



T: 925.253.9070  
info@paleowest.com

Bay Area  
1870 Olympic Blvd Suite 100  
Walnut Creek, CA 94596

June 14, 2022

Shannon George, Principal Project Manager  
David J Powers and Associates, Inc.  
1871 The Alameda, Suite 200  
San José, CA 95126

**RE: Historical Resource Assessment for 60 Stockton Avenue in Support of the Apollo Residential Project, San Jose, Santa Clara County, California**

Dear Ms. George,

At your request, PaleoWest, LLC (PaleoWest) completed a cultural resource assessment in support of the Apollo Residential Project (Project) at 60 Stockton Avenue in the City of San José, Santa Clara County, California (Figure 1). The proposed Project is for the construction of a mixed-use building and the demolition of multiple commercial structures at 60 Stockton Ave, San José, CA (Assessor's Parcel No. [APN] 259-28-002.) This letter report presents the results of fieldwork, City of San Jose Landmark Evaluation, Department of Parks and Recreation 523-series record (DPR) of a historic-period resource in the Project area and provides cultural resource management recommendations for the Project.

The historic-period building located 60 Stockton Ave. was previously documented on a DPR 523-series record and was determined to not be eligible for the California Register of Historical Resources (CRHR) in 2009 (Maggi 2009).

## METHODOLOGY

PaleoWest completed a site visit on April 12, 2022 to evaluate the existing conditions, historic features, and architectural significance of the property. Archival research on the general history of the Project area included existing cultural resource reports, aerial photographs, historical topographic maps, the Santa Clara County Assessor's Office, and online repositories.

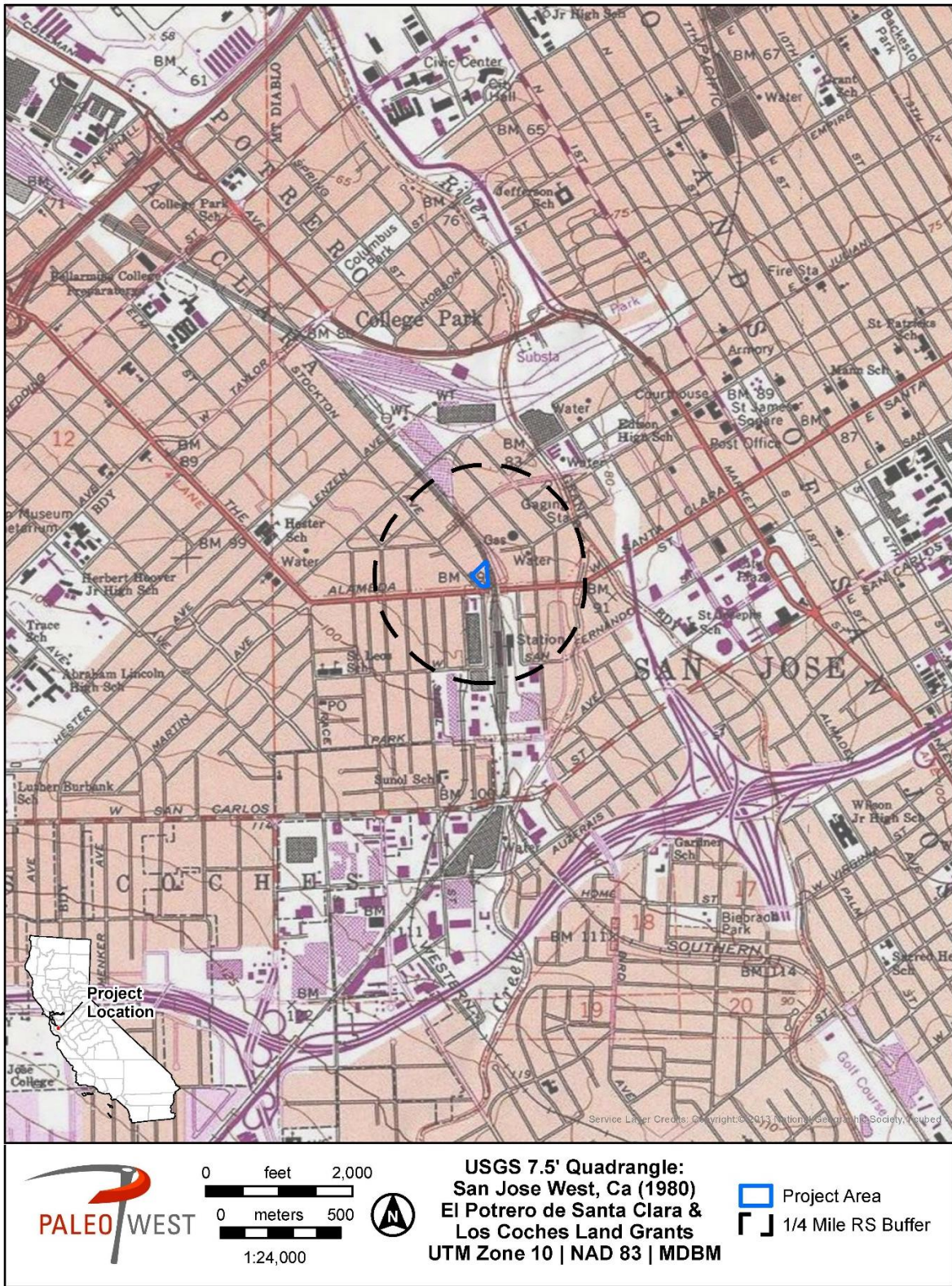


Figure 1. Project area map.





Figure 1. 60 Stockton Avenue, northwest and southwest elevations, view east.



Figure 2. 60 Stockton Avenue, southwest and southeast elevations, view north.



Figure 3. 60 Stockton Avenue, frontage view, southwest elevation, view northeast.

## PROPERTY DESCRIPTION

The building at 60 Stockton Avenue is a two-story industrial building in a mixed-use area west of downtown San José (Figures 1-3). DHT Collision & Services has occupied the building since 2009. On April 12, 2022, PaleoWest surveyed the parcel at 60 Stockton Avenue in the City of San Jose for the proposed Apollo Residential Project. The parcel contains a building constructed ca. 1917 originally recorded in and evaluated 1992 (Laffey 1992) and again in 2009 (Maggi 2009). The two-story industrial building was previously described as consisting of "...two elements, the front two-story section that is sheathed in stucco, and the rear single-story manufacturing area. The vernacular industrial architecture is symmetrical, consisting of a solid base with three vertical bays, and containing recessed window systems at the first and second levels. The same architectural treatment is carried part way to the rear on the side facades. The rear section is a tall single-story wood-frame structure that has evolved over time" (Maggi 2009:1). DHT Collision & Services has occupied the building since 2009.

The main building contains two elements: the front two-story section sheathed in stucco and the rear single-story manufacturing area. The vernacular industrial architecture is symmetrical, consisting of a solid base with three vertical bays, and recessed window systems at the first and second levels. The same architectural treatment is carried part way to the rear on the side facades. The rear section is a tall single-story wood-frame structure improved over time. The surrounding area is under redevelopment, with high density residential projects and an urban grocery constructed across the street from the subject property.

## SITE HISTORY

Historical maps and aerial photographs of the Project area were examined to identify potential for historic-period (45 years and older) resources in the Project. The Project is in Township 7 South, Range 1 East, Mount Diablo Base Meridian of the *San Jose, CA* US Geological Survey (USGS) 7.5-minute topographic quadrangle map. The Project area is within the historic El Portero de Santa Clara and Los Coches Land Grants is adjacent to The Alameda Row City Landmark District, an area formerly part of the Hispanic period (1777-1822) El Camino Real (The Kings Highway) (Clark 2006).

The 1884, 1891, and 1915 Sanborn Fire Insurance Maps for the city of San Jose depict a building and two outbuildings at 60 Stockton Avenue, San Jose, CA (Library of Congress 1884-1915). Sanborn Fire Insurance Maps from 1884 indicate the surrounding area was composed primarily of concrete and cinderblock construction, while the 1891 map indicates the surrounding area was composed of frame buildings, returning to the concrete and cinderblock construction designation in the 1915-1950 map (Library of Congress 2021).

The 1915-1950 Sanborn Fire Insurance Maps (Figures 4 – 5) for the area show the same series of three buildings listed as Auto Spray Painting and Reconstruction, Auto waxing, and Auto Washing (Library of Congress 2021). The 1950 Sanborn Fire Insurance Maps also show the "Golden West Foundry" at 60 Stockton Ave, existing behind the automobile businesses. Presently, 60 Stockton Ave is occupied by DLT Collision & Services.

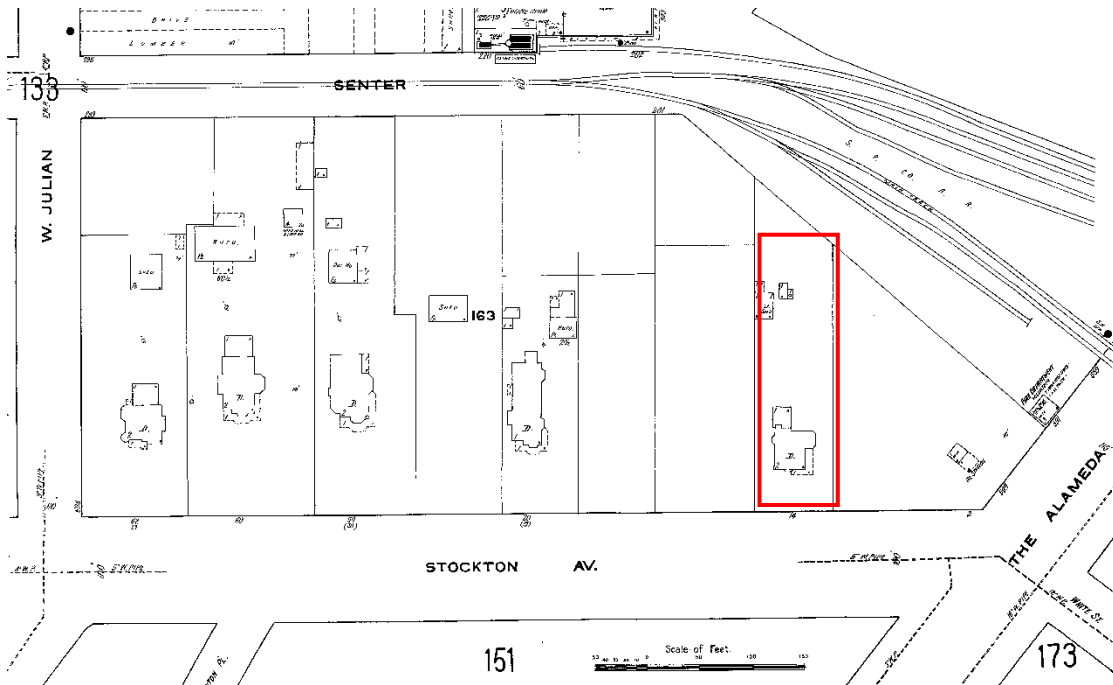


Figure 4. 1915 Sanborn map showing the Project area in red.

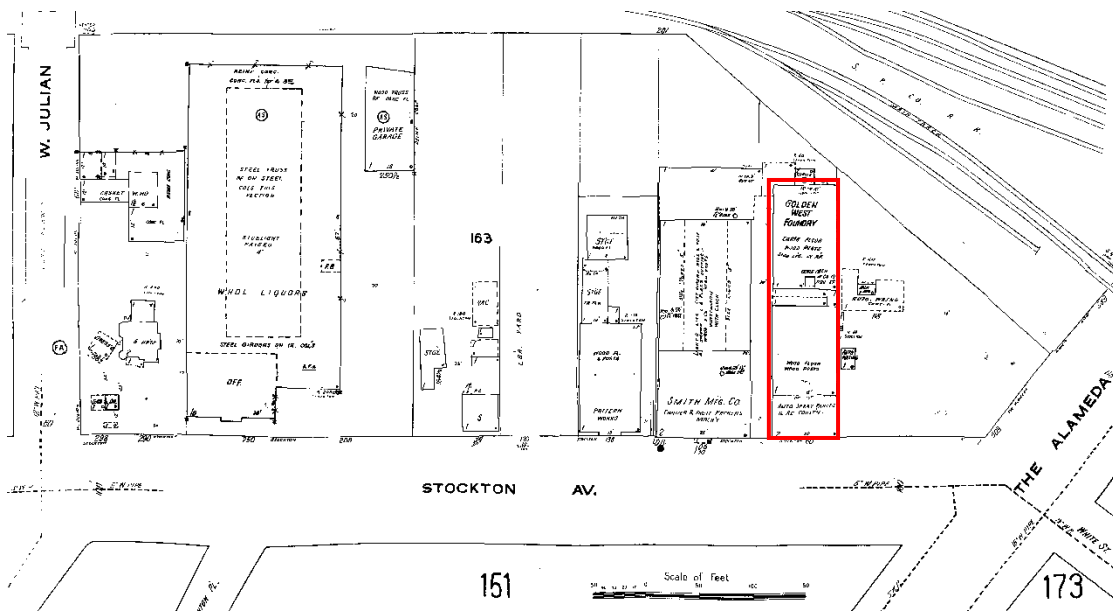


Figure 5. 1951 Sanborn showing the Project area in red.

The 1948 aerial photographs depict a building with two outbuildings at 60 Stockton Avenue. From 1948 to 2018 little to no change is observed at the subject property as well as in the immediate surrounding area (HistoricAerials.com 2021).

Though not as reliable as the Sanborn maps, review of USGS topographical maps from 1889 through 1947 depict the Project area as either undeveloped or containing sparse residential and commercial buildings (USGS 1889; USGS 1897, USGS 1899, USGS 1943, USGS 1947).





Figure 6. 1931 aerial image with the Project area indicated in red (UCSB 1931).



Figure 7. 1956 aerial image with the Project area indicated in red (UCSB 1956).

The site was originally part of the Alameda Gardens subdivision west of downtown San Jose mapped in 1850 for Commodore Robert Stockton. The subdivision developed in the late nineteenth century with large residential homes and commercial buildings along The Alameda and Stockton Avenue northwest toward the City of Santa Clara. The site was originally

addressed 18 Stockton Avenue and was developed in circa 1916 for the Smith Manufacturing Company, which constructed a new factory containing three buildings comprising 51,000 square feet of industrial space, including the current building at 60 Stockton Avenue. The facility included a wood-working department, machine shop, metal shop, foundry, pattern shop, and boiler shop (Laffey 1986:25).

Smith Manufacturing Company was owned by John S. Smith, an immigrant from Nova Scotia, British Columbia who moved to San José with his family in 1900. Mr. Smith opened the Smith Manufacturing Company in 1902-1903 with just \$200 in capital operating out of a wood-frame building at 225 The Alameda before moving to the building at 60 Stockton Avenue in 1918. In 1923, the Smith Manufacturing Company was sold to Sprague-Sells, a company that manufactured corn processing equipment, but the name was retained. In 1927, Sprague-Sells merged with FMC but removed a portion of the former Smith Manufacturing Company from the sale. In 1929 the Smith Manufacturing Company reappeared in the front two-story section of the building at 60 Stockton Avenue. The rear single-story manufacturing area was occupied by Western Foundry.

James S. Smith died in 1936 leaving the company to his heir Charles O. Smith who served as president until his own death in 1948. Oliver Smith took over control of the company following his dad's death and served in that position until the company closed in 1955.

In 1957, Reliable Pattern Works, established in San Jose by James McEwan and Joseph DiSalva in 1928, moved into the build. They altered the entrance of the building and warehouse while also expanding out from the building McEwan owned nearby at 138 Stockton Avenue. Reliable Pattern Works remained in the building until 1983. Since that time, the building has housed a variety of businesses.

The Smith Manufacturing Company is associated the later years of Santa Clara Valley's horticulture equipment and food processing industry that grew during the late nineteenth and early twentieth century. Popular manufacturers included John Bean's Bean Spray Pump Company, William C. Anderson- Anderson Prune Dipping Company and Luther Cunningham's Barngrover, Hull and Cunningham. An early merger between William C. Anderson and Luther Cunningham created Anderson-Barngrover Company that diversified into various types of agricultural equipment and grew to one of the largest manufacturers of food-processing equipment on the West Coast. By 1927, the Anderson-Barngrover Company had been reorganized as the Food Machine Company and merged with mid-West firm Sprague-Sells, who had previously acquired the Smith Manufacturing Company in 1923. As previously mentioned, a portion of the Smith Manufacturing Company was held back from the sale and the company reopened for business in 1929.

During the current survey, no significant changes to the character or integrity of the building were noted and its condition and appearance was consistent with descriptions provided previously. The building was previously recorded and evaluated by Laffey (1992) and again by Maggi (2009) and recommended not eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) due to the absence of historical and/or architectural significance. No new historical information regarding the building has come to light. Therefore, PaleoWest concurs with the previous findings and recommends the building as not eligible for listing in the NRHP or the CRHR. However, the previous evaluation did not

consider the property's status as a City Landmark, Contributing Structure in a City Landmark District, or candidate structure based on applicable City qualification criteria. The criteria for listing a property as a City Landmark, along with an evaluation of 250 Stockton Avenue, is provided below.

## HISTORIC CONTEXT

During the Spanish colonial period, the Julian Stockton Redevelopment Area was within the land of the pueblo of San Jose de Guadalupe, which was established in November 1777 to supplement food crops produced by the missions (Laffey 1986).

Changes during the Mexican period occurred slowly. In the early 1800s, cattle ranching for the hide and tallow trade became the principal economic activity in the Santa Clara Valley. By 1820, growing traffic in hides and tallow encouraged foreign trade, and as Americans and Europeans settled California during the 1830s and 1840s, many were attracted to San Jose and the Santa Clara Valley. With a population of about 500 at the time of the Gold Rush, San Jose was the largest town in northern California, located in a fertile and largely undeveloped valley (Laffey 1986).

San Jose began the process of Americanization after the Bear Flag Rebellion in 1846 and the discovery of gold in California. The Pueblo was surveyed and laid out in a grid system, typical of other American cities, that facilitated the buying and selling of property (Laffey 1986). The establishment of San Jose as the state capital in 1849 caused a rapid increase in population, and the city began to develop in an orderly grid-like pattern. Throughout the mid-19<sup>th</sup> century, San Jose experienced increasing prosperity with American farms spreading all over the valley and farmers and their families looking to San Jose as a mercantile center (Laffey 1986). The railroad arrived in the 1860s, opening large markets for agricultural products and bringing more settlers to the valley. Municipal services in San Jose were expanded, streets built, street cars introduced, gas, water, and sewer systems organized, and educational facilities developed (Laffey 1986).

During the 1850s, as the city began to grow and develop, settlement patterns concentrated along major transportation routes Santa Clara Street and Market Street, filling and redeveloping lots in the downtown core and spreading into the Julian Stockton Redevelopment Area to the east of the Guadalupe River. The banks of the river attracted early innovators who planted gardens, orchards, vineyards, and nurseries. The first commercial nursery in San Jose was established by Louis Pellier at San Pedro and St. James streets. Other nurseries include one established by Commodore Robert Stockton in 1853 and B.F. Fox and Levi Sanderson in the late 1850s. Due to the efforts of these pioneering horticulturalists, the fledgling fruit canning and drying industries made major inroads into the economic picture. By 1890, fruit culture dominated the agricultural crops of the county and continued to be the major economic activity for the next fifty years (Laffey 1986).

Between 1890 and 1920, the Santa Clara Valley became the single most important fruit and vegetable canning hub in the United States. During this period, the industrial character of the area near Julian and Stockton Avenue became more pronounced with large canneries and related industries replacing many of the residential or sparsely developed areas. Within the



area, Victor Greco founded the Greco Cannery on Howard Street in 1913. During World War I, the company was the first to can tomato paste. By 1922, the operations had spread across both sides of Howard Street, starting in a small building and eventually covering several acres. FMC Corporation, one of the largest canneries in San Jose and California, was founded in 1919 by E. N. Richmond and E. E. Chase and was located on Cinnabar Street. This business had three divisions: dried fruit, canning, and orchard management. By 1922, the corporation had risen to fourth place in California, with enormous operations in San Jose, Mountain View, and Stockton, as well as two dried fruit plants in San Jose and Edenvale.

Lumber yards and metal foundries were also prominent features of the built landscape during this period. According to research, Alfred C. and Thomas Kearney's State Foundry and Pattern Works were situated at 14 Stockton Avenue in 1919 and the Golden West Foundry was situated at 62 Stockton Avenue in 1929. In May 1922, the Western Pacific Railroad established its major freight facility at The Alameda and Bush Street (near where Cahill Station would eventually be built). The Western Pacific Railroad freight depot's closeness to residential neighborhoods promoted the construction of light industrial and commercial structures, notably along the Stockton Avenue corridor (Laffey 1986).

The existence of new industrial uses in the area near Julian and Stockton Avenue progressively displaced most of the previous housing constructed throughout the nineteenth century, resulting in the current patchwork of residential and industrial structures and uses. The Southern Pacific constructed the underpass at West Julian and Senter Streets in the mid-1930s. Most of the land in the area had been developed with industrial uses by this time, and other uses such as San Jose Foundry and Metal Shop had displaced residential uses at the south end of the block. This land conversion persisted far into the twentieth century. A 1951 Sanborn Fire Insurance Map indicates that industrial properties dominated Stockton Avenue.

The area would maintain its industrial built landscape until the early 1990s when the San Jose Arena and its parking lot were built just east of the project area. Since roughly 2000, multifamily condominiums and apartments with accompanying comical retail have sprung up along near The Alameda near the Stockton Avenue intersection (NETR 2022; Sanborn 2022)

## REGULATORY FRAMEWORK

The regulatory background provided below provides an overview of state and local criteria used to assess historic significance.

### California Register of Historical Resources Criteria

The criteria used to establish the significance of a property for listing on the California Register of Historical Resources (CRHR) are as follows:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

For a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance," (NPS 1997). To determine if a property retains the physical characteristics corresponding to its historic context, the National Register of Historic Places (NRHP) has identified seven aspects of integrity, which the CRHR closely 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.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular cultural or people during any given period in history or prehistory.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

Because integrity is based on a property's significance in a specific historic context, evaluations of integrity can only be completed after historic significance has been established.

### **City of San José Landmark Criteria**

In accordance with the City of San José's Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code), a resource qualifies as a City Landmark if it has "special historical, architectural, cultural, aesthetic or engineering interest or value of an historical nature" and is one of the following resource types:

1. An individual structure or portion thereof;
2. An integrated group of structures on a single lot;
3. A site, or portion thereof; or
4. Any combination thereof. (Sec. 13.48.020.C)

In accordance with City Ordinance 13.48.020 properties with "Historical, Architectural, Aesthetic, or Engineering Value of an Historical Nature" shall have a quality derived from, based upon, or related to any of the following criteria:

1. Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;
2. Identification as, or association with, a distinctive, significant or important work or vestige:
  - a. Of an architectural style, design or method of construction;
  - b. Of a master architect, builder, artist or craftsman;
  - c. Of high artistic merit;
  - d. The totality of which comprises a distinctive, significant or important work or vestige whose component parts may lack the same attributes;
  - e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked; or
  - f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.
3. The factor of age alone does not necessarily confer a special historical, architectural, cultural, aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

The ordinance also provides a definition of a district: "a geographically definable area of urban or rural character, possessing a significant concentration or continuity of site, building, structures or objects unified by past events or aesthetically by plan or physical development." (Sec. 13.48.020.B).

The Historic Landmarks Commission reviews landmark designations and "shall find that said proposed landmark has special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature, and that its designation as a landmark conforms with the goals and policies of the general plan. In making such findings, the Commission may consider the following factors, among other relevant factors, with respect to the proposed landmark:

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
2. Its location as a site of a significant historic event
3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history;
4. Its exemplification of the cultural, economic, social or historic heritage of the City of San José;
5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;
6. Its embodiment of distinguishing characteristics of an architectural type or specimen;
7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José; and
8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation, or which is unique." (Sec. 13.48.110.H)



# SIGNIFICANCE EVALUATION

## Current Historic Status

The building was previously recorded and evaluated by Laffey (1992) and again by Maggi (2009) and recommended not eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) due to the absence of historical and/or architectural significance. No new historical information regarding the building has come to light. Therefore, PaleoWest concurs with the previous findings and recommends the building as not eligible for listing in the NRHP or the CRHR.

During the current survey, no significant changes to the character or integrity of the building were noted and its condition and appearance was consistent with descriptions provided previously. The building was previously recorded and evaluated by Laffey (1992) and again by Maggi (2009) and recommended not eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) due to the absence of historical and/or architectural significance. No new historical information regarding the building has come to light. Therefore, PaleoWest concurs with the previous findings and recommends the building as not eligible for listing in the NRHP or the CRHR. However, the previous evaluation did not consider the property's status as a City Landmark, Contributing Structure in a City Landmark District, or candidate structure based on applicable City qualification criteria. The criteria for listing a property as a City Landmark, along with an evaluation of 250 Stockton Avenue, is provided below.

## City of San Jose City Landmark Evaluation

The building at 60 Stockton Avenue is an individual structure constructed circa 1916 by John S. Smith for the Smith Manufacturing Company. While associated with the growth of the Santa Clara Valley horticulture equipment and food processing industry of the late nineteenth and early twentieth century, it was formed in the latter part of that period of significance and did not attain any specific notoriety within its industry, unlike the Bean Spray Company and Anderson-Barngrover Company. The building does not embody any distinct characteristics that represent or convey the significance of that era, nor is the building associated with an event that contributed to history, heritage or culture in a distinctive, significant or important way at the local, regional, state or national level (Criterion 1).

There is no indication that the location was the site of a significance historic event and John S. Smith, his son Charles O. Smith, or grandson Oliver Smith did not significantly contribute to the local, regional, state, or national history (Criteria 2 and 3). Furthermore, the building does not exemplify any cultural, economic, social or historic heritage of the City of San José (Criterion 4).

The building does not portray the environment of a group of people in an era of history characterized by a distinctive architectural style (Criterion 5). It is utilitarian in design does not possess distinctive architectural style, design or method of construction, nor represent the work of a master architect, builder, artist or craftsman, nor is it constructed of materials or engineering methods considered unusual, significant, or uniquely effective (Criteria 6 and 7).

There is no evidence to suggest the building is of distinctive, significant or important work of late nineteenth and early twentieth century industrial architecture or history, nor the last remaining example of its kind in the City. It does not embody elements of design, detail, materials or craftsmanship that represent significant architectural innovation or is unique (Criterion 8).

Therefore, the building at 60 Stockton Avenue does not appear to possess “Historical, Architectural, Aesthetic, or Engineering Value of an Historical Nature” and does not meet the City qualification criteria for designation as a City Landmark or candidate structure.

The building does not appear to be a Contributing Structure to a City Landmark District. The building lies within the Julian-Stockton Redevelopment Area and but was not identified within a historic district at that time (Laffey 1986).

## CONCLUSION

The building at 60 Stockton Avenue does not appear to possess “Historical, Architectural, Aesthetic, or Engineering Value of an Historical Nature” and does not meet the NRHP or CRHR, significance criteria, or the City of San José qualification criteria for designation as a City Landmark or candidate structure. No additional investigation of this property is recommended during project planning.

It has been a pleasure working with you on this Project. If you have any questions, please do not hesitate to contact the Project Manager at [jeddy@paleowest.com](mailto:jeddy@paleowest.com).

Sincerely,

PALEOWEST

A handwritten signature in blue ink, appearing to read 'J. Eddy', written in a cursive style.

John Eddy, M.A., RPA | Senior Archaeologist/Project Manager

## REFERENCES

City of San Jose

- 1884 Official Map of the County of Santa Clara. Available: <https://loc.gov>. Accessed November 2021.
- 1889 Official Map of the County of Santa Clara. Available: <https://loc.gov>. Accessed November 2021.
- 1915 Official Map of the County of Santa Clara. Available: <https://loc.gov>. Accessed November 2021.

Laffey, Glory Anne

- 1986 Historic Resource Assessment and Historic Overview of the Julian/Stockton Redevelopment Area. Report on file, Northwest Information Center, Sonoma State University. S-8883
- 1992 DPR Record for 60 Stockton Ave (P-43-003690). Record on file, Northwest Information Center, Sonoma State University.

Maggi, Franklin

- 2009 DPR Record for 60 Stockton Ave (P-43-003690). Record on file, Northwest Information Center, Sonoma State University.

National Park Service

- 1997 National Register Bulletin, How to Apply the National Register. Accessed December 2021.

Nationwide Environmental Title Research (NETR)

- 2022 Historic Aerials Online Viewer – 60 Stockton Ave, San Jose, CA 95112. <https://www.historicaerials.com/viewer>. Accessed November 2021.

Sanborn Fire Insurance Company

- 1915, 1950, 1951. San Jose, California, page 134, Volume #2. Los Angeles Public Library Database, Los Angeles, California.

Shannon E. Clark

- 2006 The Alameda: The Beautiful Way, San Jose: Alameda Business Association

Thompson & West

- 1876 "San Jose City- Ward 1" in *Historical Atlas Map of Santa Clara County, California*. Available: <https://www.historicmapworks.com/>. Accessed September 2021.

United States Geological Survey (USGS)

- 1889 *San Jose, CA*. Scale 1:62500.
- 1897 *San Jose, CA*. Scale 1:62500.
- 1899 *San Jose, CA*. Scale 1:62500.
- 1943 *San Jose, CA*. Scale 1:62500.
- 1947 *San Jose, CA*. Scale 1:62500.



**ATTACHMENT:**

A: DPR 523

# **Appendix A. DPR 523 Series Forms**

Page 1 of 3

Property Name: 60 Stockton Avenue

**\*Recorded by:** Patrick Zingerella, PaleoWest Archaeologist/Historian      **\*Date:** April 12, 2022      Continuation       Update

On April 12, 2022, PaleoWest surveyed the parcel at 60 Stockton Avenue in the City of San Jose, California in support of the proposed Apollo Residential Project. The parcel contains a building constructed ca. 1917 originally recorded in and evaluated 1992 (Laffey 1992) and again in 2009 (Maggi 2009). The two-story industrial building was previously described as consisting of "...two elements, the front two-story section that is sheathed in stucco, and the rear single-story manufacturing area. The vernacular industrial architecture is symmetrical, consisting of a solid base with three vertical bays, and containing recessed window systems at the first and second levels. The same architectural treatment is carried part way to the rear - on the side facades. The rear section is a tall single-story wood-frame structure that has evolved over time" (Maggi 2009:1). DHT Collision & Services has occupied the building since 2009.

During the current survey, no significant changes to the character or integrity of the building were noted and its condition and appearance was consistent with descriptions provided previously. The building was previously recorded and evaluated by Laffey (1992) and again by Maggi (2009) and recommended not eligible for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) due to the absence of historical and/or architectural significance. No new historical information regarding the building has come to light. Therefore, PaleoWest concurs with the previous findings and recommends the building as not eligible for listing in the NRHP or the CRHR. However, the previous evaluation did not consider the property's status as a City Landmark, Contributing Structure in a City Landmark District, or candidate structure based on applicable City qualification criteria. The criteria for listing a property as a City Landmark, along with an evaluation of 250 Stockton Avenue, is provided below.

The building at 60 Stockton Avenue is an individual structure constructed circa 1916 by John S. Smith for the Smith Manufacturing Company. While associated with the growth of the Santa Clara Valley horticulture equipment and food processing industry of the late nineteenth and early twentieth century, it was formed in the latter part of that period of significance and did not attain any specific notoriety within its industry, unlike the Bean Spray Company and Anderson-Barngrover Company. The building does not embody any distinct characteristics that represent or convey the significance of that era, nor is the building associated with an event that contributed to history, heritage or culture in a distinctive, significant or important way at the local, regional, state or national level (Criterion 1).

There is no indication that the location was the site of a significance historic event and John S. Smith, his son Charles O. Smith, or grandson Oliver Smith did not significantly contribute to the local, regional, state, or national history (Criteria 2 and 3). Furthermore, the building does not exemplify any cultural, economic, social or historic heritage of the City of San José (Criterion 4).

The building does not portray the environment of a group of people in an era of history characterized by a distinctive architectural style (Criterion 5). It is utilitarian in design does not possess distinctive architectural style, design or method of construction, nor represent the work of a master architect, builder, artist or craftsman, nor is it constructed of materials or engineering methods considered unusual, significant, or uniquely effective (Criteria 6 and 7).



(Continued) There is no evidence to suggest the building is of distinctive, significant or important work of late nineteenth and early twentieth century industrial architecture or history, nor the last remaining example of its kind in the City. It does not embody elements of design, detail, materials or craftsmanship that represent significant architectural innovation or is unique (Criterion 8).

Therefore, the building at 60 Stockton Avenue does not appear to possess "Historical, Architectural, Aesthetic, or Engineering Value of an Historical Nature" and does not meet the City qualification criteria for designation as a City Landmark or candidate structure.

The building does not appear to be a Contributing Structure to a City Landmark District. The building lies within the Julian-Stockton Redevelopment Area and but was not identified within a historic district at that time (Laffey 1986).

**\*Evaluated by:** PaleoWest Architectural Historian Emma Keethler, MA

Emma Keethler is an Architectural Historian who exceeds the Secretary of the Interior's Professional Qualification Standards in Architectural History and History. Ms. Keethler has a master's degree in Historic Preservation and five years of professional experience in historic preservation and cultural resources management and assessment. She has worked on assessments for properties based locally as well as across several different regions of the country including California, working closely with recording and documenting structures for the Georgia State Historic Preservation Office as well as Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), along with the Florida Department of Historic Resources and Florida Master Site File List (FMSFL) and National Register of Historic Places (NRHP) criteria. She has assisted on the preparation of technical reports in compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106) including HABS/HAER Documentation, historic preservation plans, and cultural landscape reports, architectural surveys, historic structures reports and preservation consultation work.

**References Cited:**

Laffey, Glory Anne. 1986. Historic Resource Assessment and Historic Overview of the Julian/Stockton Redevelopment Area. Report on file, Northwest Information Center, Sonoma State University. (S-8883)

Laffey, Glory Anne. 1992. DPR Record for 60 Stockton Ave (P-43-003690). Record on file, Northwest Information Center, Sonoma State University.

Maggi, Franklin. 2009. DPR Record for 60 Stockton Ave (P-43-003690). Record on file, Northwest Information Center, Sonoma State University.



Southwest elevation, frontage viewing Northeast



Southwest and Southwest elevation, viewing North.



Northwest and Southwest elevations, viewing East.



Northern portion of Southeast elevation, viewing North.

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

Primary # P-43-003690  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 11

P1. Other Identifier: None

\*P2. Location:  Not for Publication  Unrestricted  
and

\*a. County: Santa Clara

\*b. USGS 7.5' Quad: San Jose West Date: 1961 PR 1980  
c. Address: 60 Stockton Ave  
d. UTM: Zone: ; mE/ mN (G.P.S.)  
e. Other Locational Data: APN 25928002

T 7 S ; R 1 E ; ¼ of SW ¼ SW of Sec 7 ; M.D. B.M.  
City: San Jose Zip: 95126

\*P3a. Description:

The site of this two-story industrial building is located just west of downtown San Jose, north of the Alameda, and on the east side of Stockton Avenue. The parcel shares driveways with the property on the north. The main building, constructed about 1917 or 1918, consists of two elements, the front two-story section that is sheathed in stucco, and the rear single-story manufacturing area. The vernacular industrial architecture is symmetrical, consisting of a solid base with three vertical bays, and containing recessed window systems at the first and second levels. The same architectural treatment is carried part way to the rear on the side facades. The rear section is a tall single-story wood-frame structure that has evolved over time. The area has recently been under redevelopment, with high density residential projects, as well as a new urban grocery market planned for construction directly across the street from the subject property.

\*P3b. Resource Attributes: HP6, 1-3 story commercial building; HP8, industrial building

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

P5a. Photo or Drawing



P5b. Description of Photo: View of primary façade from Stockton Ave., July 13, 2009

\*P6. Date Constructed/Age and Sources: 1930/NDC, Sept. 2010  
 Historic  Prehistoric  Both

\*P7. Owner and Address:  
Phan Vinh Ngoc and Nguyen Lien  
60 Stockton Ave.  
San Jose, CA 95126-2757

\*P8. Recorded by:  
Franklin Maggi  
Archives & Architecture, LLC  
PO Box 1332  
San Jose CA 95109

\*P9. Date Recorded: July 13, 2009

\*P10. Survey Type: Intensive

\*P11. Report Citation: Historic Architectural Survey Report for the San Francisco to San Jose High-Speed Train Project - Level EIR/EIS, Prepared for the Federal Railroad Administration. PBS&J February 2011

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # 11

- B1. Historic Name: none
- B2. Common Name: none
- B3. Original Use: Housing, commercial and industrial
- B4. Present Use: Commercial

\*B5. **Architectural Style:** Vernacular industrial

\*B6. **Construction History:** Constructed 1917, first occupied in 1918.

\*B7. **Moved?** No Yes Unknown **Date:** N/A **Original Location:** N/A

\*B8. **Related Features:** None

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. **Significance:** **Theme:** Industrial/commercial development **Area:** San Jose

**Period of Significance:** 1918-1955

**Property Type:** Commercial

**Applicable Criteria:** N/A

This site was initially subdivided as a part of the Alameda Gardens, a subdivision mapped in 1850 for Commodore Robert Stockton and now containing a building originally associated with Smith Manufacturing Company. Located to the west of downtown San Jose, it developed during the late nineteenth century with large residential homes, along with similar properties along The Alameda and Stockton Avenue as they continued on to the City of Santa Clara to the northwest. By the Interwar years, the properties along Stockton Avenue had been converting to industrial use due to the adjacency of the large railroad yard to the east.

Manufacture of equipment related to Santa Clara Valley's period of horticultural expansion saw growth during the late nineteenth century and during the early years of the twentieth century. The growth of the food processing industry began in the 1880-90's, and related manufacturers include John Bean's Bean Spray Pump Company, William C. Anderson- Anderson Prune Dipping Company and Luther Cunningham's Barngrover, Hull and Cunningham. An early merger created Anderson-Barngrover Company that diversified to manufacture various types of equipment for both agriculture and food processing. It became one of the largest manufacturers of food-processing equipment on the West Coast. In 1908, the Bean Spray Pump Company also expanded to a new plant to manufacture a variety of pumps, spray, and hose equipment. In 1928 the two companies merged to become John Bean Manufacturing Company. After acquiring the mid-West firm of Sprague-Sells, a company that had its beginnings in the manufacturing of equipment for vegetable processing, who had acquired Smith Manufacturing Company in 1923.

(Continued on page 3)

B11. Additional Resource Attributes: none

\*B12. **References:** Bamburg, Historical Report and Evaluation for 106-120 Stockton Avenue, San Jose, California, 2006.

National Data Collective, Inc. (NDC), [https://www.ndcdata.com/about\\_us.aspx](https://www.ndcdata.com/about_us.aspx), accessed September 2010.

Polk City Directories, (San Jose and Santa Clara County), 1915 – 1978.

Sanborn Fire Insurance Company, maps 1915, 1921, 1932, 1939, 1950.

Sawyer, E., *History of Santa Clara County*, 1922.

B13. Remarks: none

\*B14. **Evaluator:** Franklin Maggi

\***Date of Evaluation:** June 9, 2010

(This space reserved for official comments.)





\*Recorded by: Franklin Maggi

\*Date: June 9, 2010

Continuation  Update

**\*B10. Continued:**

While most of these local Santa Clara County businesses started with agricultural roots, John S. Smith immigrated to the United States with his wife Temperance and family of seven daughters and one son, arriving from Nova Scotia, via British Columbia to San Jose in 1900. Beginning with \$200 in capital, the John S. Smith Manufacturing Company, started in business in San Jose in 1902-03 in a wood-frame building at 225 The Alameda, where the company remained until 1918. In this location the company grew in size and stature. During the first decade the company was operating in San Jose, the heir to the company Charles O. Smith was engaged in other businesses, first mining and then as the sales manager for the Patterson Ranch Company and Patterson Irrigated Farms in San Joaquin Valley. His return to San Jose in 1915, to join the family business marked many changes for J. S. Smith Manufacturing company. The first appears to have been the purchase of land near The Alameda at 18 Stockton Street where a new factory of three buildings comprising 51,000 square feet was constructed in 1916 - 1917 and occupied in 1918. The buildings are presently addressed as 60, 106-120 Stockton and include the subject property.

Although located in San Jose, the company sold 70 percent of its products outside the Santa Clara Valley to customers in South America, South Africa, Asia, Australia and Europe. By 1922, an additional 19,500 square feet of space was built on a parcel to the north - 138 Stockton Ave. By the time the company occupied the expanded factory, it manufactured equipment exclusively for the fruit industry, growers, canners and dried fruit processors. The line of products included "a combined dipper, grader and automatic spreader; a power cylinder spreader; a combined dipper and spreader; a combined dipper, rinser and spreader; steel tanks. Dipper basket, field car, transfer car, turntable, dried fruit grader, dried fruit receiving car, standard fruit barrow and box truck." Charles took over his father's position in 1921 and within a year the J. S. Smith Manufacturing Company was incorporated as Smith Manufacturing Company. At the same time the company expanded with a second plant on the grounds of the former Luna Park (Berryessa Road and Oakland Road), where boilers and sheet metal products were manufactured. In 1923, Smith Manufacturing Company was sold to Sprague-Sells a company that had its origins in the manufacture of equipment to process corn.

The acquisition placed Sprague-Sells in direct competition with Anderson-Barngrover, the well established San Jose company. During the next four years, Smith Manufacturing Company retained its name, although equipment appears to have been sold under the Sprague-Sells label. The expansion and drop in market sales during the mid-1920's impacted the viability of the company, forcing Sprague-Sells to obtain a \$250,000 loan in 1927 from American Trust Company in Oakland. A year later the loan was called by Paul Davies, bank officer and son-in-law of John Crummy, President of the recently created, Food Machinery Company (formerly Anderson-Barngrover). Accounts of the transaction differ however, and a merger of Sprague-Sells with FMC was completed before the loan was foreclosed. It appears that in this transaction, part of the former Smith Manufacturing Company, was removed from the sale. Two years later, Smith Manufacturing Company reappeared at the subject sites at 60 and 106 Stockton Ave.

The rear of the southerly building at 60 Stockton Ave. was by then occupied by Western Foundry. The company remained in business after John S. Smith died in 1936, with his son Charles O. Smith as President. During the next twelve years, Charles formed a partnership with George Gardner (former president of President of a Peas Can Pack Manufacturing Company). Gardner became the operations manager in the new company called Gardner- Smith Inc. The business continued seven years after the death of Charles Smith in 1948, with son Oliver Smith as President.

Two years after Smith Manufacturing closed in 1955, Reliable Pattern Works, a company established in San Jose by James McEwan and Joseph DiSalva in 1928, altered the entrance and warehouse as they expanded from the building McEwan owned nearby at 138 Stockton Ave. into the vacant building where it remained until 1983. Since the mid-1980's a variety of businesses have occupied the building.

The adjacent property to the north was evaluated in 2006 by Urban Programmers of San Jose for Hudson Properties as a part of a proposed housing development project for the site. The project at that time included demolition of the building on the site. Although the project has not yet commenced, the City of San Jose subsequently amended their General Plan to allow for high-density residential development on the site as well as others along this portion of Stockton Avenue in concert with plans for the multi-model terminal at Diridon station.

The property at 60 Stockton Ave. does not appear to be associated with significant events or trends in local, state, or national history (Criterion A), nor are any of the known owners or occupants during historic times have been identified as making significant contributions to the city, state, or nation that are recognized in history (Criterion B). The building is not sufficiently architecturally distinctive to enable eligibility under Criterion C. Additionally, the property has not yielded, and is not likely to yield, important historical information to enable eligibility under Criterion D. The building generally retains historic integrity; but the property does not have historical and architectural significance. Therefore the building is not recommended eligible for listing in the National Register of Historic Places. The building has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The building is not recommended eligible for listing in the California Register of Historical Resources.



State of California - The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
 Office of Historic Preservation  
**Historic Resources Inventory**

Survey Ref. No. 191

Ser. No. \_\_\_\_\_  
 National Register Status 671  
 Local designation NS

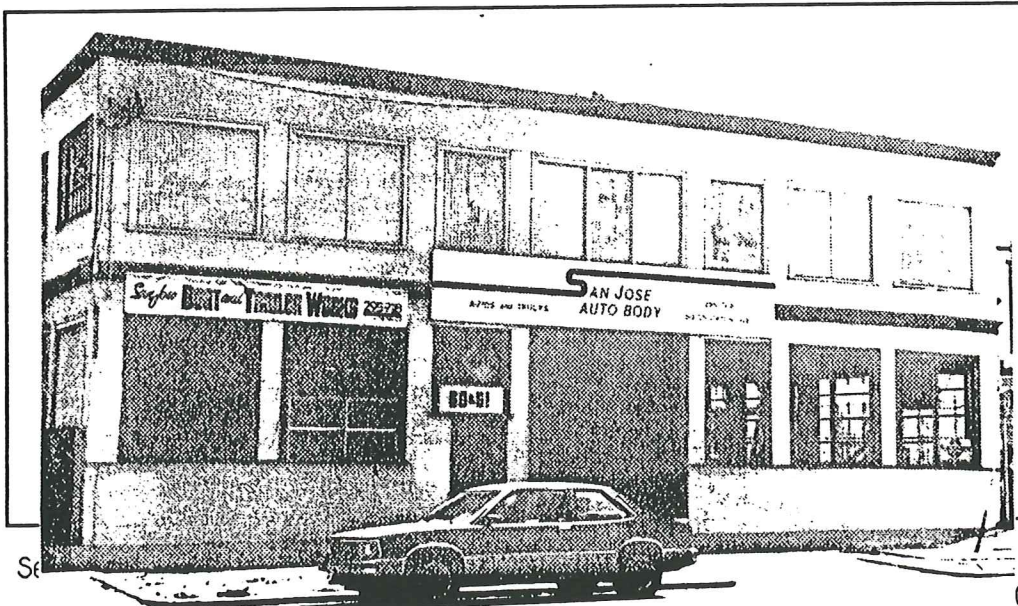
**Identification and Location**

1. Historic name Western Foundry
- \*2. Common name or current name San Jose Auto Body
- \*3. Number & street 60-61 Stockton Avenue Cross-corridor \_\_\_\_\_  
 City San Jose Vicinity only \_\_\_\_\_ Zip 95126 County Santa Clara
4. UTM Zone \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_
5. Quad map No. (83) Parcel No. 259-28-002 Other \_\_\_\_\_

**Description**

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

Constructed in the late 1920s, this two-story, wood-frame industrial building has a flat roof with a raised gabled skylight. The stuccoed facade has a parapet with a molded cornice and belt course. Fenestration consists of boarded windows on the second floor and large wood-frame windows on the ground floor. This utilitarian building is simple in form.



8. Planning agency Planning Dept.
9. Owner Address Muriel Noakes  
14725 Sky Lane  
Los Gatos, CA 95032
10. Type of Ownership Private
11. Present Use Commercial
12. Zoning C-3
13. Threats None

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

**Historical Information**

- \*14. Construction date(s) 1926A Original location Same Date moved \_\_\_\_\_  
 15. Alterations & date \_\_\_\_\_  
 16. Architect Unknown Builder Unknown  
 17. Historic attributes (with number from list) 08--foundry

**Significance and Evaluation**

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

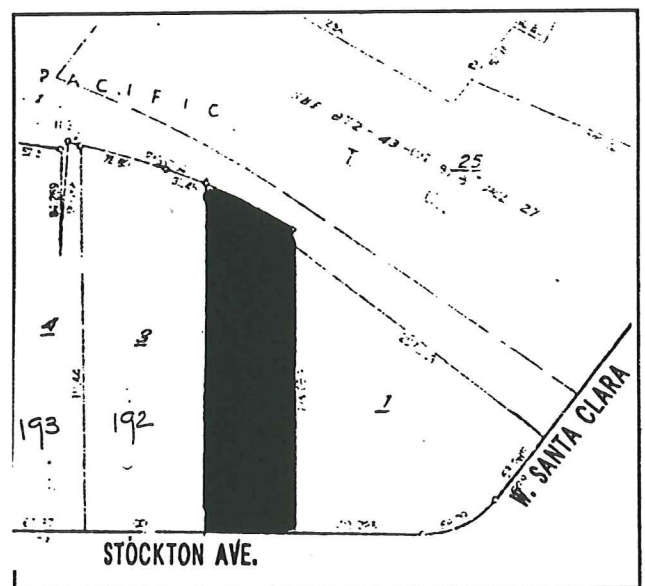
Consisting of two parts, the rear section of the building served as Oscar Magnusen's Western Foundry for about 20 years. The front section of the building has been occupied by a number of automobile service firms: upholstery, radiator repair, and auto painting and repair. San Jose Auto Body has occupied the building since 1975. The building is not historically or architecturally significant.

## 20. Sources:

Visual Survey, 7/24/92; McAlester & McAlester, A Field Guide to American Houses, 1986; Sanborn Fire Insurance Maps, 1929; City Directories, 1923-1949.

## 21. Applicable National Register criteria

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



# EVALUATION SHEET

HISTORIC RESOURCE NAME Western Foundry

SURVEY REF. NO. 191

ADDRESS 60-62 Stockton Avenue

**A. VISUAL QUALITY/DESIGN**

- |                              |   |    |   |             |
|------------------------------|---|----|---|-------------|
| 1. EXTERIOR _____            | E | VG | G | FP <b>x</b> |
| 2. STYLE _____               | E | VG | G | FP <b>x</b> |
| 3. DESIGNER _____            | E | VG | G | FP <b>x</b> |
| 4. CONSTRUCTION _____        | E | VG | G | FP <b>x</b> |
| 5. SUPPORTIVE ELEMENTS _____ | E | VG | G | FP <b>x</b> |

**B. HISTORY/ASSOCIATION**

- |   |   |    |            |             |
|---|---|----|------------|-------------|
| 6. PERSON/ORGANIZATION _____              | E | VG | G          | FP <b>x</b> |
| 7. EVENT _____                            | E | VG | G          | FP <b>x</b> |
| 8. PATTERNS <u>Industrial development</u> | E | VG | G <b>x</b> | FP          |
| 9. AGE _____                              | E | VG | G <b>x</b> | FP          |

**C. ENVIRONMENTAL/CONTEXT**

- |                       |   |             |            |             |
|-----------------------|---|-------------|------------|-------------|
| 10. CONTINUITY _____  | E | VG <b>x</b> | G          | FP          |
| 11. SETTING _____     | E | VG          | G <b>x</b> | FP          |
| 12. FAMILIARITY _____ | E | VG          | G          | FP <b>x</b> |

**D. INTEGRITY**

- |                                |            |             |   |    |
|--------------------------------|------------|-------------|---|----|
| 13. CONDITION _____            | E <b>x</b> | VG          | G | FP |
| 14. EXTERIOR ALTERATIONS _____ | E          | VG <b>x</b> | G | FP |
| 15. STRUCTURAL REMOVALS _____  | E <b>x</b> | VG          | G | FP |
| 16. SITE _____                 | E <b>x</b> | VG          | G | FP |

**E. REVERSIBILITY**

- |                    |            |    |   |    |
|--------------------|------------|----|---|----|
| 17. EXTERIOR _____ | E <b>x</b> | VG | G | FP |
|--------------------|------------|----|---|----|

**F. ADDITIONAL CONSIDERATIONS/BONUS POINTS**

- |                                  |   |    |   |    |
|----------------------------------|---|----|---|----|
| 18. INTERIOR/VISUAL _____        | E | VG | G | FP |
| 19. INTERIOR/HISTORY _____       | E | VG | G | FP |
| 20. INTERIOR ALTERATIONS _____   | E | VG | G | FP |
| 21. REVERSIBILITY/INTERIOR _____ | E | VG | G | FP |

REVIEWED BY Glory Anne Laffey

DATE: 7/25/92



EVALUATION TALLY SHEET

SURVEY REF. NO. 191

Value  
E VG G FP  
0  
0  
0  
0  
0  
0  
5  
3  
6  
2  
0

A. VISUAL QUALITY/DESIGN  
 1. Exterior  
 2. Style  
 3. Designer  
 4. Construction  
 5. Supportive Elements  
 VISUAL QUALITY/DESIGN SUB-TOTAL 0

B. HISTORY/ASSOCIATION  
 6. Person/Organization  
 7. Event  
 8. Patterns  
 9. Age  
 HISTORY/ASSOCIATION SUB-TOTAL 8

C. ENVIRONMENTAL/CONTEXT  
 10. Continuity  
 11. Setting  
 12. Familiarity  
 ENVIRONMENTAL/CONTEXT SUB-TOTAL 8

A & C SUB-TOTAL 8  
 B SUB-TOTAL 8  
 PRELIMINARY TOTAL (SUM of A, B, & C) 16

Value  
E VG G FP  
0  
.05  
.03  
0  
0  
0  
3

D. INTEGRITY

13. Alterations					
From A, B & C Sub-Totals	<u>16</u>	X	<u>0</u>	=	<u>0</u>
14. Exterior Alterations					
From A & C Sub-Totals	<u>8</u>	X	<u>.05</u>	=	<u>.4</u>
From B Sub-Total	<u>8</u>	X	<u>.03</u>	=	<u>.24</u>
15. Structural Removals					
From A & C Sub-Totals	<u>8</u>	X	<u>0</u>	=	<u>0</u>
From B Sub-Total	<u>8</u>	X	<u>0</u>	=	<u>0</u>
16. SITE					
From B Sub-Total	<u>8</u>	X	<u>0</u>	=	<u>0</u>
INTEGRITY DEDUCTIONS (SUB-TOTAL)			<u>.64</u>		
ADJUSTED SUB-TOTAL	<u>16</u>	-	<u>.64</u>	=	<u>15.36</u>
	PRELIMINARY TOTAL		INTEGRITY DEDUCTIONS		

E. REVERSIBILITY  
 17. Exterior 3  
 ===== TOTAL 18.36

Value  
E VG G FP

F. ADDITIONAL CONSIDERATIONS/BONUS POINTS  
 18. Interior Visual Quality \_\_\_\_\_  
 19. History/Association of Interior \_\_\_\_\_  
 20. Interior Alterations \_\_\_\_\_  
 21. Reversibility/Interior \_\_\_\_\_  
 BONUS POINTS SUB-TOTAL \_\_\_\_\_  
 ADJUSTED TOTAL (With Bonus Points) 18.36