groups, neighborhood activists and environmentalists. Hayes and the City Council focused on downtown re-development and neighborhood participation in urban planning.

The opening of the Former City Hall at 801 North First Street in 1958 prompted the development of several large office buildings in the study area along North First Street in the 1960s. The California Bank & Trust building at 515 North First Street was built circa 1962. 777 North First Street, also known as the Swenson Building, was designed by prominent architect John Savage Bolles and completed in 1962. Civic Center Tower, at 675 North First Street, was constructed circa 1966.



Figure 22: California Bank & Trust building, 515 North First Street, constructed 1962

By the mid-1990s the facilities of the former City Hall were widely viewed as inadequate to cope with public services after a period of rapid urban expansion. In 1996 the voters of San Jose supported plans by Mayor Susan Hammer and the City Council to build a new City Hall in downtown San Jose. The current City Hall at 200 East Santa Clara

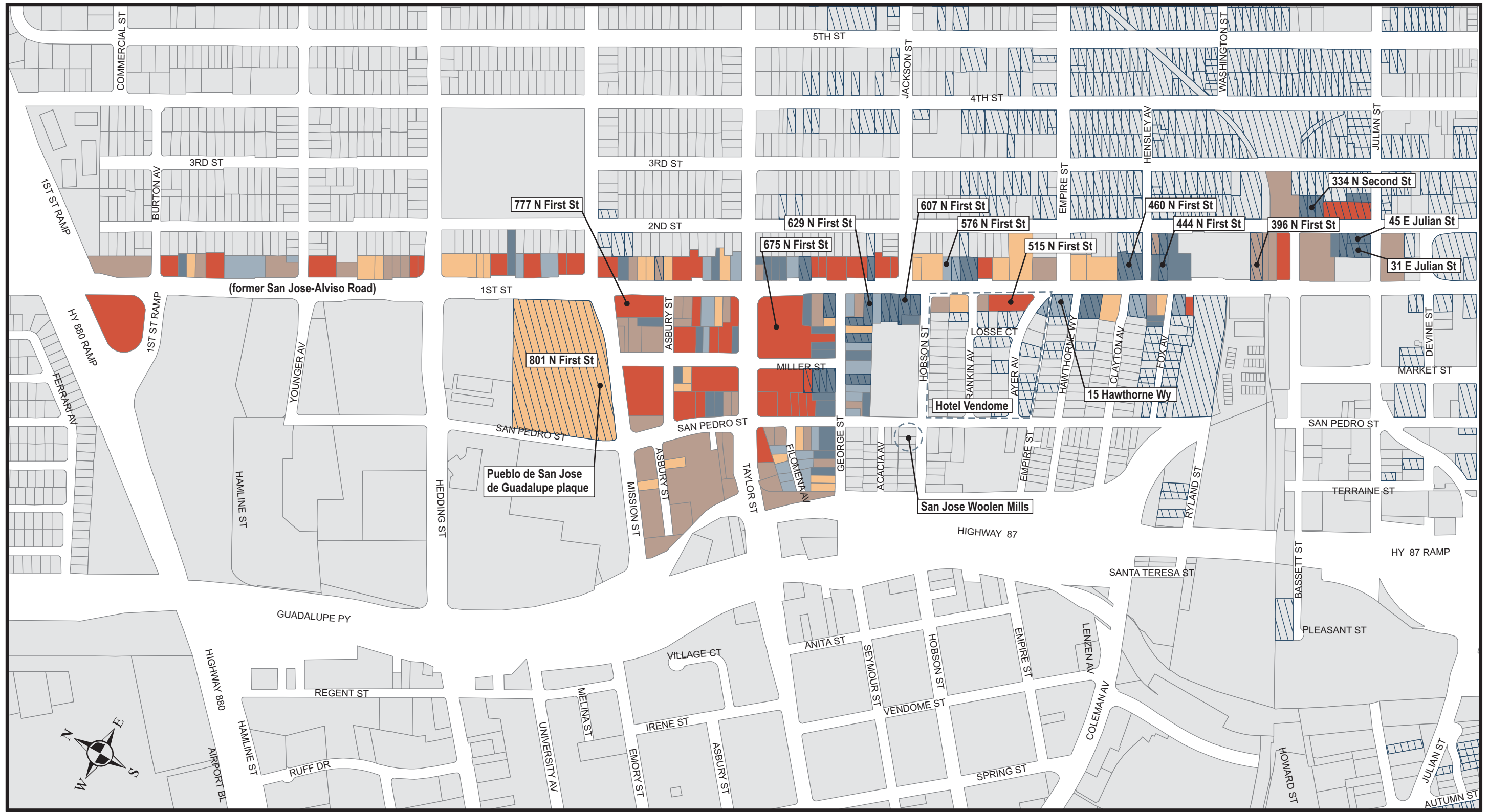
Street opened in March 2005 during the tenure of Mayor Ron Gonzales. The building was designed by Richard Meier, a leading American architect and winner of the Pritzker Architecture Prize.

The City Hall was returned to downtown San Jose in 2005 during a period of renewed interest in downtown redevelopment. The *New York Times* recently described the rebirth of San Jose’s downtown district during the decade from 2000-2010, “. . . when a new opera hall, museums, a hockey arena and a convention center began attracting suburban residents taking advantage of a growing light rail system” (*New York Times* July 21, 2010:B8).

The *New York Times* emphasized that “residential and commercial construction was poised to follow” the trend to downtown development. Development plans included a proposal to develop north San Jose into a second urban hub near a light-rail system that would transport residents to downtown San Jose. The developments stalled during the recession that began in 2008. However, the *Times* predicted that, “now that the economy shows signs of picking up, city officials and real estate developers are doubling their efforts to sell apartments and obtain development loans to restart what they say is a San Jose renaissance” (*New York Times* July 21, 2010:B8).



Figure 23: Civic Center Tower, 675 North First Street, constructed 1966



1885 - 1920
 1921 - 1940
 1941 - 1960
 1961 - 2010
 No date available
 CSJ Historic Resources

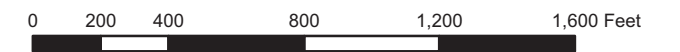


Figure 24: North First Street Context Area with Historical Resources and Building Age

4.0 NORTH FIRST STREET STUDY AREA - CONTEXT BIBLIOGRAPHY

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ATTACHMENTS

LISTS

- LIST 1 North First Street Study Area Properties on the City of San Jose Historic Resources Inventory, the California Register of Historical Resources and the National Register of Historic Places

LIST 1

North First Street Study Area Properties Listed on the City San Jose Historic Resources Inventory, the California Register of Historical Resources, and the National Register of Historic Places

All of the following properties, with one exception, are listed on the City of San Jose Historic Resources Inventory. Some properties also appear on the California Register of Historical Resources (CRHR) and/or the National Register of Historic Places (NRHP), and will be specifically cited. One property, 698 North First Street, appears only on the NRHP and not on the San Jose Inventory.

IS	Identified Structure
CS	Contributing Site/Structure
CLD	City Landmark District
CLS	City Landmark Site/Structure
ECR	Eligible for California Register of Historical Resources individually

396 North First Street, Borchert Brothers Building 1926. CLS; NRHP Status Code 5S2 (Individual property eligible for local listing or designation). [Note: this address does not appear on the study area list, but the location is depicted on the study area map, just north of the tracks; the discrepancy may be due to the demolition of most of the building for the construction of Ryland Mews. The front portion of the building remains, and the building is still listed on the Inventory].

444 North First Street, Michael and Annie Hyland House (APN# 249-44-045) 1897. CS. Frank Delos Wolfe, architect.

445 North First Street (APN 259-20-043) circa 1924. CS.

460 North First Street, Mission Court Apartments (APN 249-43-064) 1932. CS.

475 North First Street (APN 259-20-013) circa 1925. CS.

485 North First Street, McMahon Building (APN 259-19-086) circa 1917. CS.

560 North First (APN 249-43-047) circa 1901. CS.

568 North First Street (APN 249-43-048) circa 1936. CS.

601 North First Street (APN 259-18-057) circa 1907. CS.

607 North First Street, Karl H. and Elizabeth Plate House (APN 259-18-064) 1907. CLS; ECR; NRHP Status Code 3D (appears eligible as a contributor to a NRHP eligible district through survey evaluation). Wolfe & McKenzie, architects.

619 North First Street (APN 259-18-055) circa 1907. CS.

623 North First Street (APN 259-18-054) circa 1914. CS.

629 North First Street, John and Lucie Chace House (APN 259-18-052) 1905. CS. Wolfe & McKenzie, architects.

630 North First Street (APN 249-42-057) circa 1905. CS.

651 North First Street (APN 259-18-032) circa 1920. CS.

668 North First Street (APN 249-42-065) circa 1908-1915. CS; NRHP Status Code 3D (appears eligible for NRHP as a contributor to a NR eligible district through survey evaluation).

698 North First Street (APN 249-42-070) circa 1915. NRHP Status Code 3D (appears eligible for NRHP as a contributor to a NRHP eligible district through survey evaluation).

708 North First Street (APN 249-01-016) circa 1922. CS.

801 North First Street, *El Pueblo de San Jose de Guadalupe* (APN 259-04-006) 1777. CR (California Register Site/Structure); California State Historical Landmark No. 433. [Note: 801 North First Street is the address of the Former City Hall (1958-2005) which is not currently listed on the City of San Jose Historic Resources Inventory. The California State Historical Landmark plaque for the Pueblo site is located in a nearby parking lot at 151 West Mission Street).

15 Hawthorne Way, Barcelona Apartments (APN 259-19-062) 1932. CS.

31 East Julian Street, Jacob Nathan Flats (APN 249-44-057) 1907. CS; CLD; Listed in the CRHR; NRHP Status Code 1D (contributor to a district or multiple resource property listed in NRHP by the Keeper). William Klinkert, architect.

45 East Julian Street, Frederick and Nellie Sanford House (APN 249-44-090) 1899. CS; CLD; Listed in the CRHR; NRHP Status Code 1D (contributor to a district or multiple resource property listed in NRHP by the Keeper). Frank Delos Wolfe, architect.

73 East Julian Street (APN 249-44-023) circa 1875. CS; CLD; Listed in the CRHR; NRHP Status Code 1D (contributor to a district or multiple resource property listed in NRHP by the Keeper).

311 North Second Street, Moody Flats Apartments (APN 249-44-059) circa 1892-1903. CLS; Listed in the CRHR; NRHP Status Code 1D (contributor to a district or multiple resource property listed in NR by the Keeper); NRHP Status Code 5S2 (Individual property that is eligible for local listing or designation).

332 North Second Street (APN 249-44-029) circa 1888-1910. CS; CLD; Listed in the CRHR; NRHP Status Code 1D (contributor to a district or multiple resource property listed in NRHP by the Keeper).

334 North Second Street, Karl H. and Mary Plate House (APN 249-44-030) circa 1888. CS; CLD (City Landmark District); Listed in the CRHR; NRHP Status Code 1D (contributor to a district or multiple resource property listed in NRHP by the Keeper).

336 North Second Street (APN 249-44-031) circa 1888-1901. CS; CLD; Listed in the CRHR; NRHP Status Code 1D (Contributor to a district or multiple resource property listed in NRHP by the Keeper).

443 North Second Street (APN 249-44-066) circa 1900. IS.

447 North Second Street (APN 249-44-067) date unknown. CS.

651 Miller Street (APN 259-18-019) circa 1900. IS.

659 Miller Street (APN 259-18-018) circa 1898. IS.

663 Miller Street (APN 259-18-017) circa 1900. IS.

665 Miller Street (APN 259-18-016) date unknown. IS.

34 George Street (APN 259-18-049) circa 1900. IS.

54 George Street (APN 259-18-047) circa 1920. IS.

112 George Street (APN 259-18-043) circa 1898. IS.

16 Ayer Avenue (APN 259-19-061) circa 1936. CS.