

HISTORICAL RESOURCES TECHNICAL REPORT

# Downtown West Mixed-Use Plan San Jose, California

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*Architecture  
Planning  
Conservation*



Architectural  
Resources Group

## 2. HISTORIC CONTEXT

### 2.1 Introduction

The project area developed at the crossroads of the future city of San José. The Guadalupe River and its tributary, Los Gatos Creek, where the Tamien Ohlone-speaking tribal groups settled, forms the eastern border; the Alameda (present-day W. Santa Clara Street), which linked the Spanish colonial pueblo (Pueblo de San José de Guadalupe) to the east and mission (Mission Santa Clara de Asís) to the west, forms the crosspiece. By the late nineteenth century, the project area's western border had developed in the form of the Southern Pacific Railroad. At this time, the project area was decidedly mixed-use in character: small cottages abutted industrial development, including a gas works, fruit processing facilities, and lumberyards. Small businesses including liveries and foundries reflect the typical services of the era. A mixed-use development pattern continued through the early twentieth century, with Pacific Gas and Electric Company (PG&E) acquiring and expanding the gasworks and substation and with lumberyards, garages, machine shops, food processing plants, and laundry facilities providing employment for local residents.

By the end of the 1930s, several canneries and fruit processing plants had expanded in the project area, reflecting the prominent role the fruit industry played in the local economy. The Southern Pacific Railroad station (present-day Diridon Station) had also been constructed, attesting to the continued dominance of rail transit. The character of the project area began to transition in the postwar era as numerous light industrial properties replaced older residences. Closing out the twentieth century, the SAP Center supplanted the former PG&E gasworks, buildings gave way to new surface parking lots, and construction of the Guadalupe River Park began in the 1990s. The present-day built environment in the project area reflects nearly every phase of development since the late nineteenth century, and despite demolitions over time, still reflects its mixed-use character.

### 2.2 Indigenous Settlement along the Guadalupe River

The earliest inhabitants of the Santa Clara Valley, including modern San José, were members of the Ohlone or Costanoan linguistic group. The Ohlone group consisted of eight distinct and politically autonomous linguistic subgroups who populated the area from the San Francisco Peninsula to northern Monterey County. Members of the Tamien (or Tamyen) subgroup settled in the vicinity of modern San José, establishing small villages along the banks of the Guadalupe River and its major tributary, Los Gatos Creek.<sup>1</sup> The Guadalupe River and Los Gatos Creek both flow northward from the Santa Cruz Mountains, meeting in present-day downtown San José and emptying as one into San Francisco Bay at the Alviso Slough. The project area abuts the confluence of these two important waterways.

The Guadalupe River, Los Gatos Creek, and their rich estuary environments provided inhabitants with access to fresh drinking water, fish, game, and vegetable materials. The Tamien peoples made use of the nearby waterways for fish, grasslands for edible plants, and oak woodlands for acorns and game such as antelope, deer, and tule elk. They also established temporary satellite camps in order to collect seasonally available foodstuffs and other resources that were not locally available. Still other resources, including obsidian, shells, sinew-backed bows, tobacco, and pigments, were obtained from more distant locations through an extensive trade network.<sup>2</sup>

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<sup>1</sup> Glory Anne Laffey, *Historical Overview and Context for the City of San José* (San José, CA: Planning Department of the City of San José, 1992), 1-2.

<sup>2</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement* (Santa Clara, CA: County of Santa Clara Department of Planning and Development, 2004), 20; Renya K. Ramirez, *Native Hubs: Culture, Community, and Belonging in Silicon Valley and Beyond* (Durham, NC: Duke University Press, 2007), 39.

Within Tamien villages, houses were small, semi-circular huts with tule or grass bundle thatching, and co-inhabitants lived in nuclear or extended family groups of anywhere between four and twenty-four people. A gendered division of labor existed, wherein women typically harvested plant items, prepared food, and wove baskets, and men made tools and weapons, fished, and hunted for game. Although little information exists regarding political organization within the Tamien villages, early Spanish explorers and missionaries occasionally identified male leaders within Ohlone villages, whom they called capitáns. Foreign relations between indigenous tribes, including others of the Ohlone linguistic group, appear to have been managed through a combination of trade networks, intermarriages, and warfare.<sup>3</sup> Present-day members of the Muwekma Ohlone tribe, which is comprised of all of lineages aboriginal to the San Francisco Bay region, trace their lineage to the Tamien and related Ohlone subgroups.<sup>4</sup>

Little to no aboveground evidence remains extant from this early, extended period of human habitation in the Santa Clara Valley.<sup>5</sup> However, archaeological investigations along the Guadalupe and Los Gatos Creek have uncovered human remains and the remnants of hunting camps and villages dating back over 2,000 years.<sup>6</sup> Future communities would also capitalize on the natural resources and irrigation potential provided by the river, beginning with the Spanish and Mission Santa Clara de Asís in 1777.

### 2.3 The Spanish Period

The Spanish had first landed in Alta (meaning “upper”) California in 1542, but they did not begin to advance plans for widespread settlement until the Portolá Expedition of 1769 brought the first Spanish explorers to the San Francisco Bay area. Concerted efforts to settle this region began soon afterward, motivated by the threat to the northern borderlands posed by Russian settlement at Fort Ross in modern Sonoma County and by English exploration and commercial expansion across the West.<sup>8</sup> The Mission Santa Clara de Asís, a Catholic mission, and El Pueblo de San José de Guadalupe, a civilian settlement, were established on opposite sides of the Guadalupe River in 1777; these were part of a larger Spanish colonization strategy that also included the presidios at San Francisco and Monterey.

#### *Mission Santa Clara de Asís*

Several Spanish expeditions passed through the Santa Clara Valley in the 1770s, performing reconnaissance for future settlement and taking note of the valley’s marshy creeks and rivers, abundant land well-suited to agriculture, and numerous indigenous villages. Final site selection for the region’s first Catholic mission was made by Governor Rivera and Fray Tomas de la Peña in November 1776, and in early 1777, the pair established Mission Santa Clara de Asís on the west bank of the Guadalupe River. It was located at the northeastern edge of Tamien tribal territory, near present-day Trimble Road and the boundary between San José and Santa Clara (approximately two miles northwest of the project area). The project area is included in the grazing lands utilized for Mission Santa Clara’s livestock, including cattle, mules, and horses.<sup>9</sup>

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<sup>3</sup> Randall Milliken, Laurence H. Shoup, and Beverly R. Ortiz, *Ohlone/Costanoan Indians of the San Francisco Peninsula and Their Neighbors, Yesterday and Today* (San Francisco, CA: National Park Service, Golden Gate National Recreation Area, 2009), 61-63; Archives & Architecture, LLC, *County of Santa Clara Historic Context*, 20.

<sup>4</sup> “Home Page,” *Muwekma Ohlone Tribe of the San Francisco Bay Area*, accessed December 27, 2019, <http://www.muwekma.org/>.

<sup>5</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 20.

<sup>6</sup> Teresa Alvarado, Michelle Huttenhoff, Jaclyn Tidwell, Alma Du Solier, Dana Floyd, Josh Abrams, and Vu-Bang Nguyen, *Re-Envisioning the Guadalupe River Park: How San José Can Transform its Greatest Natural Resource into a Community Gathering Place for All* (San Francisco, CA: SPUR, 2019), 7.

<sup>7</sup> Ramirez, *Native Hubs*, 39-40; Laffey, *Historical Overview*, 1.

<sup>8</sup> Laffey, *Historical Overview*, 2.

<sup>9</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 22-23.

Catholic missions such as Mission Santa Clara were just one aspect of the Spanish colonization strategy, which utilized a combination of military outposts, civilian settlements, and missions to secure the Crown's holdings in Las Californias.<sup>10</sup> The military government, represented by presidios such as those at San Francisco and Monterey, quelled indigenous rebellion and actively protected the frontier from other European nations' colonial aspirations. Civilian settlements located Spanish citizens directly on the frontier and raised crops and livestock for the presidios. Catholic missions, the third and possibly the most important element of Spain's colonization strategy, converted indigenous populations and exploited their labor for building infrastructure and producing food for the presidios and the missions themselves. In the late eighteenth and early nineteenth centuries, Dominican, Jesuit, and Franciscan missionaries established twenty-one missions along the California coast, from San Diego to San Francisco, and baptized nearly 54,000 Native Americans.<sup>11</sup> Indigenous converts were labeled "neophytes" and forced to learn Spanish and adopt Hispanicized culture, and religious officials and soldiers brutally punished those who dissented in word or action.<sup>12</sup>

Disease and environmental factors, both introduced or exacerbated by Spanish colonization, compelled members of Ohlone tribes to relocate to Mission Santa Clara throughout the 1780s and 1790s.<sup>13</sup> By late 1795, all of the Tamien villages had been abandoned and their former inhabitants had died or been baptized by the Franciscan brothers.<sup>14</sup> They labored in the missions, laying bricks, weaving, making candles, shearing sheep, branding and slaughtering livestock, producing lime and salt, and cultivating wheat, maize, peas, and beans for the Catholic Church and the Spanish crown.<sup>15</sup>

### *El Pueblo de San José de Guadalupe*

Shortly after the founding of Mission Santa Clara, Governor Don Felipe de Neve advanced plans for Spain's first civilian settlement in Alta California. In November 1777, Lieutenant José Joaquín Moraga set out from San Francisco with a party of sixty-six settlers (pobladores) including fifteen men and fifty-one women and children. The group founded El Pueblo de San José de Guadalupe on the east bank of the Guadalupe River on November 29, 1777, with the river serving as the dividing line between Mission Santa Clara and the civilian settlement; the pueblo was relocated to higher ground after repeated seasonal flooding, but its residents remained concentrated on the east side of the river for the duration of the Spanish period.<sup>16</sup> In both locations, Pueblo de San José was divided into house lots (solares) and cultivation plots (suertes), while the surrounding area was common land (ejido) primarily devoted to livestock grazing.<sup>17</sup> The pueblo's primary purpose was to produce crops to support the presidios at San Francisco and Monterey, and the Spanish crown retained ownership of the settlers' allocations throughout the period of Spanish authority.<sup>18</sup>

Throughout the early settlement period, the residents of Pueblo de San José manipulated the valley's landscapes to serve their agricultural and domestic needs and to better connect their settlement with other centers of Spanish civilization in the region. Their first activity was to construct a dam above the pueblo, collecting water in a pond for distribution via watercourses called acequias. This water was used in the pueblo's households and for irrigating the fields, in which were grown maize, beans, wheat, hemp, and flax. Other agricultural endeavors included small vineyards and orchards. While a portion of the colonists' crops

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<sup>10</sup> Laffey, *Historical Overview*, 2.

<sup>11</sup> Ramirez, *Native Hubs*, 40-41.

<sup>12</sup> David Naguib Pellow and Lisa Sun-Hee Park, *The Silicon Valley of Dreams: Environmental Injustice, Immigrant Workers, and the High-Tech Global Economy* (New York: New York University Press, 2002), 61; John M. Findlay, *Magic Lands: Western Cityscapes and American Culture after 1940* (Berkeley, CA: University of California Press, 1992), 28-29.

<sup>13</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 24.

<sup>14</sup> Milliken et al., *Ohlone/Costanoan Indians of the San Francisco Peninsula*, 87.

<sup>15</sup> Pellow and Park, *The Silicon Valley of Dreams*, 61; Findlay, *Magic Lands*, 28.

<sup>16</sup> Frederic Hall, *The History of San José and Surroundings: With Biographical Sketches of Early Settlers* (San Francisco, CA: A. L. Bancroft and Company, 1871), 50; Clyde Arbuckle, *History of San Jose* (San Jose, CA: Smith McKay Printing Co., Inc., 1985), 13.

<sup>17</sup> Arbuckle, *History of San José*, 12.

<sup>18</sup> Pellow and Park, *The Silicon Valley of Dreams*, 61; Findlay, *Magic Lands*, 27; Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 23-24; Hall, *The History of San José and Surroundings*, 15.



went to stock the presidios and ships in the Spanish harbors, any surplus could be traded in Monterey for manufactured goods from Spain and Mexico. Light industry also arose in Pueblo de San José, including grist milling, winemaking, hemp processing, and soap making. Hide and tallow also became important to the pueblo's economy as their cattle herds increased.<sup>19</sup>

During this early period of European colonization, unpaved trails served as the major transportation routes through the Santa Clara Valley. The El Camino Real served as the major roadway connecting Mission Santa Clara and the pueblo at San José to the presidios at Monterey to the south and San Francisco to the north; the modern Monterey Road and El Camino Real closely mirror this historic route. The three-mile-long portion of the road connecting the mission and the pueblo was planted with rows of willow trees in the 1790s; the trees served the dual purpose of shading churchgoers and offering protection from the stray long-horned cattle that roamed the common lands around the mission.<sup>20</sup> This route continues to be known as the Alameda, literally meaning a tree-lined avenue, and remains an important urban artery in modern San José; the segment extending east from Stockton Avenue has been renamed W. Santa Clara Street. Within the project area, the San José Water Company Building at 374 W. Santa Clara Street and the SAP Center front this thoroughfare today.



Figure 3. The Alameda, 1869 (History San José, Alice Hare Collection, 1997-206-83).

## 2.4 The Mexican Period

Although Spain had initially advanced the colonization of California out of fear of European encroachment, the greatest threat to Spanish control in North America came from within its own dominion. The Spanish colony of Mexico declared war on Spain in 1810, and the ongoing revolt would last more than a decade. During the Mexican War of Independence, the pueblo at San José was in a precarious position, cut off from the seat of Spanish government in Mexico City and at risk from attack by indigenous groups to the east.<sup>21</sup> Illicit trade with foreign merchants along the California coast helped to sustain the residents of the pueblo and California during this period.

Mexico won its independence from Spain in 1821, and it established a provisional government that ruled for several months before Agustín de Iturbide was elected emperor. On April 11, 1822, Governor Pablo Vicente de Solá and his troops replaced the Spanish flag at the Presidio of Monterey with that of Mexico; the same event occurred at the Presidios of San Francisco and Santa Barbara two days later and at the Presidio of San Diego a week after that. The entirety of California thus passed into Mexican control by the end of April 1822.

<sup>19</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 26.

<sup>20</sup> Shannon E. Clark, *The Alameda: The Beautiful Way* (San José, CA: The Alameda Business Association, 2006), 4-6.

<sup>21</sup> Arbuckle, *History of San José*, 23.

The policy changes subsequently introduced under Mexican rule would transform California's economy, population, and patterns of land ownership, altering patterns of property allocation and land use in the area that is modern-day San José.

### *Division of the Mission Lands in the Santa Clara Valley*

The first major change in policy that accompanied Mexican rule was the secularization of the land surrounding the Catholic missions and the introduction of private land grants. Around 1822, the northern portion of the Santa Clara Valley was divided along the Guadalupe River, with the eastern section belonging to Pueblo de San José and the western section, including the project area, belonging to Mission Santa Clara. In 1824, Mexico advanced a policy that called for the colonization of vacant lands. General regulations were formulated in 1828, and in 1832, the policy was put into effect through a program that led to the establishment of large, private land grants, called ranchos. The majority of the Santa Clara Valley was divided into thirty-eight individual grants between 1833 and 1845, including seventeen from the pueblo territory and thirteen from Mission Santa Clara.<sup>22</sup> The lands surrounding the pueblo were apportioned first, beginning with those furthest from the established centers of activity. Mission Santa Clara resisted secularization and allocation for the first several years, but the first grant from its grazing lands was eventually made in 1839.<sup>23</sup>

While there are no extant resources within the project area that date to the period of Mexican rule, the area appears to encompass land that was originally part of two ranchos granted by Governor Manuel Micheltoarena in 1844. Rancho El Potrero de Santa Clara, located on the western bank of the Guadalupe River north of Los Gatos Creek, consisted of nearly 2,000 acres and was granted to James Alexander Forbes. Rancho Los Coches, which was adjacent to the south, consisted of over 2,200 acres and was granted to Roberto Balermينو, an indigenous man from the mission. Both ranchos had previously been grazing lands belonging to Mission Santa Clara.<sup>24</sup> No built resources associated with either Rancho Los Coches or Rancho El Potrero are extant within the project area.



Figure 4. Map of Santa Clara County Ranchos (prepared by Ralph Rambo, 1968; History San José, Ralph Rambo Collection, 1998-124-145).

<sup>22</sup> Jan Otto Marius Broek, *The Santa Clara Valley, California: A Study in Landscape Changes* (Utrecht: Oosthoek's Uitgevers Mij. N.V., 1932), 41-43. The remaining eight grants were made from Mission San Juan Bautista in the southern portion of the valley.

<sup>23</sup> Broek, *The Santa Clara Valley*, 44.

<sup>24</sup> Broek, *The Santa Clara Valley*, 43; Map of Santa Clara County Ranchos by Ralph Rambo, 1960, MPS002b, Los Gatos Public Library, Los Gatos, California; "Roberto-Suñol Historical Landmark," *California State Parks Office of Historic Preservation*, accessed December 19, 2019, <https://ohp.parks.ca.gov/ListedResources/Detail/898>.

### *The Diversification of the California Economy and Euro-American Presence in San José*

The second major change in policy that occurred under Mexican rule involved a relaxation of regulations surrounding trade and immigration. During the Mexican War of Independence, Spanish ships had been blocked from the major ports at Monterey, San Francisco, and Alviso (nearest to San José), and the pueblo's primary market for surplus crops disappeared. Illegal trade with foreign merchants thus became the primary mechanism of commerce for the pueblo and other residents of California. After Mexico won its independence, it legitimized this exchange. Russian fur traders, British and American whaling ships, and trade ships from Boston visited California port cities with increasing frequency, contributing to the development of lively trade centers and diversifying the regional economy. The tallow and hides produced by the prosperous ranchos were coveted by foreign traders, and in exchange, Californians received tea, coffee, spices, textiles, and a variety of manufactured products.<sup>25</sup>

In 1828, Mexico also relaxed Spanish-era immigration regulations and allowed more foreigners to settle in California. One of the first foreigners to settle in the Santa Clara Valley during this period was Antonio María Suñol, a Spaniard who arrived via San Francisco as a seaman on a French ship. Suñol would acquire Rancho los Coches from Roberto Balermينو in 1847; at the southern end of the project area, his landholdings between the Guadalupe River and Los Gatos Creek were subdivided in the late nineteenth century and became the "Suñol Addition" to San José.<sup>26</sup> By 1835, forty of San José's seven hundred residents were foreign-born, most of them Americans or Englishmen. By 1845, American immigrants following overland migration routes had increased the pueblo's population to nine hundred. The growing American presence prepared a path for California's occupation by the United States in 1846.<sup>27</sup>

## **2.5 The Early American Period**

The early American period in present-day California was initiated by the Mexican-American War, which began in May 1846. Although the Santa Clara Valley and the vicinity of present-day San José were not directly involved in the conflict, the area did experience the challenges of transition from Mexican to American control. The war officially ended with the signing of the Treaty of Guadalupe Hidalgo on February 2, 1848, which transferred a large portion of Alta California from Mexico to the United States.

### *The Mexican-American War and San José's Transition to American Control*

The United States declared war on Mexico on May 13, 1846, in the wake of its disputed annexation of Texas in 1845. The Santa Clara Valley was generally removed from the conflict, and most or all residents were unaware of the war until Commodore John D. Sloat, commander of the U.S. Navy's Pacific Squadron, raised the American flag at Monterey in July of that year. Within days, Captain John B. Montgomery of the U. S. S. *Portsmouth* seized San Francisco, Lieutenant Joseph Warren Revere of the U.S.S. *Cyane* took Sonoma, and Captain John C. Frémont did likewise at Sutter's Fort.<sup>28</sup>

In San José, an American flag was raised around July 11 or 12, 1846, but it was cut down almost immediately by residents who resented the imminent threat of American rule. A few days later, however, the city was peaceably taken by Thomas Fallon, who had organized a party of American volunteers to join Frémont and to advance American interests in northern California. Fallon received an American flag from Sloat on July 14, 1846, and raised it over the pueblo's administrative building (*juzgado*). Fallon made no immediate changes to the pueblo's governance system, although Californios (Hispanic persons native to California) were removed from their positions and Americans were elevated to higher roles. Massachusetts-born John Burton, who had lived in San José since 1829,

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<sup>25</sup> Broek, *The Santa Clara Valley*, 40.

<sup>26</sup> James P. Delgado, *Witness to Empire: The Life of Antonio María Suñol* (San José, CA: Sourisseau Academy for California State and Local History, San José State University, 1977), 75; Marjorie Dobkin, *West San Carlos Street Historic Context* (San José, CA: City of San José, 2011), 9.

<sup>27</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 28-29.

<sup>28</sup> Arbuckle, *History of San José*, 24.

became the pueblo's alcalde (chief magistrate or mayor) immediately after this event. Burton served as alcalde for approximately a year, and a rapid succession of other Euro-American leaders filled the post thereafter. This period was generally characterized by discontent and unrest among San José residents, as there was confusion as to which set of laws were enforced (Mexican or American) and fears surrounding the future of land ownership. Although the former issue was settled by the Treaty of Guadalupe Hidalgo, which officially ended the Spanish-American War and legitimized American authority in California, the latter would be exacerbated to an extent by the massive influx of American, French, German, Italian, Irish, Mexican, Russian, and Chinese in-migrants caused by the California Gold Rush, which began in January 1848.<sup>29</sup>

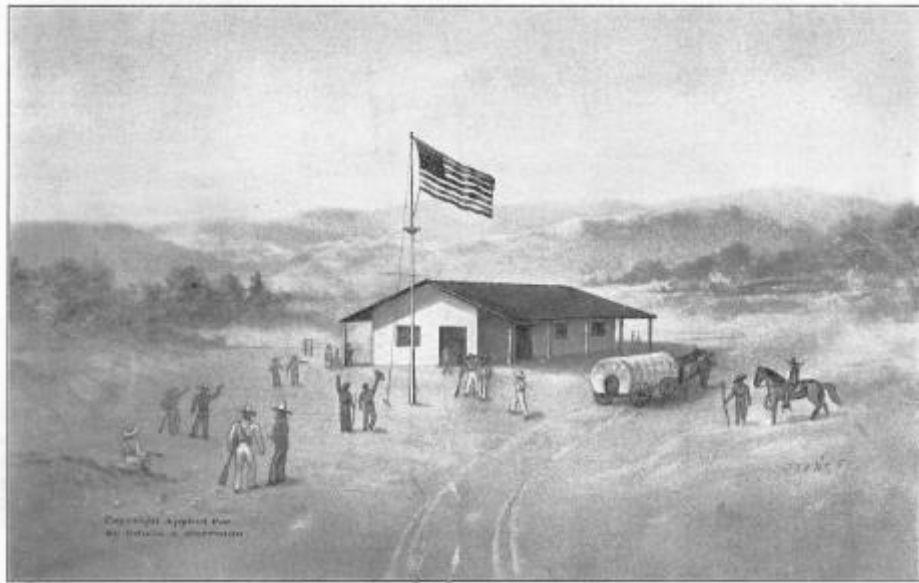


Figure 5. *The Raising of the American Flag at the Pueblo de San José* (History San José, 1997-216-1883).

### ***The City of San José and the State of California***

The first survey of the town of San José and the first survey of unoccupied public lands (*ejidos*) were both made in 1847; the surveys did not extend west of the Guadalupe River, and the project area was not platted or included within the city boundaries at this time. When San José was officially incorporated as a city by California Governor Peter Hardeman Burnett on March 27, 1850, its boundaries were generally defined as:

...beginning on the east bank of the Coyote river [Coyote Creek], two miles south of the center of Washington Square in the Pueblo of San José, and running due west to the west bank of the San José river [Guadalupe River]; thence following down the bank of said river to a point four miles distant in a straight line; thence due east to the east bank of the Coyote river; thence up the said bank to the place of beginning.<sup>30</sup>

Roughly six months after San José had been incorporated, California was admitted to the Union. It experienced this accelerated path to statehood as a direct result of the California Gold Rush, which fueled a rapid increase in the state's population beginning in 1848. California had also been at the center of a congressional debate over the allowance of slavery in new territories. California, which had never been categorized as a United States territory, was accepted as a free state under the Compromise of 1850. The new California State Legislature quickly created twenty-seven counties, including the County of Santa Clara, and San José was selected as the first state capital.

<sup>29</sup> Arbuckle, *History of San José*, 24-25.

<sup>30</sup> Quoted in Arbuckle, *History of San José*, 27.



## 2.6 Mid- to Late Nineteenth Century

Mid- to late nineteenth-century San José was characterized by a dichotomy between the urban center and the surrounding rural landscape. The project area, which was not incorporated by the City until the early twentieth century, is situated in what was then a liminal space on the western edge of the San José. It was defined by a mix of residential and industrial development, spurred by the arrival of the railroads in the latter part of the century. As the greater Santa Clara Valley began to produce lucrative orchard products in ever-larger quantities, the landscape in and around the project area came to be defined by fruit production, packing, and distribution. Land use within the Valley changed toward the end of the nineteenth century as wheat fields and grazing pastures were broken up into smaller, more intensively cultivated orchards. Near the railroad lines, including within the project area, parcels were developed or redeveloped with industrial facilities related to producing, harvesting, canning, drying, packaging, and shipping fruit. Residential development also continued at a steady pace, in order to provide sufficient worker housing for the men and women employed in food processing and related industries.

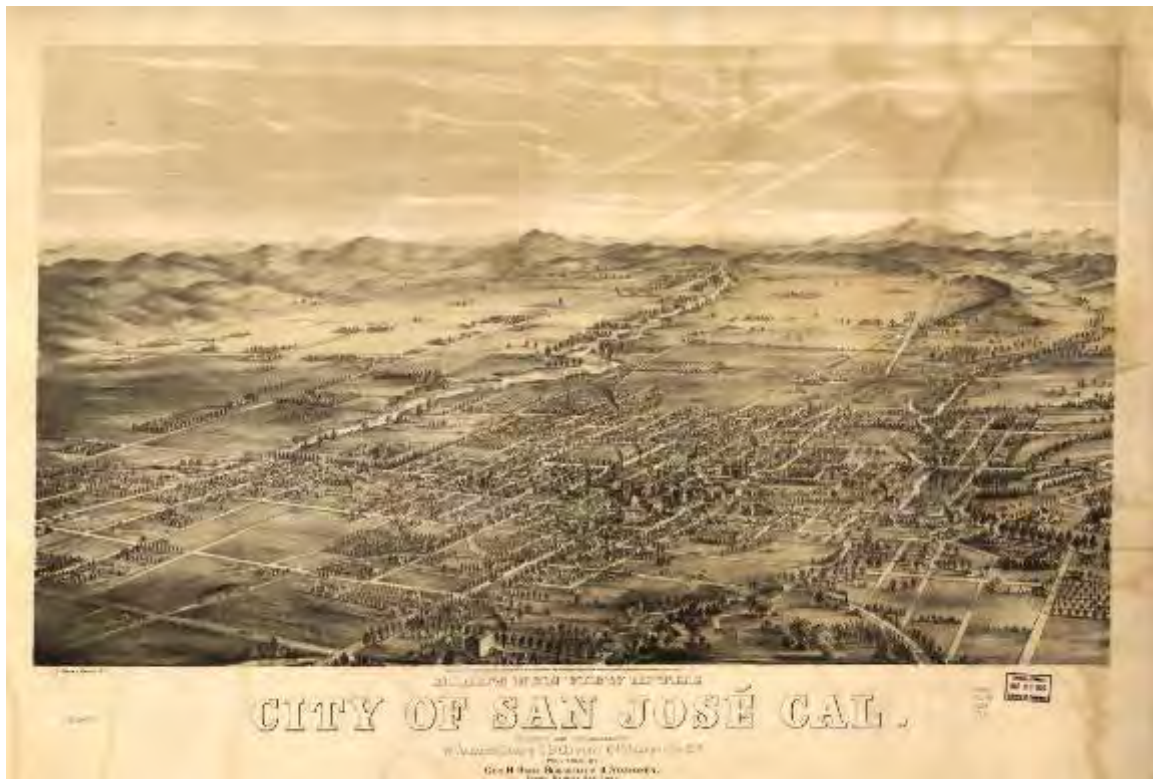


Figure 6. Bird's eye view of the city of San José, 1869 (Library of Congress, G4364.S6A3 1869.G7).

### *Agricultural Diversification and the Rise of the Orchard Industry*

The fertile soil and agreeable climate of the Santa Clara Valley attracted a variety of agricultural interests in the mid- to late nineteenth century, including many new immigrants and former gold miners who shifted their efforts from prospecting to farming or ranching. In the rural areas outside of San José city limits, cattle ranching was the Santa Clara Valley's primary economic activity in the early years of California statehood. Initially, the open range method was most common among ranchers, but pasture lands were limited to the foothill ranges as the region became more densely settled; stock farming, which utilized smaller lots and intensified production techniques, supplanted pasture grazing by the 1860s. As the cattle industry reoriented itself around these small feed lots and intensive production strategies, hay became an important local crop and remained so through the end of the century.<sup>31</sup>

<sup>31</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 7; Laffey, *Historical Overview*, 7.



Figure 7. Mr. and Mrs. Louis Prevost on the porch of their home on Prevost Street, San Jose, ca. 1866-1869 (History San José, Leonard McKay Collection, 2004-17).

Sericulture emerged as a short-lived but important agricultural industry in the 1850s, pioneered by French botanist Louis Prevost. Prevost was the first to introduce mulberry trees to California and, after several failed attempts, became the first to grow cocoon-producing silkworms from his nursery in San José on the Guadalupe River. Prevost's success coincided with a silkworm blight that devastated sericulture in France and Southern Europe, and a few years later spread to China and Japan; as a result, California enjoyed a prosperous export market for silkworm eggs in the 1860s. California never succeeded economically in the production of silk fibers, however, and sericulture decreased in importance by 1870 as European and Asian silk farms recovered from the disease-induced depression.<sup>32</sup>

Wheat was a more consistent, staple agricultural product of the Santa Clara Valley in the mid-nineteenth century, as the region's highly fertile soil facilitated easy cultivation and high yields with relatively little capital investment. By 1854, thirty percent of California's total wheat crop was produced in Santa Clara County, and it was "arguably the most important agricultural county" in the state.<sup>33</sup> Other grain crops, primarily barley and oats, were also produced in significant volumes. By 1870, nearly all acreage in rural Santa Clara County was devoted to wheat and barley production. Grains remained significant to the regional economy through the 1890s, when the American Midwest began to produce wheat in much larger quantities. As these growers were centrally located with facilitated access to East Coast markets, they had a natural advantage over California growers and grew to dominate the market.<sup>34</sup> In 1880, a poor harvest coupled with steadily increasing competition in wheat production led farmers in the Santa Clara Valley to diversify their agricultural interests to include dairy cows, sheep for wool, poultry for eggs, swine for meat, and hay, grape vines, and fruit trees. The latter proved to be an extremely successful and lucrative crop,

<sup>32</sup> Nelson Klose, "Louis Prevost and the Silk Industry at San Jose," *California Historical Society Quarterly* 43, no. 4 (December 1964): 309-316.

<sup>33</sup> Jim Gerber, "The Origin of California's Export Surplus in Cereals," *Agricultural History* 67, no. 4 (Autumn 1993): 47.

<sup>34</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 37-38, 40.

yielding higher returns on smaller acreages than grain products. Within the decade, orchard products came to dominate agricultural production in the Santa Clara Valley, with plums, apricots, and cherries especially common. A lucrative canning, drying, and packing industry grew alongside orchard production, and fruit processing and the manufacture of related machinery and orchard equipment soon became an important aspect of the local industrial economy.<sup>35</sup>



Figure 8. Panorama of San Jose and the Santa Clara Valley by Carleton E. Watkins, 1867 (California State Library, Stereo-4893).

### **Industry in Mid- to Late Nineteenth-Century San José**

Early industry and manufacturing in San José was closely related to the region’s agricultural economy; gristmills, blacksmith shops, foundries, and wagon and carriage factories were the most common examples of local industrial development in the mid- and late nineteenth centuries. The city’s first known blacksmith was Dane Peter Lassen, who practiced for a short time during the winter of 1840-1841, followed by blacksmith and wainwright John Balbach, who founded the Pioneer Carriage Factory in late 1849. Donald McKenzie and Charles W. Pomeroy established the city’s first foundry, the San José Foundry, in downtown in 1850. By 1875, San José boasted at least fifty-two blacksmiths, seventeen carriage and wagon shops, three iron foundries, and one brass foundry. These facilities mostly produced small vehicles and agricultural tools including hay forks, hay loaders, threshing machines, gang-plows, and road graders.<sup>36</sup>

Although some of these firms and facilities—including the Pioneer Carriage Factory and San José Foundry—were scattered throughout the downtown business district on the eastern side of the Guadalupe River, many were located on the fringes of the city. Early gristmills, in particular, had limited options for siting because they utilized moving waterways as their power source; the Suñol gristmill, located on the Guadalupe River near Santa Clara Street, has been identified as the earliest example of this type.<sup>37</sup> New forms of power including artesian wells, gas, and electricity granted mills and other heavy industries greater mobility, and the completion of the San Francisco to San José railroad line in 1864 soon concentrated most forms of heavy industry to the western side of the Guadalupe River.<sup>38</sup> Some of this development occurred in the project area: San José’s third foundry, the Alameda Foundry, was established near the center of the project area on W. Santa Clara Street between Montgomery and Cahill streets in

<sup>35</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 40-41.

<sup>36</sup> Arbuckle, *History of San José*, 185-187.

<sup>37</sup> Laffey, *Historical Overview*, 13.

<sup>38</sup> Laffey, *Historical Overview*, 13.

1875.<sup>39</sup> It was operated by founders James R. Watkins and Jasper S. Scott for two years before it was sold to the San José Agricultural Works. Several lumberyards, a blacksmith, and a livery also appear clustered along W. Santa Clara Street on the 1884 Sanborn Fire Insurance Map.<sup>40</sup>

With regard to lighter industry, San José and the surrounding Santa Clara Valley saw the emergence of a thriving fruit canning and packing industry in the late nineteenth century. The field was pioneered by a San José physician, Dr. James Dawson, and his family, who processed their first 300 cases of peaches, apricots, pears, and plums in a backyard woodshed in 1871. Dawson's wife, Eloise Jones Dawson, managed the cooking process with scientific input from her physician husband; the couple's son, Thomas Dawson, was a tinsmith and helped to develop efficient canning processes. Their company was founded in 1872 under the name J.M. Dawson & Co. and later incorporated as the San José Fruit Packing Company. It was among many successful fruit canning and packing operations that soon emerged in the Santa Clara Valley.<sup>41</sup>



Figure 9. San José Fruit Packing Company Label (History San José, Gift of Wesley Haydock & Claribel Pomeroy).

As the fruit processing industry grew in prominence during the late nineteenth century, many canneries and related industries constructed their facilities along the railroad lines to the west of the Guadalupe River. These were concentrated along or near Stockton Avenue and Senter and Montgomery streets; within the project area, the J. Z. Anderson Fruit Depot had begun fruit drying and packing operations at the corner of Senter and Cinnabar Street by 1884 and the J.M. Dawson Packing Company (distinct from J.M. Dawson & Co. but also founded by Dr. James Dawson) established processing facilities and warehouses at the northeastern corner of N. Montgomery and Cinnabar streets just a few years later.<sup>42</sup> John Zuinglius Anderson of the J. Z. Anderson Company is credited with developing early refrigerated rail cars, shipping the first freight carload of ripe cherries from San José to Chicago in

<sup>39</sup> Arbuckle, *History of San José*, 187.

<sup>40</sup> Sanborn Fire Insurance Map, San José, CA, 1884.

<sup>41</sup> "San Jose Fruit Packing Co.," *Cannery Life: Del Monte in the Santa Clara Valley* [online exhibit of History San José], accessed January 28, 2020, <http://onlineexhibits.historysanjose.org/cannerylife/through-the-years/1872-1916/san-jose-fruit-packing-co.html>.

<sup>42</sup> H. S. Foote, *Pen Pictures From the Garden of the World or Santa Clara County, California, Illustrated* (Chicago, IL: The Lewis Publishing Company, 1888), 174-175; Sanborn Fire Insurance Maps, San José, CA, 1884 and 1891.



the 1870s.<sup>43</sup> Outside of the project area, other important industrial firms that opened near the Stockton Avenue area include the Bean Spray Pump Company and the Anderson-Barngrover Company, both of which produced equipment related to the agricultural and food processing industries.<sup>44</sup>



Figure 10. Interior of an Anderson-Barngrover Manufacturing Plant, ca. 1920 (History San José, 1997-217-116).

#### ***Public Utilities Development: Water, Gas, and Electricity in Nineteenth-Century San José***

In 1854, a pair of men drilled San José's first known artesian well on 5th Street near St. John Street. Thereafter, the city and surrounding Santa Clara Valley relied on artesian wells for water and industrial power for decades; their proliferation was so great and so sudden that in 1876, the California State Legislature passed an act "to regulate use of artesian wells and prevent the waste of subterranean waters in Santa Clara and Los Angeles Counties." In 1866, the San José Water Company incorporated and began to supply City of San José residents with water from several strategically located artesian wells, including one at the San José Foundry in downtown. Demand grew quickly and soon outstripped the supply provided by artesian sources, so the company constructed two reservoirs fed by Los Gatos Creek between 1868 and 1871.<sup>45</sup>

As the San José Water Company continued to grow, it cycled through multiple administrative offices in and around the downtown area. In 1888, the company finally built a permanent headquarters at 374 W. Santa Clara Street, at the eastern edge of the project area and near the confluence of the Guadalupe River and Los Gatos Creek. The original wood-framed building that the company occupied was replaced in 1934, but the San José Water Company remained at this location through the end of the twentieth century.<sup>46</sup>

<sup>43</sup> Eugene T. Sawyers, *History of Santa Clara County, California* (Los Angeles, CA: Historic Record Company, 1992), 783.

<sup>44</sup> JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project: Supplemental Built Environment Survey Report, Prepared for the Santa Clara Valley Transportation Authority, San José, CA, and the Federal Transit Administration, Region IX," September 2016, 3.7-3.8.

<sup>45</sup> Arbuckle, *History of San José*, 502-503, 505-506.

<sup>46</sup> Arbuckle, *History of San José*, 506.



San José's first power company was founded by James Hagan in 1860 after he received a fifteen-year franchise from the City to "build and operate a gas plant and mains." Incorporated as the San José Gas Company in October 1860, Hagan's company quickly constructed a gas works at the southeast corner of S. 3rd and E. San Fernando streets and mains extending along 3rd, San Fernando, 1st, Market, and Santa Clara streets. Using coal imported from Australia via San Francisco, the company served 84 private consumers and all of the San José's seven streetlamps by the end of its first year.<sup>47</sup>

The San José Gas Company operated without competition for the duration of its franchise with the City, but a new company, the Garden City Gas Company, was organized and incorporated in 1877. The new company established a gas plant at the southeastern corner of San Augustine Street (present-day W. St. John Street) and Senter Street, within close proximity of the Southern Pacific Railroad tracks. The nascent company used a new, more efficient gas-making method and began lowering gas rates in an effort to drive the San José Gas Company out of business. The San José Gas Company was better financed, however, and was able to force prices so low that Garden City Gas Company could not complete. The business and its improvements were bought out by the San José Gas Company in 1879. The San José Gas Company continued to operate both plants until 1888, at which time all operations were transferred to the San Augustine Street plant that had originally been constructed for the Garden City Gas Company.<sup>48</sup>

Three years after the conclusion of the rate war between the San José Gas Company and the Garden City Gas Company, a new competitor emerged. San José's first electric utility, the San José Brush Electric Light Company, was founded by George H. Roe of the California Brush Electric Light Company in 1881. The company's first generator was installed in the engine room of Thomas J. Gillespie's planing mill, but by 1884 it had moved to a larger facility at 52-56 N. 4th Street. After years of stiff competition between Roe's San José Brush Electric Light Company and the San José Gas Company, the two merged to form the San José Light and Power Company in 1889. However, internal disagreements led the company's manager to break from San José Light and Power and establish a competitor, the San José Electric Improvement Company, just a few months after the merger. These two companies vied for primacy in the San José power market through the end of the nineteenth century.<sup>49</sup>

### ***The Arrival of the Railroads and Other Transportation Developments***

The mid- and late nineteenth centuries saw the introduction of railroad transportation to Santa Clara County, catalyzing the industrial development of western San José and strengthening the regional economy. The San Francisco & San José Railroad (SF&SJ) was organized in 1860, and after four years of planning and construction, the first train arrived in San José from San Francisco on January 16, 1864. The Western Pacific Railroad (later the Central Pacific Railroad, CPRR) was completed between San José and Niles, California, in 1869, linking San José with Sacramento and the transcontinental railroad, also completed in 1869. These railroad connections linked the Santa Clara Valley to lucrative markets across the United States, fueling demand for the region's agricultural products and catalyzing the growth of the fruit canning and packing industries.<sup>50</sup> In San José, industrial facilities rapidly developed along the new rail lines at the northern and western edges of the city, including the South Pacific Coast Railroad (SPCRR) running along Senter Street (the modern Caltrain right-of-way) at the western edge of the project area. The SPCRR was completed in the mid-1870s, with a station in the same location now occupied by Diridon Station (65 Cahill Street).<sup>51</sup> The line was acquired by the Southern Pacific Railroad (SPRR) in 1887 and subsequently upgraded for intensified use.<sup>52</sup>

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<sup>47</sup> Arbuckle, *History of San José*, 499.

<sup>48</sup> Arbuckle, *History of San José*, 500.

<sup>49</sup> Arbuckle, *History of San José*, 497-500.

<sup>50</sup> Arbuckle, *History of San José*, 40.

<sup>51</sup> Jack Douglas, *Historical Footnotes of Santa Clara Valley* (San José, CA: San José Historical Museum Association, 1993), 85.

<sup>52</sup> A. Abbot, P.J. White, and J. W. Rea, *Ninth Annual Report of the Board of Railroad Commissioners of the State of California* (Sacramento, CA: State Printing Office, 1889), 61.

As interurban connections improved in the late nineteenth century, intraurban transit also improved for San José residents. In 1868, the Legislature of California granted a franchise to S. A. Bishop, Charles Silent, Daniel Murphy, D. B. Moody, and their associates to construct the San José & Santa Clara Horse Railroad along W. Santa Clara Street (then the Alameda), which cuts from east to west through the project area; the line was completed later that year and extended several times into the 1870s.<sup>53</sup> As the primary power source for these early, narrow-gauge passenger railroads as well as wagons, carts, and machinery, horses were regarded as valuable “living machines.”<sup>54</sup> Their importance and ubiquity is reflected by a variety of services within the project area, including liverys, stables, and hay storage such as W.M. Berringer’s Hay Warehouse, located on the south side of W. Santa Clara Road between Montgomery and Autumn streets, as shown on the 1884 Sanborn Fire Insurance map.



Figure 11. San Jose & Santa Clara Horse Railroad, 1888 (History San José Photographic Collection, 1997-300-15).

The pedestrian experience also improved for San Joséans in the late nineteenth century, as roadways were improved and extended. San José residents’ reliance on walking as a primary mode of transportation is reflected in its infrastructural development at the time: the downtown area was densely developed with short blocks, and dwellings were situated close to the property line on narrow lots, all of which are common characteristics of a “walking city.”<sup>55</sup> The mixed-use character of San José to the west of the Guadalupe River suggests that workers resided close to their places of employment, as dwellings are interspersed with industrial facilities in and around the project area. Just as the new rail lines attracted industrial development, these new companies catalyzed the development of worker housing within their immediate vicinity.

### ***Early Subdivisions in Western San José***

By the late nineteenth century, several subdivisions had been platted amidst the early industrial development on the western side of the Guadalupe River. Small, detached cottages were developed on narrow parcels, often sharing the block with warehouses or light industrial facilities. Commercial buildings housing groceries and saloons, such as the false front building at 102 S. Montgomery Street (present-day Patty’s Inn), also proliferated during this time period, capitalizing on the close proximity of customers. Within the project area,

<sup>53</sup> J. P. Munro-Fraser, *History of Santa Clara County, California: Including Its Geography, Geology, Topography, Climatology and Description* (San Francisco, CA: Alley, Bowen & Co. Publishers, 1881), 531.

<sup>54</sup> Clay McShane and Joel A. Tarr, *The Horse in the City: Living Machines in the Nineteenth Century* (Baltimore, MD: The Johns Hopkins University Press, 2007), 18.

<sup>55</sup> Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (Oxford: Oxford University Press, 1985), 15.

subdivisions platted in the late nineteenth century include Bradlee's Subdivision, the Froment Survey, the Delmas Survey, the Suñol Addition, and the Infirmary Survey. Additionally, the Scull Tract and Prevost Surveys were adjacent to the project area to the east and southeast, respectively.<sup>56</sup>

### **Bradlee's Subdivision**

As depicted in the 1876 atlas map of San José completed by Thompson & West, Bradlee's Subdivision is bounded by Cinnabar Street to the north, N. Montgomery Street to the east, W. Julian Street to the south, and Senter Street (present-day Caltrain right-of-way) to the west.<sup>57</sup> The subdivision was originally divided into 32 narrow lots and divided by a through street extending east/west between N. Montgomery and Senter streets; an alley ran north/south from Cinnabar Street to the through street. Three extant dwellings along W. Julian Street and one along N. Montgomery Street are surviving residences from this subdivision (559 W. Julian Street, 563 W. Julian Street, 567 W. Julian Street, and 311-313 N. Montgomery Street). The remainder of the subdivision was redeveloped for industrial use beginning in World War II.



Figure 12. Bradlee's Subdivision, City of San Jose First Ward Atlas Map (1876).

### **Froment Survey**

As depicted in the 1876 atlas map, the Froment Survey does not conform neatly to street grid but is roughly bounded by W. St. John Street (formerly San Augustine Street) to the north, the Guadalupe River/Los Gatos Creek to the east, W. Santa Clara Street (formerly the Alameda) to the south; and residential parcels to the west.<sup>58</sup> The subdivision was originally comprised of 30 parcels of varying size, with the most irregular abutting

<sup>56</sup> Basin Research Associates, "Vasona Light Rail Corridor Historic Properties Survey Report," prepared for Federal Transit Administration Region IX and Santa Clara Valley Transportation Authority, June 1999, on file at the Northwest Information Center, S-25680. The Prevost Survey extended from just north of West San Carlos Street south to below present-day West Williams Street, between the Guadalupe River to the east and the vicinity of Delmas Avenue to the west (Basin Research Associates, Vasona Light Rail Corridor report June 1999). The Scull Tract was a single property bounded by present-day West St. Johns Street to the north, North Autumn Street to the west, the Froment Survey to the south, and the Guadalupe River to the east (Thompson & West, "City of San Jose, First Ward" (San Francisco, CA: Thompson & West, 1876)).

<sup>57</sup> Thompson & West, "City of San Jose, First Ward" (San Francisco, CA: Thompson & West, 1876).

<sup>58</sup> Thompson & West, "City of San Jose, First Ward."

the confluence of Los Gatos Creek and the Guadalupe River. North Montgomery and North Autumn streets divided the subdivision from north/south at this time, but this stretch of N. Montgomery Street was eliminated when much of the subdivision was redeveloped with the SAP Center between 1990 and 1993. The eastern portion of the subdivision was redeveloped as part of the Guadalupe River Park project between 1992 and 2005.

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Figure 13. Froment Survey, City of San Jose First Ward Atlas Map (1876).

### Delmas Survey

A portion of the survey area overlaps with the Delmas Survey, an ell-shaped subdivision that straddles Delmas Avenue. As depicted in the 1876 atlas map, the Delmas Survey is roughly bounded by W. Santa Clara Street to the north; residential parcels and the Guadalupe River to the east; a small creek just south of W. San Fernando Street to the south; and parcels along the west side of Delmas Avenue to the west.<sup>59</sup> The entirety of this survey had been redeveloped into surface parking by 2000.



Figure 14. Delmas Survey, City of San José Fourth Ward Atlas Map (1876).

<sup>59</sup> Thompson & West, "City of San Jose, Fourth Ward" (San Francisco, CA: Thompson & West, 1876).



### Suñol Addition

The southern end of the project area extends into the Suñol Addition, which encompasses a portion of the former Rancho los Coches; the subdivision is named after the rancho's second owner, Antonio Maria Suñol.<sup>60</sup> The street grid in this area has changed dramatically over time, but as depicted in the 1876 atlas map, the Suñol Addition is roughly bounded by Park Avenue (formerly South Street) to the north; the Guadalupe River and Delmas Avenue to the east; present-day I-280 to the south; and Los Gatos Creek to the east.<sup>61</sup> The northeastern portion of the subdivision was originally characterized by small residential lots, while the western portion was divided into large multi-acre parcels. Portions of the latter are included in the project area, including the early twentieth-century dwelling at 691 W. San Carlos Street.



Figure 15. Suñol Addition, City of San José Fourth Ward Atlas Map (1876).

### Infirmiry Survey

According to an 1886 city map of San José, the Infirmiry Survey had been platted at the south end of the project area by this time.<sup>62</sup> Straddling the railroad right-of-way (formerly also Senter Street), the subdivision was bounded approximately by Park Avenue (South Street) to the north; Los Gatos Creek to the east; W. San Carlos Street to the south; and Dupont Street to the west. It was originally bisected by Kearney Street (north/south) and Pine Street (north/south), but neither of these roads remains extant. The eastern portion of the Infirmiry Survey is included in the project area.



Figure 16. Infirmiry Survey, Map of the City of San José (James A. Clayton, 1886).

<sup>60</sup> Delgado, *Witness to Empire*, 75; Dobkin, *West San Carlos Street Historic Context*, 9.

<sup>61</sup> Thompson & West, "City of San Jose, Fourth Ward."

<sup>62</sup> "Map of the City of San Jose" (San José, CA: James A. Clayton, Real Estate Agent, 1886).



### ***Slice in Time: Comparison of the 1884 and 1891 Sanborn Fire Insurance Maps***

The 1884 Sanborn Fire Insurance Map depicts the project area as a vibrant, mixed-use area featuring industrial resources as well as single-family residential development. A street grid comprising long, narrow blocks with few alleyways has formed along Alameda Road/W. Santa Clara Street, the major arterial through the project area historically and today. Industrial and commercial properties including hotels, dining halls, stores, stables, and a foundry are concentrated along this thoroughfare. The orthogonal pattern of streets is interrupted by the Guadalupe River and Los Gatos Creek, which divide the project area from north to south and branch near the midpoint of the project area. Bridges cross the creek at W. St. John Street (San Augustine Street), the Alameda/W. Santa Clara Street, W. San Fernando Street, and Park Avenue.

Rail lines also run north to south through the modern railroad right-of way (Senter Street), with a round house and an array of sidings in the industrial area bounded by W. St. John Street (San Augustine Street) to the north, Montgomery Street to the east, and the Alameda to the south. Large operations within this area include San José Agricultural Works, Farmers' Lumber & Wood Yard, and the Garden City Gas Company gas works. The Alameda Lumber Company, California Coffin Manufactory, and L.W. Dexter's Planing Mill are located one block east. In the block south of the Alameda, the rail lines are flanked by the South Pacific Coast Railroad (SPCRR) passenger depot, grain warehouse, and freight house. Near the southern portion of the project area, on the western side of Los Gatos Creek, a narrow stretch of land between W. San Fernando Street and Park Avenue is marked as the railroad reservation. At the northern portion of the project area, the Southern Pacific Railroad line cuts diagonally through the block bounded by Autumn Street, Cinnabar Street, the railroad right-of-way (Senter Street), and Lenzen Avenue. This block is only sparsely developed and includes the J.Z. Anderson Fruit Depot to the south of the tracks and San José Pottery (A. Steiger, proprietor) to the north.

Residential development may be observed throughout the project area on this 1884 map, but it is most densely concentrated along S. Autumn Street (Saint Mary's Street) and Montgomery Street between the Alameda and W. San Fernando Street. North Montgomery Street between Cinnabar Street and W. St. John Street (San Augustine Street) is also relatively densely developed at this time. Dwellings are commonly one story in height with broad front porches, and many feature small stables, sheds, outhouses, wells, and tank houses to the rear of the property. Tank houses, which utilized an elevated water tank and self-regulating windmill to provide a pumped-gravity water pressure system, were commonly constructed for domestic and small-scale commercial use throughout the late nineteenth and early twentieth centuries.<sup>63</sup>

The 1891 Sanborn Fire Insurance Map depicts the continuation of development trends observed in the 1884 iteration of the same. Commercial and industrial development remains concentrated along the Alameda/W. Santa Clara Street, with additional industrial development along the railroad right-of-way (Senter Street). The street grid is characterized by the same long blocks depicted in the 1884 Sanborn map. These are divided into deep, narrow lots, most of which are rectangular in shape and fairly regular in size.

Residential development has increased in density, especially in the northern portion of the project area along Autumn Street, Montgomery Street, and the railroad right-of-way (Senter Street), and in the area at the eastern edge of the project area, in the fork between the Guadalupe River and Los Gatos Creek. Single-story dwellings with full-width porches and relatively short setbacks remain common throughout the area, and the number and variety of backyard sheds, stables, and tank houses has proliferated in comparison to the 1884 map.

Although the poor quality of the 1891 Sanborn maps precludes a detailed assessment of the industrial development in the project area at this time, a few new and continuing businesses are legible. Within the area bounded by W. St. John Street (San Augustine Street) to the north, Autumn Street to the east, the Alameda to the south, and the railroad right-of-way (Senter Street) to the west, at least three companies

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<sup>63</sup> Leon S. Pitman, "Domestic Tankhouses of Rural California," *Pioneer American* 8, no. 2 (July 1976): 84.

depicted on the 1884 Sanborn map still appear to be in operation: Garden City Gas Company, San José Agricultural Works, and the Alameda Lumber Company. The San José Pottery Company has enlarged operations at Autumn Street between Lenzen Avenue and Cinnabar Street, while J.Z. Anderson Fruit Depot on the same block has moved into smaller quarters here and expanded its sun-drying operations across Montgomery Street; the area bounded by Montgomery Street, Cinnabar Street, and the Southern Pacific Railroad line is now dominated by the J.M. Dawson Packing Company. Another notable and recent development within the project area is the Electric Improvement Company substation, located at the western terminus of a new road, Otterson Street, which had been constructed off Montgomery Street (East Street) between Park Avenue and W. San Fernando Street.

### ***Mid- to Late Nineteenth Century Architecture within the Project Area***

Within the project area, extant properties from this period are largely residential buildings in the Folk Victorian or Italianate False Front styles. Folk Victorian architecture, as seen in the small residences at 311-313 N. Montgomery Street (1895), 559 W. Julian Street (ca. 1883), 563 W. Julian Street (ca. 1894), and 567 W. Julian Street (ca. 1892), is characterized by highly decorative, milled wood detailing on simple folk house forms; the style references the much more elaborate Queen Anne style in its use of spindlework, decorative shingles, saw-cut trim, and other applied detailing, but does not employ the complicated roof forms and asymmetry of Queen Anne style buildings. The Italianate False Front style, seen in the small cottage at 35 S. Autumn Street (ca. 1880), is simpler with regard to applied detailing and is characterized by symmetrical, false-front façades with prominent bracketed cornices.

The project area also includes non-residential resources dating to the late nineteenth century. Present-day Patty's Inn at 102 S. Montgomery Street has operated variously as a saloon, grocery, liquor store, and tavern since ca. 1890s. The building exhibits a commercial iteration of the Italianate False Front style.<sup>64</sup> Additionally, the substation at 598 Otterson Street, currently owned and operated by Pacific Gas & Electric (PG&E), was initially developed by the Electric Improvement Company in 1889.

## **2.7 Early Twentieth Century**

Fruit production in the Santa Clara Valley continued to increase through the early twentieth century, peaking in the 1920s. San José's industrial economy grew alongside the orchards, and the project area saw the genesis of multiple new businesses related to the food processing and shipping industries. Commercial growth was also driven by the expansion of the railroad system and the increasing ubiquity of the automobile, which facilitated local distribution and stimulated the development of both city roads and intercity highways. The project area also saw increased residential development and the expansion of several public utilities companies.

It was also in the early twentieth century that the project area was incorporated by the City of San José. Gardner, which included most of the southern part of the project area, was annexed in 1911, and the Stockton District, which included most of the northern area of the project area, was annexed in 1924. The White Street District, including the Cahill Station area (present-day Diridon Station), was also annexed in 1924.<sup>65</sup>

### ***Agriculture and Related Industrial Development in the Early Twentieth Century***

By the early twentieth century, the production and processing of orchard products had come to dominate the regional economy of the Santa Clara Valley. Fruit production increased steadily as a result of improved irrigation techniques, crop specialization, and higher standards in cultivation methods. Apricots and prunes were the dominant varieties cultivated, followed by cherries, pears, and more limited quantities of apples, peaches, and

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<sup>64</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York, NY: Alfred A. Knopf, 2015), 284-286, 397-398.

<sup>65</sup> City of San José, "City of San Jose Annexations," *Koordinates*, last modified September 5, 2018, <https://koordinates.com/layer/95869-city-of-san-jose-annexations/>.

nectarines.<sup>66</sup> Demand rose alongside production, aided by a rapidly expanding home market as well as advancements in shipping and refrigeration that allowed California fruit growers to expand their markets across the country.<sup>67</sup>

As agricultural production increased in the Santa Clara Valley, so too did the number of industries associated with preparing crops for distribution (e.g., drying, canning, packing, and shipping).<sup>68</sup> Food processing companies that were founded or opened plants in San José in the early twentieth century included the Continental Can Company, American Can Company, and Wayne Basket Company, all of which produced packing materials necessary for preserving and shipping fruit grown in the surrounding Valley.<sup>69</sup> The Smith Manufacturing Company, which was founded in 1903, produced rotary cookers and dried fruit processing equipment. The company opened a 26,400-square-foot factory within the project area, near the northeastern corner of W. Santa Clara Street and Stockton Avenue, in 1917. This remained active through the mid-1950s.<sup>70</sup>



Figure 17. Employees of the American Can Company, 1919 (History San José Photographic Collection, 2004-7-3).

The majority of early twentieth-century, food-related industries in San José were focused on a particular specialty or producing specialty products in conjunction with regular products; however, local companies frequently grew larger and more diverse through commercial success and/or acquisition in the latter part of the early twentieth century. For example, the Anderson Prune Dipping Company absorbed a similar firm named Barngrover, Hull, and Cunningham in 1902, and became the Anderson-Barngrover Company. Anderson-Barngrover later merged with another local firm, the Bean Spray Pump Company, and became the Food Machinery Company in 1928.<sup>71</sup> Both Anderson-Barngrover and the Bean Spray Pump Company were located near the Stockton Avenue area in the early twentieth century, adjacent to the Southern Pacific Railroad and just west of the project area.<sup>72</sup>

<sup>66</sup> Broek, *The Santa Clara Valley*, 110-112.

<sup>67</sup> Broek, *The Santa Clara Valley*, 106-110.

<sup>68</sup> Broek, *The Santa Clara Valley*, 102.

<sup>69</sup> Arbuckle, *History of San Jose*, 188-189.

<sup>70</sup> JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project: Supplemental Built Environment Survey Report, Prepared for the Santa Clara Valley Transportation Authority, San José, CA, and the Federal Transit Administration, Region IX," September 2016, 3.7-3.8.

<sup>71</sup> Arbuckle, *History of San José*, 187-188.

<sup>72</sup> JRP Historical Consulting, LLC, "VTA's BART Silicon Valley – Phase II Extension Project: Supplemental Built Environment Survey Report," prepared for the Santa Clara Valley Transportation Authority, San José, CA, and the Federal Transit Administration, Region IX, September 2016, 3.7-3.8.

Fed by the region's booming economy, general industrial development also proliferated during the early twentieth century. New foundries, machine shops, garages, lumberyards, planning mills, and other building materials companies were established to serve both private clients and the increasingly wealthy business community. Because of its location near the Southern Pacific Railroad line at the western edge of the growing city, the project area saw a relatively high degree of industrial development during this period. Alfred S. Kearney, who began his career at the Bean Spray Pump Company, founded Kearney Pattern Works at 40 S. Montgomery Street in the early 1920s.<sup>73</sup> Just outside the project area, the San José Foundry at 491 St. John Street was constructed in 1927.<sup>74</sup> Pattern works and foundry companies such as these played an important role in the manufacture of specialized, often proprietary tools and equipment in the twentieth century.

### ***Transportation: Railroads, Trolleys, and Automobiles***

Railroads continued to expand in the Bay Area during the early twentieth century, facilitating both freight and passenger travel. The Southern Pacific Railroad came to dominate the industry, buying out smaller railroad companies and laying hundreds of miles of new tracks in Santa Clara County. Under Edward Henry Harriman, who gained control of the organization in 1902, the Southern Pacific Railroad added 960 miles of primary track, 120 miles of secondary track, and 1,100 miles of siding. In an effort to break Southern Pacific's near-monopoly on rail service in northern California, the Western Pacific Railroad was organized in 1903. The railroad, which opened its first stretch of track at the end of the decade, constructed a San José Branch in 1921 and acted as a direct competitor to the Southern Pacific for the better part of a century (Western Pacific was acquired by the Union Pacific Corporation, another competitor, in 1982).<sup>75</sup>

San José's electric trolley system, which replaced earlier horsecar railroads, was implemented around the turn of the century by Samuel Addison Bishop and Jacob Rich. Their first line carrying electric power was underground, but due to complicated maintenance issues and repeated pedestrian interference, this was quickly replaced by overhead lines constructed by James Henry, who bought out the trolley line from Bishop and Rich by 1903. Several other companies operated their own trolley franchises in the early years of the twentieth century, but all had come under the same ownership by 1909.<sup>76</sup> Within the project area, the intraurban electric trolley ran along W. Santa Clara Street (formerly the Alameda), connecting downtown San José to Santa Clara along the same path that historically linked the Spanish mission and the Pueblo de San José.

The popularity of the trolley system peaked in the 1920s, but the increasing popularity and accessibility of the personal automobile eventually led to the system's demise. Automobiles had been introduced to California as early as the late nineteenth century, but they were prohibitively expensive as well as slow; the state also lacked the road infrastructure to make such vehicles practical. However, an increasing number of American companies began to produce and market affordable, simply constructed automobiles as the twentieth century progressed. With the tremendous success of Henry Ford's Model T, by the end of the 1920s, "automobile ownership had reached the point of being as essential part of normal middle-class living."<sup>77</sup>

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<sup>73</sup> San Jose City Directories, 1913-1925.

<sup>74</sup> Franklin Maggi and Sarah Winder, Department of Parks and Recreation (DPR) 523 Forms for 491 St. John Street, San José, California, in "Historic Report for Properties Located at 170, 160, 150, and 140 North Montgomery St., 525 and 505-517 West St. John St., 139, 143, 147, and 151 North Autumn St., San Jose," prepared by Archives & Architecture, January 2012, on file at the Northwest Information Center, Sonoma State University, Rohnert Park, California, P-43-000742.

<sup>75</sup> JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report: Los Gatos Creek Bridge Replacement Project," prepared for Peninsula Corridor Joint Powers Board and the Federal Transit Administration, Region IX, August 2013, 20.

<sup>76</sup> Bill Vandervoort, "San Jose/Santa Clara Transit Routes: Concise History," *Chicago Transit and Railfan Web Site*, accessed January 30, 2020, <https://www.chicagorailfan.com/sicdate.html>; "Trolley Barn," *History San José*, accessed January 30, 2020, <http://historysanjose.org/wp/plan-your-visit/history-park/trolley-barn/>.

<sup>77</sup> Jackson, *Crabgrass Frontier*, 160.



Figure 18. View of the El Camino Real section of Highway 101 prior to development, 1914 (University of Southern California Digital Library, Doheny Memorial Library, Los Angeles, CA 90089-0189).

In San José and in the surrounding Santa Clara Valley, the primacy of the automobile catalyzed the development of city roads and intercity highways. The old El Camino Real, which had served as the primary road between San Francisco and San José since the Spanish period, was ill-suited to this new form of vehicular traffic, and Bay area residents called for a new transportation route to connect the region's major cities. The Bayshore Highway (now "Bayshore Freeway," part of the U.S. Route 101) was built piecemeal from San Francisco to San José in the 1920s and 1930s, with a 100-foot right-of-way in most places and no median barrier.<sup>78</sup> Though dangerous, it significantly facilitated transportation between the two major cities and contributed to the development of the commercial trucking industry, further advancing the region's thriving fruit and canning businesses. Within San José itself, all city streets were paved by 1928, which benefitted local commercial interests as well as automobile-owning residents.<sup>79</sup>

#### ***Growth and Consolidation of San José's Power Companies***

The early twentieth century saw the consolidation of the various independent gas and electric utilities that had served San José in previous decades. The San José Electric Improvement Company and the San José Light and Power Company had long been vying for dominance in the growing city, but in 1902, both were purchased by the United Gas and Electric Company. In that same year, United closed the generating plant at 54 N. Fourth Street, which had been opened in 1884 by the Brush Electric Light Company, and greatly expanded the plant at 598 Otterson Street, which had been developed by the Electric Improvement Company in 1889.<sup>80</sup> The Otterson Street plant supplied electricity to households, business establishments, and electric trolley lines.<sup>81</sup> United also expanded the gas plant originally established by the Garden City Gas Company, constructing a new 500,000-cubic-foot gas holder on the southwest corner of N. Montgomery and San Augustine streets in 1910.<sup>82</sup>

<sup>78</sup> Darold Fredericks, "Bayshore Freeway on the Peninsula," *The Daily Journal* (San Mateo, CA), January 2, 2012.

<sup>79</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 43-44.

<sup>80</sup> Judith Marvin and Randy Groza, Department of Parks and Recreation (DPR) 523 Forms for 630 W. San Fernando Street, San José, California, in "A Cultural and Paleontological Resources Study and Evaluation for the San Jose Ball Park Project, San Jose, Santa Clara County, California," prepared by LSA Associates, 2006, on file at the Northwest Information Center, Sonoma State University, Rohnert Park, California, SJO530.

<sup>81</sup> Arbuckle, *History of San José*, 498, 500.

<sup>82</sup> Arbuckle, *History of San José*, 500-501.



United was later acquired by the California Gas and Electric Company and eventually subsumed into Pacific Gas & Electric (PG&E). PG&E continued to operate the Otterson Street plant and constructed a new 3,000,000-cubic-foot gas holder on the northwest corner of San Augustine and N. Montgomery streets in 1925, opposite United's 500,000-cubic-foot holder built fifteen years previously. The new holder contained manufactured gas until 1929, when natural gas emerged as a cleaner and more efficient alternative.<sup>83</sup> (The gas works would later be demolished and redeveloped as the SAP Center and associated surface parking.)

### ***Recreational Spaces in Early Twentieth Century San José***

Within the project area, two major recreational areas were developed during the early twentieth century. The first was a baseball field, constructed in 1908 on part of the triangular parcel on the east bank of Los Gatos Creek, between W. San Carlos Street and Auzeais Avenue. The park was owned by the men's Sodality of St. Joseph's Church, located in downtown San José on the opposite side of the Guadalupe River, and funded by Myles P. O'Connor. It was used as a baseball field for amateur and children's teams for the first decade of its existence. By 1920, the field had been converted into a semi-pro baseball park by Bob Laruso and Bert O'Connor, the son of the park's original benefactor. The San José semi-pro team played in the Mission League and hosted a number of Major League Baseball players at their home field, including stars such as Babe Ruth, Lou Gehrig, and Ty Cobb. The Orchard Supply Company constructed its new store at 720 W. Carlos Street on the site in 1946.<sup>84</sup>



Figure 19. Babe Ruth at Sodality Park, 1927 (History San José Photographic Collection, 1997-290-2275).

The second recreational area developed within the project area during this period was Lake Monahan, an artificial lake created by the damming of the Guadalupe River in 1912. The dam was installed just north of the confluence of the Guadalupe and Los Gatos Creek, immediately south of St. John Street, widening and slowing the course of the river to the south.<sup>85</sup> The city's new "official swimming hole" was named for Mayor Thomas Monahan, who was responsible for its construction, and the small area of land in the fork of the waterways appears as "Lakeside Park" on the 1915 Sanborn Fire Insurance Map.<sup>86</sup> Recreators were able to rent boats at nearby Port San Say (W. Santa Clara Street and Delmas Avenue), southwest of the dam.<sup>87</sup>

<sup>83</sup> Arbuckle, *History of San José*, 501.

<sup>84</sup> Polly S. Allen, Department of Parks and Recreation (DPR) 523 Forms for 741-755 Auzeais Avenue, San José, California, in "Historic Resources Inventory and Evaluation Report: Los Gatos Creek Bridge Replacement Project," prepared by JRP Historical Consulting, March 2013, on file at the Northwest Information Center, Sonoma State University, Rohnert Park, California, P-43-002879; Michael Lara, "The Little Burg in the Orchard: Babe Ruth Day in San Jose," *San José Public Library*, last modified February 14, 2018, <https://www.sjpl.org/blog/little-burg-orchards-babe-ruth-day-san-jose>.

<sup>85</sup> Douglas, *Historical Footnotes of Santa Clara Valley*, 57.

<sup>86</sup> Sanborn Fire Insurance Map, San José, CA, 1915.

<sup>87</sup> "Port San Say, Lake Monahan, Guadalupe River, c. 1915," Historic San José Online Catalog No. 1997-224-200, History San José, San José, CA.



Figure 20. Port San Say, Guadalupe River, San Jose, ca. 1910 (History San José Photographic Collection, 1997-300-1605).

### ***Slice in Time: 1915 Sanborn Fire Insurance Maps***

The 1915 Sanborn Fire Insurance Map depicts continued and intensified mixed-use development within the project area. Residential development, primarily consisting of small, one- and two-story dwellings on narrow lots, is densest on the east side of the project area, nearest the Guadalupe River and Los Gatos Creek. Most dwellings feature backyard sheds or stables and a few retain windmills and tank houses, vestiges of a time before the city was plumbed. Commercial development is generally concentrated along major thoroughfares like W. Santa Clara Street and includes numerous stores, several saloons, and multiple laundry companies. Newer commercial construction along W. Santa Clara Street is built up to the property line, resulting in a continuous street wall.

The Southern Pacific Railroad (formerly the South Pacific Coast Railroad, SPCRR) extends through the project area along Senter Street (present-day Caltrain right-of-way); a round house, repair yard, and associated facilities are located at the northern end of the project area, at the northwestern corner of Senter Street and Lenzen Avenue. Industrial development is heavily concentrated along the rail lines, which have grown significantly in capacity from the array depicted on the 1891 Sanborn Map. Much of this development is related to the orchard industry: the J.K. Armsby Dried Fruit Packing Company, Castle Bros.' Dried Fruit Packing, A. & C. Ham Company Dried Fruits, and Griffin & Skelley Company Dried Fruit Grading & Packing are all situated along the rail line and possess their own dedicated rail spurs. The California Fruit Cannery Association (San José Branch, Factory No. 4) and Greco Canning Company are located just outside of the project area. Other industries that appear with relatively frequency on or near the Southern Pacific Railroad are those related to lumber products (e.g., the Gillespie Lumber Yard at the northeast corner of Montgomery and Otterson streets, the S. H. Chase Lumber Co. at the western corner of Senter and W. Julian streets and the northeast corner of Montgomery and W. Santa Clara streets) and refrigeration (e.g., Union Ice Co.'s Factory No. 7 at the western corner of Senter and W. Julian streets, San José Ice & Cold Storage Co. at the northern corner of Senter and W. St. John streets).

Public utilities development within the project area includes the expansion of the Pacific Gas & Electric Company gas works plant (formerly Garden City Gas Works), whose several large holding tanks visually dominate the northern half of the block bounded by W. St. John Street to the north, Montgomery Street to the east, W. Santa Clara Street to the south, and the Southern Pacific Railroad to the west. Pacific Gas & Electric Company also owns and operates the former Electrical Improvement Company substation at the western end of Otterson Street at this time. Immediately south of the confluence of the Guadalupe River and Los Gatos Creek, the San José Water Company has also expanded its operation and headquarters at 374 W. Santa Clara Street.

### ***Early Twentieth Century Architecture within the Project Area***

Within the project area, extant properties constructed during this period display a variety of architectural styles. The one-story, Folk Victorian cottage at 691 W. San Carlos Street (1915) and the Neoclassical dwelling at 91 S. Autumn Street (ca. 1910, moved to current location in the early 1950s) represent a continuation of styles common in the mid- to late nineteenth century, while the bungalow at 75 S. Autumn Street (ca. 1915) is a vernacular iteration of the more recent Craftsman style. Craftsman bungalows are characterized by low-pitched roofs, wide and unenclosed eaves, decorative beams or braces under gables, and covered porches; the style originated in southern California in the early twentieth century and was the dominant style for American dwellings through the early 1920s.<sup>88</sup>

Industrial development was also common to the project area during the early twentieth century. The Kearney Pattern Works and Foundry at 40 S. Montgomery Street (1922), which is the last extant industrial building from this period within the project area, displays the simple plan, wood-frame construction, and false front façade that characterize the utilitarian architectural style. The business would expand to adjacent parcels over the next several decades.

## **2.8 Great Depression**

The Great Depression hit the Santa Clara Valley particularly hard, as the prices of California's orchard crops fell further and faster than those of basic agricultural commodities such as wheat.<sup>89</sup> As San José's food processing and shipping industries floundered, workers sought protection from unions and producers banded together in cooperatives. Despite the economic challenges of the 1930s, however, a limited degree of commercial and industrial development did occur in San José and in the project area. One of the most notable development projects of the period was the completion of the Southern Pacific Railroad's San José line change, which located itself at the western edge of the project area, and the construction of Diridon Station in 1935.

### ***The Fruit Processing Industry and the Great Depression***

Fruit production and the fruit processing and shipping industries continued to dominate the regional economy through the 1920s, so that at the onset of the Great Depression, canned and preserved foods accounted for nearly two-thirds of the total value of the county's manufactured products.<sup>90</sup> Thirty-eight canneries and thirteen fruit packing plants were operating in Santa Clara County, in 1929, many of which were located within San José itself.<sup>91</sup> Within or adjacent to the project area, the Richmond-Chase Company, Greco Canning Company, the California Prune and Apricot Growers Association, the Virden Canning Company, and the California Packing Corporation (Calpak) all operated fruit processing facilities during this era.<sup>92</sup> Because of the regional economy's heavy reliance on the canning and packing industry, and because fruit was considered a luxury good, the Santa Clara Valley was disproportionately impacted by the Great Depression. Conditions were further exacerbated by climatic issues affecting the century United States, as an influx of out-of-work farmers displaced by the Dust Bowl came to the orchards of California in search of work.<sup>93</sup>

Between 1929 and 1933, the average weekly income for a cannery worker in northern California fell by more than half, from \$16.33 to \$8.04.<sup>94</sup> Unrest with regard to low wages, substandard working conditions, and poor job security catalyzed the labor movement in the 1930s, and membership and related activism increased substantially

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<sup>88</sup> McAlester, *A Field Guide to American Houses*, 567-568.

<sup>89</sup> Glenna Matthews, "The Apricot War: A Study of the Changing Fruit Industry during the 1930s," *Agricultural History* 59, no. 1 (January 1985): 25-29.

<sup>90</sup> Glenna Matthews, "The Fruit Workers of the Santa Clara Valley: Alternative Paths to Union Organization during the 1930s," *Pacific Historical Review* 54, no. 1 (February 1985): 52.

<sup>91</sup> Matthews, "The Apricot War," 25.

<sup>92</sup> Sanborn Fire Insurance Map, San José, CA, 1932.

<sup>93</sup> Matthews, "The Apricot War," 25-29.

<sup>94</sup> Matthews, "The Fruit Workers of the Santa Clara Valley," 56.

during the Depression years. In August 1931, the Cannery and Agricultural Workers' Industrial Union organized a strike of nearly sixteen thousand cannery workers in the Santa Clara Valley, in protest of a twenty percent wage decrease. By the end of the decade, all San José canneries were unionized.<sup>95</sup>

Cooperatives, which had existed among the California farming community since the early twentieth century, also attracted new members during the Great Depression.<sup>96</sup> In 1931, the Orchard Supply Hardware Company formed as a small farmer cooperative; approximately thirty prune growers and other horticulturalists joined forces to purchase and borrow farming equipment, attesting to the importance of agricultural networks in weathering economic hardships. The cooperative operated warehouses at successive locations before opening several retail locations, including a store at 720 W. San Carlos Street within the project area, in the early postwar era.<sup>97</sup>



Figure 21. Richmond-Chase Cannery Preparation Room, c. 1925 (History San José Photographic Collection, 1993-101-14).

### ***The Southern Pacific Railroad and the Great Depression***

Like all American industries, railroads suffered during the Great Depression. After record revenues in 1928 and 1929, the Southern Pacific Railroad posted its first loss in the history of the company in 1932; it would be four years before it would begin to turn a profit again. Despite financial challenges, however, Southern Pacific continued to press forward on several projects that had been planned before the onset of the depression. One of the largest was a line change of 4.5 miles in San José, which involved the construction of multiple grade separations as well as new trackage and facilities.<sup>98</sup> These included the construction of a viaduct on W. San Carlos Street and an underpass on W. Santa Clara Street just east of Stockton Avenue. The Cahill Street passenger station, which had been constructed by the South Pacific Coast Railroad in the 1870s, was also replaced as part of the San José line change project; the new station, constructed in the Italian Renaissance Revival Style, was completed in 1935 and renamed Diridon Station after rehabilitation efforts in 1994. The cost of the entire line change project was almost \$3.5 million, more than a quarter of which was allocated to the station.<sup>99</sup>

<sup>95</sup> Kevin Starr, *Endangered Dreams: The Great Depression in California* (New York, NY: Oxford University Press, 1996), 69-70; David Bacon, "Roots of Social Justice Organizing in Silicon Valley," *El Reportero* (San Francisco), May 23, 2016.

<sup>96</sup> Glenna Matthews, "The Apricot War: A Study of the Changing Fruit Industry during the 1930s," *Agricultural History* 59, no. 1 (January 1985): 26. The California Prune and Apricot Growers Association, which located its Plant No. 3 at the corner of Cinnabar and Senter streets in the 1930s, formed in 1917.

<sup>97</sup> Franklin Maggi and Sarah Winder, "Historic Report Prepared According to the City of San Jose Revised Guidelines for Historic Reports (2/26/10), for the properties located at 720 West San Carlos St. and 655 Auzerais Ave., San Jose, Santa Clara County, California, APNs 264-15-15, -016, -017, -018, -019, -028, -031," prepared for AMS Associates, Inc., 2012.

<sup>98</sup> Elizabeth A. McKee, "Southern Pacific Depot," National Register of Historic Places Inventory/Nomination Form, Caltrans, San José, California, April 1, 1993.

<sup>99</sup> Douglas, *Historical Footnotes of Santa Clara Valley*, 86.

### ***Slice in Time: 1932 Sanborn Fire Insurance Map***

The 1932 Sanborn Fire Insurance maps depicts relatively dense, mixed-use development within the project area. Heavy industry and food-processing facilities are concentrated most heavily along the Southern Pacific Railroad line running along the western border of the project area; many possess dedicated rail spurs. Food processing and related companies within the project area at this time include the Richmond-Chase Company, with plants at the northern corner of Cinnabar and Montgomery streets and along the south side of Cinnabar Street between Senter and Stockton streets; the California Prune & Apricot Growers Association, with a plant on the north side of W. San Fernando Street between White and Bush streets; and Smith Manufacturing Company, which is producing canning and fruit packing machinery at the northeastern corner of Stockton Avenue and the Alameda (present-day W. Santa Clara Street). Other types of industrial operations, such as lumber yards, machine shops and foundries, garages, and laundries are scattered throughout the project area.

Residential development, still consisting primarily of one- and two-story dwellings, fills in nearly every parcel that has not been developed for industrial or commercial use. This development is concentrated especially on the east side of the project area, closer to the Guadalupe River and Los Gatos Creek and further from the railroad line. Many dwellings have backyard garages; few tank houses and stables are recorded. A few dwellings share a parcel with light industrial or small-scale commercial development, indicating that some residents lived and worked out of the same address. Some parcels feature duplexes or multiple free-standing dwellings, but these are relatively rare. One cul-de-sac breaks the overall orthogonal layout of the project area: “Autumn Court,” extending east from Autumn Street between W. Julian and San Augustine streets.

Long-standing utilities including the gas works at the corner of Montgomery and San Augustine (present-day W. St. John) streets and the substation at 598 Otterson Street are both under the ownership of PG&E. Notes indicate that some of the major bridges are paved, including those carrying the Alameda (present-day W. Santa Clara Street) and Park Avenue across Los Gatos Creek. The Guadalupe River dam, installed just south of San Augustine (present-day W. St. John) Street in 1912, remains in place.<sup>100</sup> The park that had formerly occupied the triangular area below the confluence of the Guadalupe River and Los Gatos Creek has been developed since the recording of the 1915 Sanborn Fire Insurance Map, however.<sup>101</sup>

### ***Great Depression-Era Architecture within the Project Area***

Amidst the economic turmoil of the Great Depression, several large-scale, architecturally distinguished properties, were constructed within the project area. In addition to the aforementioned Cahill Station (1935), extant properties include the San José Water Company at 374 W. Santa Clara Street (1934; expanded in 1940) the Sunlite Bakery at 145 S. Montgomery Street (1936), and the Harold Hellwig Ironworks building at 150 S. Montgomery Street (ca. 1936). No architect has been identified for the Harold Hellwig Ironworks building, a large industrial facility constructed from variegated clinker bricks and located at 150 S. Montgomery Street near the southern end of the project area. The other three buildings are known to have been designed by relatively prominent architects, described below. Two smaller Depression-era industrial properties, 24 S. Autumn Street (ca. 1931) and 56 S. Autumn Street (ca. 1931), are also located centrally within the project area.

#### **Cahill Station/Diridon Station (65 Cahill Street)**

Southern Pacific’s Cahill Station was designed by John H. Christie, who was the company’s Chief Architect from 1924 to 1947. Christie had emigrated from Germany as a young man, studying architecture in Pennsylvania and Europe before moving to Oakland, California. He was hired as a junior draftsman by the Southern Pacific Company in 1904 and received his California architect’s license in 1913. Christie also participated in the design of the stations in Salem, Oregon (1918), Mesa, Arizona (1931), Los Angeles (1939),

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<sup>100</sup> Douglas, *Historical Footnotes of Santa Clara Valley*, 57.

<sup>101</sup> Sanborn Fire Insurance Map, San José, CA, 1915.



and Palo Alto (1941), as well as the redevelopment of the Southern Pacific's Fresno depot in 1915.<sup>102</sup> In San José, Christie's Cahill Station was constructed by the S. N. Swenson Construction Company and completed in 1935.<sup>103</sup>

#### **San José Water Company Building (374 W. Santa Clara Street)**

Constructed between 1934 and 1940, the San José Water Company building replaced the utility's earlier headquarters at 374 W. Santa Clara Street, just south of the confluence of the Guadalupe River and Los Gatos Creek. The building combines elements of the Moderne and Spanish Colonial styles and was designed by Bay Area firm Curtis & Binder, described as San José's leading architects between the 1920s and 1950s.<sup>104</sup> William Binder, who was the first San José architect to construct commercial buildings with iron or steel reinforced concrete, was involved in the design of many downtown buildings in the first part of the twentieth century. Ernest Curtis, the son of a leading local contractor, began to work for Binder in 1910 and was named partner by 1918. In addition to the Water Company buildings, the pair's major projects include the Commercial Building on North 1st Street, San José Hospital, Hale's Department Store, and the Alum Rock Natatorium.<sup>105</sup>



Figure 22. San José Water Works, 1934 (*History San José, American Institute of Architects - Santa Clara Valley Collection, 2008-131-48*).

#### **Sunlite Baking Company Building (145 S. Montgomery)**

The Sunlite Baking Company was established in 1933 by Allen T. and Jenny Gilliland, who began their business venture by purchasing the assets of a bakery that had folded during the Great Depression. They engaged local architect Ralph Wyckoff to design their new buildings, which was completed in 1936 at 145 S. Montgomery Street, near the southern end of the project area. Wyckoff was the son of an engineer from Watsonville, California, and he trained under architects in both Watsonville and San Francisco. He received his California license in 1914 and worked in Berkeley, Watsonville, and Salinas before settling in San José in 1925.<sup>106</sup>

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<sup>102</sup> McKee, "Southern Pacific Depot"; Henry Bender, Jr., *Southern Pacific Line Standard-Design Depots* (Sacramento, CA: Signature Press, 2013), 43, 187-288.

<sup>103</sup> McKee, "Southern Pacific Depot."

<sup>104</sup> Woodruff C. Minor, "San Jose Water Company Building," National Register of Historic Places Inventory/Nomination Form, Basin Research Associates, San José, California, September 13, 1989..

<sup>105</sup> "Recently Processed Architectural Records at History San José," *History San José*, accessed December 19, 2019, <http://historysanjose.org/wp/recently-processed-architectural-records-at-history-san-jose/>.

<sup>106</sup> "Ralph Wyckoff," *Laffey Archives*, accessed December 19, 2019, <http://www.laffeyarchives.org/historic-architects/ralph-wyckoff>.

## 2.9 World War II

World War II is regarded as a major inflection point in the history of the Santa Clara Valley. The fruit industry regained some of its vigor following the devastating impacts of the Great Depression, but military training and wartime production played the greater role in the local economic resurgence. The San Francisco Bay Area was the gateway to the Pacific theater of the war, and thousands of military personnel were brought to the region for training and processing at Moffett Field in Mountain View (located just over nine miles northwest of the project area) and at shipyards along the coastline. The Fourth Army was stationed locally in 1943, introducing soldiers directly into San José, and industrial plants for the construction of marine engines and landing craft were established in nearby Sunnyvale and Santa Clara. Federal monies also encouraged the region's burgeoning electronics industry, which was initially funded in large part by defense contracts. The proliferation of these wartime industries and the associated population influx led to postwar development that transformed the physical, social, and economic landscape of the Santa Clara Valley and San José.<sup>107</sup>

### *U.S. Military Presence in the Santa Clara Valley during World War II*

The strategic advantages of the Santa Clara Valley had been recognized by the U.S. military as early as the 1930s, when Admiral William A. Moffet advanced the establishment of a naval aviation presence on the West Coast. Under the leadership of A.M. Mortenson, the president of the San José Chamber of Commerce, funds were raised to purchase 1,750 acres in Sunnyvale, approximately ten miles west of San José; the land was purchased by the Chamber of Commerce on August 2, 1931, and immediately transferred to the U.S. Navy for construction of the U.S. Naval Air Station Sunnyvale, later the Naval Air Station Moffet Field. This transaction marked the beginning of a long and profitable partnership between the U.S. military and the cities of the Santa Clara Valley.

Soon after the United States entered World War II, the Naval Air Station Moffet Field in Sunnyvale was made the center for the Navy's West Coast lighter-than-air (LTA) operations, adding heavier-than-air (HTA) aircraft in 1944 and continuing to expand in operations through the end of the war. Barracks housed 290 officers and 2,500 enlisted soldiers, and the base employed almost 1,000 civilians in their Assembly and Repair Department.<sup>108</sup> Additionally, the Army briefly located the Fourth U.S. Army directly in downtown San José: in mid-September 1943, the Fourth Army separated from the Western Defense Council and closed its regular command post at the San Francisco Presidio. It reopened in the Commercial Building at 28 North First Street in San José, less than a half-mile east of the project area. It was stationed here for seven weeks and grew to employ 180 officers by the end of its tenure in the building, at which time it relocated to the Presidio of Monterey.<sup>109</sup>

These servicemen and others stationed in Central Coast ports regularly frequented San José for leisure activities in the downtown area and to visit the city's United Service Organizations (USO) building, which served more than a million military personnel between 1941 and 1946.<sup>110</sup> The agreeable climate and bucolic landscape of the Santa Clara Valley made a marked impression of many of the servicemen who were introduced to the area in the early 1940s. As a result, a number of officers and soldiers who had been stationed in Sunnyvale or San José, or those who had merely passed through the region en route to posts in the Pacific, returned to the Santa Clara Valley after the war had ended, contributing to a massive postwar population boom.<sup>111</sup>

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<sup>107</sup> Glenna Matthews, "The Los Angeles of the North': San Jose's Transition from Fruit Capital to High-Tech Metropolis," *Journal of Urban History* 25, no. 4 (May 1999): 461; Laffey, *Historical Overview*, 10.

<sup>108</sup> M.L. Shettle, Jr., "Naval Air Station, Moffet Field," *California Military History Online*, June 26, 2016, <http://www.militarymuseum.org/NASMoffettFld.html>.

<sup>109</sup> "History of the Fourth Army," (Washington, D.C.: Army Ground Forces, 1946), 3-4.

<sup>110</sup> Arbuckle, *History of San José*, 361.

<sup>111</sup> Glenna Matthews, "Toward the Rebirth of Downtown San Jose: Postwar Sprawl and Redevelopment in a Silicon Valley City," *Pacific Historical Review* 85, no. 3 (August 2016): 357; Matthews, "The Los Angeles of the North," 461; Annalee Saxenian, "The Genesis of Silicon Valley," *Built Environment (1978-)* 9, no. 1 (1983): 9.

### *The Development of Defense Industries in the Santa Clara Valley*

Apart from hosting an active military presence during the war, San José and the greater Santa Clara Valley were directly engaged in the war effort through participation in wartime defense industries. The opportunity for local businesses to acquire lucrative defense contracts was a major motivation, as California's share of federal revenues rose from \$15.1 billion in 1942 to \$50.2 billion in 1945.

In Santa Clara County, the two largest defense contractors—Food Machinery and Chemical Corporation (FMC) in San José and the Joshua Hendy Iron Works in Sunnyvale—won contracts totaling \$289 million during the war. Local companies large and small reoriented their prewar production efforts in an effort to secure and fulfill military contracts; Hendy Iron Works, for example, produced engines and weapons parts for Navy ships, and FMC used its factories to produce amphibious tanks rather than tractors.<sup>112</sup> One of the factories utilized by FMC was located at 333 W. Julian Street, across the Guadalupe River from the project area.<sup>113</sup>



Figure 23. Kearney Pattern Works & Foundry interior, 1945-1955 (History San José, Kearney Collection, 2019-33-27).

Within the project area, Kearney Pattern Works and Foundry at 40 S. Montgomery Street represents one of the many smaller Santa Clara Valley companies to receive defense contracts during World War II. The company reportedly began receiving defense contracts even before the United States joined the conflict, casting bronze elements for the nearby shipyards and turning out wooden patterns specially ordered by other industries under military contracts. As of early 1944, Kearney Pattern Works shipped out more than 2,000 pounds of bronze castings daily, in the form of torpedo tubes, anchors, stern frames, struts and stems, and mounts for delicate ships' equipment. It shipped wooden patterns across the West Coast, including to the Kaiser Shipyards in Washington State, the Columbia Steel Company at Mare Island in California, and Joshua Hendy Iron Works in nearby Sunnyvale. At the end of the war, the foundry was commended by the Navy for "the consistent dependability in both quantity and quality of its products" and honored with an Army-Navy "E" Award for achieving "Excellence in Production" ("E"). At only twenty-seven employees, Kearney Pattern Works and Foundry was purportedly one of the smallest firms to receive this distinction.<sup>114</sup>

<sup>112</sup> Saxenian, "The Genesis of Silicon Valley," 8; Glenna Matthews, *Silicon Valley, Women, and the California Dream: Gender, Class, and Opportunity in the Twentieth Century* (Stanford, CA: Stanford University Press, 2003), 84.

<sup>113</sup> Loretta K. Barsamian, "Final Site Cleanup Requirements and Rescission of Orders, Nos. 89-107, 90-122, and 98-006 for FMC Corporation, for the Property Located at 333 West Julian Street, San José, Santa Clara County," California Regional Water Quality Control Board San Francisco Bay Region Order No. 01-031, March 2001, on file at the California State Water Resources Control Board, [https://www.waterboards.ca.gov/rwqcb2/board\\_decisions/adopted\\_orders/2001/R2-2001-031.pdf](https://www.waterboards.ca.gov/rwqcb2/board_decisions/adopted_orders/2001/R2-2001-031.pdf).

<sup>114</sup> "Local Foundry [...] Role in United [...] Naval Warfare," January 23, 1944, (Kearney Pattern Works Vertical File), History San José, San José, CA; "Kearney Works [...] Navy 'E' at Yest [...]," April 8, 1945, (Kearney Pattern Works Vertical File), History San José, San José, CA; "'E' Award [...] to Kearney," (Kearney Pattern Works Vertical File), History San José, San José, CA.

Increased military spending in the Santa Clara Valley also catalyzed the development of new and emerging industries in and around San José during the 1940s. California had already established a small aviation manufacturing by 1941, but aircraft firms such as Litton Industries and North American Aviation greatly increased their manufacturing capabilities to meet wartime needs. Hewlett-Packard, then a small Palo Alto electronics firm only two years old, received government contracts for electronic test equipment that set it on a trajectory to become the first internationally famous electronics company founded in the Santa Clara Valley. Successful companies like these attracted others of their kind: in 1943, International Business Machines (IBM) elected to locate a punch card factory in San José, not as the direct result of a defense contract, but in response to the overall economic growth of the region fueled by military spending.

### *Wartime Social History of San José*

Nearly every aspect of life in San José was impacted by the United States' involvement in World War II. Residents purchased war bonds, rationed food and gasoline, and prepared for the possibility of air raids and blackouts. Thousands of people came to the region seeking work in the growing defense industry, straining the local housing market and catalyzing infrastructure development. Work in the bustling industrial plants also changed the gender and ethnic distribution of labor in the valley: bustling industrial plants drew local workers, including women, from the valley's orchards and canneries, and they were frequently replaced in the field by Mexican Americans and *braceros*, Mexican nationals working in the United States under the auspices of the Mexican Farm Labor Agreement. Meanwhile, Japanese Americans and nationals were forcibly evacuated from their homes in May 1942 and placed in internment camps for the duration of the war.

Nearly 3,000 residents of Santa Clara County enlisted in the armed forces during World War II; about half were residents of San José. Civilians who remained on the homefront contributed in their own ways. Many purchased war bonds to help finance U.S. military involvement, and all participated in the rationing of butter, sugar, meat, and gasoline. The possibility that the conflict would reach American soil was seriously considered; warning sirens to signal air raids and blackouts were installed throughout the city, and newspapers published instructions on how to react in the event of a crisis. An auxiliary civilian police force was organized to help patrol "sensitive installations" including war industries, railroad facilities, and water reservoirs, and they remained armed and on-call for the duration of the war.



Figure 24. Neighborhood War Garden at Stockton and Taylor Street, 1943-1945  
(History San José Photographic Collection, 1990-72-28).

The most important way in which Santa Clara Valley residents participated in the war effort, however, was through their involvement in the region's myriad defense industries. The development and expansion of these operations permanently altered commercial practice and labor patterns in the region. It also changed the physical landscape of the valley, as the promise of stable employment fueled a surge of in-migration that outstripped the area's existing housing supply, necessitating that some workers live in tents or trailers set up in the valley's orchards. The sustained population growth that began as a result of the defense industries' growth would prompt a frenzy of suburban tract house development in the postwar years.

The high demand for able-bodied workers also effected changes in the gender and ethnic distribution of labor in the Santa Clara Valley. Defense contractors including Hewlett-Packard, FMC, and Hendy Iron Works began to hire women in significant numbers, for positions that had traditionally been filled by men. Hendy's blade shop, which had the company's highest percentage of women employees, was fully sixty percent female in late 1944. Other women worked as machine operators and laborers in industrial assembly plants. These careers marked the first substantial opportunity for women of the Santa Clara Valley to engage in industry that was not associated with fruit farming and canning. Many also offered a path to union membership: both female and male employees of Hendy Iron Works were represented by the International Association of Machinists.

As many men and women living in the Santa Clara Valley area left their jobs in the orchards and canneries for higher-paying positions in the defense industries, they were often replaced by Mexican Americans and Mexican nationals working under the Mexican Farm Labor Program, informally known as the Bracero Program. Established by executive order in 1942, the Bracero Program was an intergovernmental agreement allowing Mexican nationals, or *braceros*, to enter the United States as contract workers and to perform farm work during wartime labor shortages. Although the agreement promised wages at the prevailing regional rate, access to free housing, and occupational insurance at the employer's expense, these requirements were often ignored by American agricultural employers seeking to profit from the new source of cheap, plentiful labor. Hundreds of *braceros* were employed in Santa Clara during the war, replacing women and Southern Europeans as the primary demographic in the orchards and canneries.



Figure 25. Mexican agricultural laborers harvesting sugar beets (UCD.PIC.D494.2009.0131, Floyd Halleck Higgins Photographs of Mexican Sugar Beet Workers, D-494, Special Collections, University of California, Davis, Library).



### *Extant Properties within the Project Area*

In addition to the wartime expansion of Kearney Pattern Works and Foundry, other wartime industrial development within the project area includes a row of one-story buildings at 341 N. Montgomery Street (1941), 343 N. Montgomery Street (1941), and 345 N. Montgomery Street (1944), as well as a multi-tenant commercial building at the northeast corner of S. Montgomery and W. San Carlos streets (282 S. Montgomery Street, 1944).

## **2.10 Postwar Development**

The population of San José grew rapidly in the postwar years as the economic focus of the region shifted from agriculture to electronics and manufacturing. This transformation was driven by an increasing number of military defense contracts issued to local businesses during the Cold War, aided by Stanford University officials' efforts to institutionalize a relationship between their university, local private industry, and the federal government. As the economy of the Santa Clara Valley reoriented itself around this new type of industry, its physical landscape was irreparably altered: orchards were uprooted for industrial parks, residential subdivisions, and shopping centers, and rural roadways were widened into freeways to accommodate the influx of people and commercial activity that accompanied the increasing industrialization and related population boom.<sup>115</sup>

### *The University-Government Alliance and the Development of the Modern Electronics Industry*

Stanford University, located approximately fifteen miles northwest of the project area, was a key contributor to the economic transformation of the Santa Clara Valley in the postwar years. From the university's inception in 1891, its curriculum had been developed with a strong emphasis on science, technology, and engineering. The 1927 appointment of radio engineer Professor Frederick Terman, who would be named Stanford's dean of engineering in 1944 and provost in 1955, reinforced this focus on practical application and research. Terman educated and encouraged a number of students who would go on to establish some of the most successful electronic firms in the country, including William R. Hewlett and David Packard of the Hewlett-Packard Company. However, his greater contribution to the Santa Clara Valley was his work to build a "university-government alliance" for defense-related research, to the benefit of all involved.<sup>116</sup> Through his experiences working at Harvard University's Radio Research Laboratory during World War II, Terman came to believe that government partnerships would be the future of both U.S. research institutions and American military security. Terman returned to Stanford in 1946 after the war had ended, and from his position as Dean of Engineering, he played a crucial role in the university's postwar efforts to secure defense research contracts from the federal government in the late 1940s. Stanford University emerged as a national leader in research and development in the electronics field, conducting applied research in California's industrial and defense sectors beginning as early as 1946. In the decades following World War II, the Cold War economy and the billions of dollars in government contracts that were granted to universities and firms in the Santa Clara Valley shaped the technological and economic advancements of the region.<sup>117</sup>

Terman's vision for a university-government research complex also included private industry, as evidenced by his efforts to establish the Stanford Industrial Park in 1951. As Terman had hoped, the university-affiliated business park attracted major tenants including Hewlett-Packard, Eastman Kodak, Varian Associates, the Sylvania Products Company, the Philco-Ford Corporation, General Electric, and the research division of the Lockheed Corporation (later Lockheed Martin Corporation); other major firms, such as the Fairchild Camera and Instrument Corporation, Memorex Corporation, and National Semiconductor located nearby. The result was a dynamic combination of industry-oriented research and research-oriented industry, much of it funded by Department of Defense grants

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<sup>115</sup> Matthews, *Silicon Valley, Women, and the California Dream*, 46-47.

<sup>116</sup> Pellow and Park, *The Silicon Valley of Dreams*, 60.

<sup>117</sup> Pellow and Park, *The Silicon Valley of Dreams*, 61; Findlay, *Magic Lands*, 133-134; S. Stewart Gillmor, *Fred Terman at Stanford: Building a Discipline, a University, and Silicon Valley* (Stanford, CA: Stanford University Press, 2004), 265.

during the Cold War.<sup>118</sup> Municipal governments, for their part, incentivized industrial growth by providing tax relief, clearing tracts of land for development, and actively advertising the region to the industrial community; the San José Chamber of Commerce, for example, spent around \$1 million dollars attracting new industry to the area in the postwar years.<sup>119</sup> A synergistic relationship developed between the region's universities, the federal government, the local business community, and municipalities, transforming the Santa Clara Valley from an agricultural and extractive economy to one that was based on scientific research and technological advancement. Hundreds of electronics firms located, expanded, or were established in the region in the ensuing years, attracting tens of thousands of in-migrants looking for work.<sup>120</sup>

***“The Nation’s Largest Suburb”: Annexation and Development in Postwar San José***

As a result of the rapid, diversified economic growth that the Santa Clara Valley experienced in the postwar period, Santa Clara County’s population swelled from 290,547 in 1950 to over a million in 1970; the city of San José accounted for nearly half of this growth, expanding from 95,280 people in 1950 to 445,779 in 1970. Orchards were swiftly replaced with auto-oriented development like shopping centers and residential subdivisions, and rural roadways were widened into freeways to accommodate the massive influx of people and commercial activity that marked the postwar years.<sup>121</sup> This development was aided by the actions of pro-growth public officials as well as private homebuilders capitalizing on the region’s rapidly expanding economy.<sup>122</sup>



Figure 26. Dutch Hamann with two unidentified men, undated  
(History San José Photographic Collection, 1997-210-423).

The San José city government annexed new territory rapidly in the first two decades after the end of the war; in addition to a nearly fivefold population increase between 1950 and 1970, San José’s physical footprint increased from approximately 17 square miles to nearly 137 square miles within the same twenty-year period.<sup>123</sup> This aggressive expansion was owed largely to the city manager, Anthony P. “Dutch” Hamann, a former business manager at the University of Santa Clara and division manager at General Motors. Appointed by the San José City

<sup>118</sup> By the late 1970s, Santa Clara County was receiving \$2 billion annually in federal defense contracts, a trend that continues today (Pellow and Park, *The Silicon Valley of Dreams*, 60-61; Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 46).

<sup>119</sup> Matthews, “The Los Angeles of the North,” 463.

<sup>120</sup> Pellow and Park, *The Silicon Valley of Dreams*, 62.

<sup>121</sup> Archives & Architecture, LLC, *County of Santa Clara Historic Context Statement*, 46-47.

<sup>122</sup> Jackson, *Crabgrass Frontier*, 266; Matthews, “Toward the Rebirth of Downtown San Jose,” 356.

<sup>123</sup> Matthews, “Toward the Rebirth of Downtown San Jose,” 356.

Council in 1950, Hamann's business background supported city officials' ambitions for rapid and widespread expansion; he advanced a vision of San José as "the Los Angeles of the North" and engineered 1,419 annexations during his nineteen-year tenure, incentivizing unincorporated areas by promising connection to the oversized sewer system that was originally constructed to serve San José's canneries.<sup>124</sup> City officials justified the rapid pace of annexation on the grounds of efficiency, arguing that physical growth expanded the tax base that provided for public services and acquired land necessary for public utilities and amenities such as parks.<sup>125</sup> By the late twentieth century, San José had superseded San Francisco as the region's largest municipality, and its wayward urban sprawl had rendered the city "the nation's largest suburb."<sup>126</sup>

Within the project area, the greatest number of extant properties were constructed during this era (see below), with many former residences redeveloped into industrial properties, furthering the mixed-use character of the area. Stephen's Meat Products Company, which had been founded locally in 1942, constructed a \$100,000 plant that was to be "the most modern of its kind between San Francisco and Chicago" at 105 S. Montgomery Street in 1948.<sup>127</sup> The new plant appears to have replaced multiple single-family dwellings visible on earlier Sanborn Fire Insurance Maps. Although the meat products plant was razed in 2007 and replaced by a surface parking lot, its distinctive neon sign featuring a dancing pig remains extant and was rehabilitated in 2019.<sup>128</sup>

### ***Auto-Oriented Development and Transportation in Postwar San José***

As the bulk of San José's resources were directed toward peripheral growth in the postwar era, its downtown was left neglected and empty; even City Hall moved out of the district proper in 1958.<sup>129</sup> The broad array of retail options in outlying areas, including new strip malls and massive shopping centers like the Valley Fair, contributed to the decline of downtown San José's Central Business District. In an auto-centric age, shoppers were attracted to the convenience of commercial spaces like Orchard Supply Hardware at 720 W. San Carlos Street, which offered spacious surface parking adjacent to the building; downtown parking, by comparison, was inadequate and expensive. Fearing the loss of their businesses, downtown business and property owners organized to lobby for urban renewal programs that would revitalize the district. Organizations like "Forward San José," established in 1957, supported the construction of new parking structures and actively solicited new shops and developers to locate in downtown San José. Other activities included the rehabilitation or complete replacement of older buildings in the city center.<sup>130</sup>

For transportation between the outlying suburbs and workplaces in industrial parks, strip malls, and downtown San José, residents generally relied on personal automobiles. This led to twice-daily traffic jams on congested freeways, lengthy commutes, and smog that blanketed the valley in a visible haze.<sup>131</sup> Additional freeways and major arterials were developed throughout the postwar period in an attempt to manage the increased traffic volumes, slicing through neighborhoods and former agricultural fields with vast expanses of steel and concrete. Interstate 280, a multi-million dollar project to link San Francisco with San José, was initially approved by the state legislature in 1957.<sup>132</sup> The final route, which encompassed fifty miles of six-, eight-, and ten-lane freeway, was approved in segments through the late 1950s and early 1960s, following public hearings. The segment linking Cupertino to San José was completed in the mid-1960s and joined I-280 to State Route 17, a junction fewer than three miles west of

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<sup>124</sup> Carl Abbott, *How Cities Won the West: Four Centuries of Urban Change in Western North America* (Albuquerque, NM: University of New Mexico Press, 2008), 188; Matthews, "The Los Angeles of the North," 466.

<sup>125</sup> Abbott, *How Cities Won the West*, 189.

<sup>126</sup> Jackson, *Crabgrass Frontier*, 266.

<sup>127</sup> "Meat Co. Builds \$100,000 Plant," *San Jose Mercury News*, July 16, 1948.

<sup>128</sup> Vicki Thompson, "Meet me at the pig—Iconic Stephen's Meat sign gets a refresh," *Silicon Valley Business Journal* (San José, CA), June 21, 2019.

<sup>129</sup> Abbott, *How Cities Won the West*, 188; Matthews, "Toward the Rebirth of Downtown San Jose," 356. The old City Hall building, which had been completed in 1889, was demolished in 1958.

<sup>130</sup> JRP Historical Consulting Services, "Technical Memorandum: Historical Resources Evaluation Report for SVRTC EIS/EIR Alternatives," prepared for the Santa Clara Valley Transportation Authority, January 2003.

<sup>131</sup> Jackson, *Crabgrass Frontier*, 266.

<sup>132</sup> R. A. Hayler, "Interstate 280," *California Highways and Public Works* 43, no. 9-10 (September-October 1964): 35.



### ***Postwar Growth of San José's Latinx Population***

The Bracero Program, initiated in anticipation of wartime shortages in U.S. agricultural labor, was extended through a variety of means and remained in effect until 1964. More than four million Mexicans came to the California during the 22-year-long program. As farmland was converted to housing developments and labor contracts expired, those who wished to remain in the state sought other forms of employment. They frequently moved away from rural areas and into major cities, just as large numbers of white residents moved out to newly developing suburbs.<sup>137</sup> A significant Latinx community grew around the canneries and factories to the east of San José, in areas that were largely unincorporated until the city's aggressive expansion in the 1960s and 1970s.<sup>138</sup> Within the project area, San José's postwar Latinx population is reflected in the Templo La Hermosa at 56 S. Montgomery Street. The church was constructed in the early 1950s, even as the neighborhood was continuing its trend toward redevelopment for light industrial use. It housed a Latin American Assembly of God congregation led by Reverend N. Ruybald and saw the addition of a two-story classroom in the early 1960s.<sup>139</sup>

### ***Postwar Architecture within the Project Area***

Within the project area, extant properties from the postwar era are primarily light industrial facilities, warehouses, and small commercial enterprises of utilitarian design, including 357 N. Montgomery Street (ca. 1941), 50 S. Montgomery Street (1947), 255 S. Montgomery Street (ca. 1948), 20 S. Autumn Street (1948), 557-587 Cinnabar Street (1948), 82 S. Montgomery Street (ca. 1953), 573 W. Julian Street (1953), 327 Otterson Street (ca. 1955), 57 S. Autumn (ca. 1959), 74 S. Autumn Street (1960), and 566-570 Cinnabar Street (1966). The Kearney Pattern Works complex, initially constructed in 1922, was expanded in the 1950s with frontages on both S. Montgomery and S. Autumn streets (addresses include 40 S. Montgomery Street and 43 and 55 S. Autumn Street). These properties are generally characterized by a lack of distinctive architectural detailing, simple footprints and roof forms, and the use of readily available construction materials including concrete, steel, stucco, brick, and plate glass.

Commercial buildings constructed during this period reflect the pervasiveness of automobile culture during the postwar era. The buildings at 333 N. Montgomery Street (1963); 50-52 S. Autumn Street (1962), near the center of the project area; and the former Orchard Supply Hardware building at 720 W. San Carlos Street (1946), described below, offer large surface parking lots for the convenience of customers traveling by automobile.

Other buildings constructed within the project area during the postwar era are the Templo La Hermosa at 56 S. Montgomery Street, constructed in the early 1950s and altered with a major early 1960s wing addition, and Democracy Hall at 580 Lorraine Avenue, described below. No dwellings were constructed within the project area during this period, but the ca. 1910 dwelling at 91 S. Autumn Street was moved to this location in the early 1950s.

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Scott Herhold, "KNTV fire destroyed the last remnants of an era," *Mercury News*, April 16, 2014; "5-Alarm Fire Rips Through Former KNTV Studio in San Jose," *NBC Bay Area*, April 13, 2014.

<sup>137</sup> Theresa Grimes, Laura O'Neill, Elysha Paluszek, and Becky Nicolaides, "Latinos in Twentieth Century California," National Register of Historic Places/Multiple Property Documentation Form, GPA Consulting, Los Angeles, California, April 7, 2015.

<sup>138</sup> Matthews, "Toward the Rebirth of Downtown San Jose," 359.

<sup>139</sup> Cheryl Brookshear and Damany Fisher, Department of Parks and Recreation (DPR) 523 Forms for 56 S. Montgomery Street, San Jose, California, in "Technical Memorandum: Historical Resources Inventory and Evaluation Report for Silicon Valley Rapid Transit Corridor EIS," prepared by JRP Historical Consulting, June 2008, on file at the Northwest Information Center, Sonoma State University, Rohnert Park, California, P-43-001327.



### **Orchard Supply Hardware (720 W. San Carlos Street)**

The Orchard Supply Hardware building, located near the southern end of the project area at 720 W. San Carlos Street, was constructed in 1946 by builder H.A. Hathaway and designed by architecture firm Higgins & Root.<sup>140</sup> Composed of partners William L. Higgins and Chester Root, Higgins & Root was one of the first firms in California to establish a reputation for modernist design; the Orchard Supply Hardware building demonstrates the principles of this style in both form and materiality.

William L. Higgins initially worked for Wolfe & Higgins, a Bay-area architectural firm headed by prolific architect Frank Delos Wolfe and Higgins's own father, William E. Higgins. After the death of William E. Higgins in 1936, the younger Higgins partnered with Root to form Higgins & Root. Root had studied architecture at the University of California, Berkeley, and at Harvard, earning his master's degree in 1930. The partnership operated for over fifty years and designed schools, churches, residences, and commercial architecture that display a strong sense of functionalism and elements of the International Style. Both Higgins and Root were founding members of the Santa Clara Valley Chapter of the American Institute of Architects (AIA); Root was the chapter's first president, and Higgins was on the first planning commission of Saratoga, California.<sup>141</sup>

### **Democracy Hall (580 Lorraine Avenue)**

Democracy Hall at 580 Lorraine Avenue was designed by Bay Area architect Henry Hill in 1961. Born in England in 1913, Hill moved to Berkeley, California, with his family as a young child. He studied architecture at the University of California, Berkeley, and at Harvard's Graduate School of Design, where he worked under Bauhaus architect Walter Gropius. Hill returned to the Bay Area after receiving his degree; he joined the office of John Ekin Dinwiddie in San Francisco in 1938 and was made partner a year later. After a brief stint as a captain in the U.S. Army Corps of Engineers during World War II, Hill rejoined Dinwiddie and a new partner, Erich Mendelsohn, a European modernist who had fled Germany during the Third Reich.

In 1947, Hill left Dinwiddie and Mendelsohn to begin an independent practice. He focused primarily on residential architecture, and his individual style combined International modernism with regional vernacularism; in this way, Hill's work helped to define the Second Bay Tradition during the mid-twentieth century. He also served as a consultant to U.S. Steel in the 1950s, designing a prototype steel house, and lectured in the school of architecture at Stanford University from 1948-1965. Hill's major projects from the early postwar era include the hiring hall of the International Longshore and Warehouse Union (ILWU) in San Francisco; the chapel of the public hospital in Moline, Illinois; and U.S. Embassy staff housing in Vienna.

Hill and his associate John Kruse, with whom he had worked since 1948, worked together on Democracy Hall, a meeting hall for the ILWU Local 11 chapter at the southeastern end of the project area.<sup>142</sup> The one-story building is constructed from processed concrete bricks and features large window expanses characteristic of the Modern style. In 1965, Hill elevated Kruse to a partner in his practice. Together, the pair designed more than five hundred residences and commercial buildings in California, Hawaii, Connecticut, Illinois, Kentucky, Quebec, and El Salvador.<sup>143</sup>

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<sup>140</sup> Polly S. Allen, Department of Parks and Recreation (DPR) 523 Forms for 720 W. San Carlos Street, San Jose, California, in "Historic Resources Inventory and Evaluation Report: Los Gatos Creek Railroad Bridge Replacement Project," prepared by JRP Historical Consulting, March 2013, on file at the Northwest Information Center, Sonoma State University, Rohnert Park, California, P-43-002880.

<sup>141</sup> Donald Lieberman, "Ernest & Emily Renzel House," National Register of Historic Places Inventory/Nomination Form, no affiliation, San José, California, September 3, 2010; "Bill Higgins [obituary]," *San José Mercury*, December 6, 2006.

<sup>142</sup> "The Union Builds," *The Dispatcher* (publication of the International Longshoremen's and Warehousemen's Union) 19, no. 15 (July 28, 1961): 5.

<sup>143</sup> "Hill, Henry, and Kruse, John," *UC Berkeley Environmental Design Archives*, accessed December 19, 2019, <https://archives.ced.berkeley.edu/collections/hill-henry-and-kruse-john1>.

## 2.11 The Contemporary Era

By 1970, urban sprawl had eliminated most of the Santa Clara Valley's orchards, and the region's transformation to a tech economy was largely complete. Electronic equipment, scientific instrumentation, industrial machinery, and software development had replaced agriculture as the basis of the regional economy, while business, health, and engineering services were important secondary economic factors. San José's population, scale, and density grew throughout this period, and by 1990 the municipality had surpassed San Francisco as the most populous municipality in the Bay Area. San José's population also changed in composition during the latter part of the twentieth century, shifting from predominantly non-Hispanic white in 1970 to majority-minority in 1990 and afterward.<sup>144</sup>

Within the project area, the late twentieth century saw a rush of new industrial and mixed-use development as San José continued efforts to establish itself as a major Californian city not only in size, but also with regard to amenities and transportation access. Major projects to impact the project area during the contemporary period include the construction of the SAP Center and associated parking lots, the redevelopment of the Guadalupe River bank as a city park and innovative flood control device, and development associated with public transit operations.

### *Downtown Redevelopment in the Contemporary Era*

San José city manager Dutch Hamann was replaced by Thomas Fletcher in 1969, and the policy of aggressive annexation that had characterized the postwar era was replaced by a new urban redevelopment policy that focused on improvements within the city's existing boundaries. Because the bulk of San José's resources had been directed toward peripheral growth during the postwar era, the city's downtown was neglected by city managers and business development groups. A redevelopment agency created in 1956 had been only marginally successful in revitalizing the area. In the 1970s, however, the city council became more engaged in redevelopment; in 1979 they engaged a new director, Frank Taylor, who had previously worked on Cincinnati's redevelopment program. Taylor combined several of San José's redevelopment areas into one, thereby pooling revenues from highly lucrative areas, like the northern and southern suburbs of San José, with those from less-successful areas, like downtown. Supported by Mayor Tom McEnery, who took office in 1983, Taylor put more than \$2 billion into the development of new hotels, convention facilities, museums, theaters, housing, shops, offices, and public spaces in and around downtown San José.<sup>145</sup> Other forms of development soon followed: with the support of the Santa Clara Valley Manufacturing Group, a countywide sales tax was approved and used to raise millions more for roadways and public transit.<sup>146</sup>

A multimillion dollar sports complex, the San José Arena (later the HP Pavilion and currently the SAP Center), was approved in 1988 and constructed near the center of the project area between 1990 and 1993.<sup>147</sup> Although city officials had first unveiled plans for a San José sports complex in late 1971, the project had been fraught with controversy since its inception;<sup>148</sup> the first ballot measure was rejected by more than 50 percent of voters in 1973.<sup>149</sup> San José City Council revived the project in 1976, proposing a location in north San José, on the eastern

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<sup>144</sup> "City of San Jose, Santa Clara County," *Bay Area Census*, accessed December 30, 2019, <http://www.bayareacensus.ca.gov/cities/SanJose70.htm>. All ethnic groups recorded by the census grew over these years, but the most dramatic increase came in the city's Asian population. By the turn of the twenty-first century, San José's population numbered 894,943 and was 36.0 percent non-Hispanic white, 30.2 percent Hispanic, 27.3 percent Asian or Pacific Islander, 3.5 percent African American, and 0.8 percent Native American.

<sup>145</sup> Scott Herhold, "With Redevelopment Threatened, Let's Size Up Its Legacy in San Jose," *The Mercury News* (San José, CA), January 12, 2011.

<sup>146</sup> Terry Christenson, "San Jose Becomes the Capital of Silicon Valley," in *San Jose: A City for All Seasons*, ed. Judith Henderson (Encinitas, CA: Heritage Press, 1997), 18-21.

<sup>147</sup> Ruthann Richter, "Ground Broken for San Jose Arena," *Peninsula-Times Tribune* (Palo Alto, CA), June 28, 1990; Susan Dinkelspiel Cerny, *An Architectural Guidebook to San Francisco and the Bay Area* (Salt Lake City, UT: Gibbs Smith, 2007), 212.

<sup>148</sup> Rick Carroll, "Inside, Outside Views of S.J. Sports Arena," *San Jose Mercury News*, October 8, 1971.

<sup>149</sup> "Decisive Rejection by Voters," *San Jose Mercury News*, November 8, 1973.

bank of the Guadalupe River, and it continued to appear in various iterations over the next decade.<sup>150</sup> Despite continued opposition from neighborhood and activist groups, Mayor McEnery pushed the project forward in the late-1980s, insisting on a downtown location to complement ongoing redevelopment directed by Taylor. Supported by local citizens' group Fun Arena Now (FAN), the funding measure passed by a narrow margin in 1988, and a site was selected at the northwestern corner of N. Autumn and W. Santa Clara streets, at the eastern edge of the project area.<sup>151</sup> The clearance that occurred for the construction of the San José Arena and the large parking lots surrounding the building to the west and north resulted in the demolition of the PG&E gas works, light industrial buildings, businesses, and dwellings within the project area.<sup>152</sup> Consolidation of numerous individual parcels also resulted in the obliteration of N. Montgomery Street between W. Santa Clara and W. St. John streets and W. St. John Street between N. Montgomery Street and the railroad right-of-way.



Figure 28. San Jose Arena under construction, 1991 (History San José, Leonard McKay Collection, 2004-17-1103).

Downtown redevelopment efforts slowed through the 1990s, with the end of McEnery's tenure in 1991. Frank Taylor remained in place as the city's redevelopment chief through 1999, overseeing the first part of a major project to redevelop a three-mile-long stretch of waterfront along the Guadalupe River as a city park. Conceived as an innovative approach to protect downtown San José from 100-year floods, the project was initially designed by San Francisco's Hargreaves Associates and later added to by numerous other landscape architecture firms.<sup>153</sup> Constructed between 1992 and 2005, the southern end of Guadalupe River Park abuts the eastern boundary of the project area and lies adjacent to the SAP Center.<sup>154</sup> Light industrial buildings, businesses, and dozens of nineteenth-century dwellings near the sports arena, between N. Autumn Street and the Guadalupe River, were removed as part of the redevelopment.<sup>155</sup>

<sup>150</sup> "Sports Arena Notion Just Refuses to Die," *South San Jose Sun*, June 23, 1976; "Council to Study S.J. Sports Arena," *San Jose Mercury News*, July 5, 1976.

<sup>151</sup> Mark Purdy, "Arena Vote 20 Years Ago Made San Jose a Real City," *Mercury News* (San José, CA), July 7, 2008.

<sup>152</sup> Maline Hazle, "S.J. to Force Sale of Arena Parcel," *San Jose Mercury News*, August 29, 1990; Mitchel Benson, "Arena Deal Surprise: Added Parking Lots to Edge out Houses," *San Jose Mercury News*, December 13, 1990.

<sup>153</sup> Lisa Owens Viani, Ann Riley, and Mary Margaret Jones, "Where the River Came Last," *Landscape Architecture Magazine* 95, no. 2 (February 2005): 48.

<sup>154</sup> Alvarado et al., *Re-envisioning the Guadalupe River Park*, 3.

<sup>155</sup> Eve M. Kahn, "San José's Guadalupe River Scheme: Dance of Compromise and Resistance," *Landscape Architecture Magazine* 83, no. 5 (May 1993): 39.

Despite the costly development of such amenities in and around downtown, however, San José “remains a resolutely suburban place.”<sup>156</sup> The majority of commercial and industrial development occurring during the 1970s and 1980s was located in northern San José, away from downtown, and so workers continued to be drawn from the residential suburbs in which they resided to the industrial and commercial suburbs in which they were employed.<sup>157</sup> In spite of an economic slump in the early 1990s caused by the end of the Cold War and subsequent reductions in defense spending, many companies that had been founded in the postwar era continued to grow, and other new ventures emerged to replace those that had failed. Electronics and technology remained the most prominent industries; the term “Silicon Valley” was coined by a journalist in 1971, and by 1994, the area boasted more than 3,650 technology firms.<sup>158</sup> Less than a third of these were located in San José city limits, but all were within 30 miles of the downtown area, further reinforcing San José’s suburban character and supporting its self-proclaimed title, the “Capital of Silicon Valley.”<sup>159</sup>

### ***Developments in Transportation***

The nationwide dependence on automobiles continued to transform commuter patterns in the contemporary era, and freeway construction continued in San José and the Bay Area. The Southern Pacific Railroad, after an extended battle with the Public Utilities Commission regarding fares and service levels, moved to abandon passenger service entirely in 1977. San Francisco, San Mateo, and Santa Clara counties responded by offering a “fare stabilization plan,” a set of subsidies intended to not only avoid the end of passenger rail service in the Bay Area, but to reverse the pattern of declining ridership that had characterized the last three decades.<sup>160</sup>

In 1980, the tri-county program was augmented by state sponsorship; for the next twelve years, state transit authority Caltrans contracted with Southern Pacific to provide subsidized passenger service on the newly christened “Caltrain.” In 1987, the Peninsula Corridor Joint Powers Board (JPB) was formed to manage the line. In 1991, the JPB purchased the railroad right-of-way between San Francisco and San José from the Southern Pacific Railroad for more than \$200 million, and in 1992, the JPB assumed all operating responsibilities for the line.<sup>161</sup> The year 1992 also saw the beginning of seismic safety and rehabilitation upgrades to the San José terminal, constructed for the Southern Pacific Railroad in 1935 and located within the project area at 65 Cahill Street. Renamed “Diridon Station” after Rod Diridon, a charter member of the JPB and the Santa Clara County Supervisor, the terminal project was completed in 1994.<sup>162</sup>

In addition to the regional transit activities advanced in the contemporary era, Santa Clara County furthered its transportation planning through the formation of the Santa Clara County Transit District (later the Santa Clara Valley Transportation Authority, or VTA) in 1972. VTA’s work has focused on upgrading the county’s bus fleets, improving county roads and highways, and expanding public transportation programs. In 1996, Santa Clara County voters approved a ten-year, half-cent sales tax to fund an extension of the city’s light rail system, including plans to construct a new VTA line between downtown San José and Los Gatos with a platform at Diridon Station. Construction resulted in the demolition of buildings within the project area along

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<sup>156</sup> Herhold, “With Redevelopment Threatened.”

<sup>157</sup> Jackson, *Crabgrass Frontier*, 266-267.

<sup>158</sup> “Obituary: Dan Hoefler, writer who coined term ‘Silicon Valley,’” *San Jose Mercury News*, April 16, 1986. The term reflects the significance of silicon, a semiconductor material, and the high concentration of semiconductor and computer-related industries in the region.

<sup>159</sup> Christenson, “San Jose Becomes the Capital of Silicon Valley,” 3, 21.

<sup>160</sup> John T. Mauro, “The Campaign to ‘Save the Trains,’” *San Francisco Examiner*, November 16, 1977.

<sup>161</sup> Bill Boldenweck, “Southern Pacific Agrees to Sell Peninsula Tracks,” *San Francisco Examiner*, January 3, 1991; “New Operator for Caltrain Sought,” *San Francisco Examiner*, April 2, 1992. The Peninsula Corridor Joint Powers Board continues to own and operate Caltrain today.

<sup>162</sup> “San Jose Diridon,” *Caltrain.com*, accessed January 17, 2020, [http://www.caltrain.com/about/Caltrain150/Historic\\_Stations/San\\_Jose\\_Diridon\\_1993\\_.html](http://www.caltrain.com/about/Caltrain150/Historic_Stations/San_Jose_Diridon_1993_.html). Diridon Station was also listed on the National Register of Historic Places in 1993 (Elizabeth A. McKee, “Southern Pacific Depot,” National Register of Historic Places Inventory/Nomination Form, Caltrans, San Jose, California, April 1, 1993).

portion of the line east of Diridon Station, between S. Montgomery Street and Gifford Avenue. The line runs through a curving underground tunnel around Diridon Station and follows former Union Pacific Railroad right-of-way from the station to Vasona Junction in Los Gatos.<sup>163</sup> It opened for service in summer 2005.<sup>164</sup>

### ***Extant Properties within the Project Area***

Within the project area, the built environment has been characterized by demolitions and removals as much as new construction. Extant buildings constructed during the contemporary period and dating to ca. 1975 or earlier include the carwash at 655 W. San Carlos Street (1971) and the major additions to the warehouse building at 557-587 Cinnabar Street (constructed in 1948, expanded in 1976) and the complex at 255 S. Montgomery Street (constructed ca. 1948, new building added to site in 1977).

## **3. REGULATORY FRAMEWORK**

### **3.1 Federal**

#### *National Register of Historic Places (National Register)*

The National Register is the Nation's master inventory of known historic resources and includes listings of buildings, structures, sites, objects and districts that possess historic, architectural, engineering, archaeological or cultural significance at the national, state or local level. As described in National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, a property must have both historical significance and integrity to be eligible for listing in the National Register of Historic Places. To be considered eligible for listing in the National Register, buildings, objects, sites, districts, or structures must meet any or all the following criteria:

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

In addition to meeting any or all of the above criteria, properties must also possess integrity. Historic integrity is the ability of a property to convey its significance and is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."<sup>165</sup> The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred;
- Design is the combination of elements that create the form, plan, space, structure, and style of a property;
- Setting is the physical environment of a historic property;

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<sup>163</sup> Patrick Doig and Paul Hetherington, "Staging for Tunnel Construction at San Jose Diridon Station," American Railway Engineering and Maintenance-of-Way Association, 2002 Conference Proceedings, [https://www.arena.org/files/library/2002\\_Conference\\_Proceedings/00056.pdf](https://www.arena.org/files/library/2002_Conference_Proceedings/00056.pdf): 3-4.

<sup>164</sup> Santa Clara Valley Transportation Authority, *Adopted Biennial Budget, Fiscal Years 2006 and 2007*, (Santa Clara: Santa Clara Valley Transportation Authority, 2005), 16.

<sup>165</sup> "Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines," National Park Service, accessed 22 November 2019, [https://www.nps.gov/history/local-law/arch\\_stnds\\_10.htm](https://www.nps.gov/history/local-law/arch_stnds_10.htm).